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# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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*July 2023*

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## DVJC Concours a Success!!



The Annual DVJC Concours d'Elegance was held on Saturday, June 3, 2023 at Historic Hope Lodge. The day was overcast with mild temperatures, pretty much ideal for the event. There were 35 judged cars and more display vehicles. Combined with the Cars and Motorcycles of England there were over 200 vehicles on display. Thanks to Delaware Valley Triumphs, Historic Hope Lodge, all the volunteers and participants for contributing to an extremely successful event. See pages 7 & 8 for scores. Photos from the event are available on the web site [www.delvaljaguarclub.com](http://www.delvaljaguarclub.com).



**It's Never Too Late to Renew Your Membership**

It's time to renew your membership in the Delaware Valley Jaguar Club. 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 are shown here. DVJC members with current access should log in to the site as normal. Click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew My Membership." 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 40 & 41 to update information.

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Full Page \$320/ year; \$50 /  
issue

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For up to three inserts for each  
item

Non-members \$15.00 per insert

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another club)

Youth Enthusiast  
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# Upcoming DVJC Events

**July 15, 2023**  
**11:00 a.m.—2:00 p.m.**

**Lunch at Springhouse Tavern with drive to  
Morris Arboretum and “THE MORRIS AUTO SHOW”  
Springhouse Tavern and Morris Arboretum**  
*Contact: [Click Here](#) for more information*

**July 23, 2023**  
**1:00 p.m.—5:00 p.m.**  
***RSVP by July 20th***

**Jaguar Gathering of Friends  
Nahodil Home, Poconos**  
*Contact: **This is a members only event.** Please [Click Here](#)  
to go to the DVJC web site, log in with your DVJC creden-  
tials, then go to the Events tab and click on the event. If you  
have a problem please contact [bhc166@aol.com](mailto:bhc166@aol.com).*

**August 20, 2023**  
**10:00 a.m.**

**Buffet Brunch at Plumsteadville Inn  
5902 Easton Road, Pipersville, PA**  
*Contact: [Click Here](#) for more information*

**October 6—8, 2023**  
***Save the Date***

**America’s British Reliability Run  
Starting in Morgantown**  
*Contact: [Click Here](#) for more information*

**October 8, 2023**  
**11:00 a.m.—3:00 p.m.**

**The Classics at Brantwyn—High End Invitational Car  
Show, Gourmet Brunch, and Jazz Entertainment to bene-  
fit the Kennett Symphony of Chester County**  
**600 Rockland Road, Wilmington, DE 19803**  
*Contact: Paul Merluzzi [pawlym@aol.com](mailto:pawlym@aol.com)*

**October 10—13, 2023**

**Jaguar Pocono Prowl (see page 9)  
Penn Stroud Hotel  
700 Main Street, Stroudsburg, PA 18360**  
*Contact: [Click Here](#) for more information*



## Your Monthly Bill July 2023

There is a lot of reimagining going on – at both Jaguar Cars and DVJC. We’ve spoken previously about the strategic drive at Jaguar to become an all-electric luxury brand by 2025. The company is still “pedal to the metal” on that path even with an interim CEO in the driver’s seat. Jaguar’s intention is to compete against the likes of Aston Martin, Maserati and Bentley instead of the high-volume German cars they have targeted for many years. To that end, the first of their three “reimagined” luxury electric Jaguars will be a 4-door GT that should debut in 2024. As automakers have done in the past, Jaguar is aggressively competing in Formula E to develop the technology and reliability in the new generation of vehicles.



On the financial front, it is encouraging that JLR’s 2023 performance has improved over 2022: revenue increased 22%, unit sales grew by 24% and cash flow was positive for the year. Hopefully, these trends continue and sufficient funds are deployed to support the rebuilding of the Jaguar brand.



We are in the process of “reimagining” our website with two goals in mind: first, making it simpler and easier to use for everyone and second, more effectively capturing the interest of visitors to our site in hopes of converting them into members of our community of friends. A small group of executive committee members has been benchmarking the websites of other larger, growing clubs to learn from their success. As an initial phase, incremental changes are now being made while planning for a broader redesign is ongoing. [Check out our site](#) and let me know what you think of what’s already been

completed as well as any suggestions we should consider.



As I have discussed previously, JCNA is now offering an online version of the Jaguar Journal in addition to the high-quality printed standard that you receive bi-monthly as part of your club membership. Cost pressure and member preference trends will (gradually?) move JCNA toward partial or complete adoption of the electronic format. I encourage you to compare it to the print copy and [provide candid feedback directly to me](#). It is easy to sign up for automatic delivery by following the instructions on page 36. You will continue to receive the printed version along with the online copy.

Many club members were active during the month of June. Nearly 1300 spectators, vendors, volunteers and show entrants enjoyed the [Concours](#) and the larger Cars and Motorcycles of England show at Historic Hope Lodge. “Thank you” to the many DVJC, DVT and Hope Lodge volunteers whose unselfish work was key to another successful show. Special thanks go to Jim Sjoreen for his nearly continuous work planning the event, to Jay Greene and Greg Morrison for coordinating and directing activities in Jim’s absence and to Alan Brown for his work as chief judge. Three certified JCNA judges from other clubs contributed their time and expertise, two from Nation’s Capital Jaguar Owners Club and one from the Carolina Jaguar Club.

Two short weeks later, twenty-eight people [explored both sides of the Delaware River](#) in Bucks County, PA and New Jersey, visited Revolutionary War historical sites and then ate lunch together at the Yardley Inn.

The following Sunday, twenty-four people enjoyed excellent food and service at an early dinner at La Verona in Kennett Square and then en-

# Your Monthly Bill July 2023(continued)

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joyed the concert performed by the Kennett Symphony in the Unionville High School auditorium. Threatening weather precluded holding the concert in the open-air theater at Longwood Gardens as originally planned. The president of the symphony extends his thanks to DVJC for its continuing support of the musicians.

Plan to make a day of it on Saturday July 15. After lunch at the Spring House Tavern, make the 15-minute drive to the beautiful Morris Arboretum for their 90<sup>th</sup> anniversary celebration. [Reserve your seats now](#) on our website.

Robert and Melene Nahodil are hosting a gathering at their home in the Poconos on Sunday July 23. The drive to their house is very pretty (and even more so in your Jaguar). Many members have enjoyed their hospitality at other events they've hosted in the past. Don't miss out! [RSVP now](#).

July 11 is the date of the next quarterly meeting of the DVJC Executive Committee. The meeting is open to all members of the club and I encourage you to attend. We are meeting at Mission BBQ, 615 West Germantown Pike, in Plymouth Meeting at 4:00 PM.



Registration for the Pocono Prowl is now open. [Use this link](#) to reserve your spots for a fun four days with Jaguar friends (See page 9)



DVJC has consistently supported the ABRR (America's British Reliability Run) through club sponsorship and participation by many individual members. All funds raised through the 2023 ABRR (October 6 – 8) will support the Shriners Hospitals for Children, Rehabilitation Services program. [Complete information and registration are available here now](#). Don't miss your chance to participate. Entries are limited to thirty slots and eight teams have already registered. It's a lot of fun – all for a good cause!



On this Independence Day, let's be certain to remember the wisdom and appreciate the sacrifices made by the brave founders of our country and by all the people who have sustained this great country we call home. Have an enjoyable, safe July and be certain to include your Jaguar in the fun.

*Bill*

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## 2024 DVJC Calendar

The 2024 Delaware Valley Jaguar Club is currently being discussed. While it is still in the planning stages now would be a good time to consider preparing photos of your car for consideration. Having a photo ready for submission will speed the process and help get the calendar out in a timely manner. Take your Jaguar for a photo shoot! More information will be provided in the upcoming weeks.

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**DELAWARE VALLEY JAGUAR CLUB**  
**2022 Concours d' Elegance at Historic Hope Lodge**



**Scoring Results -Champion**

Class	Entrant	Year	Model	Body Type	Color	Score	Club
C01/PRE	Cole, Alex	1938	SS	DHC	Black / Grey	98.680	DVJC
C02/120	Gaertner, W. Ronald	1953	XK120	FHC	British Racing Green	99.990	Virginia
C02/120	Menkowitz, Bruce & Shelley	1954	XK120	OTS	Black	97.470	DVJC
C04/150	Gaertner, W. Ronald	1960	XK150	DHC	Carmen Red	99.930	Virginia
C04/150	Petrow, Edward & Carol	1958	XK150	DHC	Imperial Maroon	97.830	DVJC
C05/E1	Cordock, James	1964	E-Type	OTS	Blue	100.000	Jaguar Club of Southern New
C05/E1	Smith, Terence M. & Barbara	1967	E-Type	OTS	Dark Blue	100.000	Jaguar Club of Pittsburgh
C05/E1	Brown, Alan & Margaret	1963	E-Type	FHC	BRG	99.620	DVJC
C05/E1	Menkowitz, Bruce	1965	E-Type	OTS	Dark Blue	98.280	DVJC
C06/E2	Dean, Jerome M.	1969	E-Type	Roadster	Green	88.520	DVJC
C08/SLS	Tinari, Anthony	1961	Mark 2	Saloon	BRG	98.340	DVJC
C08/SLS	Huber, Chris	1953	Mk VII	Saloon	Black	92.360	DVJC
C11/J8	Matta, Lisa	2004	XJ8	Saloon	Silver	99.390	DVJC
C13/JS	Morrison, Greg	1993	Vanden XJR-S	Conv.	Black	98.490	DVJC
C14/K8	Kogan, Mark J.	2003	XK8	Conv.	Black	99.700	DVJC
C15/XK	Detzky, Michael L.	2007	XK	Conv.	BRG	99.570	DVJC
C16/SX	Hutchison, Dave & Charlene	2006	S-Type	Saloon	Red	99.350	DVJC
C17/PN	Kob, Leo	1966	E-Type	Roadster	Cream	98.630	DVJC
C18/PN	Bearden, Lewis R.	1992	XJS	Conv.	Flamenco Red	99.400	Nation's Capital
C19/FJ	Sihler, William W.	2019	XJL	Saloon	BRG	99.660	Virginia Jaguar Club
C20/F	Spaulding, Dennis M.	2014	F-Type S	Conv.	Rhodium Silver	100.000	DVJC
C21/FP	Thompson, Bill	2021	E-Pace	SUV	Borascio Grey	96.840	DVJC





