
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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June 2021

DVJC Spring Fling



Photo by Jay Greene

On May 15th, 2021, the Delaware Valley Jaguar Club held its annual gathering at the Ringing Hill Fire Pavilion in Pottstown, PA. The outing celebrated the 60th anniversary of the E-Type and the 25th anniversary of the X-100 (XK8 and XKR). It was a glorious day as witnessed by the high turnout of DVJC members.



You Can Always Renew Your Membership!

You can always renew your membership in DVJC. Payment can be paid by credit card, debit card, or PayPal by using the DVJC Web site at <https://delvaljaguarclub.com/>. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEMBER tab. Detailed instructions about signing up for Web site access is shown here. DVJC members with current access should log in to the site as normal. On the Welcome screen scroll down to "Renew Subscription." Alternately you can click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew Subscription." Detailed instructions will then be displayed. Members who opt for paying by check can submit payment directly to Jim Sjoreen or use the membership form [by clicking here](#) or referring to pages 45 & 46 to update information.

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Upcoming DVJC Events

June 19, 2021

**Saturday Lunch at Springhouse Tavern
1032 N. Bethlehem Pike, Ambler, PA**

Contact: <https://delvaljaguarclub.com/events/saturday-lunch-at-springhouse-tavern/>

July 10, 2021

**16th Annual DVJC Slalom (see pages 24–25)
Garnet Valley High School
552 Smithbridge Road, Glen Mills, PA 19342**

Contact: Richard Rosen 609-923-7655 or rosen244@verizon.net

**July 17, 2021
10am–3pm**

**Cool Cars For Kids (see page 32)
Philadelphia Concours d’Elegance.
Simeone Foundation Automotive Museum
6825 Norwitch Drive, Philadelphia, PA**

Contact: <https://www.coolcarsforkids.org/>

August 7, 2021

**DVJC Annual Concours d’Elegance (see page 18–19)
Historic Hope Lodge, Fort Washington, PA
Registration deadline for judged cars July 28.**

[Click here](#) for more information or contact Jim Sjoreen,
concours@delvaljaguarclub.com

**August 21, 2021
Noon to 4:00 p.m.**

**DVJC Jaguars on the Lawn
Picnic and Garage Tour with Carol and Ed Petrow
Chester Springs, PA**

Contact: [Click Here](#) for more information or EdPetrow22@gmail.com

**Rescheduled to
September 28, 2021 to
September 30, 2021**

**Jaguars at the Jersey Shore (see page 10)
Cape May and South New Jersey**

Contact: [Click here](#) or Bill Beible at bill.beible@gmail.com



Your Monthly Bill June 2021

Don't Miss the Fun!!

DVJC members Tony and Mary Alice Tinari, Jeff Bolmeyer, Tom and Carolyn Shaner, Steve Gendler and Cathy Ridings, and Bill Beible kicked off May's activities at the British Car Club of Delaware show at the Cape May – Lewes Ferry terminal. Although mostly sunny, the weather felt a little like England with the constant wind off the water. Tony Tinari won Best in Show for his XK150. Jeff took home a first-place trophy for his 2001 XJR while Tom and Steve were awarded second and third places, respectively, for their E-Types.



Approximately sixty members had a great time at the Spring Fling. Conditions were perfect for [top notch photography of our members and their cars](#) – from both a “ground level” view (Mark Kogan and Mick Van Vlijmen) and by aerial reconnaissance (Jay Greene, drone pilot). May 15 was Armed Forces Day and the veterans in our club were recognized during lunch. Additionally, Paul Merluzzi was awarded the Kurt Rappold President's Award for his past and continuing service to our club. Based on strong, positive feedback, we will plan a 2022 Spring Fling. Many thanks to Paul Trout, Mike Wolf and Tom Shaner for organizing the inaugural version of this enjoyable day.

And, continuing the string of “firsts,” the golf gods were with us for the inaugural DVJC Golf Outing. The weather was perfect for the fourteen players who gathered at Five Ponds Golf Club in Warminster, PA. The scramble format took the pressure off individual skills (or struggles) and made for a fun day. Two noteworthy standouts were Bob Hunter (longest drive) and Mick Van Vlijmen (closest to the pin). The “All-Pro” Team of Jim Sjoreen, Tony Tinari and his guest, Gabe, fought hard and came

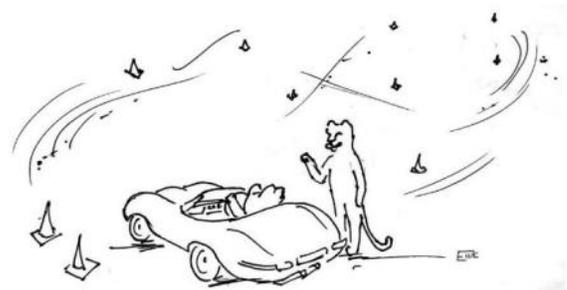
through as the tournament winner – by a one stroke margin. Notwithstanding our stellar individual and team performances, don't spend time looking for video highlights on the Golf Channel. Thanks to Chuck Kitson and Mick Van Vlijmen for recommending this as an event and for doing the work of scouting courses and organizing this great day. Look for it again next year.

Two dedicated DVJC rally teams, Brian and Pauline Craig and Steve and Betty Kress competed in the three-day Pumpkin Run Rally in Millsboro, DE. Tom Jones, who normally competes with his wife, Nancy, as navigator served as a rally volunteer this year.

Since September 2020, the men and women of our club have not been able to enjoy a meal together at the Spring House Tavern. That hiatus ends on Saturday June 19 when we can once again enjoy a private lunch outdoors with ordering from the menu. For the benefit of newer members who haven't been there previously, there is a large area where our Jaguars are parked together and serve as a great backdrop for trading experiences and “war stories” before and after lunch. Make a point to put it on your calendars now. The food is excellent and the company is even better!

The Slalom is also returning to our DVJC event calendar on Saturday July 10 after its cancellation last year. This is a sanctioned JCNA event which means, among other things, there are specific rules and safety standards that govern the conduct of this event to ensure the safety of participants, volunteers and spectators. Speaking from my personal experience, this is a fun and challenging event that tests your driving skills on a closed course. Here are the basic instructions:

It's easy, just follow the oil leaks and tire marks



(Courtesy of Jaguar Association of Central New York.)

Members of the Delaware Valley Triumph Club have also been invited. Participation is limited to twenty cars

Your Monthly Bill *June 2021 (continued)*

– send in your registration now so you don't miss out. If you are not quite prepared to compete, it's a great spectator event after which everyone is invited to lunch at a nearby brew pub. [You'll find the registration form on our website.](#)

I want to thank our members who have stepped up and volunteered to organize and support our events. Their work makes it easier to offer a wider variety of activities while also sharing the workload normally handled by a small, core group.



Our most demanding event, from a volunteer standpoint, is the Cars and Motorcycles of England/DVJC Concours which will take place on Saturday August 7. Members of the Triumph club, Friends of Hope Lodge and DVJC all pitch in to make this major event a perennial success. Training and recertification of judges has already begun under the leadership of Chief Judge Alan Brown. Within the next month, recruiting of DVJC members to fill our other commitments will begin. I encourage you to volunteer a few hours of your time. When you're not "working your assignment," you can enjoy one of the larger British shows on the east coast while also getting to know other club members.

For those who have not experienced a Concours, it is also an opportunity to share your Jaguar with the public at large, some 1000 paid spectators. Vehicles in competition are judged against JCNA standards for authenticity, cleanliness and condition and are grouped by type of car for scoring. Many cars are also entered in the "display" class. While not judged, these cars are showcased on the same show field as the others. Vol-

unteers may show their cars in the "display" class at no charge. I encourage all members to seriously consider entering their cars.

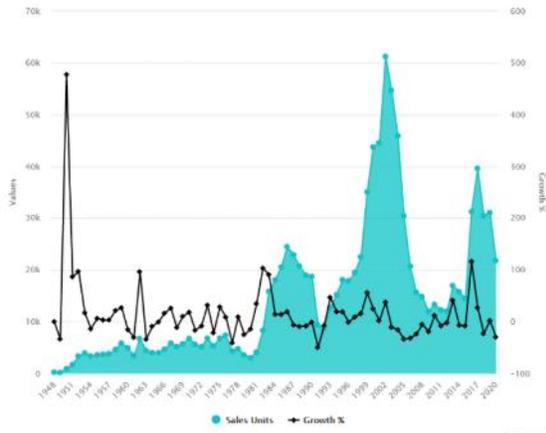


Twenty-five members have made their reservations for the three-day/two-night trip to Cape May in September. Don't miss the chance to reserve your room and join with us for a fun time together.



You may have noticed the construction underway at many of our local Jaguar dealers. Despite JLR's financial challenges, current production constraints due to supply chain issues and JLR's announced "Reimagining the Future of Modern Luxury" program, Jaguar Main Line and Jaguar Willow Grove facilities are undergoing MAJOR remodeling and Jaguar West Chester is relocating and building a completely new facility suggesting strong dealer confidence in the future of their brand. This prompted me to look at the sales history of Jaguar over time and I have made a few observations that may be of interest.

Your Monthly Bill *June 2021 (continued)*



None of us would be surprised that Jaguar has always been a niche brand in the U.S. From the first documented sales of 238 vehicles in 1948 until 1983 when 15,800 cars were sold, the company's U. S. market share never exceeded 0.10% and, in most years, was below 0.05%. Only two models were offered in 1983, namely XJ-S (coupe and Cabriolet) and the Series III XJ6.

