
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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October 2021

Jaguars At The Jersey Shore



Members of the Delaware Valley Jaguar Club met at Lucy the Elephant in Margate, NJ on Tuesday, September 28th. They received rally instructions that led them to the shore home of Alex and Teri Giacobetti who hosted a marvelous lunch and get together. Participants then drove to the Montreal Beach Resort in Cape May, NJ to enjoy some sightseeing and to settle in. Wednesday included a wine tasting tour at Jessie Creek Winery and dinner at the Two Mile Landing Crab House. The gathering concluded on Thursday with breakfast on the beach at McGlades. Special thanks to the Giacobettis for their wonderful hospitality and to Bill and Nancy Beible for organizing and planning this outstanding event. See page 6 for Bill Beible's report.



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 32 & 33 to update information.

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Upcoming DVJC Events

October 16, 2021

**America's British Reliability Run
Upper Bucks County, PA
Spaces still available.**

Contact: [Click Here](#) for more information.

**October 17, 2021
10:00 A.M.—Noon**

**DVJC Breakfast at Fort Washington State Park
6250 Joshua Road
Fort Washington, PA**

For more information [click here](#) or contact
Tom Shaner at directors@delvaljaguarclub.com

**October 20, 2021 to
October 24, 2021**

**International Jaguar Festival (see page 35)
Marriott Sanibel Harbour Resort & Spa
17260 Harbour Pointe Drive, Fort Myers, FL 33908**

Contact: [Click here](#)

**November 7, 2021
10:30 a.m.**

**Union Park Jaguar Sponsored Gathering
Brandywine Brewing Company Tavern and Grill
4019 Kennett Pike, Greenville, DE 19807**

Contact: Information will be added to DVJC web site when available.

**November 20, 2021
11:30 a.m.**

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

Contact: [Click Here](#) for more information.

**December 4, 2021
4:00 p.m.—8:00 p.m.**

**Christmas Open House
More Information Forthcoming**

Contact: [Click Here](#) for more information.

January 22, 2022

**DVJC Annual Holiday and Awards Celebration (see
page 7)**

**William Penn Inn
1017 DeKalb Pike, Ambler, PA 19002**

Contact: Information will be added to DVJC web site when available.

Your Monthly Bill *October 2021*



What's old is new again



The world's first electric car on the streets of Paris in 1881

Further to Jaguar Land Rover's announcement of a new global strategy in February, "Reimagine the Future of Modern Luxury," I found a more recent press release outlining its hydrogen fuel cell electric vehicle (FCEV) development initiatives as the means to achieve zero tailpipe emissions by 2036. This development will follow JLR announced offering all-electric versions of its full product line by the end of this decade. FCEV's address several shortcomings of battery electric vehicles (BEV) including rapid refueling and loss of range at low and high temperatures while producing no direct emissions of CO₂.

Similar to the early years of automotive development, companies are taking several different approaches to future product and propulsion development. Steam powered vehicles preceded both electric and gasoline powered cars. At the beginning of the twentieth century, 40% of vehicles were powered by steam with 38% using electricity and the remaining 22%, gasoline. Ultimately, gasoline powered internal combustion engines captured nearly 100% of the market for a variety of reasons. For decades, Jaguar and all other manufacturers concentrated their efforts on improving the efficiency and performance of their gasoline engines.

For a short time during the 1973/74 fuel crisis, interest in electric vehicles was renewed. That quickly faded when the price of oil returned to more normal levels. Government mandates beginning in California in the

1990's reignited interest in powertrain alternatives, most notably gas/electric hybrids. The Honda Insight, an all-electric vehicle, was a commercial failure. While many automakers offer hybrid models, the most notable success is the Toyota Prius. Significant government financial incentives and perks have bolstered sales of this and other hybrids.

Like any other product, battery electric vehicles have advantages and disadvantages that must be evaluated by buyers in the marketplace. Although vastly improved over early 20th century versions, BEV buyers still must contend with limited range and long recharge times. It is well known that many companies are working to improve battery technology, optimize energy management and extend range of the vehicles.