**DELAWARE VALLEY JAGUAR CLUB**  
**2022 Concours d' Elegance at Historic Hope Lodge**



**Scoring Results -Driven and Special**

Class	Entrant	Year	Model	Body Type	Color	Score	Club
D02/E1	Edgerton, Steve	1962	E-Type	OTS	Black	9.855	DVJC
D04/E3	Shelly, Bill & Nancy	1973	E-Type	OTS	Regency Red	9.897	DVJC
D05/SLS	Gendelman, John M.	1964	Mark 2	Saloon	Gray	9.919	Jaguar Touring Club
D07/XJ	Hartman, Bob	1991	XJ6	Saloon	Blue	9.700	DVJC
D09/XJS	Siegel, Matt	1995	XJS	Conv.	BRG	9.981	Nation's Capital
D09/XJS	Moser, David	1995	XJS	Conv.	Green	9.969	DVJC
D10/K8	Gerbig, Albert	2006	XKR	Conv.	Black	9.977	DVJC
D15/F	Hurley, Andrew JD	2018	F-Type R	Coupe	Santini Black	9.966	DVJC
S01/PD	Fitzgerald, Kevin	1963	E-Type	Roadster	BRG	9.915	DVJC
S02/MOD	Laframboise, Noe	1955	XK140	DHC	Maroon	9.955	DVJC
S02/MOD	Fitzgerald, Kevin	1969	E-Type	Roadster	Blue	9.934	DVJC

# Member Anniversaries

Member		CO-Member		Join_Date	Years
Dave	Harding			06-Jul-93	30
Jack	Bednarski			01-Jul-96	27
Ken	Swanstrom	Peg	Swanstrom	01-Jul-07	16
Mick	Van Vlijmen			07-Jul-13	10
Tom	Shaner	Carolyn	Shaner	07-Jul-13	10
Albert	Gerbig	Patricia	Gerbig	03-Jul-17	6
Dominick	Infante	Rosanne	Payne	05-Jul-21	2
Jack	Dever			11-Jul-21	2
Merle	Graham	Deborah	Graham	09-Jul-21	2
Jerome	Dean	Karen	Dean	03-Jul-22	1
Kenneth	Hyman	Linda	Hyman	24-Jul-22	1
Molly	Dorais	Michael	Williams	19-Jul-22	1
Sunny	Waters	Alice	Waters	04-Jul-22	1



## Kick off the Pocono Prowl by letting your inner Paul Bunyan escape at the Downriver Brewing Company



After a catered buffet dinner at the brew pub, we'll have some fun with axe throwing. Instructors will provide lessons, coaching and organize some competition events for us.

Tuesday October 10 through Friday October 13, 2023.

The itinerary includes destination drives on rural roads through peak fall foliage to:

- A private tour of Yuengling – the nation's oldest brewery.
  - Scenic train ride along the Lehigh River Gorge.
  - Easy hiking viewing Bushkill Falls.
- Dinner & jazz at the oldest continuously operating jazz club in the U.S.
  - LaRoches' collection of Jaguars – full size and scale models.

[Register now on our website](#). Reserve from the block of 28 rooms at the Penn Stroud by [using this link](#) or by calling the hotel at 570-421-2200. The event name on the room block is "Jaguar Pocono Prowl."

Questions? Bill Beible 610-223-1051 or [bill.beible@gmail.com](mailto:bill.beible@gmail.com).



# Membership Musings

July 2023

By: Tony Tinari

*“And what is so rare as a day in June?  
Then, if ever, come perfect days;  
Then Heaven tries earth if it be in tune,  
And over it softly her warm ear lays;  
Whether we look, or whether we listen,  
We hear life murmur, or see it glisten.”*

-James Russell Lowell

Put another way (and much less poetically), no matter how you cut it, June takes the cake. (See what I did there?) Car shows, car events, and everything else related to the car collector hobby are in full swing, here and around the world.



Here at home, our signature event, the DVJC Concours d’Elegance, was once again held very successfully at historic Hope Lodge. You can read more about the event elsewhere in this issue of the *Purr*. Suffice to say, our Concours was the culmination of a good deal of planning and hard work by numerous DVJC members. Congratulations to everyone on a fine show!



Gathering of the E’s

On yet another rare day in June, many of us assembled at another historic Pennsylvania site, the Washington Crossing Historic Park, for a “Delaware River Run” through a few of the communities along the Pennsylvania and New Jersey sides of the river. We were blessed with a truly perfect weather day, notwithstanding the Canadian smoke air quality event of the preceding week. Some vertically ambitious DVJC members even climbed our tour stop, Bowman’s Tower, before we drove the final leg to a lovely lunch under the tent at the Yardley Inn. And congratulations are in order to the winners of our ten question rally quiz, who were justly rewarded with DJVC swag!



Journey’s End Luncheon

Finally, several of us gathered for last weekend’s celebration dinner of The Philadelphia Concours d’Elegance at the Simeone Foundation Automotive Museum. This event is sponsored by a charitable organization known as Cool Cars for Kids, which raises substantial funds for rare disease research at the Children’s Hospital of Philadelphia. This year’s featured marque was Porsche; you know, those mostly rear-engine German made cars that all look a lot alike. (All right, all right, I have to admit there was an impressive display of them . . .) In any event, next year’s event will feature our beloved Jaguar as the featured marque, so we shall have to step up our support—about which you will undoubtedly be hearing more in the coming months. For now, it was wonderful to see this displayed last Friday evening on the big screen at the Simeone:





So much for happenings here at home. Across the pond, June was no less rare! In fact, an event which has always captivated me, the Mille Miglia (#1000MIGLIA2023), was held June 13-17 in sunny Italy. Known as “The most beautiful race in the world” the storied Mille Miglia was established in 1927 as a speed race. Today it’s a weeklong 1000 mile “regularity race for historic cars” which covers the classic route from Brescia to Rome and back. There were a fair number of Jaguars represented, notwithstanding the requirement that eligible vehicles must have been manufactured from 1927-1957.



XK 120 in fine racing form.

You have to hand it to the Italians; they really know how to put on a car event! (See below).



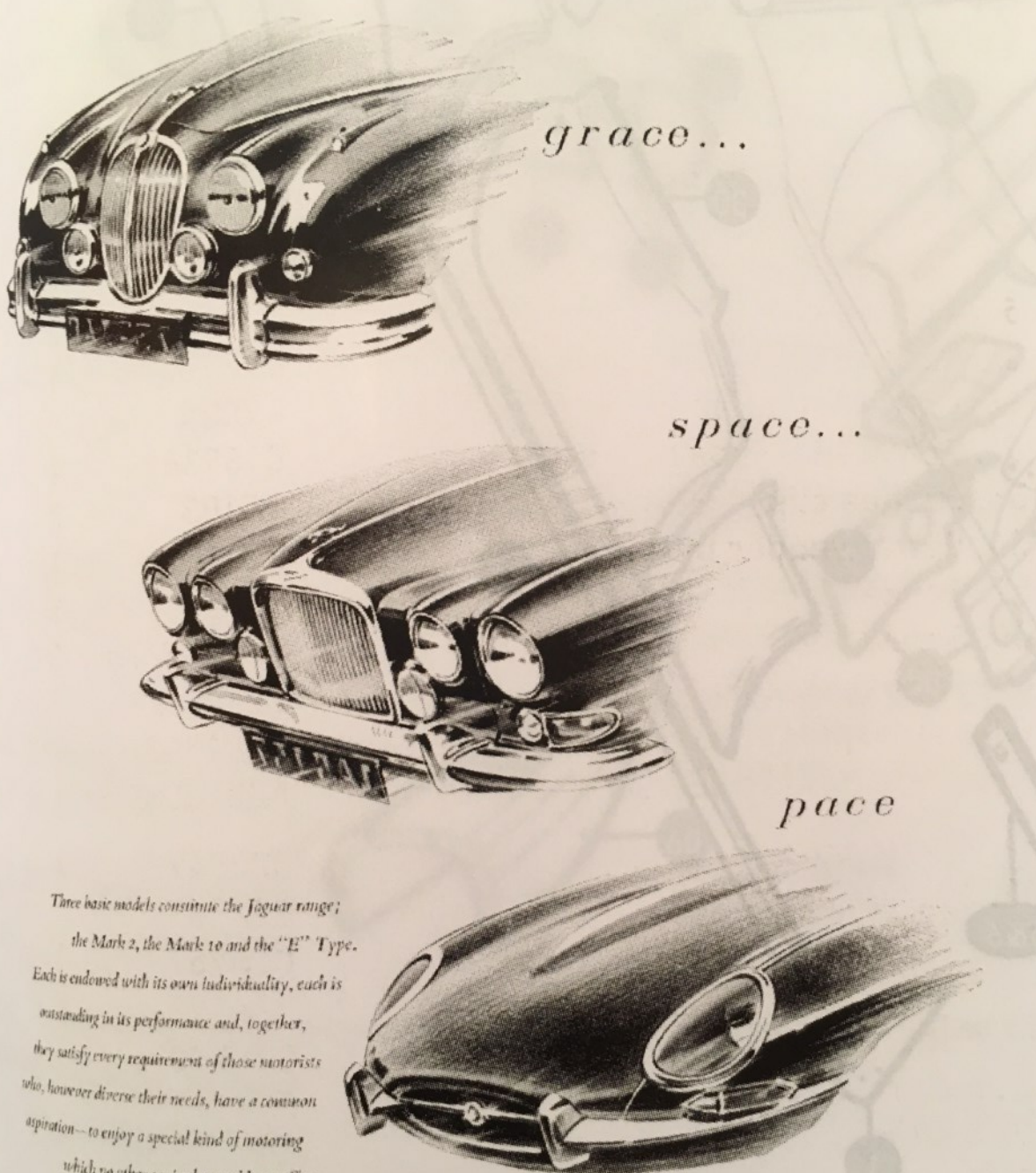
Even though none of our June events included a fighter jet flyover with skywriting in the national colors, and a marching band on a red carpet, nevertheless it was a great month for DVJC in the middle of the continuing “car season”. I hope to see many of you out and about in Jaguars during the month of July!