Volume climbed rapidly to a peak of 24,500 cars in 1986 after which sales dropped every year to a low in 1992 of 8,700 cars. Series III XJ6 cars were replaced with the XJ40 saloons during 1987. Following introduction of the X300 saloons in 1994 and the subsequent debut of the X100's in 1996, sales climbed to an all-time peak of 61,200 vehicles and a whopping 0.40% domestic market share in 2002. That year was, maybe not coincidentally, the final production year for the X308 models.

Despite introducing the technologically advanced aluminum bodied X350 and complementing it with the X-Type (2001 -2009) and S-Type (1999 – 2008) sales slid steadily to a recent low of roughly 12,000 units in 2009 and didn't begin to recover until the F-Type was introduced in 2013. The new F-Pace hit the market in 2016 and immediately energized sales which hit a recent peak of 39,600 vehicles in 2017.

We cannot forget that the U. S. represents only about 15% of their sales compared to 65 to 70% of volume from Europe. I am cautiously optimistic that Jaguar will "reimagine itself" into a distinct brand that is consistently desirable to a customer segment looking for something other than one of three variations of German cars. In our country, Mercedes Benz, Audi and BMW outsell Jaguar with six to ten times the annual sales volume. Jaguar seemed to enjoy its greatest success with unique offerings instead of "me too" versions of their closest competitors' offerings. Here's hoping they make that change – and fast!

With a renewed sense of confidence about our personal health and safety, this should be a great time to enjoy family, friends and freedom.
See you soon!

Bill

Welcome New Members

Richard and Patricia Tobey
Rock Hall, MD

Tony Maxwell
Wilmington, DE

Cathy Ridings
Richboro, PA



Kurt Rappold

President's Award

Our friend, Paul Merluzzi, has made a positive difference in the Delaware Valley Jaguar Club in a wide variety of areas since he first joined our club in 2002. Recognizing the “limited attraction of a bunch of guys staring under the bonnets of their treasured Jaguars,” Paul transitioned the club to a much more social organization centered around our common admiration for Jaguars. As a result, many more couples enjoy the club together than did before that change of focus. Every year, Paul is instrumental planning and organizing several club events along with fulfilling his role as part of the Cars and Motorcycles of England/Concours d’Elegance committee. Paul was also the prime mover behind the eminently successful JCNA Annual General Meeting hosted by our club in 2015.

Paul began a two-year term as vice president in 2013. Following that term, he served as our president for four years from 2015 through 2018. His service hasn’t stopped. As past president, he attends all Executive Committee meetings, provides invaluable perspectives and continues serving as “proof-reader in chief” for “The Jaguar’s Purr” as well as planning and organizing events. Additionally, Paul currently serves as the liaison between DVJC and the Coventry Foundation whose mission is supporting the Jaguar® Heritage and preserving the marque for future generations.

This award is named the “Kurt Rappold President’s Award” to honor Kurt’s memory and his love for and dedication to the Delaware Valley Jaguar Club. It is my pleasure to present the 2020 award to Paul Merluzzi.

Bill Beible

President

Congratulations to The Kurt Rappold President's Award
winner for 2020
Paul Merluzzi



Jaguars at the Jersey Shore



Take a leisurely trip through the resort towns of south Jersey On the Way to Cape May with a stop for a picnic lunch at Alex and Teri Giacobettis' home in Avalon. We are planning a mix of group events with plenty of free time to explore, shop or relax on the beach. Those who can't enjoy all three days are welcome to participate as their schedules permit.

The organized events are all "open air."

- Tuesday 9/28
 - Meet – Starbucks, Somers Point, NJ.
 - Scenic drive through Ocean City and Sea Isle City, to Giacobettis' home in Avalon for picnic.
 - Casual drive through Stone Harbor and Wildwood to Montreal Beach Resort in Cape May.
 - Balance of day and evening– "on your own."
- Wednesday 9/29
 - [Jessie Creek Winery](#) – Vineyard tour and wine tasting followed by lunch.
 - Afternoon "on your own."
 - Group dinner – [Crab House at Two Mile Landing, Wildwood Crest.](#)
- Thursday 9/30
 - Breakfast – [McGlade's on the Pier](#) (Directly on the beach)

Registration for the wine tour, lunch, group dinner and Thursday breakfast will be available on our website closer to the dates of the events.

Reservations can be made at the [Montreal Beach Resort on their website](#) or by phone – 609-884-7011. Phone reservations can be made between 9 AM and 4 PM Monday to Friday.

Check the [DVJC website for additional information.](#)

Everyone, regardless of whether you make a new reservation or have rescheduled your room from 2020, please email me (bill.beible@gmail.com) so I can make a complete list of participants. Members with local homes who plan to join with us again this year, please advise me, too.



Membership Musings

June 2021

By: Tony Tinari

With your indulgence, I'll use my space in *The Purr* this month, to update you on a few DVJC membership related topics as the seasons change from spring (a/k/a "get the car ready to run") to summer (a/k/a "get out and drive").

NEW MEMBERS:

As we approach the midpoint of the year, it would be natural to expect new memberships to wane a bit since dues are calculated on a calendar year basis. Nevertheless, we are managing a steady increase on top of our good member retention numbers from renewals. We speculate that some "pent up demand" may be evident once November rolls around and new members can enjoy a 13 month initial term. We shall see, and it's up to all of us to inspire other enthusiasts to join, reaching them by any means possible. The following are a few suggestions.

EVENTS:

These are not only the lifeblood of our organization, but also our most valuable recruiting tool. We appear to be on a particularly good course for 2021! Elsewhere in this issue you'll read about the very successful "Spring Fling" event of May 15 in Pottstown, PA. (I had to miss that one due to family obligations; it was torture, and my E-Type may never forgive me.) The first, hopefully annual, DVJC golf outing was held May 21, bringing new meaning to the act of "driving" for many of us. During the month of June, our monthly meet-ups at the Springhouse Tavern will resume on June 19. A bit further down the figurative road, the DVJC 16th Annual Slalom will happen on July 10, and our premier event, the Jaguar Concours d'Elegance/Cars and Motorcycles of England will be held August 7. Rounding out the driving season, the America's British Reliability Run will return to a Bucks County Route on September 25, and our DVJC Jaguars at the Jersey Shore event is on for September 28-30. It feels so great to be able to resume these events which were unable to be conducted safely in 2020. Details for all of these activities are available on the DVJC website under the "Event Schedule" tab.

SOCIAL MEDIA:

Our Instagram presence began in December of 2020, and we achieved a milestone in the month of May 2021 when our 100th follower signed on. At press time, we are up to 106, with individuals or car clubs located in five continents represented. I am looking forward to the next milestone when the number of Instagram followers exceeds the number of actual DVJC members.



One of my favorite DVJC Instagram posts, pictured above, went up in May.

Beyond the content of our own club account, in a continuing, unrelenting, and perhaps annoying effort to entice more of you to join this simple and painless social media platform, I thought I would highlight a few Jaguar-related accounts to follow. Here they are, with their corresponding Instagram account name, a brief description of the account owner/content and examples of some choice posts:

jaguardriversclub

This is essentially the U.K. equivalent of JCNA. Every day they post a prolific number of photos of classic and contemporary Jaguars, from all over the world. Perhaps this is the most international Jaguar content available on Instagram.

Membership Musings (continued)



jaguar_classic_collector

This account is managed by one guy, in São Paulo, Brazil, and features frequent and very artistic photographs and videos of an extensive collection of classics. (More about him in a forthcoming *Purr* article.) The E-Type FHC pictured in the posting below once belonged to a DVJC member.



jaguardaimlerheritage.trust

We all probably know of the Heritage Trust in connection with their issuance of Production Record Trace Certificates. However, they also maintain a remarkably interesting Instagram account which, during this 60th year anniversary of the E-Type introduction, features a “60 Facts” series of postings; number 51 appears below.

jagloversitalia

Finally, a sentimental favorite of mine. This account is full of beautiful automobiles pictured in gorgeous Italian settings. Like this lovely XJ6 in a Tuscan vineyard. Seriously, what’s not to like?



All it takes is a smartphone or tablet, and you’re in! Please sign up, follow the DVJC at [delaware_valley_jaguar_club](#), and enjoy the never ending stream of car-related content. See you out there on Instagram!

J.C. TAYLOR

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Speaking of Things Jaguar - June 2021

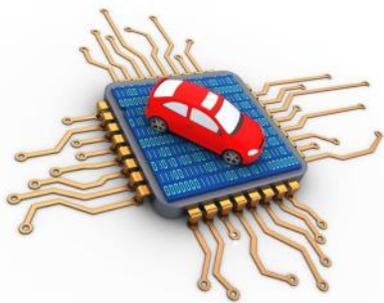
By Paul Trout

Do You Want Chips With That?

Do you want chips with that? Sounds like the end of a sandwich order at the deli doesn't it? Well buying a car today is a bit like placing an online order at the deli. You can easily browse the inventories, find the car you want, make the deal, place the order, and make the down payment on line without any human interaction until you pick up the car or it's delivered.

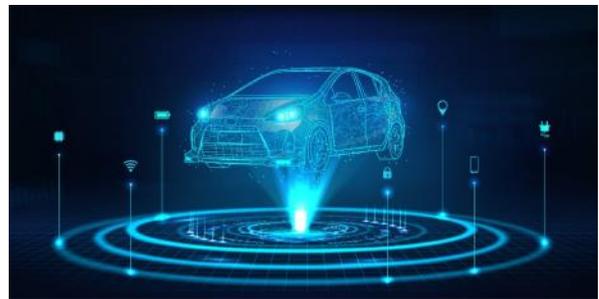


In fact with the automobile vending machines like CARVANA you don't have to make human contact at all. And you get chips with the car. Not the salty potato ones, but the microscopic silicon ones. However, unlike at the deli where if they're out of chips you can still get your sandwich, with a car dealer it is "no chips; no car".