To move beyond these concerns, JLR and other manufacturers are putting additional effort into development of hydrogen fuel cells. The fuel cells are fundamentally the same as conventional batteries in that both have a cathode, anode and an electrolyte. Instead of recharging a battery, a fuel cell is "recharged" by filling it with highly compressed pure hydrogen. Mixing the hydrogen with oxygen from the air produces the electricity along with water as the "exhaust." Operational feasibility has been demonstrated in several applications. Fuel cells have been used extensively in the space program including the Gemini, Apollo and Space Shuttle vehicles. Al-lis-Chalmers manufactured a fuel cell powered tractor in 1959 and was followed by GM's prototype van in 1966. From 2008 to 2014, more than twenty fuel cell electric vehicles (FCEV) models were offered for sale worldwide including by Honda, Toyota, Mercedes Benz, Hyundai and General Motors. Nearly all manufacturers moved away from these FCEVs to focus on improving battery electric vehicles.

As a next step beyond electrification of the JLR product line, the company has announced its intention to begin testing a hydrogen powered Land Rover Defender in 2021 as the means to achieve its "zero tailpipe emissions" objective by 2036

There exists a "big leap" between "zero tailpipe emissions" and the "zero net carbon" goal because commercial production of hydrogen uses hydrocarbons (either natural gas or biomass) as the feedstock and superheated steam (1300 to 1800°F.). Production of large volumes of high temperature steam also uses large quantities of energy for its production. Time will tell if there are real "bottom line" environmental benefits from use of this technology. Call me a skeptic.

Your Monthly Bill *October 2021 (continued)*



Three days of fun for thirty-four people began with a Landmark Rally that started in Margate, NJ at Lucy the Elephant, a 90 ton, six story tall marketing gimmick from the 1880's. A real estate developer built the structure to attract customers to view oceanfront land for sale. Each team was challenged to answer eighteen questions about landmarks they passed driving a fun rally through shore towns on the way to the BBQ picnic hosted by Alex and Teri Giacobetti at their home in Avalon. The food was great and the setting with their deck, back yard and dock all combined for a wonderful afternoon with DVJC friends.

On Wednesday, following a relaxing evening in Cape May, we traveled through the rural NJ countryside to Jessie Creek Winery for a vineyard tour and wine tasting. Five different wines were described and sampled along the tour route at locations in the vineyard. Wooden wine barrels served as the tables for the wine service. The winemaker, Kyle, and the sommelier, David, "tag teamed" the discussions at each tasting station. That approach provided a more complete picture of the factors that impact the quality and flavor of wines along with the education about tasting and enjoying wine more fully. Many people commented that the team approach was the best wine tour/tasting they have ever enjoyed, far superior to standing at a bar and tasting wines in quick succession. Our lunch at the winery was served from a gourmet food truck and enjoyed under an awning on the crush pad. After some time for afternoon sightseeing or relaxation, we gathered on the dock of a crab house in Wildwood Crest for a sunset dinner overlooking the bay.

During dinner, rally winners were recognized. Seven of the fifteen teams correctly answered sixteen of the eighteen questions asked along the route. A tie-breaking method was used to determine the winners. Franz and Kathi Fox took sole possession of first prize, a wine bin containing four bottles of wine from Jessie Creek Winery, boardwalk popcorn and salt-

water taffy. Close behind, in second place, was the team of Marisa Weaver and Dave Richards. Their prize included two bottles of wine along with the popcorn and taffy. Steve Gendler and Cathy Ridings won the coveted and distinguished Stray Cat Award (a stuffed Jaguar with a toy compass around its neck) for the longest distance driven to complete the course. As an extra bonus, Steve and Cathy had an impromptu conversation with a police officer during their drive. 'To top off the evening, Max Sandler was overwhelmed by the harmonious voices of our club members singing "Happy Birthday." Kate Foster surprised Max with a cake to celebrate his eightieth birthday – Happy Birthday Max!



Our time together wrapped up with a wonderful sunlit breakfast on the beach on Thursday morning. Sincere thanks go to Alex and Teri for opening their home, hosting the picnic, recommending the crab house and suggesting landmarks in Avalon to include in the rally questions. From personal experience during her many stays in Cape May, Marisa Weaver provided an extensive list of restaurant recommendations. Thank you. Finally, my "co-pilot," Nancy, played a key role developing the rally route and planning the three days.

Mark your calendar now for Sunday October 17. That is the date of the next breakfast at Fort Washington State Park. Check our website for details. The next DVJC Executive Committee meeting is on Thursday October 14 at 6:00 PM at Andy's Diner in Conshohocken. These meetings are open to all club members. If you plan to attend, please email me in advance. I hope to see you at one or both events.