Happy July Motoring,

*Tony*

# Nostalgic Ad Page

Provided by "E" Alan Karpovitch



*grace...*

*space...*

*pace*

Three basic models constitute the Jaguar range: the Mark 2, the Mark 10 and the "E" Type. Each is endowed with its own individuality, each is outstanding in its performance and, together, they satisfy every requirement of those motorists who, however diverse their needs, have a common aspiration—to enjoy a special kind of motoring which no other car in the world can offer.

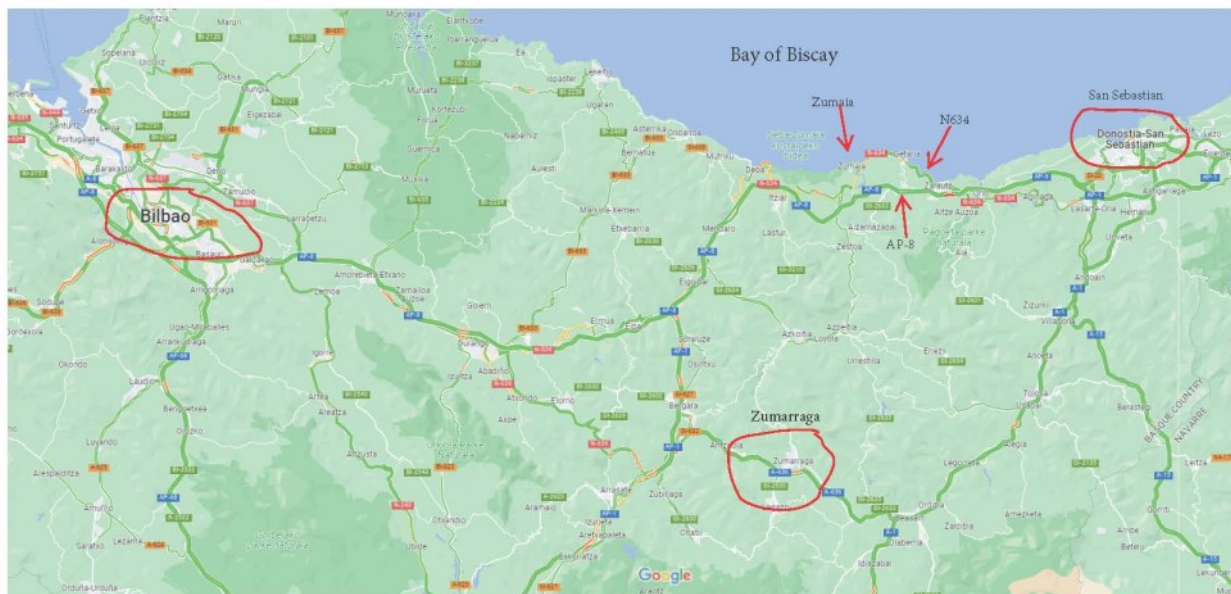
# JAGUAR

LONDON SHOWROOMS 88 PICCADILLY W.1.



# Sketches of Spain (with apologies to Miles Davis)

By: Paul J. Merluzzi



Map of a portion of the Basque Region showing the location of Zumárraga and Zumaiá. The AP-8 and N634 roads that I frequently drove over are pointed out. N634 overlooked the cliffs to the Bay of Biscay just east of Zumaiá.

## Inspiración

I was inspired to write this piece for the Purr after reading the Editor's Note by Mike Guy in the June/July 2023 issue of 'Road & Track'. He briefly describes driving on the roads in the Pyrenees mountains, which straddle the border between the Basque regions of Spain and France, and riding "the top of each gear on some of the best routes I've ever driven". That awakened my inner Iberophile and reminded me of the most vibrant, soulful, resplendent, and utterly beautiful places I have been to in my now octogenarian years. It also reminded me of the stressful conditions under which I was called to duty there, the technological successes, the incredible hospitality of the Basque people with whom I lived, off and on, for the better part of a year, and the sad demise of my Formula 2000 racing experience as a direct result of the trip - something that devastated me, which is why I rarely speak about it. But let's start at the beginning of the story.

## Primera Parte – Call to Duty

I started and operated a small engineering consulting and system integration company called Sequential Automation Consultants from 1983 through 2009, after which I sold the business to one of my larger competitors. During that period, I added a manufacturer's representative side of

the business for several years and represented, among others, the instrumentation and small systems division of Asea Brown Boveri (ABB). One significant sale of an ABB control system was to a startup organization that evolved from one of the US-based air separation companies. The system was to be installed at a steel mill in Zumárraga, a small town about half-way between Bilbao and San Sebastian (see the map) in the Basque region of northern Spain in an air separation plant that was to be constructed at the site. The steel mill used oxy-fuel combustion in its blast furnaces. Oxy-fuel combustion is the process of burning a fuel using pure oxygen (O<sub>2</sub>), or a mixture of O<sub>2</sub> and recirculated flue gas, instead of air, which has only 21% O<sub>2</sub> and about 78% nitrogen (N<sub>2</sub>). Since the nitrogen component of air is not heated in the oxy-fuel combustion process, fuel consumption is reduced, and higher flame temperatures are possible. The primary disadvantage of oxy-fuel combustion is the very high energy requirement for producing high purity O<sub>2</sub>, which was usually done by a cryogenic process of separating the O<sub>2</sub> from the N<sub>2</sub> and other trace gases present in air (hence the term, air separation). The steel mill had decided to produce their own O<sub>2</sub> on-site. The startup company claimed to have developed air separation technology that significantly reduced the energy requirement for producing high purity

# Sketches of Spain . . . (continued)

O2. Their air separation plant at the steel mill in Zumárraga was Serial #1. I was dumbfounded that they had not done a pilot study for proof of performance prior to erecting that first installation. They also sold a second installation in Poland and a third in Russia. Mindboggling!

The first sign of trouble came when my office received a phone call from the CEO of the startup company asking for help because his field engineer at the site, Rick Phillips, was concerned about the progress (or lack thereof) of the automation part of the project. They were just a few weeks away from phase one of the demonstration (called a Site Acceptance Test, or SAT) for the manager of the steel mill. The CEO asked me to travel to Zumárraga for a week or two to review the work of their control systems engineer. When I arrived at the site the controls person was very uncooperative and I had to force him, through the field engineer, to let me look at the application code he had developed. It shocked me ... it was just under three weeks before they had to demonstrate the shutdown and safety circuits for the centrifugal air compressor, a large piece of equipment that forms the heart of the separation plant. After reviewing what little application code he had developed and discussing his control concepts with him, I concluded he was either in over his head, incapable, incompetent or some combination of the three. I recommended that he be fired before he destroyed equipment and endangered human life and that they hire a competent replacement immediately. You guessed it – they asked if I could get the job done in time for the demonstration. I had about three weeks to accomplish what their guy could not do in several months. I agreed and worked 16 to 18 hours a day with a break for dinner and breakfast at the hotel and lunch at the mill. Laptops had not yet been invented, so I had a monitor, keyboard, and mouse in my hotel room and carried the desktop computer back and forth to the mill every day. I developed the software applications in the afternoon at the mill and at night at the hotel. In the morning, I installed the applications and tested them with some simple simulation software, and repeated. I was just finishing up the development of the application code for the compressor test on the day of the demonstration simultaneously while the plant manager was walking from his office to witness the SAT. The SAT consisted of running the compressor and following a protocol of causing shutdown and override conditions and seeing if the application code brought the unit to a safe state without de-

stroying itself. Amazingly everything worked and the plant manager was pleased! I was exhausted.

Now they had to finish the project, so they asked me to stay on to develop the control system for the rest of the process. I went home to develop the application software while the startup company completed construction at the site.

## Segunda Parte – More Trouble

The second sign of trouble occurred when Rick Phillips, the field engineer who had many years of experience in the air separation industry, suspected that an integral part of the of the process was undersized (which meant the process could not deliver the guaranteed capacity). Subsequent calculations proved he was correct and the design error essentially nullified the claimed energy savings. Needless to say, the steel mill management was not pleased and the startup company was escorted off the site and was later sued. So, things were put on hold and the steel mill management hired the Spanish division of a US-based air separation company to come on board and correct the situation with their standard design. It was a nice break for me while I awaited their redesign, after which I developed and programmed the revised control scheme and returned to Zumárraga. I met the Spanish engineers, Ignaki and Juan-Pardo, who had been on site with their construction crew for a few months. Both spoke English, but once in a while they would forget that I was not fluent in Spanish and was trying to learn the language from an on-line tutorial. When they yakked at me in rapid-fire Spanish, I would respond with a phrase that I learned from the tutorial such as “Mi caña de pescar está en la cocina” which means “My fishing pole is in the kitchen”. At first, they looked at me quizzically because they understood exactly what I said, but it was completely out of context. After a while they realized it was my signal for them to slow down or speak English. If they spoke in the distinct Basque language, called Euskara, I would have been totally lost. Euskara is spoken by a large number of people in the Basque region, both Spanish and French. It pre-dates the Romance Languages and bears absolutely no resemblance to the Spanish language.

The commissioning and startup of the plant and control system was staged over many weeks with breaks in between as each piece of equipment was brought into service. During that time, Ignaki and I became friends and he introduced me to “sagardo” (hard cider), also called “sidra”, which

# Sketches of Spain . . . (continued)

is served in cider houses called “sagardotegi”. The cider houses provide a unique experience, especially if you are unaware of the Basque traditions for consumption. Forget about bottles. The Basques are very fond of drinking cider straight from the barrels. After the apples are pressed, they ferment naturally in chestnut barrels for about 5 months. The alcohol content varies but is usually about 5-6 %, similar to beer. “Sidra” is also effervescent due to the natural yeasts present. To enjoy the sidra, head straight to the large wooden barrels with your empty glass, approach your barrel of choice and get in line for a taste. When it’s your turn, serve yourself by holding your cider glass as low as possible—almost touching the floor. Let the pressurized cider stream hit the rim of the glass, where it “breaks” and aerates. Slowly raise your glass towards the barrel and when your glass is about one-half full, step back and let the next person take over the stream. It takes a little practice.