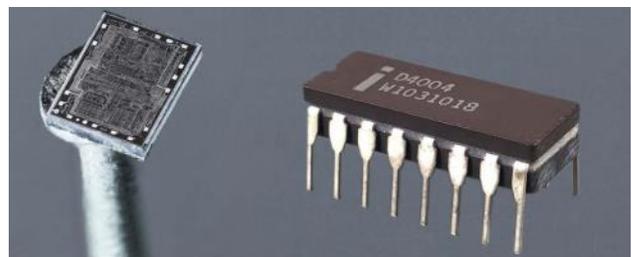
The average car today has about 50 microprocessors with over 3000 chips that control the engine,

the infotainment center and everything in between. Luxury and high performance cars have even more. Cars today are rolling computer centers with a complexity that would have boggled the minds of the engineers in the Apollo space program. It is impossible to build a car today without thousands of microchips and future cars with autonomous driving features will require an order of magnitude more of them.



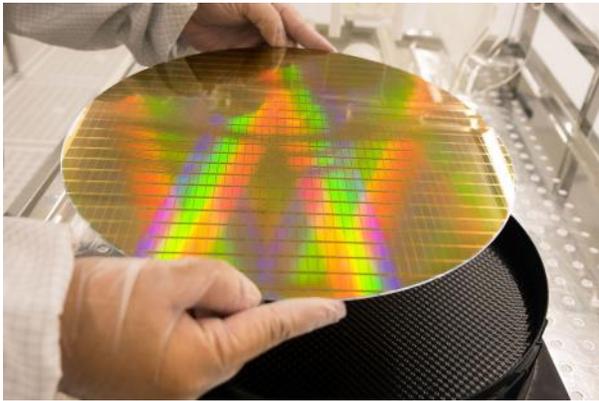
The microchip industry has become the single most important link in the supply chain for auto manufacturers. As our dependence on the oil producing nations diminishes with the growth of electric vehicles, it is being replaced by a dependence on the chip producing nations in Asia. The importance of the chip recently became quite evident to Jaguar Land Rover. In April the chips ran out.

Before we get into why the chips ran out, let's look at what they are. Microprocessor chips have been around since the early seventies, however the size, capacity and complexity have changed vastly in the past fifty years. The earliest microchips were about 4mm X 3mm and held about 2300 transistors.



Speaking of Things Jaguar - June 2021 (continued)

Today's chips have literally billions of transistors in hundreds of microscopic integrated circuits that are 5-10 nanometers wide (they are actually smaller than the COVID-19 virus which are 20 – 500 nm in diameter). To put them into further perspective, a typical human hair is 80,000 to 100,000 nanometers wide. Chips are manufactured on silicon wafers that are 300 mm wide.



The manufacture of the raw chips on wafers is a complex, and expensive process that can take up to 26 weeks to complete. There are only two companies with fabrication plants that can make the new 5nm chips. They are located in Taiwan and South Korea. These factories are among the most complex and sophisticated on the planet. To put the complexity of the manufacturing process into perspective, a new automotive factory costs around \$2 billion to build; a new chip fabrication plant costs about \$15 billion and takes about 5 years to construct. There are also environmental factors that limit industry capacity growth. Very toxic chemicals are used in the manufacturing process such as gallium nitride, sulfuric and hydrochloric acid, and trichloroethylene. There are also massive energy and water requirements. Not everyone wants a chip plant in their neighborhood. The tools used to make the silicon ingots and etch the billions of circuits are often only available from single suppliers and they are custom built on a very lengthy lead time. Increasing chip manufacturing capacity is both expensive and slow. The plants need to run at full capacity to make a profit, so when the demand exceeds the capacity, shortages occur creating a domino effect across numerous industries.

In April one of those dominos fell on Jaguar Land Rover. That domino would have been hard pressed to find a worse time to drop onto JLR. On April 26th JLR shut down production at two of their UK manufacturing plants; Halewood and Castle Bromwich. The “limited period of non-production” was caused by a global chip shortage affecting JLR’s suppliers. Their chips ran out.



Castle Bromwich employs 1900 people who build the XE, XF and the F-Type. The Halewood has 4000 employees who build the Range Rover, Evoque, and the Land Rover Discovery Sport. While the global chip shortage is not unique to JLR, JLR was already struggling and the impact may have dire consequences. JLR reported a staggering \$1.2 billion loss for the year ending March 2021. This follows \$600 million loss in 2020 and an eye watering and record breaking \$5.1 billion shortfall in 2019. While there were indications that sales and profit had begun to increase during the first three months of 2021 as recovery from the COVID-19 pandemic began, for the full year 2020 sales volume was down 13.6% and sales value was down 14.2%. In reporting the 2020 financials, JLR CEO Thierry Bolloré said he was *"encouraged by the compa-*

Speaking of Things Jaguar - June 2021 (continued)

ny's resilience and strong recovery during a uniquely challenging year". He added: "Jaguar Land Rover is well placed to emerge from the pandemic as a stronger and more resilient company that is able to navigate and capitalise on the opportunities ahead."

Unfortunately those encouraging words were spoken prior to the global chip shortage catching up with Jaguar Land Rover. I hope he still feels the same way today about JLR's future.

How did this chip shortage come about? The first domino fell as the global COVID-19 pandemic began to shut down economies and automobile manufacturing around the world. It is estimated that 700,000 cars were not built during the automobile manufacturing shutdown. You would think a pandemic of this sort would have closed both manufacturing and sales, and it did for a while, but the tremendous growth in on line and "touch free" sales mitigated the sales impact to some degree as we moved deeper into 2020. Car salesmen are both voracious and adaptable. They will find a way to sell cars and they did. As the pandemic lingered, dealer inventories fell to all time lows. A good number of customers (especially those looking for high end cars) had time on their hands and money in their pockets. Dealers were hungry to sell whatever they had and eager to get good used cars to resell. Dealer showrooms started to empty with no manufacturing supply to refill them. The plants were still closed. Shutting down an auto plant has significant upstream impacts. In today's "Just In Time" manufacturing processes, stockpiled parts and raw material inventories are close to non-existent. Parts and components are built as they are used with manufacturing triggered by assembly line usage. So when the assembly plant shuts down,

the suppliers follow suit immediately. No one wants to carry component inventory. However, in 2020 when the demand for chips from the automotive industry stopped, the demand for chips from the computer industry began to skyrocket. The same pandemic that shut down the auto industry was creating a boom market in the virtual learning and home based working space. All of the kids that now had to attend school from the dining room table next to their parents who were working from home needed a tablet or computer. School districts and colleges were placing massive orders with technology vendors. The chip industry was actually booming! The demand from the consumer technology sector was exceeding the chip supply and the automotive industry had no forecast of when it might be back to pick up their chips.

When the auto industry started to return in the fall of 2020, they were faced with a bit of a perfect storm; pent up demand from dealers and lack of supply due to component shortages. They had lost their place in the queue with the chip makers. This storm could go on for another few months or even a year or more. The demand for chips across industries is going to continue to increase and the chip fabricating capacity is going to lag behind for the quite a while. Automakers will have to adapt. For Jaguar Land Rover that may be a bit more of a challenge due to its current financial position. Hopefully the new "Reimagine" global strategy will provide ways for JLR to see opportunity in this current adversity and allow Jaguar (and Land Rover) to come out of this in a better position to sustain the proud Jaguar heritage.

Enjoy Your Jaguar!
Paul T

Short Bio of Terry Young, author of article on the next page.

Terry Young retired from the USAF in 2013 as an Information System audit manager. He lived in Alabama before moving to Dover, DE with his wife Georgia of 51 years. His interest in cars began in 1967 by owning and keeping a VW Karmann Ghia on the road. In 2012 he and his wife bought a 1999 Jaguar XK8. A year later he purchased a 1980 MGB in need of full restoration.

Terry became a member of the British Motoring Club of Montgomery serving as president for three years before moving to Dover. Currently Terry is restoring a MGTC EXU 7623 and a member of DVJC, NAMGBR, MGT Register, British Motoring Club of Montgomery and currently serving as president of the British Car Club of Delaware.

Jaguar XK8 Front End Refurbish - Keeping the '99 on the road... sort of

By: Terry Young

Back in December Georgia and I drove our 1999 Jaguar XK8 to attend the Poplar Christmas Market in Chesapeake, MD. On the way I could hear an intermittent rubbing sound. It wasn't loud but it sounded like something was dragging on the ground or maybe rubbing against one of the front wheels.

On the way home the incessantly annoying sound would come and go. I tried but I couldn't duplicate it by steering one way or the other, mile after mile. Arriving home without further incident we parked the XK8 in the garage and forgot about it, at least for a while.

After a few days I put the car up on the lift to take a closer look up in the wheel wells. I found a couple things. I noticed the inside of a couple tires were showing cord - Yikes! Definitely an alignment issue. Maybe that could be the rubbing sounds? A contributor could have been the collapsed front shock mounts. Glad I looked! I'll admit it was time for new tires anyway, so it was off to the tire center for new XK8 shoes.

While talking to the mechanic about the tires, I inquired if an alignment could be done, too. It's been several years since the last one and I guessed it was about time for another. After record time the mechanic called me up to the counter and said the tires were done, but the alignment could not be. He went on to say the front wheel bearings were so bad it would be a waste of money. Darn... He explained that when he grabbed wheel to check for excessive play, he found plenty. Ha! That explains the noise. Now I know for sure.

Any car's front end work can be a bit tedious. Replacing the wheel bearing could only be the beginning. There are several suspension pieces that might have to be replaced after close inspection. The upper and lower ball joints, the shock mounts, wishbone bushings and possibly the steering end links may make it to the list. The XK8 is very forgiving. I have a few stories where my car should have failed but it didn't. It always drives smooth. Well until the bearing started to talk.