And, just added to our calendar is an event in Delaware! Union Park Jaguar is sponsoring coffee and lunch at the Brandywine Brewing Company in Greenville on Sunday November 7. New dealer cars will be displayed in the parking lot fronting Route 52 along with our personal Jaguars. We will be able to meet Union Park customers and introduce our club to them. It should be a good day all around. I hope to see you there.

Enjoy this spectacular time of year!

Bill



*Save the
Date!
Saturday
January 22, 2022*

*The Delaware Valley Jaguar Club
Annual Holiday Party and Awards
Celebration is Back!!*

*Saturday January 22, 2022
11:30 am to 2:30 pm*

*William Penn Inn
1017 DeKalb Pike
Ambler, PA 19002 (GPS address)
At the corner of Rt. 202 and Sumneytown Pike*

More Details in Next Month's Purr



Membership Musings

October 2021

By: Tony Tinari

Let's start with a preview of coming attractions. During the month of October, members should expect to receive a survey in their email from the DVJC Executive Committee on a variety of topics. Now, if your reaction to surveys is anything like mine this may not be welcome news. It's beyond annoying to receive an email from CVS regarding your last visit before you have arrived home from the pharmacy, right? And those incessant reminders from the auto repair/dentist/pizza place requesting completion of a "one minute survey" or a review on Yelp or Google, are just as exasperating. Whatever do they do with all those metrics anyhow?

Well, we hope you will work with us on this one. Our club has grown this year in both membership census as well as diversity of member vehicle types and interest in differing activities. While we have returned, thankfully, to a near-normal schedule of events, we know there are still opportunities to create Jaguar experiences that appeal to an even wider audience. In addition, we have relied upon several means of communication which we believe are robust but nevertheless would benefit from evaluation.

Our survey will focus on DVJC events and communications of 2021 and the member assessment of those. As I've said in this column previously, events are the lifeblood of the organization. We'd like a candid

appraisal of the events which have taken place in 2021 and suggestions for their improvement. As importantly, your ideas for potential new or alternative events are welcome. On the communications front, a member review of those initiatives, including *The Jaguar's Purr* as well as our email blasts would be fruitful.

We are in the process of composing and editing the survey instrument and will design it to make efficient use of your time spent completing it. You may be assured that we'll report thoroughly on the results to the membership as a whole, and that the input will be key and critical to establishing our 2022 DVJC schedule, activities, and communications.

So much for the business of membership, now for the "musings" part of this monthly exercise, if you will please indulge me. And there was much to muse about during the month of September, starting with the return of the Goodwood Revival at the famous racing circuit in the U.K. Here, some cameos from this bucket list activity:



A few classic saloon cars, taking the track in stride.

Membership Musings (continued)



The Paddock at Goodwood; bring lots of cash or negotiable instruments.

Sadly, however, not all classics meet the same fate as those pictured above. You may recall that some months ago this column featured an XK 150 which had run astray of the road and spent the next many years crumpled in a corner of an English barn until having been sold at the spring 2021 auctions for a ridiculous amount of British pounds sterling. I

had thought that was about the most unusual end for a classic Jaguar until I discovered the example pictured below in a corner of the internet. No, this is not some mishap from our Jaguars at the Jersey Shore event, but rather an apparent careless boat ramp incident from many years ago



Mark 2 takes a dive.

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Speaking of Things Jaguar - October 2021

By Paul Trout

XJ-S, the First Twenty Years and Twenty-Five Hence

When the XJ-S was introduced on September 10th, 1975 it faced a number of significant challenges. It was born in the midst of the “First Oil Shock” which had seen oil prices grow by nearly 300% and, to say the least, it was a gas guzzler at 13-14 mpg; and it wasn’t “The Next E-Type.” Fallout from the oil crisis was causing a very high rate of inflation across Europe, the UK and the US and the XJ-S, at the time, was the most expensive production Jaguar ever at \$19,000 (almost double the price of the outgoing E-Type); and it wasn’t “The Next E-Type.” The XJ-S had a slightly older sibling, the hyphen-less XJ12C, a sporty coupe with the same V-12 power that looked like the rest of the Jaguar family, and was priced about \$3,000 less.

any other Jaguar and it wasn’t “The Next E-Type.” BUT, when you opened the door, caught a whiff of leather scent, slid into the very comfortable seat, turned the key and pushed your right foot down, all of those challenges were left behind in a very smooth, relentless hurry. This was the new Jaguar Grand Touring car and the future (for the next twenty years anyway) of Jaguar sports cars! And what a Grand Tourer it was! In a form follows functional manner, the incredibly smooth application of 5.3 liter V12 power somehow made the shock of that first impression of the styling somehow transform into appeal.