Sipping cider, the Basque way

Spain is one of the most mountainous countries in Europe – second only to Switzerland. Most of the cider houses near Zumárraga were up in the mountains of the Pyrenees. The mountain roads are very narrow with a steep cliff upward on the driver’s side and a steep cliff downward on the passenger side, with no guardrails and lots of switchbacks and turns. When Ignaki led me up to my first cider house visit, he went like a bat-out-of-hell up the mountainside thinking that he would leave me in the dust. But I was on his bumper all the way up – even pushing him a bit at times. He was not aware that I had run Formula Fords and Formula 2000s after being trained at the Bertil Roos competition road racing and oval racing schools, and that I learned how to drift around corners in the patented Roos slide cars. When we got to the top of the mountain, Ignaki

got out of his car and said something like, “You’ve done this before, haven’t you”? Those roads gave me the most off-track driving thrills I have ever had. Ignaki was a very good driver and to keep up with him I had to head into the curves at high speed, hit the brakes hard, turn and start to drift around the corner, then wait, wait, wait, NOW slam the accelerator to plant the wheels and take off again. Would I try that today? Hell no! It was both exhilarating and frightening. The Basque region has countless stunning roads through canyons and gorges that are dramatically carved out of rock in the Pyrenees mountains. They are a unique experience for any driver with narrow, twisting roads, incredible views, and the imposing depth of the ravines. I sampled only a few and wish I had more time to explore.

Irena came over for a week while I was there. I must explain that when Irena and I take part in “spirited” rallies, I measure the quality of the rally by the number of times she screams. A good rally is typically a “3-screamer”. When she rode with me behind Ignaki to the cider houses while reaching the limits of the 5-speed rental car, it was a “12-screamer”, a record that is unlikely to be broken in our old age. Typically, Ignaki and I would go from cider house to cider house and eat, drink, and sing with the other patrons until 4:00 or 5:00am, and then go back to the hotel to crash. Irena was done around midnight and would fall asleep at a table or booth while we caroused. We would wake her up and drag her to the next cider house where she would fall asleep again and we would repeat the process. She was very adamant about loving the cider, disliking the late hour “cider crawl”, and hating the ride on those narrow mountain roads. The highlight of the mountain-side excursions for her was seeing herds of goats grazing on the ultra-steep slopes. She wondered how they kept from rolling down the cliffs. I missed that part of the scenery because I was busy watching the road, looking for my next turn, and making sure we did not roll down a cliff.

## Tercera Parte – The Coastal Roads

Aside from the mountain driving experiences, the coastal roads along the Bay of Biscay provide a different type of pleasure. I have never driven on the Autobahn, but I imagine parts of the Spanish National Highway provide a similar experience. The roads, at least back in the 90’s, were perfectly maintained and portions had no speed limit. I had my Celica and Seat (basically a rebadged VW Passat) rental cars at their limits of about 160



## Sketches of Spain . . . (continued)

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km/hr (about 100 mph) and was passed by Audis, BMWs, and Mercedes as if I were in a school zone. It was fun to go fast, but not as much of a thrill as the mountain roads. One of my favorite stretches of the national highway network was AP-8, a highway in the north of Spain that crosses the Basque Country from east to west (see the map). It is known as the Autopista del Cantábrico (highway of the Cantabrian) and connects the French border with Bilbao. When I wanted more scenery than speed, I took the N-634 highway (see the map), a sinuous coastal road that parallels part of AP-8 but is closer to the bay. This panoramic road reminds me of the Pacific Coast Highway in California (but with much less traffic) because of the hills and sheer cliffs that slope down to the rocky shoreline of the bay or to the beautiful beaches. A few of the towns have houses that are built almost vertiginously on the sloping hillsides, again similar to the California coast. N634 Road is said to be one of the world's best coastal drives and takes you from shorelines to gorges to rugged mountains.

My favorite places for relaxing on the weekends (we usually had Sundays off, sometimes Saturday as well) were the beaches at Zumaia (see the map), almost directly north of Zumárraga and just off N634. Zumaia is a holiday resort and offers one of the most interesting landscapes in the Basque country where you can take a 15-minute walk to see spectacular cliffs, sedimentary rock formations, and the Parroquia de San Pedro, a gothic, fortress type of church. I also liked the beach at San Sebastian, one of the best-known beaches in Spain, called "Playa de la Concha" because of its shell-shape. San Sebastian is only about 15 miles from the French border, less than an hour's drive from Zumárraga, and is a tourist haven and culinary delight. It began its tourism in the 19th century when Queen Isabella II chose the city as a holiday resort making it fashionable for other aristocrats to visit.



Beautiful beach, rock formations, and cliffs of Zumaia

San Sebastian is one of the most elegant and beautiful cities in Spain, like a miniature Paris with six bridges crossing the Urumea River. According to one of my Basque colleagues, while San Sebastian is similar to Paris, it has the definite advantage of the absence of French people (the Basque are very nationalistic).



The bridges of San Sebastian over the Urumea River and, in the upper part of the picture, Playa de la Concha

Though I am far from being a prude, it took me a while to get used to the Basque beaches where most of the women from their early twenties to very senior ages are topless. One of the most



## Sketches of Spain . . . (continued)

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daunting experiences was walking along the beach at Zumaia looking for a place to drop my blanket and hearing someone call my name, “Paulo, Paulo, Americano”. It was Maria Elena (see Cuarta Parte below for an introduction) in all her glory (I don’t know how else to express this) motioning me to join her, which I did – but I couldn’t figure out where to look. She called me Paulo instead of the Spanish version, Pablo, because she knew I was of Italian descent.

### Cuarta Parte – The People of Zumárraga

The residents of Zumárraga made me feel like I had lived there all my life. At first, I stayed in a hotel, the Etxeberri Hotela, then an apartment in the center of Zumárraga for the last few weeks of my stay. The hotel had comfortable rooms, a beautiful garden, and a very good restaurant where they often served Merluza, a relative of cod and haddock found abundantly in Spanish waters. It is called Merluzzo in Italy. Accordingly, I wondered if my family crest would be a dead codfish nailed to a wooden plaque.

Zumárraga is a small town with a population less than 10,000 and I was surprised at how many people knew who I was. When I walked down a street, invariably someone would stop me with a greeting such as “Buenos dias” (Good day), “Buenas tardes” (Good afternoon) or “Buenas noches” (Good evening) depending on the time of day. People would also say “¿Como está?” (How are you) or “Hola” (Hello), a more casual greeting. And more often than not, they would append “Americano” to the greeting.

While at the hotel, I would have a continental breakfast of freshly baked warm bread, cheese, coffee, and freshly squeezed orange juice. Once a week or so, the mayor of Zumárraga would stop by and have breakfast with me. The owner of the hotel (I wish I could recall her name) took it upon herself to make sure I was comfortable at all times. I got something akin to the flu while there and she brought me chicken broth and rice every evening. She also arranged to have a friend of hers, Gaspar, an ex-Jesuit priest, take me to the medical clinic until I recovered. I protested at first, not knowing what to expect from the Spanish national healthcare system. But he made the appointments, showed up at my room, and would not leave until I consented to go with him. The

medical care I received there was superb.

After I recovered, Gaspar would call the hotel and tell them to get word to me that he was picking me up in ten minutes to go sightseeing. He took me all over the Basque region to some wonderful architectural sites, museums, and churches. The imposing Sanctuary and Basilica of Loyola, built on the birthplace of St. Ignatius of Loyola, still stands out in my memory. The downside is that Gaspar had a little Fiat and he drove like a madman. When Irena visited, he took us both on one of his excursions and his driving made her car sick. We had to stop while she vomited, and then took her back to the hotel where she vowed never to set foot in his car again.

Back then, in Spain, men’s clubs were called casinos. I was made an honorary member of the Zumárraga Casino and was welcome there any time for food, drink, or just socializing. They would not let me pay for anything. The Casino members often went on bus trips to various sightseeing locations in the Basque regions of Spain and France or sometimes to a distant restaurant to enjoy a feast together. I was always invited. They were a happy group, always socializing and always friendly. Lots of wine was consumed on the bus trips, but they did not use glasses. Instead, they drank from a common “bota” that they passed around, a leather kidney-shaped bag that one holds a few inches from one’s mouth and drinks from the resulting stream of wine. On my first trip, they brought a large bib for me to wear while they trained me on the technique of drinking from a bota. Without the bib, I would have been soaked in wine – but I finally got it.

My Casino friends introduced me to some foods that are unique to the Basque region. Kokotxas, a traditional Basque fish stew made from the throat of hake or cod cut from right under the gills, always seemed to be on the menu. It is considered a delicacy and is served either in a white wine sauce or a green sauce made from olive oil, flour, garlic and parsley. Outstanding!

Of course, the local bars served the more traditional Spanish tapas, the small savory dishes that might be bread and meat, or a selection of dishes including jamon (ham), mussels, clams, fried squid, olives, sautéed mushroom, and other vegetables. Typically, tapas are displayed along the

# Sketches of Spain . . . (continued)

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bar and you order, eat, drink, and go to the next bar to order another round. A kind of tapas bar crawl, similar to the cider crawl described earlier. In the Basque region they also serve pintxos, small plates similar to tapas. The name originates from the cocktail stick they have stuck in them, similar to a small kebab. Pintxo is the Basque word for stick, hence the name.

Zumárraga had two bars in the center of town. Each bar was tended by sisters, Olga and Maria Elena (mentioned earlier), both of whom were in their mid-twenties and gorgeous. They did not look like sisters. Olga was fair-skinned and had light-colored hair. Maria Elena was more like our vision of a Spanish woman, dark-haired and olive-skinned. I often stopped at one or the other bar for a beer and some tapas after work (it was a holdover until dinner which was not consumed until about 9:00pm). I spent more time in Maria Elena's bar because she was trying to learn English and I was trying to learn Spanish and we would help each other. The young people I met in Zumárraga, like Maria Elena and Olga, had limited opportunities unless they wanted to work in the steel mill or at low paying service jobs. As a matter of fact, the young people who worked at the Etxeberri Hotela worked almost around the clock. During the day they would clean the rooms and, in the evenings, they worked as servers in the restaurant. Most of them wanted to leave, but could not afford to do so. Sadly, the drug culture was just blossoming in Spain and many went that route. I have often wondered what happened to Maria Elena and Olga.