In anticipation of this day, I purchased a complete front end kit after one of my British Motoring Club of Montgomery XK8 owners experienced a frozen front bearing. It was only a matter of time before mine did, too. The job requires a few special tools, one from Jaguar; The ABS Rotor Nut socket. And some other front end repair items. A hydraulic press, spring compressor and a couple ball joint kits. Of course, following the Jaguar 1999 XK8 repair and service manual (CD) and some supplemental guidance, it was time to

pull the wheels, brake calipers and rotors then the upper and lower wishbones. Now the front shock can come out. The main wheel ABS Rotor Nut was next. After using my 4-foot 3/4" breaker bar with a 4-foot extension pipe the main hub released with a "bang". Pressing out the bearing the knuckle was ready for reassembly. So, it's just that easy. Heck NO! It's only easy if you don't let your confidence get too far ahead of your abilities. At this point you may be wondering what is this? I'm not going to do any of this. I'll pay my Jag mechanic to do this. I only offer this information as a preventative measure against extensive damage if not heeding the warning signs. The first is that rubbing sound- bearings going bad. Excessive wear on the brake rotors. Cracks in the rubber ball joint boots. Depleted shock mount donuts.

Here are a few photos taken during the process.



Parts replaced XK8 front end parts. CCW L-R. Upper & lower ball joints, Steering Link, Main Bearing, Lower Bushings, & Shock Mount.



Old and New Shock Mount.



Shock Mount and Bump Stop



XK8 Old and New Upper Ball Joints



Brake Rotor showing excessive wear. Note: The 33 1/3 Long Playing Record Grooves. Not sure of the tune.



An array of XK8 Front End Parts. Here's the test. Name them!

Cars & Motorcycles of England

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A JCNA Sanctioned Concours d'Elegance

and an all British Marque judged Motorcar Concours

Pre-registration required for Champion, Driven and Special Divisions

Field Opens at 8:30 a.m. - Judging begins at 10:00 a.m.

- * Registration for all judged JCNA Divisions is \$60 if received before July 28th
- * Two or more cars; 1st car \$60, 2nd car \$30, 3rd and each subsequent car \$20
- * *All cars registered after July 28th will be in Display Division.*
- * Display cars and non JCNA cars are \$35 per car (not judged)
- * Ample parking on site for trucks and car trailers.
- * All judged cars will have a Vehicle Operation Check once parked in the assigned spot
- * The sanctioned Concours will be conducted in accordance with applicable JCNA Concours rules.
- * Concours to be held in conjunction with the Hope Lodge Ales & Petals event featuring food, beverages, and live music in the Hope Lodge Gardens. See www.historichopelodge.org for details.
- * "Rain or shine." No rain date. No refunds.

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Contact: Jim Sjoreen, Concours Chairman: 267-432-2299
e-mail: concours@delvaljaguarclub.com

Show Information Hotline: 215-258-7071
Registration Form, Divisions and Classes on reverse side

Historic Hope Lodge, 553 South Bethlehem Pike, Fort Washington , PA 19034

(www.historichopelodge.org)

<p>Champion Division Classes</p> <p>C1/PRE: Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)</p> <p>C2/120: XK 120 (1948-54)</p> <p>C3/140: XK 140 (1955-57)</p> <p>C4/150: XK 150 (1957-61)</p> <p>C5/E1: E-Types, Series 1 (1961-67)</p> <p>C6/E2: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)</p> <p>C7/E3: E-Types, Series 3 (1971-75)</p> <p>C8/SLS: Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70), MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)</p> <p>C9/XJ: XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1</p> <p>C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1</p> <p>C11/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) Note 1</p> <p>C12/JS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.</p> <p>C13/JS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.</p> <p>C14/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)</p> <p>C15/XK: XK and XKR Coupe and Conv. (2007-On)</p> <p>C16/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)</p> <p>C17/PN: Preservation Class (more than 35 years old)</p> <p>C18/PN: Preservation Class (20 to 35 years old)</p> <p>C19/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On)</p> <p>C20/F: F-TYPE (2013-On)</p> <p>C21/FP: F-PACE (2016 - On)</p> <p>Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes C9/XJ and C10/XJ according to their years, engines, and body styles.</p>	<p>Driven Division Classes</p> <p>D1/PRE: All Classics (Pre-XK engine) and XK 120, XK 140, XK 150</p> <p>D2/E1: E-Types (1961-67)</p> <p>D3/E2: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)</p> <p>D4/E3: Series 3 E-Types (1971-75)</p> <p>D5/SLS: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)</p> <p>D6/XJ: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1</p> <p>D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1</p> <p>D8/XJS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.</p> <p>D9/XJS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.</p> <p>D10/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)</p> <p>D11/XK: New XK and XKR Coupe and Conv. (2007-On)</p> <p>D12/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) Note 1</p> <p>D13/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)</p> <p>D14/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On)</p> <p>D15/F: F-TYPE (2013-On)</p> <p>D16/FP: F-PACE (2016 - On)</p> <p>Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes D6/XJ and D12/J8 according to their years, engines, and body styles.</p> <p>Special Division Classes</p> <p>S1/PD: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition</p> <p>S2/MOD: Modified</p> <p>S3/REP: Replica (non-production, Jaguar powered)</p>
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See JCNA Concours rules for: Entry Eligibility, Awards, Division and Classes

-----Cut Here-----

Registration Form for DVJC Concours d'Elegance 2021

*Please submit a separate Registration Form for each car you enter. Detailed instructions will be provided upon receipt of registration.

Registrations received after July 28, 2021 will be entered as Display class.

Name _____ Phone Number _____

Address _____ e-mail _____

City _____ State _____ Zip _____

JCNA Number _____ Club _____ VIN _____

Year _____ Model _____ Class _____ Body Type: _____ Color _____

Division - Please circle one only: Champion Driven Preservation Special Display

Make check payable to: DVJC Send to: Jim Sjoreen, 920 Ivycroft Road, Wayne, PA 19087

JCNA Event Participation: It is an Entrant's privilege to participate in any JCNA sanctioned event held by any affiliated JCNA group upon executing proper registration forms and paying published entrance fees. Each affiliate shall be solely responsible for granting privileges to each Entrant on an individual basis. In consideration of the privilege to enter and participate and intending to be legally bound, I, for myself, my heirs and assigns, release, hold harmless, waive, discharge and covenant not to sue Jaguar Clubs of North America, Inc., Jaguar Land Rover North America LLC, and the affiliated JCNA group and its directors, officers and agents presenting this Event, from any and all liability for injuries, damages, losses, or claims, including negligence, arising from my entry, attendance, or participation in this Event. I am signing this agreement freely and voluntarily, and intend by my signature to be a complete and unconditional release of all liability to the greatest extent allowed by law.

Signed _____ Date _____
Signature of Jaguar Owner

CLASSIFIED

FOR SALE: Jaguar X-Type 2005.



Rare 5-speed manual trans. 135K miles; one owner; Exterior Good, some bumper parking rash; Interior Good. Maintenance records. Wash DC area. Runs well; check-engine light on; ready for 135K-mi maintenance schedule.

Owner moving to the West Coast. \$2,000 OBO.

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6-cyl. 110K miles. Very clean; Current owner for 20 years, always garaged. Warrenton, VA area. Asking \$14K OBO.

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1988 XJS-C, Rare cabriolet 6-cyl.



107K miles. Exter Bordeaux Red; Inter Doeskin. Owned in same family since new. Always garaged, no rust. Runs well, everything works. Maintained by City Imports, Annapolis MD. \$9,500.



Call Roy 410-330-6660 or email roy@royhiggsinternational.com.

2007 XK Convertible



Excellent condition. Needs nothing. 4 year national JCNA slalom winner. \$15,000 cash.

Contact Steve -DVJC member for 12 years.
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Sas@autospc.com





1957 XK140 roadster .

Excellent strong driver following complete engine rebuild (\$10,000.). Car restored in 2006 with less than 7000 miles since rebuild which included bare metal repaint, new interior, top, chrome, side curtains, new wiring bundle etc. Multiple first place wins in driven class at June DVJC Concours meets. Always garage kept.



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Price \$86000.



XJ6 Conversion

Barone XJW XJ6 converted from a 4 door sedan to a 2 door coupe. Read the full article in [The Ontario Jaguar publication, February 1999, Volume 10, Number 1](#). Please contact me for additional information and photos. Asking \$5,900. Thank you.



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JAGUAR TOOL KIT

Original Jaguar tool kit described as “ nearly perfect and rare.”
Offers over \$400 considered.



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2006 Jaguar X-Type VDP All-Wheel Drive \$1,999



Well-maintained for over 202,000 miles then stored in a garage since 2018. Needs AC compressor and associated belts to get going again. Exterior: Winter Gold Metallic (Beige). Interior: Ivory w/Brown Piping. Location: Honey Brook, PA.

Please contact Rich. rcossa@aol.com or 484-722-8259



Whaddya Mean There's No Return Ferry?

By: Steve Gendler

New member Steve Gendler, '69 E-Type OTS, recently entered his first show, the 25th Annual Lewes DE Motorcar Show. The car's first venture to the Lewes Show occurred in 1999, when it was entered by Efrim Adnopo, Steve's late wife Sally's favorite uncle. Efrim (known as "Ef") had beautifully and passionately restored the car starting in 1995 and owned it until Steve purchased it in the summer of 2020. At that 1999 show, the signal red car won one of the top fan awards, either Most Popular or the People's Choice Award (the exact name of the award is uncertain). Steve was feeling the pressure to uphold the family standard.



Ef was active in the DVJC despite spending summers in Penn Yan, NY on Keuka Lake. Some DVJC Members including Michael Wolf and Michael Tate accompanied Efrim to the memorable 50th Anniversary Celebration Weekend at Watkins Glen in 2011.