The latter years of the seventies were tumultuous for Jaguar as it dealt with internal and external politics, reorganizations and continued inflation fueled by relentless high oil prices. While the buying public eventually got over the fact of what the XJ-S wasn’t, “The Next E-Type”, what it WAS created its own set of challenges. During its first five years it quickly developed a reputation of poor reliability seasoned with poor fuel mileage. As one journalist put it “*Owners watched 18 warning lights compete to deliver bad news.*” A *Road & Track* owners survey surfaced an impressive list of problems with the air conditioner, alternator, body parts, brakes, cooling system, differential, distributor, electrical system, emission controls, exhaust, fuel pumps, instruments, power steering, starter and wheel bearings. While newly appointed Jaguar chairman John Egan’s drive to vastly improve build quality and boost public perception was beginning to show some traction across the Jaguar line-up, fuel economy, or lack of, continued to pull XJ-S sales down. By 1981 sales had fallen to only 232 units sold, but in July the cavalry arrived in the form of the 5.3 HE V12. “HE” stood for High Efficiency and referred to the revised cylinder head designed by Swiss engineer Michael May.

The XJ-S wasn’t available in a convertible, didn’t look like “The Next E-Type” or, for that matter,

Speaking of Things Jaguar - October 2021

May's "Fireball" combustion chamber design featured reshaped dual level combustion chambers that swirled the air-fuel mixture to make a better burn with higher compression and a lower fuel to air ratio. The result was more power, improved fuel economy and lower emissions. Power increased to 299 hp and fuel efficiency nearly doubled to 22 mpg on the highway. With the XJ-S HE introduction in 1982, sales began to steadily increase, but the lack of a convertible was still an issue. It too was a challenge that did not escape John Egan's grasp.



When the last E-Type OTS rolled off the assembly line, Jaguar was without a convertible in the model line-up for the first time ever in over five decades of building sports and luxury cars. Egan realized that the lack of a convertible XJ-S wasn't just an XJ-S problem, it was a Jaguar problem. A key element of his overall revitalization program was to give the XJ-S some kind of convertible. Other more pressing financial and labor issues prevented the kind of corporate focus needed to quickly make this a reality, so a couple of half steps occurred. First, in 1983 along with the new 3.6 liter six cylinder AJ6 engine, Jaguar introduced the XJ-SC to the European market. The XJ-SC wasn't actually a full convertible but was "a fixed profile variant with a non-removable centre targa-type structure with fixed rails above the doors, and fixed rear quarter windows." No longer a 2+2 with the removal of the miniscule rear seats, essentially the SC had fixed side window rails with a removable center head (roof) section and a fold down rear window. The fact that Jaguar even produced the SC is some indication of the engineering challenges they were facing converting a 2+2 GT coupe into a convertible while retaining the necessary structural integrity to achieve the same handling

and driver experience. No easy task.



Originally the SC was only available in the six cylinder model, but by 1985 Jaguar relented and offered it in the V12 model as well. It was available in the US market from 1986 to 1988 only as a V12. While the XJ-SC was reasonably popular with 5013 sold between late 1982 and 1988, there was still a market demand for a full drop top convertible. Coach builders in Europe such as Lynx and Arden were offering custom convertible conversions to XJ-S owners who were willing to go the additional expense. Jaguar knew there were also customers in the US who would pay a substantial premium for a full XJ-S convertible, so in 1986 Jaguar entered into an eighteen month contract with Cincinnati coachbuilder Hess & Eisen-

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hardt (H&E) to do full convertible conversions on XJ-S coupes. These conversion convertibles were made available via special order through select Jaguar Dealers. The process of converting the stock Jaguar XJS coupe into the H&E Convertible again reinforced the engineering challenges of building a convertible XJ-S that would match the performance and experience of the coupe.



