
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

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November 2021

DVJC Breakfast Outdoors



Members of the Delaware Valley Jaguar Club met at Fort Washington State Park on Sunday, October 17th. It was a beautiful, brisk day which encouraged most members to bring their Jaguars. We continue to schedule activities to allow our members to get together. Please see page 4 for upcoming events or go to the club's web site to see a list of activities. [Click here](#) to see event descriptions on the web site. Members of our club also attended the International Jaguar Festival in Florida. See the articles on pages 25, 27, and 30 in this issue.



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 39 & 40 to update information.

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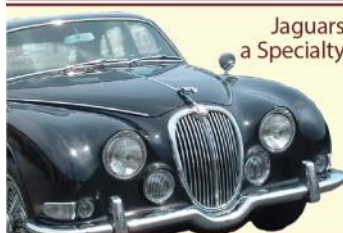
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Upcoming DVJC Events

**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: [Click here](#) for more information.

**November 19, 2021
7:30 p.m.**

RSVP Required

**"Just Add Water" Will Keep You Rockin' (see P. 23)
Duffer's Tavern, 192 PA-352, Glen Mills, PA 19342**

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

**December 11, 2021
4:00 p.m.—8:00 p.m.**

RSVP by December 5

**Old Fashion Christmas Get Together
Nahodil Home in the Poconos**

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

**December 18, 2021
11:30 a.m.—1:15p.m.**

RSVP Required

**Christmas Lunch at Spring House Tavern
1032 N. Bethlehem Pike, Ambler, PA**

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

**January 22, 2022
11:30 a.m.**

**DVJC Annual Holiday and Awards Celebration (see p. 8-9)
William Penn Inn**

1017 DeKalb Pike, Ambler, PA 19002

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

**May 21, 2022
12:00 noon**

Save the Date

**Spring Fling
Ringing Hill Fire Company, Pottstown, PA**

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

**June 4, 2022
8:00 a.m.**

Save the Date

**DVJC Concours d'Elegance
Historic Hope Lodge
553 S. Bethlehem Pike, Fort Washington, PA**

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

**June 26, 2022
2:30 p.m.**

Save the Date

**Star Wars Scenic Tour, Dinner and Symphony
Unionville High School (see p. 24)
750 Unionville Road, Kennet Square, PA**

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



Your Monthly Bill *November 2021*



We are blessed to live in an area where autumn brings such beauty to our surroundings. Late last month, Nancy and I organized a drive for several of our friends through the beautiful horse country of southern Chester County. Although not “car people” like us, they enjoyed a gorgeous day in their cars with lunch at a quaint English pub, The Whip Tavern, near Unionville.

Could there be any downside to a day like this? Only if you, like me, know that immediately after this, it's time to prep your car for winter hibernation – bump up the tire pressures, thoroughly clean the car, add the fuel stabilizer and complete other assorted tasks. Oh well.



The area surrounding Greenville, DE offers that same impressive scenery and is the location of our next club event. Union Park Jaguar, through the

efforts of Jay Greene, is hosting a brunch at the Brandywine Brewing Company on Sunday November 7. This is a perfect opportunity for DVJC members in Delaware and eastern Maryland to enjoy an event “closer to home.” At the same time, Greenville is just a short drive for many of us who live “up north” in Pennsylvania and New Jersey. Union Park is inviting customers to participate and display their cars along with ours. I hope to see many of you this coming Sunday. Let's have a great turnout and introduce Union Park customers to our club and share the fun we have together. Registration is not necessary. [Complete information is on the event page on our website.](#)



Two weeks later, on Friday November 19, you can “Just Add Water” and enjoy dinner and music with other members at Duffer's Tavern. Our own Max Sandler plays keyboard for the band. The band put on a great show for many of our members at Duffer's in February of 2019. [Register by November 15 to reserve your spot for what will be a fun evening.](#)



Congratulations to everyone whose membership anniversary occurs during November. Ken and Susan Ruocco head up the list on page 11 with their

Your Monthly Bill November 2021 *(continued)*

continuing membership of twenty-eight years.

DVJC is one of a half dozen clubs within JCNA whose membership count has increased notably this year. I know we are all happy to welcome new members to our group. Given the social nature of our club, the Executive Committee aims to offer a variety of events that interest long time members and those who have just recently joined. We also endeavor to spread locations of event venues around our club's geographic area to make attendance more convenient for those not centrally located.

Survey says....?

Please help us! Soon, you will receive a brief, anonymous survey seeking your feedback on past event offerings and input on future activities. Please take a few minutes to provide your personal responses to help us plan activities that appeal to a broad range of club member interests. Naturally, a higher response rate provides better direction. Thank you in advance.



Most of us, I'm certain, associate "garage" with servicing, maintaining and storing our cars. The movie, 26th Street Garage, shows how quickly and completely a parking and service garage in New York City was transformed into the FBI investigative nerve center following the tragic events of 9-11. Nancy and I watched this show with particular interest because the head of the FBI New York office is the brother of a close friend of ours. The fast-paced movie is about one hour long and well worth your time to view it. The show is offered on Amazon Prime Video and Paramount+.

Happy Thanksgiving!

Bill

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DVJC Annual Dues Information

By: Bill Beible

To all members of the Delaware Valley Jaguar Club,

DVJC annual dues have been established at \$75 effective with your renewal for 2022. There are two components of our membership cost, namely the portion that funds the operation and events of DVJC and the share that supports the operations and activities of Jaguar Clubs of North America. The higher amount directly reflects a \$10 increase in the JCNA portion of your dues payment, the first such increase in ten years.

Local clubs like ours derive important benefits from our affiliation with JCNA and its other member clubs. Those benefits include such things as:

- Comprehensive liability insurance coverage for club members and the club as a legal entity,
- Easy access to a network of Jaguar enthusiasts across the U.S., Mexico and Canada,
- Jaguar forums, classified ads and judging guides,
- Six annual issues of the Jaguar Journal,
- Exclusive access to the JCNA Tool Loan Program and Technical Help Line,
- Regional and North American competition events – Concours d'Elegance, Slalom and Rally,
- Classic car insurance discounts through Hagerty,
- New car purchase discount program (subject to availability from Jaguar Land Rover).

DVJC is a vibrant, active and growing club and your executive committee works hard to offer a range of activities and information that appeal to the varied interests of our members. I am happy to answer any questions you may have and, most of all, look forward to your renewal and continued enjoyment of the people and activities of DVJC.

Additional information is available under the “Members” tab on the [DVJC website](#).