## Quinta Parte – The Bad News

After a successful startup at the steel mill, it was time to head home. I loved the Basque Country with the wonderful visual and culinary delights of San Sebastian, the cutting-edge architecture and design (especially the titanium-clad Guggenheim Museum) in the vibrant city of Bilbao, the warmth and hospitality of the people in Zumárraga, my Casino friends, my professional colleagues at the steel mill, and the exhilarating drives through the Pyrenees and on the high-speed and scenic roadways. It was a fantastic opportunity to get to know the real and authentic culture of the Basque region. But all good things must come to an end and unfortunately the end of this journey almost cost me my life. On my penultimate day in Spain, I had dinner with Rick Phillips and then drove to Bilbao to stay over-

night in order to catch an early-morning flight to London Heathrow Airport and then connect to a flight back to Philadelphia. About an hour into the flight to Philadelphia, I started feeling nauseous (I had never been air-sick or car-sick before in my life) and had to run to the restroom where I frequently vomited and had diarrhea. The flight attendants put me in a jump seat near the restroom and fed me water to prevent dehydration. I was the last one off the plane in Philadelphia and Irena told me I smelled awful. The first thing I did after arriving home was to take a long hot bath; the second thing was to climb into bed and I slept until the next morning. The next day was Super Bowl Sunday and I felt much better. Irena and I went to a Super Bowl party. On Monday I went to my office and about mid-morning my receptionist took a look at me and said I was turning yellow.

I went home and started feeling nauseous again. Irena came home and took me to our family doctor who concluded I had a case of Montezuma's revenge and prescribed something to settle my stomach. When we got home, Irena asked if they did any blood work. They did not and she drove me back to the doctor's office and demanded that they do the blood work immediately. That saved my life, because the next morning, at about 2:00 am, we were awakened by a call from our doctor who said to get me to the Emergency Room at Chester County Hospital immediately where they were waiting for me. By that time, I could not stand up on my own. Irena and our daughter had to support me. When I got to the hospital, they gave me a transfusion because my hemoglobin count was down to four; it is normally about fifteen or sixteen for me. I was bleeding internally and was down to one-quarter tank of blood. The ER people told me that I would have died in about one hour. The final diagnosis was that I got a bacterial infection in Spain and was very slowly bleeding to death, internally. My blood pressure was swinging so much that a blood vessel near the optic nerve in my right eye popped causing me to lose vision in that eye. They repaired the bacterial infection with laser surgery, but subsequent visits to optometrists (including one of the top doctors from Wills Eye Hospital) confirmed that the eye damage was permanent and that I would be blind in my right eye for life.

I was lucky to be alive, but devastated that driving my Formula 2000 race car (which I had just acquired) competitively was no longer possible. I would not have been able to get medical clearance

## Sketches of Spain . . . (continued)

and no one wants to be on a track with a partially blind driver, especially in an open wheel race car that can hit 150 mph. I kept the car for a few years, hoping for a miracle, but almost thirty years later I am still blind in my right eye and the race car is gone. While I was competitive in the F2000 on road-racing tracks, I did have a humbling experience on the one-mile tri-oval at Nazareth Speedway. While attempting to qualify for an oval racing series, I was doing just under 30 seconds per lap for an average of just over 120 mph (likely hitting 140 mph on the straightaway), and hanging on for dear life. Sometime later, Irena and I went to an IndyCar race at Nazareth and Greg Moore set the track record with a 19.5 second lap – a full 10 seconds per lap faster than me. He would have lapped me in three laps. It had to be the car, not the driver! I loved being in the F2000. Racing at speed in an open-wheel racer required unwavering concentration. It was one of the few times in my life when I totally focused on one thing, and only one thing. It was agonizing to see the race car every day for a few years and finally concluding that I would never drive it again competitively.



The author, driving the Formula 2000 on the Pocono Speed-

### Conclusión

The steel mill in Zumárraga was originally privately owned by a wealthy Spaniard who also owned a vineyard in the Basque Region. We enjoyed his wine frequently during the project installation, commissioning, and startup. The mill is still there, but it was eventually purchased by ArcelorMittal of Luxembourg. Ironically (no pun intended) the former Lukens Steel mill in Coatesville was purchased by ArcelorMittal for a portion of its recent life. Recently, ArcelorMittal has decided to partially (maybe totally) shut down the mill in Zumárraga. That has to be a major setback for the town and I wonder how they will survive. I feel for the many friends I made there.



Author (and past DVJC president) Paul J. Merluzzi and wife Irena at the 2020 DVJC Holiday Party.



# CLASSIFIED



## Parts for Sale

Parts shown in the photos are for sale. Console covers, badges and door handle are \$10. All other parts are \$5.

Steve Schultheis 484-885-9259 or [sas@autospca.com](mailto:sas@autospca.com)

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## 1971 Series II E-type; primrose over black interior. Asking \$82,000.

Owned since 2010. Purchased at 34,000 miles; odometer currently reads 38,000. Hood and interior both in very good shape. Converted to triple SU Carburetors. Older two-eared knockoffs on new wire wheels. Comes with a workshop manual and a small number of spare parts. Numbers matching. Heritage Certificate included.



Down to bare metal respray in 2014 @35,600 miles, so only 2400 miles driven since. No rust found at that time; minimal body work required. Additional work done at that time: Gearbox refurbished. New dash top pad; new canvas boot cover for the the hood (top) when lowered; new passenger window regulator; new Dayton wire wheels with General tires; new bonnet strut; various seals/gaskets.



Other work done during current ownership: New main engine seals; front brakes and calipers; stainless steel exhaust system; new seatbelts; overhead cam gaskets replaced; heater blower replaced; new shift boot and trim; replacement Motolita wooden steering wheel (original available) and wooden shift knob; new main and secondary clutch cylinders; new main brake cylinder; rebuilt oil pressure sending unit and gauge recalibration—now works the way it should.

This E-Type is a fine driver level E-type, but I am not driving it sufficiently, and I am at the point where I need to downsize. I would love to see the car go to someone in the club.

Contact Steve Cutcliffe at [shc0@lehigh.edu](mailto:shc0@lehigh.edu) or 610-570-0515.



## SPRING CLEANING SPECIALS:

Item #1: XK120 Tool Roll- 28 pieces including hammer and gun plus reproduction roll. Compare with internet offerings \$2500+ plus tax and shipping. Concours quality.

\$1995.00 firm. Email [kobbie49lbc@gmail.com](mailto:kobbie49lbc@gmail.com) for close-up photos.

Item #2: Series 1 XKE Tool Roll- 21 pieces including hammer and gun plus reproduction roll. Compare with internet offerings at \$2,000+ plus tax and shipping.

\$1795.00 firm. Email [kobbie49lbc@gmail.com](mailto:kobbie49lbc@gmail.com) for close-up photos.



Leo Kob. [Kobbie49lbc@gmail.com](mailto:Kobbie49lbc@gmail.com)



# CLASSIFIED

## 1998 XK8 Convertible



For sale 1998 Jaguar XK8 convertible: 102,000 miles, silver with black top and interior, A title, never in accident, body and interior in good condition, needs transmission and timing belt repair. \$2,400. Do self repairs or use for parts. Photos available.



Contact Jim Ludt, Barto Pa. at [hotshot0821@yahoo.com](mailto:hotshot0821@yahoo.com) or (570)575-7676



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## 2004 XJ8 Saloon



2004 Jaguar XJ8. British Racing Green with tan interior. 93500 miles. Excellent mechanical condition with good a/c.



\$5,900.

Contact Phyllis 609-760-7016



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## 2007 XKR Convertible (price revised)



4.2 liter supercharged V-8. Salsa red/black interior/black top with 47k miles. 3rd owner. Car is in excellent condition. Always garaged and covered (includes custom fit cover). Looks and drives like new. This car needs nothing. \$21k negotiable.



Amos Kunkle, [agkunkle@aol.com](mailto:agkunkle@aol.com) 610-867-6955



# CLASSIFIED

## Jaguar Parts



Set of Dayton bolt on wire wheels with lugs, 15", off an XJ6. Have Jag center caps on faux knock off centers. Good condition. \$1,200.

Auto trans shift cable fits XJS, 94 to 96, used, \$50.00. Sun visor clip, XJS Tan, \$10.00. Spark plug oil seals 6, 4.0 liter, \$20.00. Transmission sump gasket, XJS 4.0. XJ6 center console ashtray assembly, no lighter \$40.00.



Contact Bob, [captrhartman@gmail.com](mailto:captrhartman@gmail.com), (267) 246-8266



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## Complete 1964-67 Series 1 Triple SU Carburetor Intake System



For Sale: Complete 1964-67 Series 1 E-Type 4.2 Triple SU carburetor intake system. Everything has been rebuilt, painted, powder coated or cadmium (bead blasted and buffed prior to) plated as original. The manifold is Jaguar Part # SG7246 C24420 as originally supplied on Series 1 E-Type 4.2 liter engines only between 1964 and 1967 supplied to NA market. Carb kits were obtained through Burlen, UK, including new carb shafts and shaft seals.



Not shown in photo are powder coated carb return spring brackets, by-pass hose ((custom made from copper pipe) different than SII cars due to hose through intake) and by-pass hose brackets. Screw in hose fittings have also been cadmium plated no pictured.

Asking \$4,400 or Best Offer. Contact Paul Trout at [pgtgt@aol.com](mailto:pgtgt@aol.com) with any questions or addition details. More photos available upon request.



## 2002 4.0 Supercharged Engine

2002 4.0 supercharged engine with its Mercedes transmission. It came from an XJR with 92,000 miles. Got it for a swap that didn't work out. Pickup only, can't deliver. \$3,300 for all or will separate.