The H&E Conversion included the removal of the roof, cutting the body in several sections, the addition of steel reinforcements behind the driver's seat, and splitting the fuel tank into a twin tank arrangement. Twenty pound weights had to be placed just behind the headlights to eliminate harmonic resonance caused by the significant modifications to the car. The price, at \$46,950, was a premium of \$2500 over the XJ-SC and a whopping \$7,000 over the coupe. It was the most expensive Jaguar an American could buy at the time. As many of H&E's records were destroyed in a fire, the actual number of conversions sold between 1986 and 1988 is unknown, but estimated to be around 2,100.

In 1985, while all of these half-steps and stop gaps were in place, Egan organized a twelve man engineering team and gave them rather straightforward direction. He wanted a world class XJ-S convertible, ready to sell, on the Jaguar stand at the March 1988 Geneva show with delivery available in May. To transform the XJ-S into a true factory built convertible it took 108 new panels and 48 modified pressings. Reinforcements were added to the transmission tunnel, front and rear bulkheads and the rear floor. Rigid steel tubing was added to the sills and the windshield pillars. The design and engineering of the top mechanism was left to German coachbuilder Karmann. As per Egan's "world class" direction, the XJ-S convertible got an electrically and hydraulically operated power top with a full headliner. This put the long awaited Jaguar convertible a leg up on its drop top competition since the only other European sports car with a power top at the time was the Porsche 911. As with the XJ-SC, the XJ-S convertible was a two-seater.

Born
Another Jaguar Classic
The XJ-S Convertible

For more than a half-century, open two-seater Jaguars, like the innovative XK-120 roadster, have represented the essence of speed, grace and sporting style. Today, this Jaguar tradition continues in the new XJ-S convertible. Built entirely by Jaguar, the 1989 S-type convertible combines all the exhilaration of four top-down motoring with Jaguar standards of performance and luxury. Designed with the aid of sophisticated computer programming, the new S-type convertible body and chassis possess a degree of structural integrity rarely found in an open motorcar.

Equally rare is the silence and smoothness of Jaguar's fuel-injected, overhead cam V-12. With 262 horsepower, it is also one of the world's most potent production engines. Modified for racing, in 1988 it powered Jaguar to victory in the world's toughest 24-hour races—Daytona and Le Mans.

The XJ-S convertible moves with the uncommon agility and confidence of Jaguar's four-wheel independent suspension. It stops with the most advanced anti-lock (ABS) braking systems.

A car for all seasons, its beautifully tailored power top glides up or down in as little as 12 seconds. The top is luxuriously padded, fully lined and incorporates a heated glass rear window. Inside, the XJ-S climate control system automatically regulates heating and air conditioning. Its new sports-contoured seats incorporate power-variable lumbar support and electric heating elements.

The XJ-S convertible is new for 1989. Yet, it is classically Jaguar. Sleek, swift and sensuous, it surrounds the driver and passenger with the handcrafted elegance of polished wood and the rich scent and feel of supple leather.

To experience the XJ-S convertible, and for information on Jaguar's extensive three-year/50,000-mile warranty, see your dealer. He can provide details on this limited warranty, applicable in the USA and Canada, and on Jaguar's uniquely comprehensive Service-On-Site/Roadside Assistance Plan. For your nearest dealer, call toll-free, 1-800-JAGUAR. Jaguar Cars Inc., Leona, NJ

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JAGUAR XJ-S

Speaking of Things Jaguar - October 2021

When it was revealed at the Geneva show, as John Egan had directed, it was at 36,000 Pounds Sterling or \$56,000, the most expensive production Jaguar ever. Despite that, the press was quite enthusiastic. The long wait was over. Per *Autocar* magazine, “*The XJ-S V12 convertible is a very complete and accomplished tourer in the true sense of the word. It may be the most expensive Jaguar to date, but we feel it is worth every penny.*”

The long awaited XJ-S convertible was an immediate sales success. By 1989 the convertible accounted for more than half of the over eleven thousand XJ-S cars sold. US sales that year were over five thousand. The convertible had stopped the steady flow of perspective buyers turning to other makes.