Bill Beible
October 22, 2021

Renew Your Membership Now

Now is the time to renew your membership in the Delaware Valley Jaguar Club. The easiest way to renew is through the DVJC web site. Follow these easy steps:

- Go to <https://delvaljaguarclub.com/> and click on “Login.”
- Enter your Username and Password and click on the black “LOG IN” button.
- Go to the “Members” tab and click on “My Membership Profile.”
- Scroll down and click on “Renew Subscription.” (You will see your current member expiration date here.)
- You will see the current subscription rate of \$75/1 year. Click on the “CLICK TO PAY WITH PAYPAL OR CREDIT CARD.” button.
- Complete the transaction.

If you are paying by check you can mail the \$75 membership fee to DVJC Treasurer Jim Sjoreen, 920 Ivycroft Road, Wayne, PA 19087. If you have information to update please use the form on pages 39—40.

If you have a problem please contact Brian Craig at bhc166@aol.com.



Delaware Valley Jaguar Club

*Please join your Jaguar Friends for our Annual
Holiday Party and Awards Celebration.*

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*

11:30 a.m. Cocktail Hour – Cash Bar with Snacks

***A Free Drink ticket will be provided to members whose 2022
DVJC Dues are paid in full***

12:30 p.m. Buffet Brunch

Buffet Brunch includes:
Hot and Cold Selections including:
Scrambled Eggs
Belgian Waffles
Parmesan Crusted Sole
Filet Mignon Tips
Smoked Salmon
Salads
Delicious Deserts
and much more.

There will also be Silent Auction of Jaguar Automobilia and Gift Baskets of Various Themes.

If you wish to contribute to the Silent Auction please contact:

Jaguar Automobilia:

Jim Sjoreen at jsoreen3860@ Comcast.com

Noe LaFramboise at jagnoe@att.net

Gift Baskets:

Irena Merluzzi at lbmerluzzi@aol.com

\$37.50 per person

Please register for this event **Prior to January 17, 2022** on the DVJC web site at

<https://delvaljaguarclub.com/events/holiday-party/>

Alternately, please send a note indicating the number of people attending with a check payable to Delaware Valley Jaguar Club by **January 13, 2022** to:

Paul Trout

210 Warwick Furnace Rd

Elverson, PA 19520

610-286-5701 or pgtgt@aol.com



Membership Musings

November 2021

By: Tony Tinari

At the most recent meeting of our DVJC Executive Committee, I was pleased to report that our current census of 159 members and 121 co-members compares very favorably with the 2020 figures (129 and 95, respectively) at this time last year. Easy math-a net gain of 30 members in 2021! As Bill has pointed out, and it bears repeating, DVJC is one of just a few JCNA affiliates where a very substantial increase in membership has occurred this year. We may all conjecture the reasons for this. My own speculation is that it has a good deal to do with two things: 1. The return to some sense of normalcy since the onset of the pandemic and the “pent-up demand” of car enthusiasts to engage with those who are like-minded, and more importantly, 2. The offering of events, activities, and communications available through this club.

We are now entering membership renewal season, and of course our hope is that these membership gains are sustainable. Elsewhere in this edition of the *Purr*, and on our DVJC website, you will find renewal instructions for 2022. Please help us sustain the club momentum by attending to your own renewal, and perhaps soliciting a fellow Jaguar enthusiast who may not have gotten around to joining us yet. Remember that new members joining in November or December get the remainder of 2021 as well as all of 2022 for the same fee.

Speaking of next year, our intrepid 2022 calendar committee led by Paul Trout has completed the second annual installment of this undertaking in record time. As I write this, the calendar is at the printer and is scheduled to be mailed to all 2021 DVJC members before year end. Our colleagues Jay Greene and Mark Kogan, both accomplished photographers, have lent their time and talent to the 2022 calendar project, and it certainly shows. I believe you will really enjoy the selection of featured vehicles and the quality of the photographs. Here’s a teaser of the cover:



Last month I previewed the forthcoming member survey. I can now report that it has been finalized, and that you will receive it via your email within a few days of the publication of this November issue of the *Purr*. The survey is entirely anonymous, although there are a few demographic questions included merely to allow data interpretation. As I mentioned last month, the purpose of this exercise is to gather some meaningful data on DVJC events, activities, and communications so that we may better understand the preferences of our members and then plan accordingly.

You will access the survey by means of a link to the Google platform, and it will remain open for a period of 30 days from the day it is launched. We’ll plan to send reminders to complete it at 15 and 5 days remaining. I’m no statistician, however as we all know the more responses received, the more useful and powerful will be the results. So please, please participate.

At this point in my monthly report, I typically digress to discuss some curious or amusing (at least to me) development in the world of Jaguar enthusiasm. Well, October turned out to be an exceptionally busy month, so my musings were more limited than usual. Not wishing to disappoint however, I did come across an image of some particularly distinguished looking judges evaluating a lovely 1970 Series 2 E-Type once owned by Stirling Moss’s navigator, at the Concours d’Elegance at the Zoute Grand Prix, Belgium.



While our own DVJC Concours judges may not be quite as nattily attired, in bowler hats with red carnations in the lapels of their suits, I am assured they are equally as thorough and precise, and much less intimidating. In any event, please remember to renew your membership and fill out that survey, or we may have to ask these guys in the bowler hats to pay you a visit!

Happy motoring!

Member Anniversaries

Member		Co-Member		Join Date	Years
Ken	Ruocco	Susan	Ruocco	25-Nov-93	28
Bruce	Russo			01-Nov-14	7
David	Leone			01-Nov-14	7
Gary Adam	Feldman			01-Nov-14	7
Robert	Nahodil	Melene	Nahodil	13-Nov-15	5
Mark	Quinn			20-Nov-19	3
Andrew J. D.	Hurley	Hope L.	Hurley	01-Nov-19	2
Anthony	Tinari	Mary Alice	Tinari	08-Nov-19	2
Allan	Horwitz	Linda	Harley	29-Nov-20	1
Leonard	Jensen	Simone	Spicer	12-Nov-20	1
Steve	Gendler	Cathy	Ridings	05-Nov-20	1
Thomas	Leichner	Gretchen	Leichner	13-Nov-20	1
Valentin	Cristea			08-Nov-20	1

We thank you for your support and membership!

Editor's Note: This is a new feature in The Jaguar's Purr and will be featured every month. The anniversary dates are the best data we currently have available. If you believe your anniversary date is in error please let me know and it will be corrected..