The first step to prepare for the 2021 show in Lewes was several sessions of waxing and wheel and engine detailing. This commenced regrettably just after the April Fort Washington State Park Club breakfast, having glimpsed under Alan Brown's bonnet, only to be blinded by his glisteningly chromed immaculate E-Type Coupe engine. No amount of using Steve's late wife Sally's silver polish (and telepathic cheering) morphed metal into chrome, but the car's carburetors, float chambers and brass throttle shaft did emerge with reassuring brightness.



Base camp for the show was friend Cathy Ridings's house in Wildwood Crest, NJ, a mere 20 minutes from the Cape May/Lewes Ferry Terminal. Cathy and Steve would take the Ferry as passengers for the entrants' Friday night Meet

and Greet from 5-7pm and return to NJ the same night. The following day they reserved the 7 AM trip with the Jaguar from the Cape May Ferry Terminal to Lewes. Meanwhile, during the Meet and Greet and overnight Friday, the car would be safe under its tarp, with a kit of show prep products and towels ready to accompany Steve and Cathy (in their Kentucky Derby Day outfits) to the show on Saturday morning.

The Wednesday before the Friday Event, the Lewes show organizers sent out one last email blast to encourage attendance at the Friday night event, this time calling it "Meet and Greet Cruise-In" and urging all to bring their show entries.

So just before leaving, the Jag was added to the Friday night ferry reservation.

The highlight of the Friday night ferry ride over to Lewes was meeting the high spirited and charming members of the Positive Earth Drivers Club of NJ. Through their array of grill badges, including on a gorgeous 1950 MGTD, Steve and Cathy learned about Lucas - 'Prince of Darkness'. Never mind that Steve ignored the ferry check-in attendant's comment about the 7:45 ferry back to Cape May being cancelled. He figured they would just catch another one back either earlier or later.

The abbreviated motto for Lucas was "Get home before dark".

As it turned out, we were not getting home at all...

During the ride over, the ferry was rocking back and forth violently, and one was unable to stand

Whaddya Mean There's No Return Ferry? (Continued)

without hanging on with two hands. Unbeknownst to us, each crashing wave was sending salt spray from the Delaware Bay over the stern onto the boat, coating the OTS' interior and exterior. A mix of sea salt spray, pollen, and rain, which trickled through the louvers and baked on to shiny valve covers, tarnishing the week's work!

(So much for the week of cleaning and waxing!)

Upon arrival in Lewes, Steve and Cathy learned that there were NO ferries back to Cape May that evening, per the Coast Guard (given the rough seas). They were stuck in Lewes since they didn't want to venture on the long, arduous 3.5+ hour journey back which necessitated going all the way around the Delaware Bay.

They hunted for a hotel room and were lucky to score a room at the Inn at Canal Wharf. A quick stop at a Rite Aid for toiletries (who knew Rite Aid sold men's and women's underwear?) and then they search for a dinner spot....

Since the world was opening up from COVID, together with visitors for the Show, every recommended restaurant called was entirely booked, or quoted wait times were 90 minutes to 2 hours. None of this was particularly exciting news given a day of travel, wind, drinking and new surroundings. It turned out that one of the top recommended restaurants by locals at the Meet and Greet, called the Harbor, was on the grounds of the Inn at Canal Wharf. The Harbor's entrance



was perhaps one E-Type car length from our hotel suite door. The Harbor overlooked the marina and seemed quite magical, but impossible given the busy night. Before venturing off the property to further explore dining spots and wait times along Second Street, Steve gamely asked at Harbor whether any tables opened up (no!) and whether sitting at the bar was permitted (yes with COVID spacing). And...wait, two spots were just about to open up! With a view out to the marina, delicious food and impeccable service, our adventure had started to turn fun...

COVID spacing). And...wait, two spots were just about to open up! With a view out to the marina, delicious food and impeccable service, our adventure had started to turn fun...



And the bartender (who was also the owner's son) later wanted to see the car, engine, everything. Beats cleaning the bar I guess!

The next morning, Steve and Cathy ventured in the show in the same clothes as they had worn the night before, hoping to borrow cleaning supplies from other entrants to spiff up the Jag. Turns out a great time was had

seeing all the other cars and meeting new folks. Lunch with Bill Beible, Mary Alice Tinari, and Tony Tinari was festive and turned spectacular when Steve and Tony went to hear the award announcements and learned that Steve won 3rd place and Tom Shaner 2nd Place in the OTS category, with Jeff Bolmeyer 1st place for his XJR Saloon and Tony Best in Show for his XK150!

Despite being stranded in Lewes, Steve and Cathy's first show with the Jag ended up being a fabulous time and they hope for many more!




GARNET VALLEY
 HIGH SCHOOL
 552 Smithbridge Road,
 Glen Mills, PA 19342



16th ANNUAL SLALOM

Saturday, July 10th 2021
 Tech Inspection starts 8:00am

Limited to
20 vehicles

JCNA Members driving their own cars Pre register \$10.
 DVT Members driving their own cars pre-register \$10. + \$20. insurance waver.
 DAY OF EVENT registration will have a \$10 surcharge.

Name: _____
 Address: _____
 City: _____
 State: _____ Zip: _____
 Phone: _____
 Email: _____
 Slalom Class: _____

JCNA Number: _____
 Club Affiliation: _____
 Insurance Co.: _____
 Insur. Policy # _____
 Car Model / Body: _____
 VIN #: _____
 Year: _____ Color: _____
 License Number: _____

Release Of Liability
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Signature: _____ Date: _____

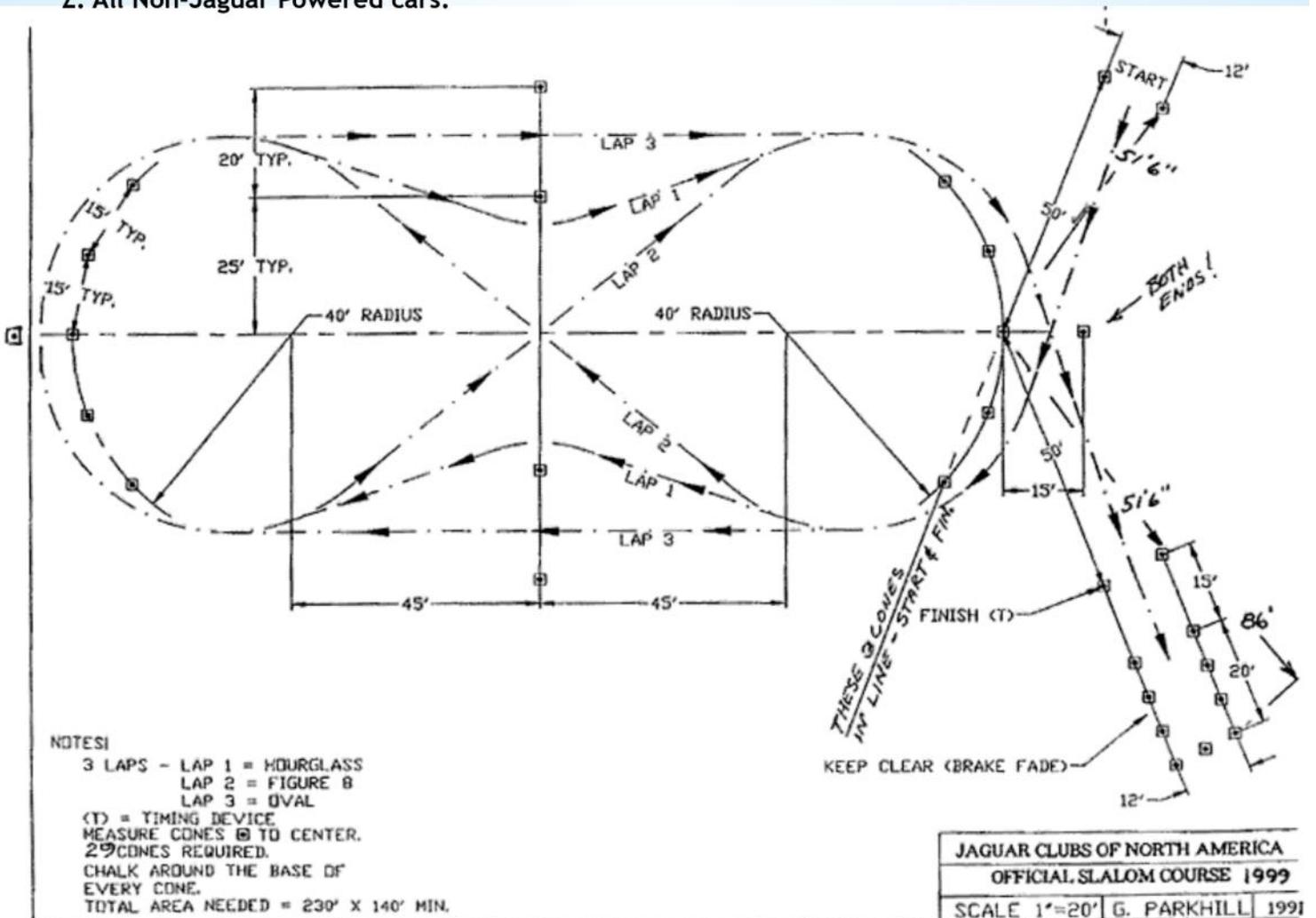
Make checks Payable to DVJC. Mail completed form to Rich Rosen 244 Ardmore Ave, Haddonfield, NJ 08003
Questions, contact Rich Rosen - rosen244@verizon.net or call 609-923-7655
Helmets are Mandatory



Brunch following,
Mckenzie Brewhouse Rt 202
 (not included in registration)

JCNA Slalom Classes - (as of 2017).