1988 was also the year Jaguar entered into a joint venture with Tom Walkinshaw’s TWR Ltd. TWR stood for Tom Walkinshaw Racing. This partnership produced the XJR race cars that brought Le Mans victories back to Jaguar in 1988 and 1990. It also satisfied the need for Jaguar to have its own performance division, Jaguar Sport, to compete with BMW’s M Motorsports and Mercedes AMG. The mission was to develop and produce a range of performance modified Jaguars for the British and European markets. In 1988 Jaguar Sport introduced the XJR-S, a limited edition high performance XJ-S. While retaining the general looks of a standard XJ-S, nearly every mechanical part was unique to the XJR-S. Every XJR-S was driven off the floor of the Jaguar Sport factory in Bloxham as a hand built super car. Powered by a modified 6.0 liter V12 making 318 hp, which was unavailable in any other Jaguar at the time, and backed up by a GM400 transmission recalibrated to provide higher RPM shift points, the XJR-S could do 0-60 in less than 7 seconds with a top speed of 158 mph. Not only could it go fast; it could stop and handle significantly better than the standard XJ-S with its 11.7 inch vented disc brakes in the front, 11.5 discs in the rear and specially tuned Bilstein shocks front and rear.



Offered only as a coupe in the British and European markets from 1988 to 1992, the XJR-S was finally imported to North America for the 1993 model year. Just 100 examples were offered in North America; 50 Coupes and 50 Convertibles in either red or black. Each with a silver numbered plaque on the dashboard and a \$23,000 premium over the standard XJ-S. We are fortunate to have two examples of these rare Jaguars in the garages of two DVJC members.

In late 1988 despite the success the newly introduced XJ-S convertible, Jaguar was hurting again for finances to develop new models. It was fairly common knowledge that Egan was courting General Motors to take a minority stake in Jaguar, but Ford was not having that. They made it known that they were interested and wanted to have complete financial control. That idea was soundly rejected by Jaguar’s senior management. Ford paid little regard to the initial rejection and by November of 1989 Jaguar was a wholly owned subsidiary of the Ford Motor Company. By July 1990 John Egan, the chairman who led Jaguar’s recovery in the turbulent eighties, was gone. In his decade of

Speaking of Things Jaguar - October 2021

leadership, he joined the company when it was broke with a reputation for poor quality and restored its pride and financial state but, unfortunately, he left with Jaguar in the same situation as when he joined. Ford replaced him with Bill Hayden who, it is reported, was shocked at the antiquated equipment and manufacturing processes at Browns Lane. While Ford ownership was most certainly not what Jaguar senior management wanted for the company, history has shown it was one of the best things to happen to Jaguar. Ford invested a lot of money and quality control expertise into Jaguar and was committed to its success from the start. Recognizing the need to get a few more good years out of the XJ-S before a suitable replacement was ready, Ford rather quickly authorized funding for a face lift and removal of the hyphen. It is rumored that Ford accountants were able to show an insignificant, but necessary cost saving in both emblem material and advertising ink with the hyphen removal.

In May of 1991 the face lifted and hyphen-less XJS debuted with some minor exterior changes penned by Geoff Lawson and lots of changes underneath. The new XJS was now available with the 4.0 AJ6 engine as well as the V12 and could be mated to either a five-speed manual gearbox or the new ZF four-speed automatic.



With the introduction of the 4.0 six, the V12 lost a bit of luster, especially in the US where emission regulations strangled it down to 280 hp giving it very little performance advantage over an XJS with half the cylinders. In order to return the appeal of V12 XJS, a slightly detuned version of the TWR XJR-S 6.0 liter V12 with 318 hp replaced the 5.3 V12 and became the standard engine for all

V12 powered production Jaguars. Mated to a GM four-speed automatic with a fourth gear overdrive ratio, both fuel economy and straight line performance were significantly improved. Zero to 60 acceleration was back down under seven seconds and top speed was up to 161 mph. The hot cat was back!



Aside from the driveline and exterior cosmetic changes the new XJS, and perhaps the prime driver for the Ford investment, were revised build methods making the XJS quicker and easier to build with fewer panels resulting in improved quality.

Speaking of Things Jaguar - October 2021

For added appeal the interior was updated as well.



The XJS continued to carry Jaguar's sporting banner until April 1996 when P60 XJS, an Ice Blue V12 Coupe, rolled off the assembly line to become last of 115,413 built over a twenty year and seven month span. Born under the shadow of the beloved E-Type into a motoring world that wasn't quite ready for the change it represented, the XJ-S/XJS survived hostile press, outdated manufacturing, poor reputations (more than once), two recessions, Margaret Thatcher, British Leyland and the HTSA to live a longer and fuller life than either its predecessor or successor. When the last XJS rolled off the assembly line in Browns Lane it was already a classic. The earliest of the XJ-S Jaguars were already twenty years old and becoming known as "Classic Jaguars."