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Speaking of Things Jaguar - November 2021

By Paul Trout

A Tale of Two "X"s

They were the best of cars, they were the worst of cars (not really); they were the largest of cats, they were the smallest of cats. One looked upward, the other looked downward. They both shared one unique piece of Jaguar history forty years apart; the letter "X". Many Jaguars have had the letter X as part of their name, but only two let the letter "X" stand alone. I'm speaking, of course, of the Mk X, introduced in October 1961 and the X-Type introduced in March of 2001. These were two vastly different cars that actually had a bit in common. In their day they were at opposite ends of the Jaguar Line. The Mk X was clearly the largest and most expensive car in the 1961 Jaguar line up while the X-Type was the smallest and least expensive of the Jaguar line up in the first decade of the new millennium. They were aimed at completely different markets. The Mk X sought the high end luxury car customer and the X-Type the mid-range customer looking for a bit of an upgrade. Both represent influential firsts for Jaguar and both could be viewed as successful failures. Looking at each a bit more closely helps to see how the forty years of Jaguar dots could be connected.

In 1961 when the Jaguar Mk X was introduced it was a big deal; quite literally. For nearly fifty years it stood as the largest standard production Jaguar built. Its length at 202 inches (16 feet, 10 inches) has in the past sixty years only been exceeded by the limo-like L versions of modern XJ models from the X350 on. Its width at 76 inches (6 feet, 4 inches) was only exceeded by the XJ220 and barely matched by the X351 XJ introduced in 2010. Introduced in the same year as the Iconic E-Type, the Mk X, at first glance, seems a completely different feline. As the largest car Jaguar had ever produced it most certainly emphasized the "Space" part of Jaguar's Grace, Space, Pace Slogan. Longer, wider and lower, this was a big Cat aimed squarely at the US market where bigger was better. While the E-Type with its iconic status and skyrocketing value is probably the best known Jaguar model of all time, the Mk X had as much, if not more, influence on the future of Jaguar. With the Mk X, "Space" became a significant Jaguar brand

value.



Upon introduction the Mk X was not, as they say, universally acclaimed; mostly for its looks. In profile it was Jaguar enough, but from other views it was, according to William Townes of Aston Martin and Rover styling fame, "*a great fat pudding*". He suggested that it looked like it was designed by the marketing department. *MotorSport* magazine described it as "*portly*". Some US based journalists took to describing it as the 1948 Hudson reborn.



But yet, like all Jaguars, it had a real presence on the road. Powered by the very same 3.8 triple carbureted XK six as the new E-Type, it had plenty of power. With the same independent rear suspension as the E-Type, it handled remarkably well, for a 4200 pound saloon. And, well, it had acres of interior room. Portly fat pudding aside, the graceful lines of the Mk X, with a hint of the sensuality of the E-type, certainly added Grace to the Pace and Space. Perhaps like Botticelli's Venus if she had been painted by Rubens. Nonetheless it was quite

Speaking of Things Jaguar - November 2021

well received by the American and Canadian distributors at its London Auto Show introduction. They placed orders in the magnitude of \$63M. This represented a twice the prior demand for North American export. The impact of those orders was far reaching according to William Lyons *"This order represents the biggest challenge of our career, and we will need every effort by both management and men in order to meet it. It represents an opportunity which we may never have again to establish an unassailable position in the American market."*



The Mk X, by European standards a very large luxury car, was aimed squarely at Cadillac in North America. However, in America where luxury equals large, the Mk X, big as it was, fell a bit short; literally. Compared to the Mk X, the 1962 Cadillac Sedan de Ville was 20 inches longer, 3 inches wider, 2 inches higher and rode on a 9.5 inch longer wheelbase. The Mk X was even smaller than a standard 1962 Chevrolet. It also fell short under the bonnet, as US luxury cars had increasingly larger displacement V-8s under their hoods. A six cylinder engine was considered the underpowered economy car engine in the US. To the average American luxury car buyer a sophisticated, albeit twelve year old, dual overhead cam engine, independent rear suspension and disc brakes were not attributes considered when shopping. They were looking for an oversized, over powered, softly sprung behemoth that floated down the road with vague handling and questionable braking power. America really wasn't ready for the likes of the Mk X. To some lesser extent neither was the rest of the world. Wedged between the sporty Mk II and the sensational E-Type, sales of the Mk X were at the bottom of the three, although it did manage to out-sell the E-Type in 1963.



Looking at the Mk X from a Jaguar enthusiast's perspective it is quite a Jaguar. The lines and styling have that pure Jaguar, timeless, sensuality. While a significant departure from its predecessor, the eleven year old and rather out-dated Mk IX, styling cues are still there, but with a distinctively more modern approach.



As if following the lead of the leaper on the bonnet, the entire Mk X gives the appearance of leaping forward. The front styling, while maintaining the somewhat square grill from the Mk IX which was reminiscent of a radiator surround, the headlight arrangement was quite boldly modern. Four headlights was not an entirely new concept for Jaguar, since there had been four on the Mk II, but four in a horizontal line were a first for Jaguar. This style of two larger headlights with two smaller ones set inboard would provide the illumination for all subsequent Jaguar saloons until the introduction of the X351 XJ in 2010 when round headlights faded away for good.

Speaking of Things Jaguar - November 2021



Its long 120 inch wheelbase allowed ample room for the gentleman's club that was found behind the substantial doors. Those doors were so massive that they required helical torsion springs inside the door pillars to enable them to be opened from the inside with an acceptably low level of effort. Once inside it was as if the leather and the wood competed with each other to provide comfort with class. The thick leather was expansive across both the front and back seats with plenty of room for six passengers without the need to get too chummy. The burled walnut (48 pieces in all) seems endless, covering not only the dash, but all the pillars, door joins, waist rails, the top of dash, and the front window frame. Moving to the back you find twin fold-out picnic tables (complete with vanity mirrors) and, above them, dual wooden ashtrays. And if your repast requires more table space there is a center-mounted pullout picnic tray in the front. Have you any Grey Poupon?



For a 4200 pound saloon, the Mk X performed quite well achieving 0-60 in 9.9 seconds which in 1961 was quite impressive. It also handled well, not withstanding its size. The twin-control arm front and fully independent, quad-coil-spring independent rear suspension soaked up every trace of road imperfection, keeping the car well planted on the pavement. With a definite sense of European sportiness the Mk X didn't wander all over creation as its American contemporaries seemed to do. The thin spindle of a steering wheel, with a substantially boosted power steering assist, required seemingly no effort at all to guide the rolling gentlemen's lounge.

In 1966 the Mk X got a bit of a facelift upgrade. Perhaps the most significant visual change was a vertical strip down the center of the grill essentially cleaving it. This split grill styling would grace all future Jaguar saloons until the introduction of the XF, with the notable exception of the retro S-type introduced in 1999. Factory air conditioning became an option in that year with a condenser the size of a home window unit located in the boot feeding just two vents over the rear seats. With this refresh there was also a name change at the insistence of the US marketing head. He felt that Jaguars needed a three digit naming scheme to better compete with the German cars having similar numerical naming schemes; think Mercedes (190, 220), Porsche (356, 911, 912), BMW (1600, 1800, 2002). Jaguar had already renamed the S-Type as the 420, so in a most confusing move the Mk X was renamed the 420G (Grand?).