Contact Donald Rummel, [rumm5@verizon.net](mailto:rumm5@verizon.net), phone 215-527-5374



## 2023 Delaware Valley Jaguar Club Concours d'Elegance

Jim Sjoreen, Concours Chairman

The 2023 Concours is now in the rearview mirror and by all measures, it was another successful event. Held alongside the Cars & Motorcycles of England ("CMoE") hosted by Delaware Valley Triumphs ("DVT") and Ales & Petals hosted by the Friends of Hope Lodge, close to 200 cars and 14 motorcycles filled the show field and the weather proved to be just right for spending the day outdoors. Jaguars were front and center with a wide range of models and years. The oldest: a 1938 SS Touring Drop Head Coupe; the newest: a 2021 E-Pace. We welcomed several new members and their cars this year, which bodes well for the health of the club as does the addition of many late model cars.

The coordinated efforts of volunteers from all three organizations are responsible for hosting what has become a must-see event in the Northeast. The combination of British cars, food, music all set on the property of the Historic Hope Lodge has proven to be a winning formula for car owners and spectators alike. The Friends of Hope Lodge have worked tirelessly to maintain and improve the grounds and provide support services for this and other large events. CMoE volunteers have pulled out all the stops to attract and judge the dozens of British marques that continue to spark the interest of enthusiasts and spectators. In addition, DVT pulls in the sponsors and vendors that help support the show and our donations to Hope Lodge.

As you are aware, the success of the DVJC concours falls directly on the shoulders of the members (and some guests) who volunteered their time to make it all happen. Every year the call goes out and every year, your fellow club members step up. This year was no different, with 50+ members, family and friends volunteering to fill the various roles needed to support the event! Based on feedback I heard from those that attended and from the planning committee members, the number of cars on the show field, the number of spectators and the support of our sponsors all met or exceeded expectations. Of course, you can't host an event like this and not have a few "bumps in the road". Fortunately, many of our volunteers stepped up at the last minute to help out where needed. Our hope every year is that our volunteers have a positive experience and look to bring that experience and their ideas back the following year to help make the event even better.

It would take several pages to individually thank the members who have volunteered year after year. From set-up to clean-up, those who come back not only make it more efficient, but more enjoyable for those of us involved in the planning. Most of our judges are multi-year volunteers and provide an invaluable service by sharing the expertise that they have accumulated over many years and projects. We're also grateful for the support from new members and members from other clubs.

I do need to highlight the efforts of a few volunteers who went above and beyond:

- Jay Greene and Greg Morrison, both of whom stepped up to "run the show" on Saturday. Both judged as well so it was a juggling act to manage their many responsibilities.
- A special thanks to Gerry Kunkle and the "rookie" scoring team for their efficiency, attention to detail and for stepping up to fill last minute vacancies.
- A special thanks to those that helped with parking the show and spectator cars. It's chaotic at best, particularly with traffic running in several directions.



- Lastly, thank you to Alan Brown, Chief Judge, for his leadership and commitment to doing it the “right way”.

It’s important to recognize the efforts of our members for a couple of reasons: to thank them for a job well done and for all of us to acknowledge that without their commitment, the show would not go on. Please note that several members volunteered, sometimes for several jobs, and for some, also entering a car in the concours. We hope they will inspire others to step up and contribute next year.

Bill Beible	Judge, OV judge, awards presenter, clean-up	Steve Kress	Judge
Jim Berg	Set-up	Gerry Kunkle	Scoring team
Alan Brown	Chief Judge, awards presenter	Noe LaFramboise	Judge, merchandise
Steve Capoferri (G)	Scoring team	John Larson (NCJC)	Judge
Colleen Chaney (G)	Spectator parking (12:30-2:00), spectator parking clean-up	Joe Lorini	Set-up
Bob Coates (G)	Show field parking	Lisa Matta	Membership
Brian Craig	Registration, photographer, clean-up	Paul Merluzzi	Membership
Pauline Craig	Registration	Greg Morrison	Judge, assistant concours chair, set-up, awards
Jerome Dean	Scoring team	Ed Petrow	Judge
Tim Duckett	Judge	Chris Prior	Spectator parking coordinator
Gary Feldman	Judge	Rich Rosen	Judge
Mike Ferguson	Spectator parking	Dave Rothschild	Spectator parking (9:30-11:00)
Jim Folk	Apprentice judge	Steve Schultheis	Judge
Al Gerbig	Judge	Matt Seigel (NCJC)	Judge
Jay Greene	Judge, assistant concours chair, set-up, awards	Joe Settefrati	Set-up
Robert Hahn	Spectator parking	Tom Shaner	Refreshments
Bob Hartman	Show field parking	Bill Shelly	Set-up (show field), show field parking
Chris Huber	Judge	Gunnar Sjoreen (G)	Spectator parking (12:30-2:00), spectator parking clean-up
Chris Huber (son) (G)	Scoring team	Steve Thomas (CJC)	Judge
Dominick Infante	Judge	Bill Thompson	Spectator parking
Phil Janke	Spectator parking	Tony Tinari	Judge, set-up, membership, tables (Thursday & Sunday)
Alan Karpovitch	Judge	Mary Alice Tinari	Membership
Chuck Kitson	Judge, set-up, show field parking, clean up	Paul Trout	Judge
Charline Kitson	Scoring runner	Mick van Vlijmem	Spectator parking
Leo Kob	Judge	John Walsh	Graeme Park tables (Thursday)
Mark Kogan	Registration	Mike Wolf	Merchandise
Samir Koukaz	Scoring team	William Worth	Judge

On behalf of all DVJC members, thank you to our volunteers of 2023 for a job well done! We also want to extend a thank you to the members that volunteered but were unable to make it due to circumstances beyond their control. We hope they will be able to join us next year.

Every attempt was made to ensure the list was complete and accurate but if your name and/or assignments were inadvertently missed, please notify Jim Sjoreen ([jsjoreen3860@comcast.net](mailto:jsjoreen3860@comcast.net)). The list will be updated in the Purr and reposted to the website.

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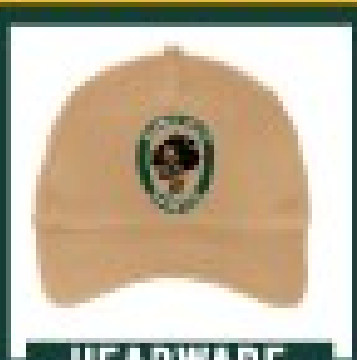


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# 1988 Jaguar XJ-SC, Betty

By: Jay Greene

I seem to have a soft spot for the XJ-S. It might have something to do with the 1980s being formative years for me and the fact that this has to be the least expensive exotic car to purchase. I had already owned and restored several early Mustangs and I like the more modern features of this overlooked era, such as stereo, disc brakes, electronic fuel injection, air conditioning and independent rear suspension.

With the E-Type production winding up, Jaguar stripped and reshaped their popular XJ6 sedan for 1977. Their idea was to make a brand-new V-12 Grand Touring car that was comfortable and capable of 140 mph all day long. As proof, the 1979 cross country Cannonball Run was won by David Heinz & David Yarborough in a modified XJ-S Coupe in just under 32 hours. Jaguar appended the S for Sport to the XJ as XJ-S. The Cabriolet version you see here for July is the XJ-SC. After Ford bought Jaguar in 1989, they removed the hyphen, so it became the XJS. The 100 special TWR modified cars are named XJR-S.

Unfortunately, the new XJ-S arrived just in time for the oil embargo and stricter emissions standards. America shifted toward the small Japanese cars and not the thirsty and smooth 5.3 liter fuel injected V-12. Simultaneously, English and American production cars suffered with quality control issues. Thus, the jokes about Lucas, the Prince of Darkness and the three headlight positions: Off, Flicker and Dim. Do you know why the British drink warm beer? Because Lucas makes refrigerators. Ha ha. Ford made the Granada and the Mustang II. GM made the Vega and the C4 Corvette was down to 160 hp. The XJ-S had almost twice that, with lots of leather and wood trim too.

The coupe continued in production for 10 years because convertibles were deemed unsafe. Jaguar

had a few coupes modified by Hess and Eisenhardt in 1986 to test the convertible car waters. This 1988 is the Cabriolet, one of about 1200 in the USA, having been produced from late 1986 to early 1988. Factory built convertibles followed in 1989. The XJ-SC has removable Targa tops and the choice of a removable fiberglass rear half hardtop for winter and a retractable half soft top for summer. This is the model owned by Princess

Diana. Hers was modified into a 2+2 using the coupe's rear seats for young William and Harry.



I learned a lot from a white 1987 XJ-SC that I bought in Millsboro, DE before I knew better. The owner claimed that the car "ran when parked." It was less than lovingly stored under a tarp in his back yard, waiting for the day when he

could get it fixed up well enough to pass Delaware inspection. The car was a given to him by a friend in exchange for some home repair work. This owner was in over his head. I learned later that that is exactly the kind of car to avoid. Moisture was trapped inside, corroding all the weak

Lucas electrical connections.



My plan was to remove the apparently troublesome V-12 and convert it to electric. When I determined that was unreasonable, I decided to get it to run. I also joined this Jaguar Club in hopes of learning enough to accomplish that. I actually did. I also taught myself welding and bodywork.

With that project wrapping up, I started looking for the next one. In what might be the worst Facebook ad ever, I discovered Black Betty, my name for the 1988 XJ-SC. Imagine only one photo, of the steering wheel, at night, with only damaged woodwork, a few loose parts and dirt visible. The 29-week-old ad said "Best Offer! Needs lots of interior work, left out in the elements! Hasn't been started in 15 years." On the plus side, the car



# 1988 Jaguar XJ-SC, Betty (continued)

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had only 24,000 original miles. Based on the frank description, I guessed the owner was probably honest. He was, and I sealed the deal by telling him that I was the only person that would be willing to buy his car. We both recognized that it would cost twice its value to have professionals do the work. Only I was willing and able to repair it myself. It was January and the water that had accumulated on the floors (because the top was off) was frozen, so I was unable to pull back the carpets to inspect. I was taking a risk with rusty floorboards. At least the engine turned over and the lights on the dash lit up when a battery was attached.

Leo Kob and Chuck Kitson both owned XJ-SCs and they kindly volunteered to help me pick up the car. Off the ground. The tires were flat and the wheels had pushed depressions into the driveway. The car was resting on its stainless-steel exhaust pipes. I put my white XJ-SC on jack stands so I could put its wheels and tires on this car in order to get it home on a flatbed. Here is a little [time lapse video](#) of the ordeal.