The twenty-five years since the last XJS was built have, perhaps, been as tough on the XJS as its twenty year production life. For many of those years it has been, one might say, the most underappreciated of all classic Jaguars. The reputation of

unreliability seemed unshakable for most of its post production years and still lingers even among some Jaguar enthusiasts. While not entirely unfounded, the reliability stigma even spurred a dastardly cottage industry in the US that replaces magnificent XJ-S/XJS Jaguar V12 engines with small block Chevy V8s, allegedly to achieve better reliability and more power. Even Dr. Frankenstein was better intentioned than these FrankenJag creators! Ugh! The unconventional styling of the XJ-S was actually a bit ahead of its time at introduction and by the end of production the look of the XJS seemed a bit out dated. That certainly can happen over a twenty plus year span, But in the twenty-five years hence that styling, much like a maturing starlet, has grown into timeless beauty.



Today the youngest XJS is twenty-five years old and the oldest is forty-five years old. They are all old enough to be classics and young enough to be enjoyed on the road. As the long Jaguar bridge from the analog E-Type to the digital XK8, the XJ-S/XJS offers an even more unique experience today than it did during the production years. Opening the door still gives one the scent of leather with the promise of more comfort than its predecessor, but with a more classic feel than its successor. Pull the door shut and the snugness of the cockpit offers quiet comfort, like settling into a leather easy chair. A turn of the key does little to disturb the quietness and serenity, but suggests spirited forward motion is quite available if desired. The smoothness of acceleration that softened the initial negative reaction to the now classic lines is still there. With the comfort, quiet and smoothness, one can still easily find one's self going twenty miles per hour faster than the senses suggest. Throw this Jaguar into some corners and onlookers may see what appears to be a bit of mayhem, but the car is quietly whispering to the driver "We've got this" and the tranquility remains unruffled. If you are feeling brave or want to set your license

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aside for a couple of months this Jaguar will still take you rather quickly and quietly beyond prudence into the realm of 150 mph. Some may see the XJ-S/XJS as your grandfather's Jaguar, but this Jaguar says it's not.



Today the XJ-S/XJS is an increasingly popular option for Jaguar enthusiasts. We have more than twenty-five of them in our Delaware Valley Jaguar Club. They are, perhaps, the most affordable of the classic Jaguar sports cars. For many years the XJ-S/XJS has been seriously underappreciated and undervalued. There are a number of factors that have contributed to this. The stigma of poor reliability and expensive repairs still lingers. Some people never got over the "It's not the next E-Type" syndrome. But one of the more evidential reasons has to do, again with its predecessor and its successor. While on the one side E-Type values are rapidly moving beyond the reach of mere mortals, and on the other side the XK8/XKR remains remarkably affordable. Stuck in the middle, af-

fordability of a younger sibling as an option carries considerably more weight than the pull through of a high priced older one.

Lately, however, that seems to be changing. Nearly every automotive magazine's "Next 15 cars to buy" list includes the Jaguar XJ-S/XJS. They generally cite the rapid value appreciation of the E-Type causing those looking for a classic Jaguar sports car to consider the more approachable XJ-S/XJS. There is rarely a week goes by that at least one XJ-S/XJS doesn't show up on my favorite fantasy site Bring a Trailer. So far in 2021 there have been fifty placed on auction compared with forty-one for the whole of 2020. The prices paid have been showing notable increase year over year as well. In 2020 most cars sold in the \$10-15k range, but so far in 2021 most have been in the \$15-20k range. Even more notable, 22% of the XJ-S/XJS cars sold on BaT so far this year sold for over \$20k compared with only 12% last year. Many of the classic car market experts seem to think this upward trend is just getting started. So now is the time to buy if you have been considering adding an XJ-S/XJS to your collection or if you have finally decided to own a Jaguar sports car.

Today's XJ-S/XJS, the longest produced and most successful Jaguar sports car, is a classic Jaguar that has aged well and is finally garnering the appreciation it so rightly deserves.