Speaking of Things Jaguar - November 2021



With the introduction of the XJ6 in 1968, sales and production of the 420G tapered off.



The last of 25,211 Jaguar Mk X / 420Gs, TWF 593H, was built in May of 1969. It is owned by the Jaguar Daimler Heritage Trust.



In its heyday during the sixties, Jaguar was a four model company selling the E-Type, the S-type, the Mk II and the Mark X. Jaguar had something for everyone who had the means to buy a Jaguar. By the late seventies the lineup was down to two top end models, both XJs; one with numbers behind it (XJ6 or XJ12) and the other followed by a hyphen and an S (XJ-S). As the new millennium approached with Jaguar under Fords custodial direction, Jaguar, as with the Mk X some forty years

before, decided to expand into markets dominated by manufacturers on a different continent. This time instead of the American Cadillac, the target was the Germans with their BMWs, Mercedes and Audis. Built to compete with the Audi A6, BMW 5 Series, the retro look X200 S-Type was introduced in model year 1999. While impressed with this mildly expansive move, Ford had a better idea. They were envious of the German domination of the higher volume compact saloon market, particularly in the US. Ford put its weight firmly behind development of a Jaguar compact saloon that could be produced in high volume and be squarely aimed at the BMW 3 Series and the Audi A4; Code Name X400. Ford wanted this to be a modern Jaguar for the new millennium. One that would retain strong Jaguar values without the criticism of the S-Type's retro styling, yet one that would be a showcase of technologic advancements. With the Audi A4 Quattro in their sites, all wheel drive (AWD) was a priority item on the requirements list. This was an area where Jaguar had no experience. In order to retain the "Jaguar feel" a rear bias AWD system was demanded by the Jaguar designers. The challenge of moving forward with the X400 was that neither Jaguar nor Ford had a suitable compact platform with a longitudinal engine placement on which to build it. Initially there was consideration to chop a section out of the X200 S-Type platform and build the cars on the same assembly line utilizing as many like components as possible. While this would offer some economies of scale in production and provide enough front space for a V-8, rear leg room would be seriously compromised to the point of creating a serious marketing issue. Building the x400 on a shortened X200 platform in the same assembly plant was abandoned for a number of reasons and Ford made the decision to have the X400 built at their Halewood plant near Liverpool where Ford Escorts were presently being built under Jaguar stewardship with an order to improve quality. And here we thought Ford were the quality guys....

With a place to build it and a list of design requirements, the X400 still had no platform and Ford made it abundantly clear that there would no longer be a "Jaguar only" platform. It had to be a platform that could be used corporate wide. In the mean time Ford was investing millions of dollars renewing the Halewood plant into a state of the art facility with the expectation of that investment be-

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ing recouped quickly with the anticipated 100,000 unit sales of the forthcoming X400.

Joining an industry wide shift from longitudinally mounted rear wheel drive platforms to transverse front wheel drive packages, Ford was developing their new CD132 platform for the forthcoming Mondeo. Given the huge investment Ford was already making in the CD132 platform to create the world class mid-size Mondeo, it was, according to Ford, a logical and ideal starting point for the X400 platform. While technically this turned out to be the right decision, using a Ford platform would come back to haunt Jaguar.



From the start the X400 was going to be an all wheel drive and powered by the same V-6 that powered the S-type and, as it turned out, future XJ and XF saloons. The design requirements made a solid priority of this Jaguar having the feel of a Jaguar and the best steering of an all wheel drive or front wheel drive car ever built. Here is where the deviation from the Mondeo began. In order to give the perception of an extraordinarily stable RWD vehicle, the X400 would use a unique front suspension system including twin tube dampers, with increased torsional stiffness to ensure the steering remained as uncorrupted as possible, always a problem with driven front wheels. In other words, no torque steering at all. While the system conceptually was not dissimilar to that of the Mondeo, it was completely tailored to suit the X400, sharing nothing. The steering system itself was a ZF Servotronic II system that helped counter previous criticism of overly assisted, overly light steering on Jaguar cars. The rear suspension was from the Mondeo Estate which was far more suited to the type of handling and comfort requirements of the X400 saloon than that of the standard Mondeo. The entire chassis was the stiffest in its class, by

30%, making it not only safer but also offering better ride comfort and handling. As the most advanced Jaguar of its time, the X400 offered a considerable array of passive safety features including an occupancy detection and evaluation system to determine how best to inflate the airbags in the event of a crash. The all wheel drive system provided superior stability and the anti-skid braking system was supplemented with electronic brake force distribution and emergency brake assist which increased the brake assistance when it sensed an emergency situation requiring maximum braking effort. These systems were tied to vented front disc brakes allowing the X400 to go from 60 to 0 in just 2.5 seconds.



Aside from stopping well the X400 had plenty of go power. Utilizing the same AJ-V6 as the S-type required a number of significant changes due to the transverse placement. These included repositioning of the exhaust and intake manifolds and most accessories. The water pump was moved to the rear of the engine on gearbox side. Interestingly, the layout of components in the engine bay was made to potentially accommodate some variant of forced induction as with the "R" versions of the XK8 and XJ8. The changes required on the AJ-V6 slightly reduced the power output compared to the S-Type, but at 231 bhp there was enough to make it the class leader. The impressive acceleration of 0-60 in 6.6 seconds (7.1 with the automatic gearbox) was enough to best the BMW 330i, the Audi A4 3.0 and even the Jaguar S-Type.

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Having a class leading chassis and power train would have little impact in challenging the market leading BMW 3 series if this attribute wasn't continued inside the cabin. The interior of the X400 offered a combination of advance technology and "Olde World Charm". Wide leather arm chair seats and plenty of dark stained wood greeted passengers and drivers as they opened the doors.



The curved "Spitfire wing" dash carried over from the XK8 was, much to the chagrin of the bean counters at Ford, made of a single slab of real walnut in Browns Lane. The matching wood surrounding the ubiquitous J-Stick gearbox control with a "Sport Mode" button was complimented by a wood rimmed steering wheel with built in audio and cruise controls. These "very Jaguar" surroundings offered comfortable access to technology that was, in some cases, ahead of the curve. Also carried over from the XK8 and XJ8 was the "Horseshoe" center console housing control for the 10-speaker sound system, automatic climate control and various other creature comforts. As an option there was a large multimedia Interface unit that replaced the audio and climate controls with a

large touch screen including additional shortcuts for Satellite Navigation, Mobile Phone connectivity, optional video and multi-CD changer. Additional features included heated memory seats, rain sensing windscreen wipers, heated windscreen, automatic and auto dimming HID headlights and auto dimming mirrors. More aligned with that of the XJ than the S-Type, X400 interior gave an air of exclusivity and clearly outclassed the competition.