- A. Classics - includes all Jaguars thru MK V (1927-1951).
 - B. All XKs (120, 140, 150, NOT including XKSS, C & D types (1949-1961).
 - C. Early Sedans, large & small, MK-1 thru, NOT including, Series 1 XJ6 (1955-1970).
 - D. E Types, 6 Cylinders (1961-1971).
 - E. E Types, 12 Cylinders (1971-1975).
 - F. XJ Sedans, 6 & 12 Cylinders NOT including XJ40 (1969-1992).
 - G. (omitted).
 - H. Modified Class - Lightweight Jaguar sports cars (XK 120, 140, 150, C, D, XKSS, & E Types); Jaguar powered Specials & Replicas (Concours eligible).
 - I. Modified Class - Heavyweight Jaguars (Sedans, SUV's and GT's).
 - J. XJS (including XJS-R & XJSC) (1976 - 1996).
 - K. Two-wheel drive non-supercharged GT cars (XK, XK8, & S-Type) (1996 - 20__).
 - L. Two-wheel drive supercharged GT cars (XKR, XJR, & S-Type R) (1999 - 20__).
 - M. Four door sedans (XJ40, XJ, XF, & XE) (1987 - 20__).
 - N. AWD cars (X-Type & F-Pace) (2002 - 20__).
 - O. (omitted).
 - P. (omitted).
 - Q. (omitted).
 - R. F-Type (all models) (2013 - 20__).
- Street Prepared Classes.
- SP/L - Lightweight. All 120, 140, 150 & E-types.
- SP/H - Heavyweight. All 6, 8 and 12 Cyl. Sedans & GT.
- Non-JCNA Class (For reporting purposes only; not eligible for JCNA awards).
- Z. All Non-Jaguar Powered cars.



A Funny Thing Happened On The Way to the 60th Anniversary

By: Alan Karpovitch

Last month I introduced you to my car, a 1967 opalescent maroon E-Type roadster, and this month I wanted to recap my (our) journey to the Spring Fling picnic on May 15, 2021 in Pottstown. I invited a fellow retired naval engineer/British car buff, Fred Marinelli, to join me.

Since Ragtops and Roadsters was having their open house the same day in nearby Perkasio, I decided to add that to the outing for the car for the morning. Why not? I just finished the brakes and shining up the chrome spokes.

It turns out the owner, Mike Engard, and I went through middle school, boy scouts, high school, and graduated together in 1973 from Central Bucks West. I contacted Mike and he suggested I join him at his auto body shop, Pollock Auto Restoration, in Pottstown for a tour at 8:00 am Saturday morning, followed by a British car caravan to Ragtops and Roadsters. 13 guests had a great tour of Pollock and we saw some amazing restorations in process. Then 7 cars set out on the spirited winding way selected by Mike to Perkasio. The E-type performed well, and Fred and I were having an easy day with the top down. When we arrived at Ragtops, the 31st open house was in process along with a car show, and we got a look around this old style classic restoration shop. More great cars to see. After a quick British scone, Fred and I were off again, back to Pottstown for the Jag picnic.

We arrived and were greeted by Mike Wolf, who directed us for photos and placement for the upcoming drone shot. (in this issue). As we were relocating the cars for the drone overhead shot, my original clutch master cylinder decided it was 54 years too old and would not go into gear. Some club

members assisted pushing us (embarrassing for me) to the final resting place for the perfect overhead shot of the 16 E-Types (you can't even tell in the photo she's broken!!).

Looking under the bonnet, I noted the clutch fluid was low. I tried adding some, and then pumped the clutch. Brake fluid shot up thru the louvers!!! Again I was really glad I use silicone brake fluid, which doesn't harm paint. We decided it was time for lunch and let it cool down.

We had a great lunch, and we sat with Steve Kress, who as usual, was willing to offer sage advice on the diagnosis and repair. With 10 helpful E-type fellow members and a few tools, we pulled the clutch master cylinder, and examined the seals. Special thanks to Mike Wolf, Jim Sjoreen, Steve Kress, Mike Eck and Leo Kob for tool and moral support. I actually had ordered the \$8.00 seal kit previously when I did the brake cylinder overhaul over the winter, but time got in the way (and the clutch still worked). Sadly, the kit was not in my travel tool box (note to self--bring all small parts next time!).

The decision was made to call AAA, and give the car a well deserved 50 mile piggy back ride home back to New Jersey. Just as well, as the afternoon traffic home on the Schuylkill was very warm and not pleasant. But what was pleasant and much appreciated was Mick van Vlijmen giving Fred and me a luxurious ride, and great company, in his XJ12, back to Cherry Hill, NJ.

Fred, being a car guy who can fix anything, has a lift in his garage (who doesn't?--me for one!). We had the car on the lift Saturday night. Sunday we took on removing

A Funny Thing (continued)

the slave cylinder. I have read about this job on Jag-lovers.com forum (BTW, check it out if taking on a repair) and one helpful hint is to leave the hard piped input fluid line in place, as the orientation is critical, and near impossible to tighten in place. Also the pivot pin attaching the clutch fork to the operating rod out of the slave was really frozen. We started with a one lb. hammer and drift pin, and graduated to a seven lb. slug wrench wheel hub removal tool, along with lots of Liquid Wrench/PB Blaster/ several choice words. By Sunday night all was out, along with the flex line.

Monday morning the parts were on order from Terry's Jaguar parts, and shipped the same day. The parts arrived Wednesday, and all cylinder housings were cleaned up by then. A YouTube hint is to use red rubber grease when reassembling brake and master cylinder in the internal rubber components. Thursday we reinstalled the new flex line, master and slave cylinders, and filled up the system with silicone fluid. A Jag-lovers.com forum hint is to fill the system from the bottom up via the slave bleed nipple, by either a syringe or small hand pump, and air just vents out the entire system thru the reservoir until the reservoir starts filling up from the bottom. Done and bled!! Also I needed to reattach the clutch pedal to the master clutch cylinder push rod with the clevis pin, but I used a Lowe's Hillman hitch pin vice the standard cotter pin. That old cotter pin gave me the most trouble to remove at the picnic, as some helpful onlookers will surely remember.

The car has now had a test drive, and we are back in gear, with a fully functioning system, for another 54 years.

All in all the car couldn't have broken down

at a more opportune time or place (sunny, level off the road in grass, 100 Jag experts around with tools, and opinions and stories, and a smattering of replacement parts, and lunch ready to be had). I just need to get the car back home, give it a wash, and plan the next adventure (and repair).

Happy motoring!!!



DVJC 2021 Open

By: Chuck Kitson

On May 21, 2021 your Delaware Valley Jaguar Club held its first golf gathering. The DVJC 2021 OPEN event took place at 5 Ponds Golf Course Warminster, PA. Eleven club members and four guests participated in the scramble format. All skill levels were represented— scratch players, duffers, and non-players. Bob Hunter had the longest drive and Mick VanVlijmen had closest to the pin each receiving a bottle of fine wine. Tony Tinari’s team with Jim Sjoreen and Tony’s guest took the DVJC OPEN Trophy for lowest scramble score. A good time was had by all playing the game of Hit It, Find It and Hit It, Again. Based on participants’ comments our first DVJC OPEN was a success and should be an annual club event.



DVJC 2021 Open Participants.



DVJC OPEN Trophy
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Before I Had My Jaguar Kind of Days

By: Paul Merluzzi

Author's Note: Mick VanVlijmen and Chuck Kitson organized the First Annual DVJC Open Golf Tournament at the Five Ponds Golf Club in Warminster on May 21st. We had a good turnout, with fifteen players teeing off, and the weather was perfect. I hope this will be an annual event that continues to grow. Congratulations to Tony Tinari and his guest, Gabriel Madnick and Jim Sjoreen, for winning best-ball first prize. It has been about five years since I played golf, for a number of reasons. The outing re-kindled the golfing spirit in me, a former golf addict. I desperately wanted to play, but my sciatica and back problems have been acting up lately. A couple of swings on the driving range with Kevin Fitzgerald's 'Mellow Yellow' driver and my back was begging for mercy. So, I watched the groups tee off and did a little trash-talking when I could. I will be there next year.

Before I had my Jaguar Kind of Days, I was a golf addict. Unfortunately, they do not have any twelve-step programs or telethons to help cure people like me. Golf cost me an extra year in grad school and almost cost me my marriage, as described later. It is hard to explain the sheer joy I felt to be on the golf course (any course) with good friends, fresh air, and decent exercise (typically a 3.5-to-4-mile walk – I did not use a cart back then). Quite often, when my friends packed it in after 18 holes, I hooked up with another group and played another 9 or 18 (or more, as you will see).

It was in my genes. My Dad was an avid golfer, though I would not characterize him as an addict. I think if he was not forced into the responsibility of supporting a wife and four kids, addiction was on the horizon. My Dad owned a liquor store in Waterbury, Connecticut and worked from 9:00am to 9:00pm six days a week. Occasionally, my Uncle Bill or my dad's friend Whitey would mind the store and give my dad a day or an evening off. We lived in the western part of Waterbury, a stone's throw from Middlebury and one-half a stone's throw to Western Hills Golf Course, a very nice, hilly, course that was christened by Arnold Palmer and Gary Player around 1960. My Dad would tee off at dawn (most of the time playing solo), finish the first nine in time to pay the greens fees at the clubhouse which was just opening, finish the second nine in time to get home, take a shower, and head to the store. I was a young teenager when I first started playing golf with him, and I assumed that playing the first hole in the dark was part of the game. Many times, we played the first couple of holes blind, either because of darkness or due to the early morning fog that was typical in the hills of western Connecticut.