I have come to call Betty my Covid sanity project. With very little business happening and checks arriving as stimulus, I set to work. First was to thaw out and strip the rotten interior, pressure wash the mold from the carpets and set them out to dry. Good news. No floor board rust! I removed the seats and determined they would need professional attention. This low mileage car could be worth above \$20K, so a few thousand spent on the seats would be worthwhile. After they dried completely, I sent them to Paul's Jaguar in Ft Lauderdale, FL. They had a great reputation for this kind of work and they had the original factory Magnolia cowhide in stock. They also had New Old Stock (NOS) champagne floor mats which contrasted nicely with the mink-colored carpets, the same as what came originally with the car. Paul had to find replacement seat frames because these were too badly rusted and the marine plywood in them was completely rotted. He told me that these were the worst seats he had seen in 30 years. With good used frames, factory cowhide and new foam cushions, the seats are now as good as new.

With Paul's guidance, I found a leather dye maker in PA who could match the color of the seats. I removed the door panels to replace the speakers, refinish the wood and re-apply headliner material to the door pockets. I also removed the console, the package shelf and every other interior part. After cleaning and conditioning, each piece of leather was ready for dye. Leather dye is actually more like paint. One must avoid sanding the leather texture smooth and apply very thin coats to build up the color.

The stereo was toast. Actually, it was mostly rust. A modern head unit was going to be my only non-factory addition, with new coaxial JBL speakers mounted behind the factory grills. Today, we are accustomed to portable phones that fit in our pockets. In 1988, the dealer installed mobile phone had a handset in a bracket mounted to the transmission tunnel, the receiver in the package compartment and the antenna mounted to the rear quarter window. I removed the obsolete phone receiver and replaced it with a compact subwoofer in the driver's side package compartment. Having all the interior stripped out made the rewiring a bit easier.

One of the most challenging parts of the interior restoration was the woodwork. Water and sun damage had caused the burl wood veneer to delaminate from its plywood or metal substrates. I suppose I could have sent them out, but I wanted to give it a try. I bought some nice burl pieces from a lumber yard online, made a simple vacuum press and glued the 1/64th inch thick veneer to the repaired surfaces. No staining is needed, just lots of coats of polyurethane and careful sanding between coats.

In working on the white car I learned about 2 part paint. There is a chalky base coat followed by an epoxy clear coat that chemically mixes and bonds to the base. Betty's paint on the upper surfaces was badly oxidized, but it was not peeling. Her once shiny black paint had the color and texture of an old gray picnic table. Starting with 800 grit 3M wet-or-dry sandpaper, then 1200, then 1500,



## 1988 Jaguar XJ-SC, Betty (continued)

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then 3000 grit, followed by rubbing compound, then finally polishing compound and a coat of wax brought back the shine. Jaguar had put probably a gallon of clear coat on this car. Surprisingly, all this sanding and polishing did not penetrate the clear coat! Betty now wears a pretty 30 year old patina.

Cranking the engine had proved it was not seized, but it did tear the water pump seal and so it immediately started dripping antifreeze. I removed the radiator for access and had it flushed. I made 2 pages of single spaced notes documenting the removal of it and the water pump. The pump is about 12 inches wide, made of 3 pieces and is attached with 16 bolts! Compare that to my BMW that had 4 bolts and an O-ring!

The brake pistons were seized and the brake fluid in the reservoir had evaporated into a sludge in the brake reservoir. I decided on new calipers this

time because I learned from the white car how much work was required to rebuild them. Upon bleeding the brakes, the brake pedal went to the floor, meaning the master cylinder needed rebuilding too.

The renovation process is fairly simple; start with basic safety items and finish with trim and polish. For example, I started the engine and tested the transmission and brakes after assuring the fuel lines and fuel pump worked without leaking. My major goals included removing the seats and repairing them. After that, the goal was passing inspection. Throughout the process, my objective was being as close to factory original as possible, so each piece was cleaned or repainted before reinstallation. Although she is still a work in progress, I am proud of my work so far and was very pleased that Betty won first place in the Champion XJ-S class at the 2022 Concours.



**1988 XJ-SC Cabriolet**

Jay Greene's 1988 XJ-SC Cabriolet is the Delaware Valley Jaguar Club's calendar car for July, 2023.



# 2023 Car Show Calendar

By: Kevin Fitzgerald

If you're looking for places to take your British car over the next few months, you've come to the right page. For the past few years, many car shows were cancelled or rescheduled due to COVID. This has all changed. In addition to the upcoming shows and events listed on our DVJC website, I've assembled the following list of over two dozen noteworthy car shows based on my own experience. It's always advisable to call ahead or visit the organization's website for details.

Many of you already know about **Cars & Coffee** events. In southeastern PA, the biggest one is in Bethlehem. It's massive, a real happening—at least 500 cars. It's held one Sunday a month April through September at the SteelStacks campus: The next one is July 16 (featuring American muscle cars), August 27 (featuring Japanese cars), and September 17 (grand finale). Traditionally, European show cars and exotic cars are directed to park up front, near the pavilion. For more info, visit <https://www.steelstacks.org/carsandcoffee>. Many other localities in the tri-state area have their own Cars & Coffee events, but on a much smaller scale.

**Note:** My list *does not* include small, run-of-the-mill car shows that feature exclusively American makes, including muscle, custom, and stock cars and trucks.

## JULY

**July 2: Rebels vs Redcoats.** Awards given to British, German, French, & American cars. Washington Crossing State Park, 1112 River Rd (Rte 29), PA. 215-493-4076. 10 am-3 pm.

**July 15: Doylestown at Dusk Car & Motorcycle Show.** Centered around Main & State Streets; live entertainment. Register online. <https://doylestownatdusk.com/2023-show>. 5-10 pm.

## AUGUST

**August 4-6: 60th Annual Das Awkscht Fescht.** Macungie Memorial Park, Macungie, PA. Featured marque: Corvette. Flea market & live entertainment. 610-823-5033. Starting 8 am.

**August 12-13: New Hope Auto Show Concours.** *Be advised of changes: \$45 reg. fee & people's choice awards!* Make sure to bring umbrella for shade. 180 W. Bridge St, New Hope, PA (New Hope-Solebury High School). 215-862-5665. Starting 8 am.

**August 19: 24th Annual "Under the Stars" Car Show.** Perkasio Town Center, Perkasio, PA. To pre-register British cars, contact Melody at Ragtops & Roadsters at 215-257-1202. 4-8 pm.

**August 19-20: Duryea Hill Climb Race.** Pagoda at Reading, PA. 880-770-2055. Starting 8 am.

**August 27: A Taste of Britain: 33rd Annual European & Classic Vehicle Show.** Sponsor: Lanco MG Club. 70 Church St, Rothsville/Lititz, PA. 717-285-7379. Cars 10 am-5 pm. Polo match 2:30 pm.

## SEPTEMBER

**September 2: Duryea Days Car Show.** Boyertown Memorial Park, Boyertown, PA. 610-367-2090. 8 am-3 pm.

**September 8-10: Watkins Glen Vintage Grand Prix.** Watkins Glen, NY. Featured marque: Corvette. <https://www.theglen.com/events/2023-hilliard-u-s-vintage-grand-prix>. 607-535-3003.

**September 9: British Car Festival at Tinicum Park Polo Club.** Sponsored by Jaguar Touring Club. 961 River Rd, Erwinna, PA. Contact [JagLad1012@gmail.com](mailto:JagLad1012@gmail.com) or 201-415-5239. Tailgate event; bring your own food. Starting 12 noon.

**September 14-16: Seventh Annual Coatesville Invitational Grand Prix.** Vintage car & motorcycle race down Lincoln Highway on Saturday starting 8:30 am. 2<sup>nd</sup> Ave, Coatesville, PA. 484-888-9626.

**September 15-17: British Invasion XXXII.** Largest British motorcar show in US. Stowe, Vt.

**September 16: All-British Fall Car Show.** Belanca Air Field Museum. 2 Center Point Blvd, New Castle, DE. Sponsored by British Car Club of Delaware. Featured marque: MG.



# 2023 Car Show Calendar (continued)

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## OCTOBER

**October 6 (Friday): Hershey Eastern Fall Meet Car Show.** AACA membership required to register car. Hershey Park, PA. Flea market & car corral Oct 3-6.

**October 7: Brits at the Village Car Show.** Sponsored by Phila MG Club. Judging by popular vote. Peddlers Village, Rt 202, Lahaska, PA. 484-686-3305. Starting 8 am.

**October 8 (tentative date): Wings & Wheels Car & Air Show.** Watch biplanes take off & land on grass. Van Sant Airport, 516 Cafferty Rd, Erwinna, PA 18920. 610-847-1119.

**October 15: Congregation Beth Or Car Show.** 239 E. Welsh Rd, Maple Glen, PA. Free coffee & donuts. 215-646-5806. Starting 9 am.

**October 15: Skippack International Car Show.** Rts 73 & 113, Skippack, PA. 610-584-6004. Starting 8 am.

**October 21: Twelfth Annual Flemington Speedway Car Show at the Fairgrounds.** Automotive flea market. 1207 Rt 179, Lambertville, NJ, 10 minutes north of New Hope, PA. Starting 8 am.

Kevin Fitzgerald

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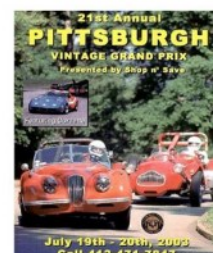
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# The DVJC Library is now open!

Over the years, the club has accumulated a small number of books and technical materials that were available to the Chief Judge and others as reference materials. In an effort to help our membership gain access to information that may assist with the repair or restoration of Jaguar cars, we are offering the use of these materials to all members and co-members without charge. Members and co-members will be able to:

- Borrow books and materials currently available in the library.
- Reserve items that are currently on loan to other members.

Items may be borrowed for approximately four weeks and may be renewed.

- On the club website, under the drop down, “Members”, a link to photos of the available materials will be included. [Click here](#) to view the photos.
- Members can check availability by emailing [library@delvaljaguarclub.com](mailto:library@delvaljaguarclub.com)
- At any given time, patrons may borrow up to three books.
- Items may be borrowed or returned at the next club event.