The styling of the X400 was under the direction of Geoff Lawson who had penned the XJ220, XK8 and the S-Type. Wishing to avoid the criticism by the motoring press that had been ladled onto the retro S-Type theme, a more contemporary approach was taken for the X400. Anticipating questions of the car's lineage, the X400's look had to be unquestionably Jaguar. The overall design took most cues from the yet to be introduced X350. The package would not only be the smallest of the current lineup, but the smallest since the Mk II in the sixties.



Prior to launch, the X400 was finally given a name; the X-Type. The rationale for the name was that the "-Type" would link it to the S-Type and "X" was a very traditionally used character that linked it to a long line of Jaguar heritage and also the contemporary XJ series.

Introduced at the Geneva Show in March of 2001, initial reaction to the X-Type was positive. The motoring press loved the styling and the obvious Jaguar heritage noting that it was less controversial than the S-Type. Despite the fact that less than 19% of the car was shared with the Ford Mondeo, the connection was often mentioned in subtle commentary. This stigma would mildly haunt the X-Type and to some extent carries on today. Advertising, especially in the US stressed the stability of

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the all wheel drive featuring film of the X-Type tackling snow covered roads with confidence. In most comparative ratings the X-Type beat the BMW soundly and even finished just outside the top ten in *Autocar's* Best Driver's Car Test. It should be noted, that the test included the most popular sports cars of the day including Lotus. *Autocar* said of the X-type "*it was always composed and could even be fun*" and "*this four-door saloon could be made to drift beautifully.*" *Autocar*, calling the X-Type "*the most important Jaguar ever*" published its own 66 page booklet detailing the design and development of the X-type, calling it an "*extremely credible entry into what had become an increasingly competitive marketplace.*"



Over the course of its production life the X-Type had several power options including the 3.0 liter V-6 and the 2.5 liter V-6. In 2004 a 2.1 liter diesel (known as the 2.0) was introduced in the European market only. In 2004 an Estate (station wagon) model was also introduced.



Based largely on BMW 3 series sales, the 100,000 units annually target was clearly going to be beyond reach, considering total Jaguar annual sales rarely reached half of that. However the X-type out sold all other Jaguar models in each of its production years until the introduction of the XF in

2007. Sales over its eight year run were 362,775 cars making it the second largest selling Jaguar ever after the XJ which had a more than fifty year run.

By 2005 sales had begun to taper off and with the X250 (XF) in development, further development of the X-Type was shelved. A late 2008 facelift did little to stem the slide and on December 18th 2009 the last X-Type was driven off the assembly line at Halewood.



Both of these "X"s forty years apart explored new markets for Jaguar. The Mk X, as one of the largest Jaguars ever, made a foray upward into the US luxury car market, taking the Jaguar sports car heritage into a largely unknown territory dominated by a solidly planted leader. The X-Type, one of the smallest Jaguars ever made, attacked the entry level market dominated by well established leaders from a different continent. Both fought for eight years in different eras and finally abandoned their campaigns and ceded the territories back to their foes. Some would call that failure. I see it differently. Both "X"s had a number of firsts that became lasting Jaguar legacies. The Mk X was the first Jaguar saloon to have the independent rear suspension and all future saloons did as well. The X-Type was the first Jaguar with all wheel drive, an optional feature on all saloons that followed. It is the styling of the four horizontally mounted headlights separated by the split grill from the Mk X (and 420G) that is the most significant styling legacy and contribution to Jaguar. With the exception of the modern S-Type with its retro, pre-Mk X look, every Jaguar saloon with round headlights has distinguished itself from lesser cars with that forward look. Both "X"s despite failing to conquer their respective markets also made significant sales

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contributions to Jaguar, especially the X-Type. During its eight production run 49% of all Jaguars sold globally were X-Types.

I suspect many of you have never seen a Mk X. We don't presently have one on the club roster of member Jaguars. The last time I saw one was in 2017 when Kurt Rappold ran his wife Pat's Honey Beige 1966 Mk X in the DVJC Slalom. Bathed in patina, it was a stately classic with miles of Jaguar class. Not only did he take first in class, but he took first in class nationally. Kurt, like the Mk X was always First Class.



We have several X-Types on the club roster and even a couple of Estate wagons. You still see quite a few of them on the road. We even have a rare five-speed manual Sport model in the club. My personal experience with the X-type is with the two my wife has owned. The major selling point for her was the all wheel drive. If that had been offered on the S-Type I think she would have bought one of those. More than one Jaguar salesman had that discussion with her. She bought her first one new in 2003 and replaced it with a new 2006 model which she still has. We have put over 116, 000 miles on it and have only had to replace tires, battery and brakes. It was her daily driver and our "road trip" car for most of its life. It has

now been relegated to the same status as our other Jaguars; resting under a cover and driven only for special occasions or regular exercise. With plenty of power and great handling, it is a fun car to drive.



It is unfortunate the "It's a Ford" stigma continues to follow the X-Type. There are still many who view it, incorrectly, as a badge engineered Ford. Just last evening on one of the many Jaguar related FaceBook groups I follow, "Jaguar X-Type Owners", a member showed a photo of a Ford blue oval next to the Growler emblem in the grill of his 2009, post facelift, X-Type and asked for opinions. As I read the comments, one person said "Might as well, after all its 80% Ford anyway." I felt compelled to offer some correction. I kindly let him know that he had his percentage backwards; that the X-Type is less than 20% Ford, mostly in the rear suspension. The owner thanked me and abandoned the oval idea. Ford may have had a better idea, but Jaguar built the X-Type. It looks like a Jaguar, it drives like a Jaguar, it roars like a Jaguar; it is a Jaguar!

Enjoy Your Jaguar!
Paul T

A Truly Jaguar Kind of Day

by Kevin Fitzgerald

Members and friends of the Delaware Valley Jaguar Club gathered at Guiseppe's Restaurant in Richboro on Sunday, October 17. The beautiful autumn morning began with a stop at Ft. Washington State Park for coffee and donuts with a couple dozen club members. Driving his red E-type, Alex Karpovich then led a smaller group on an excursion to the Bradford Reservoir in Warrington for history and sightseeing – and to get a sense of what it was like to grow up on a 86-acre working farm on this site. Pictured from left to right: Jim Sjoreen, Mike Wolf, Al Karpovitch, Fred Maranello, Gary Feldman, Kevin Fitzgerald, John Aarons, and Denise Sjoreen.