After he retired, he convinced three of his friends to join him and they played year-round in Connecticut, shifting to courses that were near the southern shore-

line that catered to winter golfers. They wore ski masks during very cold weather. Once (and I emphasize ONCE) when I came home from college for a visit, I went out in mid-February with him when he asked me to fill in for one of his friends who was not able to play that weekend. It had to be about 15 degrees out and except for watching him and his friends having a wonderful time it had to be one of the least enjoyable rounds of my life. So, it is in my genes.

When I graduated from high school, my parents gave me a season pass to Western Hills Golf Course. I played at least a few holes almost every day, either before or after work at my summer job. On the weekends, I often played 63 holes in one day – starting in the dark before dawn and finishing in the dark after sunset. I walked and carried my bag for all 63 holes – as stated earlier, I never used a cart back then. On one Saturday, I had planned to play some golf and then had a Drive-In movie date with a very voluptuous and affectionate young lady named Maureen. Unfortunately, my addiction kicked in and I had to convince myself to stop playing after 54 holes. There was no time to head home for a shower or a change of clothes. I showed up at Maureen's house with my sweaty golf cap and shirt and she wouldn't let me near her at the Drive-In – or anytime thereafter.

During my college years in Boston, I managed to play enough to keep my game sharp, but one does not have much flexibility in setting the course schedule of the engineering curriculum. My friends George, Roland, and Jack and I got out to play by skipping classes at the end of the day so that we had enough time to get in 18 holes before dark. George and I made it through to graduation, but golf (and other things) took its toll on Roland and Jack. Roland dropped out and Jack had to repeat a few second-year courses which caused a one-year delay in his graduation date. Upon graduating with a B.S. in engineering, I had narrowed my job offers down to IBM Federal Systems Division and General Electric Company, both in upstate New York. My British racing Green TR4 with Biscuit interior was waiting for me at the local dealer. But I made a last-minute decision to attend graduate school and my first flirtatious relationship with a British sports car was not consummated.

In grad school in Cleveland, I became friends with Bob Factor (RIP), who was also a bit of a golf addict. We both had the same thesis advisor and were working on different aspects of our advisor's research topic, so we decided that the golf course was the perfect place to have our technical discussions. We played quite often, sometimes joining up with another grad student, Peter, and faculty member, Ed. Ed had a private pilot license and was instrument rated. That came

Before I Had My Jaguar Kind of Days (cont'd.)

in handy, because Peter graduated and moved to Jamestown, NY. So, on a few occasions, we hopped in Ed's plane, flew to Jamestown, met Peter, played 18 holes, had dinner, and flew back to Cleveland (fuel was around \$0.30/gal at the time).

I met my (future) lovely wife in Cleveland; she was an undergrad at the university and had more tolerance of my golf addiction than Maureen. As a matter of fact, she went to a golf pro and started taking lessons soon after we started dating. I contacted the pro and asked him to put together a starter set of clubs that I could purchase for Irena's birthday that was coming up in a couple of weeks. Being the romantic chap that I am, I made papier-Mache flowers to enclose the woods and wrapped the irons in green papier-Mache to simulate the leaves, stuck them in an aluminum foil covered bucket, convinced my roommate, Irv Brooks, to dress up as the FTD mascot (Mercury) with winged shoes and winged military helmet, and deliver the 'gift' to Irena (she lived with her parents). She was impressed; her father was not and warned her to stay away from me. See the pictures below. She and the new clubs came out to play nine holes with me, but she only lasted four holes and never played again.



Irena and I were married while I was finishing my graduate degrees, but that did not stop the golf addiction – even after the arrival of our beautiful daughter, Ericka. Ed, Bob, and I continued to play at dawn on Saturdays with Ron filling in for Peter. Somehow, I convinced Irena to prepare breakfast for our foursome every week; she had to get up at 4:00am to do so. That slowly marked the beginning of her dislike for the game. That feeling came to a head when our foursome finished 18 holes and was presented with an open tee-time to play another 18 if we wished. Of course, we did. I tried calling Irena on our house phone (this was way before mobile phones were available), but did not get an answer. I was not aware that she had locked herself and Ericka out of the house and was sitting on the front porch expecting me home at any minute. That “any minute” turned out to be 4-1/2 hours by the time we finished our second round of 18. Needless to say, the next several days were not pleasant, despite the incessant and variety of ways I found to say “mea cul-

pa”.

After graduation, I took a job in Columbus, OH with Accuray Corporation, a young technology-based company staffed with some of the smartest people I had ever met. More importantly, there were eleven golf addicts who were looking for a twelfth to fill in for one of their faithfuls who accepted a job-offer elsewhere. This group of twelve played 36 holes at a different golf course every Saturday. Each Saturday, one member was responsible to for making the tee-time and arranging food and beer for lunch. Most of us also played 9 holes in the company golf league on Wednesday night. It was wonderful – 45 holes a week and my handicap was hovering around 7 or 8. While we were in Columbus, Irena took a few courses at Ohio State, which allowed me to play the Scarlet and Gray courses, where Jack Nicklaus played a decade earlier, for a greens fee of \$2.00.

Irena was not happy that Saturdays were essentially gone for family activities. That, coupled with the extensive traveling I was required to do as part of my job, hastened her dislike for the game. Looking back, I can see that my golf addiction, like most addictions, was harmful to our family life. But I must say that when I was home, I spent almost every waking, non-golf, moment with Ericka.

After four years in Columbus, I left my golfing paradise behind and took a job with a chemical company in Westchester County, NY. The public courses in that area were very crowded and expensive and I did not hook up with a golfing mate, so I ended up playing infrequently. As a matter of fact, I often drove an hour across the border into Connecticut and played with my dad at Western Hills, the course I played when I was a teenager.

Next on the career path was a move to the Delaware Valley and a consulting job at an instrumentation and controls company. Contacts made there allowed me to start my own system integration business in 1983, which I ran for 26 years before selling it in 2009. Starting and growing the business did not leave much time for golf or other leisure activities, plus I took on leadership positions with a couple of musical non-profits (Kennett Symphony and Music at Gettysburg) so golf was put on the back burner and has pretty much remained there ever since.

You are probably wondering how my lovely wife Irena has handled the golf sobriety in recent years. She was puzzled at first, but then reversed course and started suggesting that I go to the driving range and the golf course because she remembered how much I enjoyed whacking that dimpled spheroid around in the fresh air with my friends. And so, the circle closes!



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CELEBRATING “AMERICA’S SPORTS CAR,” COOL CARS FOR KIDS, INC.
PRESENTS THE FOURTH PHILADELPHIA CONCOURS D’ELEGANCE

Contributed by: Ian Krantz

PHILADELPHIA – (April, 2021) – The Philadelphia Concours d’Elegance, the premier concours event in the City of Brotherly Love, returns on July 17, 2021 to celebrate “Corvette – America’s Sports Car.” Last year’s two-day event was cancelled due to the pandemic and this fourth event has been rescheduled as a one-day program.

All current State guidelines for pandemic restrictions will be in place to ensure the safety of all participants and attendees.

The nonprofit Cool Cars for Kids, Inc. (CCfK) will stage a classic car “competition of elegance” at the Simeone Foundation Automotive Museum in Philadelphia, which in 2019 was voted the “No. 1 Car Collection in the World” by The Classic Car Trust.

The event benefits the Children's Hospital of Philadelphia (CHOP) in providing help and hope to children with rare genetic diagnoses and their families, and to support research that will identify the best possible treatments.

“We are thrilled to be celebrating America’s most iconic sports car with such a rich racing history at this year’s Philadelphia Concours d’Elegance,” said Michael Tillson III, president and director of Cool Cars for Kids, and one of the country’s most highly regarded authorities on classic and sports automobiles. “Attendees of the Concours will not only have a chance to get an up-close look of many historic and legendary examples of the Corvette’s heritage, but also see other classic cars from the Simeone Collection.”

Ian Krantz, M.D., Founder and Director of Cool Cars for Kids, a DVJC member and physician at the Children’s Hospital of Philadelphia, is excited that this premier event merges a love for classic cars and a passion for improving the lives of children and families with genetic disorders. “The Philadelph-

ia Concours has been growing over the past 5 years and successfully combines a high level competition amongst beautiful and rare classic cars, a car corral (with competitive awards) open to all comers to exhibit their cool cars and family friendly activities to encourage attendance of kids – to inspire the next generation of car enthusiasts – and all proceeds go to support a great cause!”

The 2021 Philadelphia Concours d’Elegance will showcase an invitation-only assembly of Corvettes and other American and European classic and historic automobiles and race cars. The day-long, fundraising event includes professional judging and awards presented for historical accuracy, technical merit, and style. The popular Haggerty Youth Judging program will also be implemented. This year’s classes are: Pre-war, Post-war, Open, Closed, Sports, Muscle and Kids Choice

The day will also include family-friendly activities; celebrity guests, among whom will be Super Bowl-winning Coach Dick Vermeil; a Car Corral open for local car enthusiasts to exhibit their classic cars; food and specialty vendors; and access to the Simeone Museum.

Special events will include a panel discussion among past Corvette racers, including current owners of iconic Corvettes and others whose connection with Corvettes goes deep, and a Rally Across America tour in the morning to the Simeone Museum.

Corvette racing stars on the panel include Tony DeLorenzo, who raced the Owens-Corning L88 Corvettes in the ‘60s and ‘70s, and George Wintersteen, who successfully campaigned the #002 Corvette Grand Sport Roadster in 1966. This car resides in the Simeone Museum. Historian Harry Hurst will M.C. the discussion, and additional panelists will be announced soon.