Enjoy Your Jaguar!
Paul T

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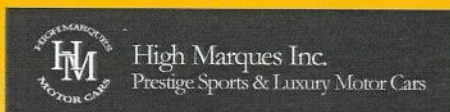
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Joe Chiesa at jochiesa@yahoo.com



1987 XJ-SC Cabriolet

Factory original limited edition 1987 XJ-SC cabriolet. \$11,500. Renovated survivor car in Nimbus White/ blue targa tops/ Isis Blue leather interior. 81,395 mi. Drive it anywhere. See more photos and description: <https://classics.autotrader.com/classic-cars/1987/jaguar/xjs/101615706>

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Contact Steve at Steve@ssresource.com
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October 9, 2021 | 96th Street | Stone Harbor

SHOW TIME: 10:00 AM - 1:00 PM

Awards: 1:00 PM | Parade: 1:30 PM

REGISTRATION LOCATION

- Enter 200 block of 96th Street from Third Avenue

FEES

- Pre-registration: \$10.00 per vehicle
- Same day registration: \$15.00 per vehicle
- Make checks payable to Borough of Stone Harbor
- All pre-registrants will receive a free dash plaque; same day registrants as available. Trophies will be awarded for "Best of Show" and "People's Choice."

RULES:

- Show is open to vintage and classic vehicles of all sorts, 15 Years or older.
- Same day registration is welcome
- All vehicles must have a UL approved fire extinguisher
- No "For Sale" signs in or on vehicles
- No vending
- No alcoholic beverages permitted

Please complete registration form and return with payment to:

Tourism Dept., Borough of Stone Harbor, 9508 Second Ave., Stone Harbor, NJ 08247

(checks should be payable to Borough of Stone Harbor)

For Additional information, please email Tourism@SHNJ.org



October 9, 2021 | 96th Street | Stone Harbor
SHOW TIME: 10:00 AM - 1:00 PM, Rain or Shine
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FEES: Pre-registration: \$10.00 per vehicle Same day registration: \$15.00 per vehicle

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- For Additional information, please email Tourism@SHNJ.org

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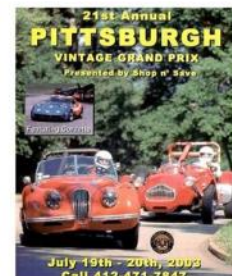
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USING MEMBER FORUMS by Tom Shaner

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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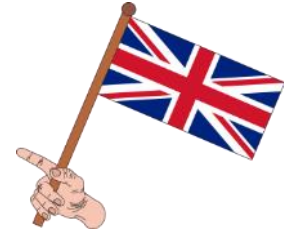
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DVJC Wants You!



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:

- Jaguar owned by a notable person.*
- 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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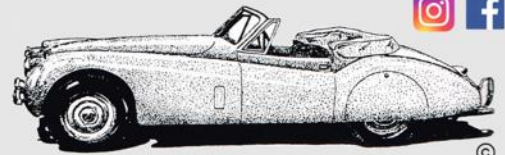
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XK150		Front Seats	1272
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Delaware Valley Jaguar Club

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:

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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:

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Phone 2:

Email:

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Occupation optional):		
	<i>Retired?</i>	

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.

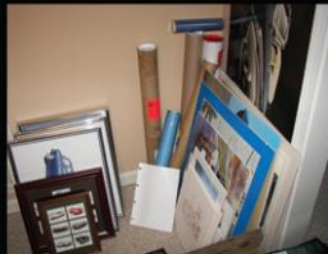


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E-Type (1961 F-Type to Celebrate 60 Year's)

Schedule of Events

- **WEDNESDAY** - REVS MUSEUM TOUR (Collier Collection)
- **WEDNESDAY EVENING** - DINNER CRUISE ON THE MARRIOTT YACHT
 - **THURSDAY MORNING** - SCENIC CAR TOUR and CAR RALLY
 - **THURSDAY EVENING** - WELCOME RECEPTION AND DINNER
 - **FRIDAY** - CONCOURS D'ELEGANCE
 - **FRIDAY EVENING** - CONCOURS AWARDS BANQUET
 - **SATURDAY MORNING** - JAGUAR CAR SLALOM
- **SATURDAY EVENING** - POOL DINNER AND RALLY/SLALOM AWARDS
 - **SUNDAY** - COMPLIMENTARY BREAKFAST

Questions you may have:

- ⇒ Is there a place to wash my car - YES
- ⇒ Is there a place to park my trailer - YES
- ⇒ Is there public parking - YES

*Phil Mannino
Jaguar Club of Southwest Florida*