CLASSIFIED

1957 XK 140 SE



This stunning 1957 XK140 is at Concours level. It is the best of the best—none finer anywhere. Your work has been done for you and you can immediately have fun with this appreciating investment. Comprehensive details including history, articles, interviews, videos and over 300 photos can be found at <https://rayricker.com/Jaguar-for-sale/> or call Ray (585)414-5648.



1987 XJ-SC Cabriolet



Factory original limited edition 1987 XJ-SC cabriolet. \$9,000. Renovated survivor car in Nimbus White/ blue targa tops/ Isis Blue leather interior. 81,506 mi. Drive it anywhere. See more photos and description: <https://classics.autotrader.com/classic-cars/1987/jaguar/xjs/101615706>

For more information contact jaygreenphoto@mac.com

1984 XJ6 Series 3



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Contact Steve at Steve@ssresource.com
DVJC member 15 years.



1989 XJS 12-cylinder



1989 Jaguar XJS 12 cylinder convertible. Red with black top and tan interior. 77885 miles with automatic transmission. Very presentable car that runs great and all functions operate (a/c needs a charge). \$9,900.



Estate sale. 609-760-7016



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Free 2008 XJ8L Parts

Free 9 oil filters for 4.2 L V8. Valvoline V0-86 and Champ PH2009
Free Air Pump Solenoid Valve XR855179
Free Ball Joint C2C395089BJ
These parts were spares for my 2008 XJ8L which I no longer own.
Must pick up in Langhorne, Pa

Contact Frank at match223@aol.com.



2004 XJ8

2004 Jaguar XJ8, Green with Tan interior. 92K. Excellent running and cosmetic condition. \$6,500.

Estate Sale 609-760-7016. Car located in Hainesport, NJ.



NOTICES

SECOND CHANCE TO ORDER NEW NAME BADGES

The Delaware Valley Jaguar Club is offering club members, including spouse/co-members, a second chance to order new name badges. Just send your name as you would like it to appear on the badge to Noe LaFramboise at jagnoe@att.net. The new badges will be distributed at the 1/22/22 holiday party. There is no charge for the first badge.



CALL FOR SILENT AUCTION DONATIONS

Donations are now being accepted for the Mike Tate Silent Auction which will be held on 1/22/22 at the annual DVJC Annual Holiday Party. If you would like to donate any items (Jaguar apparel, car parts, manuals, books, brochures, models, posters, and automobilia) please bring them to the next scheduled club event and give them to Noe LaFramboise or Jim Sjoreen. If you can't make a club event, contact Noe at 609-658-0363 to arrange for a meet up.

Just Add Water will Keep You Rockin'

By: Paul Merluzzi



Friday, November 19, 2021 – Duffer's Tavern, Route 352, Glen Mills, PA 8:00 PM to Midnight (Note: There is a \$ 5.00 cover charge which goes directly to the band).

Come join us for dinner and a classic rock show at Duffer's Tavern in Glen Mills PA on November 19th. Our own Max Sandler will be on keyboards with the classic rock group **'Just Add Water'**. Believe me, if you want to hear kick-ass classic rock the way it was originally recorded and meant to be heard, with dedication, passion and love of the music, you need to hear 'Just Add Water'. They will take us on a journey through rock 'n roll, classic rock, progressive rock, and a sprinkling of Motown that includes Elvis, the Stones, the Beatles, Pink Floyd, Bad Company, the Alan Parson's Project, Hall & Oates, Led Zeppelin, the Temptations, KC and the Sunshine Band, Lynard Skynard, and others. You won't be disappointed.

When **Just Add Water** plays those hits, I am instantly transported back – not just to a time, but to a place. Elvis and the early Rock 'n Roll stars bring me back to the high school 'mixers' where I had to overcome my shyness about asking a member of the opposite sex to dance. Those great parties at my Gainsborough Street apartment in Boston during my college years come alive once again when I close my eyes and listen to the Beatles or the Stones. Pink Floyd was (and still is)

great for 'mellowing out' with adult friends.

The band was formed back in the Spring of 2005 specifically to play Classic Rock. These guys are really good and they consistently put on a phenomenal show. There have been a few personnel changes over the years, but the four core members: Rich Burns, Brian Stutzman, Ken Schulte and Mike Rosati still remain. Our own Max Sandler joined the band in March of 2011 as a keyboard player as well as to provide synthesizer and horn emulations.

Each of the members brings their own collective experience with a variety of musical genres. Max Sandler's experience includes playing in local bands, as well as a stint as Neil Diamond's first keyboard player back in the late 1960's. He also played in a studio band in New York that backed up some top hit-makers. Max turned 80 a few weeks ago, but he still ROCKS.

The band, which prides itself on being disciplined and focused with a high level of musicianship and professionalism consists of the following members:

Rich Burns – Leader. Drums, vocals
Dean Gallagher – Electric Guitar, vocals
Mike Rosati – Electric Guitar, vocals
Ken Schulte – Bass, vocals
Max Sandler – Keyboards
Brian Stutzman – Electric Guitar, Acoustic Guitar, vocals

We will meet for dinner at 7:30pm and the show starts at 8:00pm.

WE NEED TO GIVE A HEAD COUNT TO THE RESTAURANT BY MONDAY NOVEMBER 15, SO YOU NEED TO SIGN UP ON THE DVJC WEBSITE OR CONTACT Paul Merluzzi at 610-696-3221 or email

STAR WARS

SCENIC TOUR, DINNER, and SYMPHONY UNDER THE STARS

JUNE 26, 2022

Come and join us for a short scenic tour through beautiful Southern Chester County, followed by dinner at the Stone Barn, and ending with a delightful Symphony Under the Stars by the Kennett Symphony at the Longwood Gardens Open Air Theater.

We will start at 2:30pm at Unionville High School, take a scenic tour with (maybe) some surprises along the way, arrive at the Stone Barn at about 4:00pm for cocktails and/or wine, dinner at 5:00pm, and the concert at Longwood at 7:30pm.

The concert program is quite exciting:

- The Lark Ascending - Ralph Vaughan Williams.
- Selections from The Planets - Gustav Holst.
- Star Wars Suite - John Williams.