CELEBRATING “AMERICA’S SPORTS CAR,” COOL CARS FOR KIDS, INC.
PRESENTS THE FOURTH PHILADELPHIA CONCOURS D’ELEGANCE (continued)

Premier Concours Entries:

Classic car collectors from throughout North America are invited to submit their entries for the 2021 Philadelphia Concours d’Elegance (<https://www.philadelphiaconcours.com/concours-page>)

Car Corral Registration:

Classic car enthusiasts and owners are invited to participate in this year’s Car Corral to be held on the grounds of the Simeone Museum. Individual Space, \$50 (includes 2 tickets to the Concours).www.coolcarsforkids.org/2020-concours-delegance/car-corral-registration/

Tickets

Tickets to the two-day event Preview Gala and Concours can be purchased by visiting www.coolcarsforkids.org/buy-tickets/.

AT A GLANCE

WHAT: Fourth Philadelphia Concours d’Elegance & Preview Gala

WHEN: Saturday, July 17, 2021 – 10:00 AM – 3:00 PM

WHO: Families, classic car enthusiasts, collectors, racers, and one and all

WHERE: Simeone Foundation Automotive Museum, 6825 Norwitch Dr., Philadelphia, PA

TICKETS & INFO: www.coolcarsforkids.org

For more information, visit www.coolcarsforkids.org, or call 267-982-CCfK (2235)

Cool Cars for Kids, Inc. is a nonprofit organization based in Philadelphia, Pa. that brings together families of children with genetic conditions and classic car enthusiasts who share a common passion and appreciation for the one-of-a-kind. Funds raised from this unique partnership will directly forward its mission by supporting local and national charities – including The Children’s Hospital of Philadelphia – to deliver care and support to children and families who struggle with the medical complexities associated with rare diagnoses. www.coolcarsforkids.org



Former Eagles Coach Dick Vermeil (with his 1926 Open Wheel Sprint Car “Black Beauty”) – a Cool Cars for Kids Board Member and Honorary Chairman who will be in attendance again this year.

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DeLorenzo, George
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historian Harry Hurst

Eagles Football
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Cheerleaders in attendance



Photographs by Michael Furman for the Simeone Automotive Museum

FOR MORE INFORMATION ABOUT THE EVENT, TICKETS &
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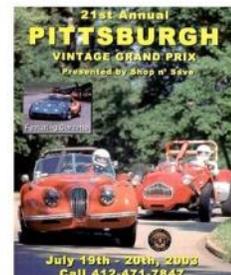
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USING MEMBER FORUMS by Tom Shaner

During this time of confinement, if you find something interesting to our fellow car club members, you can share it on our website through the use of MEMBER FORUMS. Here are the steps to post information, pictures or even videos.

1. Logon to the DVJC website.
2. At the top of the menu bar on the far right choose Member Forums.
3. Now click on **DVJC Connect** on the left side of the screen..
4. You will see a list of viewing topics for you to peruse at the top. Below that, is a section called **Create New Topic**. You may click and select any topic from the top to find out more on that topic and you can then respond to that topic at that point. **OR** if you don't select one you can make your *new* topic for people to respond to.
5. Now make a Title (up to 80 Characters) that accurately describes your subject.
6. In the large section below place text information with any JPEG files or links to movie clips (You Tube videos). ****Use the instructions below for more info on images and video****
7. Topic Tags are for people who are searching for information. When you place descriptive info in this box about your post, it will help users to find that specific information.
8. "Notify me" check box (when checked) will give you an email reply when people respond to your post. Check this **only** if you want a reply to your posts.
9. Lastly, after you have entered all your info, you need to enter **SUBMIT**. Your post will now be listed with the other posts at the bottom for other DVJC users to see, use and react to. Check back regularly to see new and interesting posts from other DVJC members.

Note: After viewing one post and you want to go back to the full list, look to the top of the page and find **DVJC Connect** and click on that (it's small text).

***Posting pictures and video's ***

1. Pictures need to be in a certain format to be displayed in the forum properly. They can't be stored on the DVJC website as is due to space requirements. Here is a short list from which pictures can be **displayed directly on the screen** in the forum. Facebook, Flickr, Giphy, Hulu, Instagram, Photobucket, Tumblr, Twitter, Vimeo and YouTube.
2. Make sure the link is shareable or on the above list (Ex. Flickr), then copy the link (Ctrl C).
Ex. With a dropbox link, right click the mouse and scroll down to Share section and copy the dropbox link. (It works with Google drive or OneDrive too.)
3. Now go to the forum box and Ctrl V (paste the link). The image will now appear in the forum box if from the short list, otherwise a link forms.

This doesn't mean you can't display your JPEG pictures, you just will have a link to the cloud (ex. Dropbox) that needs to be clicked on to see the picture. This is an example using the free Dropbox program.

This process works for YouTube videos too.

After you have pressed SUBMIT, the link will work for your picture. Anytime it is pressed the picture will appear. **After viewing the posted picture**, to go back to read more of the forum, use the *back arrow*. You are back at the forum screen.

Hope this website technology brings more of our club members together in this time of distancing themselves from each other.



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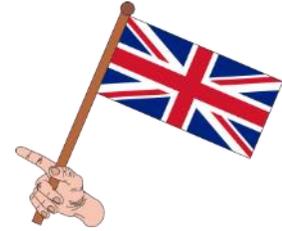
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DVJC Wants You!



Actually, we want your stories. As part of the club's ongoing efforts to engage, inform and at times, entertain its membership, we are interested in learning more about you and your passion for cars. For those of you who have belonged to this or other clubs, you may have come to realize that the cars bring people together but it's the interaction with fellow members that keep you coming back. In that spirit, we will be starting a series of questions & answers to be published from time to time in *The Purr*. The length and detail of responses are entirely up to you and in some cases, may be a few words or for those inclined, a few paragraphs with a picture. Simply put, everyone loves a good story and with over 110 members, there's no doubt our members have a few stories to tell.

To kick things off, here are some ideas based on past articles:

2021 DVJC Golf Outing
British Car Club of Delaware Car Show
Holiday or special occasions involving your Jaguar.
Restoration efforts, successes, challenges.
Maintenance tips or experiences.
Equipment mishaps and repair efforts at an event.
Your biography to introduce yourself to the club.
Just about any interesting anecdote you think would interest readers.

While most members own a Jaguar or two or more, Jaguar ownership has never been a requirement for joining the club so all are welcome to participate. Don't be shy!

How to submit a response

- Send an email or Microsoft Word file to Brian Craig, editor of the Purr, to bhc166@aol.com.
- All responses will be published in the Purr. Please note that, due to publication reviews and editing, articles may be published a month or two later than submitted. As a reminder, the current month's issue of the Purr is always available on the website at <https://delvaljaguarclub.com>

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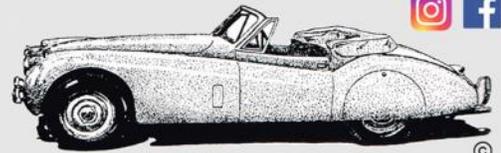
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XK140	Roadster SI & II	3063
Roadster	Roadster SIII	2702
DHC	FHC SI & II	3481
FHC	2+2 SI & II	4361
XK150	2+2 SIII	4254
Roadster	call 800.338.8034	

Leather Seat Covers - pair

XK120	E-TYPE
Front Seats	\$880
Rear Seats	997
XK140	Headrest Covers
Front Seats	1370
Rear Seats	270
XK150	MKII Saloon
Front Seats	1272
Rear Seats	1642
Call for models not listed - 800.338.8034	MKIX Saloon
	Front Seats
	1686
	Rear Seats
	1719

Interior Components

- Carpet Sets
 - Underfelt Kits
 - Door Panels
 - Headliners
 - Console Retrim Kits
 - Original Hardura
 - Convertible Top Boots
- visit osji.com



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Delaware Valley Jaguar Club

Check one: **Member Profile Update** **Renewal**
 Application for New Membership

Jaguar ownership is not necessary for membership, only an interest in the Marque.

Member Name:

<i>Last</i>	<i>First</i>	<i>M.I.</i>

JCNA Number:

--

Renewing or previous members

Address:

<i>Street Address</i>	<i>Apartment/Unit #</i>

<i>City</i>	<i>State</i>	<i>ZIP Code</i>

Phone 1:

--	--

Phone 2:

--

Email:

--

Occupation optional):		Retired?
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Co-Member Name:

<i>Last</i>	<i>First</i>	<i>M.I.</i>

Definition of membership: For the purposes of JCNA membership, the term "Member" is deemed to include the primary member and his/her spouse or significant other living in the same household, and children of the "member" 18 years of age and younger (i.e., up to the year in which the child turns 18). **Youth Enthusiasts*** membership is available at a cost of \$25.00 for members 25 years of age or younger. Includes a one-year subscription to the *Jaguar Journal*, a bi-monthly publication distributed by Jaguar Clubs of North America, Inc., and the *The Jaguar's Purr*, the local club monthly newsletter by e-mail with free Classified Ads for members.

Child under 18? Name: _____ Date of Birth ____/____/____

Youth Enthusiast? Name: _____ Date of Birth ____/____/____

Signed: _____ **Date:** _____

Annual Dues:

Full Members – New and renewal (Dues for new members joining after October 31 applied to the following year.) \$65.00

New Members joining between July 1 and October 31 \$45.00

Youth Enthusiast \$25.00

If paying by check:

Please make your checks payable to DVJC

Mail to: Jim Sjoreen, 920 Ivycroft Road, Wayne, PA 19087

Jaguars Owned				
Year	Model	Body Type	Color	Memo

Emergency Contact Information

Full Name: _____
Last *First* *M.I.*

Address: _____
Street Address *Apartment/Unit #*

City *State* *ZIP Code*

Primary Phone: _____ Relationship: _____

Direct questions to: membership@delvaljaguarclub.com.



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