## Policy Statement

The DVJC library loan periods and limits have been established to provide members with adequate time to use library materials and to return them for use by others.

A reminder notice will be emailed to users 3 days before an item is due.

Members interested in extending the loan period can do so if there are no holds placed by other members. The extension request can be made by emailing [library@delvaljaguarclub.com](mailto:library@delvaljaguarclub.com)

The intention here is for the DVJC’s library to be easily accessible to all members.

The success of the library is dependent on the care and timely return of our books.

The library will operate on an honor system with no deposit required for items lent to members. The materials in the library range in value but more importantly, some of the items would be difficult to replace. We ask that the items be treated with care (no additional greasy fingerprints please!) but encourage all members to take advantage of the detailed and useful information that is available in the library.

As with all club activities, the library is supported by volunteers so we ask for your patience as we roll out what we believe is a valuable resource to you, our members.

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- Register your Zinio account on the popup panel. The userid is the email which you will be notified on new editions.

Register for an electronic subscription on JCNA.com

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- Once logged into JCNA.COM, click on MEMBERS ONLY SECTION on the left.
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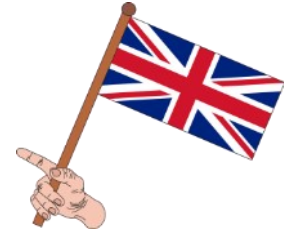
- When each Jaguar Journal edition is published on Zinio, subscribed members will receive an e-mail notification to their Zinio registered e-mail. A click on the link in the message will take you to [WWW.ZINIO.COM](http://WWW.ZINIO.COM)
- Shortly after the Zinio notification a second email will be sent from JCNA with the current Member card and any white JJ flysheet content.
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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 125 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:

- Your car's appearance on the DVJC calendar*
- 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](mailto: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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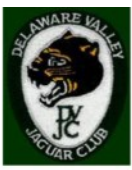


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JCNA Number: 

--	--

Renewing or previous members

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Phone 1: 



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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.

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\_\_\_\_\_  
*City* *State* *ZIP Code*

Primary Phone: \_\_\_\_\_ Relationship: \_\_\_\_\_

Direct questions to: [membership@delvaljaguarclub.com](mailto:membership@delvaljaguarclub.com).



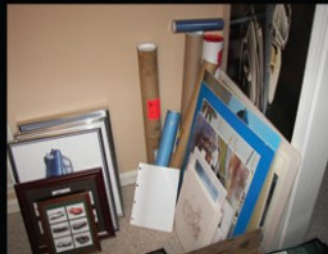


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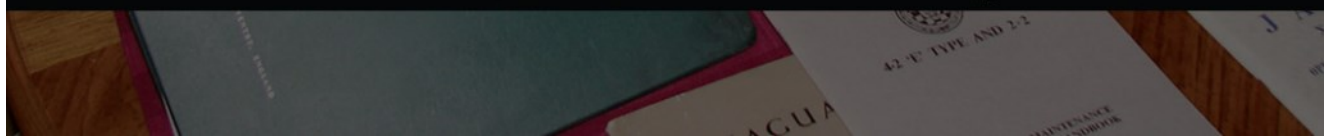
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**Coventry Foundation**  
**June 24, 2023 Club Patron Meeting**  
**Summary**

## Promoting Respect for the Cars, the Heritage of the Marque, and for Each Other

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Hosted by:

Gary Vaughn (Liaison to JCNA), Gary Kincel (Board Chairman), & George Camp (President)

Topics covered:

1. Diagnostic Machines – professional grade OBD2 that handle many more things than a handheld unit. For 1995 or later cars. Four units available so far at the following locations:
  - a. West Coast - Classic Showcase, Oceanside CA.
  - b. Central – Jag Lab, Dallas TX.
  - c. Northeast Coast - MotorCars Inc., Plainville CT.
  - d. Southeast Coast - Coventry Foundation, Columbia SC.
2. Tool Loan Status – Virtually any Jaguar tool. Free to members, pay for shipping. Two locations:
  - a. West Coast - Classic Showcase, Oceanside CA.
  - b. East Coast - Coventry Foundation, Columbia SC.
3. Recent Contributions
  - a. 1986 XJ6 – David McKay (North Georgia Jaguar Club) to be sold.
  - b. XJ6 VDP - Dave McDowell (Jaguar Owners Association of North Texas)
  - c. XK120 FHC - John Couch (Jaguar Owners Club of San Francisco)
  - d. MK2 - Carl Baxter (Jaguar Club of Pittsburgh)
  - e. XJ6 – Mark Swift (Jaguar Club of Pittsburgh)

Objective is to have a complete museum of Jaguar cars. Currently 20 in the collection from a Mark V to an XJS.

When duplicates happen, the best is kept and the others are sold to enhance cash flow, with permission of donor.

4. 2023 International Jaguar Festival. Originally scheduled in October in Santa Barbara, was cancelled but may be revived in South Carolina on September 28 – October 1. Tune in to JCNA for confirmation.
5. JCNA Judging Guidelines will now be maintained by the Coventry Foundation. Jim Sambold, VP of Coventry, will oversee. The authors own the guides, but Coventry will maintain them.
6. Endowment – Large enough now to support two scholarships from the investment income. Typically, the scholarships are awarded to students at Penn Technical College in Williamsport, a part of Penn State that specializes in auto repair and restoration.
7. Bulletin Data Base – The Coventry Foundation maintains a set of Jaguar Technical Bulletins currently from 1946 – 1977. Will expand in the future.

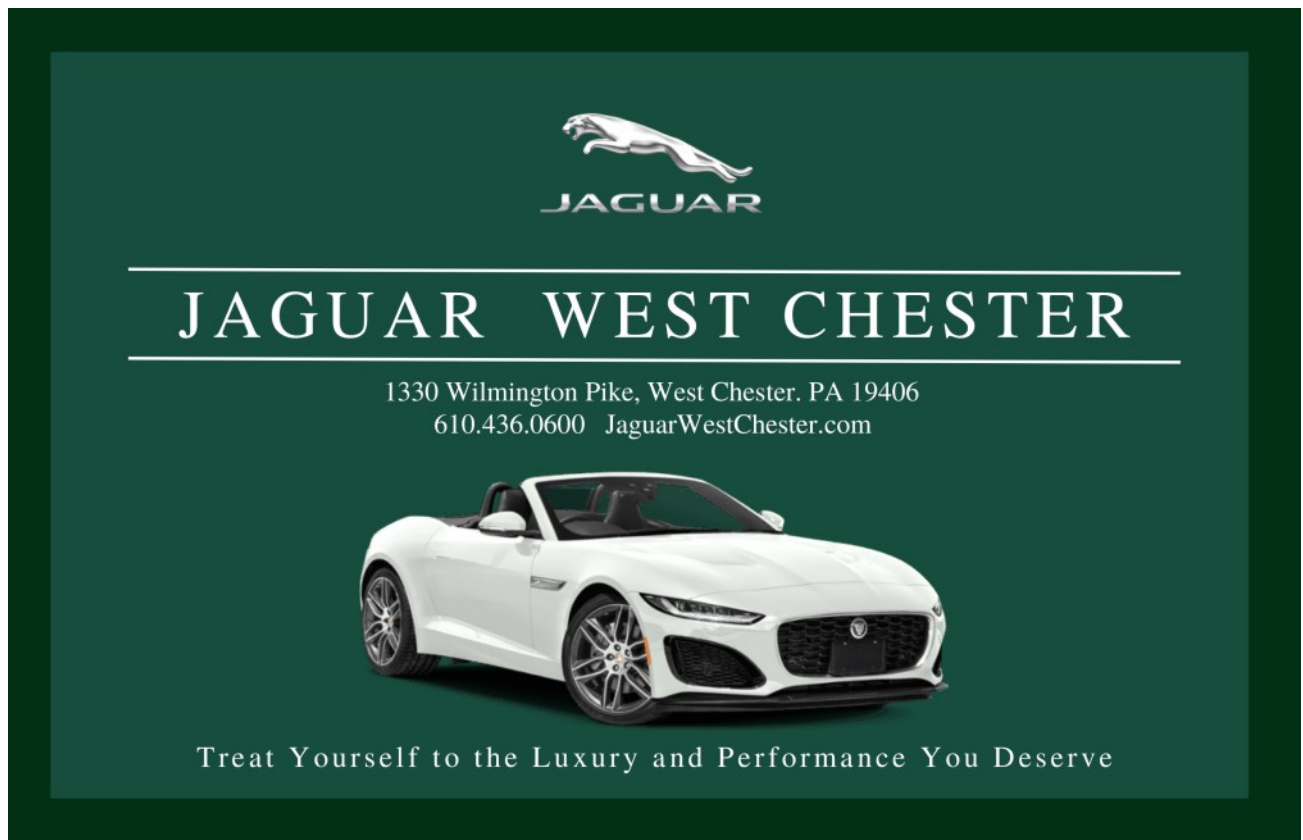


**June 24, 2023 Club Patron Meeting – cont’d**

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8. XKE Data Base – Actually a data base or registry for all Jaguars through the XJS. Consists of nine separate databases and will be maintained by the Coventry Foundation. I have volunteered to work on this project.
9. British Sports Car Hall of Fame - The institution was struggling but now comes under the wing of the Coventry Foundation. The next induction ceremony will be on July 13 at Road America. The inductees this year are Brian Redman, David Hobbs, Burt Levy, Brian Fuerstenau, Syd Enever, Lawton “Lanky” Foushee, and Mark Bradakis.
10. The Coventry Foundation maintains two eBay Stores on the Foundation website.

Respectfully submitted,  
Paul Merluzzi  
DVJC Liaison to The Coventry Foundation



The advertisement is set against a dark green background. At the top center is the Jaguar leaping cat logo above the word 'JAGUAR' in a serif font. Below this, the words 'JAGUAR WEST CHESTER' are written in a large, white, serif font, flanked by two horizontal white lines. Underneath, the address '1330 Wilmington Pike, West Chester. PA 19406' and phone number '610.436.0600' are listed, along with the website 'JaguarWestChester.com'. A white Jaguar convertible is shown from a front-three-quarter view. At the bottom, the slogan 'Treat Yourself to the Luxury and Performance You Deserve' is written in a white serif font.





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