Enjoy a beautiful summer day outdoors. The Lark Ascending is a piece that is indebted to English folk music that portrays nostalgia for a simpler time. It will be performed by Kennett Symphony Instrumental Competition Winner Kristy Chen, violin, currently a student at the prestigious new England Conservatory of Music. The Planets was inspired by the astrological significance of the planets and is the perfect piece to hear under a night sky. The concert closes with John William's legendary score for Star Wars, an instantly recognizable work that hearkens back to old Hollywood film scores.

Details, including price, will be available soon.

2021 International Jaguar Festival

By: Steve Wouch

The International Jaguar Festival was held October 20-24, 2021 just across the bay from Sanibel Island, Florida at the beautiful Marriott Sanibel Harbour Resort and Spa. It was hosted by the Jaguar Club of Southwest Florida and included a trip to the world-famous REVS Museum in Naples, a road rally as well as a scenic drive for those who wanted to see the area without stress, a Concours d'Elegance, and a slalom. Other fun events took place including a sunset cruise, dinners, and cocktail receptions.

We were happy to be part of this event that had originally been planned last year but was postponed due to Covid. This year presented gorgeous weather and scenery and the event was well attended. Our club was well represented as several of our members participated in the festivities. Steve and Betty Kress, Bruce and Michelle Meehan, Franz and Kathi Fox, and Steve and Marcy Wouch were all there. Bruce and Michelle had their very rare XJ-SC in both the rally and the Concours, while Steve and Marcy ran their F-pace in the rally and their 1974 E-Type OTS in the concours.

The Rally on Thursday covered about 65 miles as

planned, but we made several wrong turns, and had to double back so for us it was closer to 100 miles. However, I am happy to report that we did find every checkpoint and made it to the restaurant in time for lunch, as did Bruce and Michelle. One poor chap missed most of the turns and ended up in Punta Gorda which was nowhere near the planned route.

The Concours was held on Friday and the field consisted of 66 cars presented for judging as well as a large field of display vehicles. It took place in an open field overlooking the bay. It was very well run, with everyone being assigned a time when their car would be judged. Cars started rolling in around 6:30am when it was still dark, and registration was complete by 9am. After a brief participant meeting with the judges, it was rags down at 11am so judging could begin. It was all over by 3pm and we were glad to be out of the sun.

It was good to see so many Jag enthusiasts out for the JCNA event and thank you Jaguar Club of Southwest Florida for hosting!



Steve's 1974 E-Type OTS.



Steve's 1974 E-Type OTS, Marcy Wouch, Steve Wouch, Kathi Fox.

See more photos in Michelle Meehan's article on page 27. and Franz Fox's article on page 30.



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2021 IJF Caloosahatchee River Rally

By: Michelle Meehan

We don't treat our car to many outings in South Florida. The air doesn't work well which makes it less pleasant to drive in this climate. However, we were excited about having the International Jaguar Festival so close to us, so we took her to the Jaguar Doctor and spent a small fortune preparing our cat for the trip to Fort Myers, Florida. Our car was packed with chairs for the Concours, golf clubs for a golf outing on Sanibel Island, a huge stuffed Jaguar to serve as our rally mascot, and luggage with clothes for our 5-day trip! It was the first time we needed to use the luggage rack behind our seats as an actual luggage rack. They almost fit side by side, except for the wheels – I don't think luggage had wheels in 1986! It was a tight fit!

We participated in the Millsboro Rally every year when we lived in the Delaware Valley, so obviously, we signed up for the Rally! When we arrived at the hotel, David Milligan, the Rally Master, and his lovely wife Sandra were there to greet us and apply our rally number to our car. We were car #4. As I haven't rallied in a long time, and my stopwatch wasn't working, I was asking a lot of questions about how the rally worked. In Millsboro, the calibration run was related to our speedometer, but this calibration was to calibrate your miles. It didn't matter how fast you went on the calibration run, it was to calibrate your mileage.

I assumed that Steve and Betty Kress would be joining us as they were always at the Millsboro rallies we attended. When we ran into Steve and Betty later that evening, we learned that they were doing the scenic drive instead.

We got a call later that evening to let us know that there were lights on in our car. (I still have no idea how they found out who belonged to the car, but we are very appreciative of the effort they went through to find us.) A small group of Jaguar owners helped Bruce to figure out how to turn out the lights. Apparently, there are toggle lights near the luggage rack and we must have hit them with the luggage and turned them on! We turned

off the lights and confirmed that we still had enough battery to start the car! Good to go! (One of gentlemen helping Bruce was the organizer of the scenic car drive who was selling Bruce on taking that excursion as well.)

When we woke up the next morning, I was a little nervous about the rally so I made a last ditch effort to switch from the Rally to the scenic car adventure, but it was too late. We went to the rally as planned!

The calibration was a bit of a challenge for us. We missed the very first turn but realized it immediately and made a U-turn. Then we missed the next turn. They had given us a lot of landmarks on the instructions that didn't involve turns and I ignored them, only looking for the next turn which had a street name. If I had paid attention to them, I may have realized sooner that we had missed a turn. (I once dressed up as an Indian Princess for the Millsboro Rally. My name was Princess Misses Turn. I feel like I lived up to my name.)

After we were 45 minutes into our calibration run, I realized that things had gone astray so I put the starting location in my

GPS. (I know it seems like cheating, but it was the calibration run not the rally.) We were 15 minutes away and 15 minutes from our starting time, so we raced to the starting point.

We arrived at the starting location just as car #3 was leaving so we had a full minute to get ready to depart! We had learned a few things during the calibration run. (1) All of the directions are important, don't discount any of them, (2) just try not to get lost. We quickly caught up to Car #3 and given our recent experience on the calibration run, it made sense to keep following them. We followed them for a bit, but then I told Bruce to "Turn Left". Bruce replied, "But they went straight" to which I responded, "They are wrong this time." I was in full rally mode!

We found Checkpoint #1 without incident. We



2021 IJF Caloosahatchee River Rally *(continued)*

made a wrong right turn onto N. Olga Drive. I believe this may have been a road that had two entrances and we were supposed to turn on the one after the chevron sign. Turns out it was a dead end; we had three cars following us by this time so we were all turning around on this little street. We managed to find our way back on course and get to Checkpoint #2. We had a 15-minute rest after Checkpoint #2. Somehow, we were the first ones to arrive (not sure where cars 1-3 were!)

The route to Checkpoint #3 was the most challenging. There was an instruction that said "Gardner" and the next instruction was "Second Right". We made the second right after the Gardner sign but then we couldn't make sense of the following instruction. It finally dawned on me that "Second Right" was likely a sign that we hadn't come upon yet so we raced down the highway to find the sign. Bruce was trying to make up time so he decided to get in the left lane and pass some "slower" cars. As soon as he changed

lanes, I knew it was a bad idea! Luckily we saw the "Second Right" sign. The next instruction came very quickly so we missed it! Another U-Turn, increase your speed! This is what rallies are all about!

The road to Checkpoint #4 was fairly uneventful other than the fact that this was when our air went. It was over 100 degrees in our car for this last leg, but I think we were finally getting the hang of rallying again.

We all met for lunch after the event. They had to take our photo there. (Everyone else had their photo taken at the starting point, but we arrived WAY too late for that!) I met fellow DVJC members Marcy and Steve Wouch at lunch so we invited them to join us in the photos.

I was nervous and almost chickened out, but we had a blast! We definitely picked the best event for us!



Steve Wouch, Michelle Meehan and Steve Kress.



Michelle Meehan, Bruce Meehan, Franz Fox, Kathi Fox, Marcy Wouch, Steve Wouch..



Bruce Meehan, Michelle Meehan, Kathi Fox, Franz Fox.



Bruce & Michelle Meehan..



Michelle Meehan, Bruce Meehan, Marcy Wouch, Steve Wouch.



Princess Misses Turns Michelle Meehan.

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2021 International Jaguar Festival

By: Franz Fox

We arrived, sadly without our Jaguar, to the Marriott Sanibel Harbour - Resort and Spa and picked up our packet of information for our first International Jaguar Festival. Our packet included the ID lanyard, 15 postcards and a Jaguar shaped air freshener from SNG Barratt Group, a brochure from Newport Jaguar Tours touting their guided private tours in classic Jaguars in Newport, RI, a few samples of wash and wax from Meguiar's, and a key ring from ClassicShowcase.com.

Around 11:00am we assembled in the port cochere where we were greeted by Phil Mannino, President of the Jaguar Club of Southwest Florida and IJF Chairperson for 2021. We picked up box lunches and boarded our mini bus bound for the REVS Institute. About an hour later we arrived and after a few group photos, the participants split into groups to be escorted through the museum by docents.

We saw a very special collection of early Jaguars, part of the ~125 cars in the collection. The tour guide gave everyone special insight on several classifications of cars and he was permitted to open doors and hoods/bonnets to view the cars in a better perspective.

We returned to the resort around 4pm, freshened up, and about an hour later embarked on our two hour sunset cruise aboard Marriott's 100 foot private yacht, the Sanibel Harbour Princess. She was moored on the dock adjacent to the resort pool.

We saw fellow DVJC member, Michelle Meehan, while walking on board. We sat with a couple from Florida that had a lot in common with us. He was from Argentina and is fluent in Spanish, as am I. We both had a background in architecture and we both had 2002 XKRs! What are the chances?!

After we were in the San Carlos Bay, we saw a handful of windsurfers. One guy appeared to be on a collision course with our boat. The wind lifted him several feet above the water and we spied the lower fin of the board that is normally

below the water's surface. He turned at the last moment to avert the collision.

The bountiful buffet included several salads, steak, chicken, salmon and crab with pasta dishes as well as an assortment of veggies and desserts. Everyone made new friends and enjoyed a colorful sunset. We met people from all over the country but many who are Florida residents. Before we knew it we were back to the dock. After we disembarked, we enjoyed a cocktail from Charley's Cabana Bar at the hotel, then retired to our room.

Thursday October 21, 2021

Several events took place in the morning - A Rally and a Scenic Car Tour of the historic streets of Fort Myers. We ventured around the 85 acres of the Marriott property and then spent the day tooling around Sanibel Island. We saw an alligator, jumping fish, geckos, spiders and fiddler crabs! We attended the welcome reception and dinner that evening.

The evening festivities were sponsored by the Newport Jaguar Tours. The dinner started off with Phil Mannino greeting the crowd of rowdy Jaguar enthusiasts. He provided some details about the Concours. Other speakers included some of the sponsors of the Concours d'Elegance, including Moss, Hagerty, SNG Barratt and Coventry Foundation. Once again the dinner offerings were varied and tasty and the service was top notch.

Friday October 22, 2021

Preparations for the Concours kicked off at 6:30am with the oldest cars lined up to enter the field first. Rags down was announced at 11am. We walked around and spoke with some of the participants and friends we had met throughout the week. We met Stephen and Marcy Wouch, also members of DVJC, and talked with Michelle Meehan. The Concours concluded at 3pm.

2021 International Jaguar Festival (cont'd.)

We had lunch at a nearby restaurant with a former Lancaster friend, who is now a Fort Myers resident. During our meal we were entertained by a musician friend, who was also a transplant from Lancaster.

The Concours awards dinner was held Friday evening, but we did not attend.

Saturday October 23, 2021

JCSWF held their first Car Slalom event. We did not participate, so instead toured around Fort Myers and visited Fort Myers beach. Saturday evening we attended the poolside awards dinner for the Rally and Slalom events and made friends with several couples, who were all current Florida residents.

Sunday October 24, 2021

The Farewell breakfast was held from 8:30 to 10:00am. Many guests departed and headed for home. We were kindly invited by some new friends to visit their nearby home.

Their unique home that backs up to a canal on Marco Island is offered on airbnb (<https://airbnb.me/av3UiQInBkb>). They have earned the rank of superhosts. Truly a memorable visit with Bronwyn and Craig Jones. They also have a travel website and plan trips for car enthusiasts to Goodwood Revival, Goodwood Festival of Speed, Brooklands Museum in England and Nurburgring in Germany. Their website is [OnMarco Travel](https://onmarcotravel.com)

We had a wonderful time with the exception of the many souvenirs my wife got from the no-se-ums!



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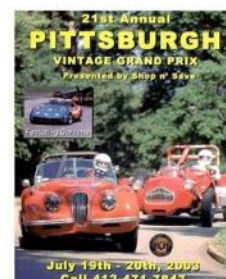
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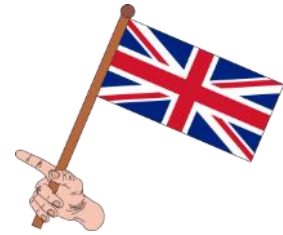
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DVJC Wants You!



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.
Attendance at or participation in a special event.
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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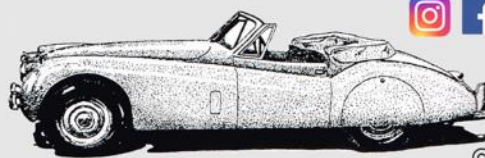
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Delaware Valley Jaguar Club

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:			
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JCNA Number: Renewing or previous members			
Address:			
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	<i>City</i>	<i>State</i>	<i>ZIP Code</i>
Phone 1:		Phone 2:	
Email:			
Occupation (optional):		Retired?	
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 \$35.00 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:** _____

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