

# Jaguar Jargon



Volume 48 No. 8

[jaguarclubofpittsburgh.org](http://jaguarclubofpittsburgh.org)

AUGUST 2025



Are you joining us Aug. 23 at



To commemorate our 10<sup>th</sup> anniversary for this event, Jacksons Restaurant and Bar has generously contributed a surprise raffle gift in a free drawing at this year's Jaguar Drive and Display social gathering on the outdoor patio. Dinner selections at this popular restaurant feature Jacksons' most popular entrée and three new upscale chef creations to maintain the tradition of a complete gourmet dinner.

The deadline to register to attend is Friday, August 15. See details on pages 8 and 9.



## September is a Busy Month for JCOP Members

Two of the Jaguar Club of Pittsburgh's main events of the year will take place in September.

On Saturday, Sept. 20, the Pittsburgh Concours d'Elegance returns to Fox Chapel Yacht Club for a day filled with beautiful cars and lunch next to the Allegheny River.

A week later on Sunday, Sept. 28, British Cars at Hartwood is back at Hartwood Acres park, on the grounds surrounding Hartwood Acres Mansion, with Antique, Classic and new British cars and motorcycles.

See details in this issue.

## JCOP's Mike Zappa Recounts His Experience Racing in This Year's PVGP

The Pittsburgh Vintage Grand Prix races were a family affair for JCOP's Mike Zappa, his son Chris and grandson Leo at Schenley Park. Check out his article on page 10.



## Jaguar Club of Pittsburgh 2025 Events Calendar

- August 23      Jaguars at Jacksons (Hosted by Dave and Karen Gamret)
- August 25      Jaguar Club of Pittsburgh Board Meeting, Panera Bread in Oakland,  
located at 3401 Boulevard of the Allies, Pittsburgh, PA 15213  
Meeting starts at 6 p.m.
- September 20    Pittsburgh Concours d'Elegance at Fox Chapel Yacht Club (Bryan Williams)
- September 28    British Cars at Hartwood (Coordinated by Jack Terrick, Stu Benson, Mike Zappa)
- December 21    JCOP Annual Holiday Party, noon to 4 p.m., Edgeworth Country Club  
(Ken and Linda Como)

## Jaguar Clubs of North America Upcoming Events

- September 25-28, 2025    The North Georgia Jaguar Club will be hosting the 2025 JCNA International Jaguar Festival primarily on the premises of the Savoy Automobile Museum, located off I-75, in Cartersville, Georgia with lodging and parking nearby.  
For details: [www.ngjc.us/IJF/registration.html](http://www.ngjc.us/IJF/registration.html)

For information on the Savoy venue, please visit their website: [savoymuseum.org](http://savoymuseum.org). Information on the numerous local attractions is available at [cartersvillega.gov](http://cartersvillega.gov).

The International Jaguar Festival is hosting and celebrating the largest display of Jaguar cars for 2025 in North America. You're invited to be part of this grand collection of Classic British car Marque Excellence.

Where: The beautiful Savoy Automobile Museum, Cartersville, Georgia.

When: September 25th – 28th, 2025

Jaguar race cars will be on display at the Savoy during this event.

## Other Events of Interest to JCOP Members

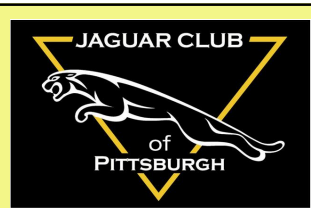
- September 6, 2025      The Family House annual Polo Match fundraiser is held at Hartwood Acres Polo Field & Amphitheater on Middle Road. See PAGE 19 for details.



## ***“Double Clutching and Rev Matching”***

# **President’s Perspective**

### **Rich Aronson**



### **Donation of Vintage Jaguars to the Coventry Foundation**

#### **Comments of Gary Kincel, Board Director and Cynthia Touchton, VP Investments and Board Advisor for the Coventry Foundation – 7/18/2025**

I have followed our friend and fellow JCOP member of many years Gary Kincel’s exemplary work leading the Coventry Foundation as Board Chair, and wanted to catch up with him and Cynthia Touchton, Foundation Vice President/ Investments for the foundation *(in photo at right)*. Cynthia is an experienced financial advisor who works with Jaguar owners/club members to advise them and their families about planning alternatives such as donation of the car(s) to the Foundation. Our recent conversation brought out not only Cynthia’s expertise as a careful planner but also her love for Jaguar Cars and Jaguar owners – an important and effective combination! Here were the key points that Cynthia and Gary helped me understand a bit better that I wanted to pass on to the JCOP community:



#### **How do conversations between vintage Jaguar owners and the Foundation usually commence when Cynthia becomes involved?**

Cynthia has a wealth of professional expertise with clients with vintage cars as well as her own personal experience giving her a strong ability to discuss donation ideas with many Jaguar owners and families who have one or more Jaguars to think about in their estate or gifting plans. Often, club members contact foundation leaders George Camp, President or Gary Kincel, Board Chair initially. Club members/families/owners may have heard that the Foundation seeks donation of an owner’s Jaguar during life or as part of their estate plan and wish to learn more about that subject. The Coventry Foundation is often an excellent organization to receive our vintage Jaguars.

Cynthia explains that before she becomes involved:

George and Gary have already worked with the donor and know the case. Cynthia becomes involved when the inherited owner of the car is or seems conflicted between methods to transfer the car and or “heart strings are pulling”, Family members may know that they don’t really want the car with its “care and feeding” but don’t know what is best nor why it may be best for one to pick one method over the other. In other words, “Pros and Cons”.

Cynthia’s knowledge of the subject of the best way to handle a collector car when it’s time to currently give it up by an owner OR at its owner’s death, comes from actually having had a similar situation herself personally when her husband died unexpectedly with five retirement cars she knew nothing about. Cynthia was uncertain - try selling a car though *you don’t know where it came from, what the mileage was at that time of acquisition, when was the last time the oil was changed, how much did you pay for the car etc.!!!* In her journey to complete her task she concluded what owners of collector cars need to do with/ for their attorney, fiduciaries, spouses, and family....and the answer is to write this stuff down and let everyone know

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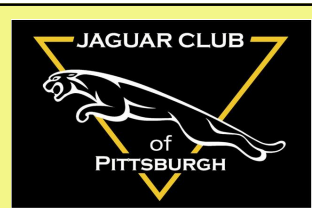




## ***“Double Clutching and Rev Matching”***

# **President’s Perspective**

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***history and status while one still can do so!! This includes things like who has been servicing the car, what has recently been done, what needs to be done, what you would ask for the car and why did you love this particular car!***

These are a few examples of the things one needs to know to follow the most likely means of placing a car in the “right forever” home.

When Cynthia and I spoke, we both referred to our mutual affection for pet (live) cats as well as Jaguars and compared this process to finding a “forever home” for a revered pet companion!

Cynthia also refers to and shares a wonderful article that she and a friend/colleague/attorney Elizabeth Allen, Esq. wrote at the beginning of any meeting that was published in the **January/February, 2014 Jaguar Journal**. The article which we will refer to/provide next month in this space reviews in clear detail the information and specifics Cynthia recommend be maintained by owners along with car repair records if possible.

As for Cynthia’s personal approach when introduced to a member’s family, she starts with condolences if appropriate and then asks, **“What was most important about this car to your spouse/partner and why?”**

If it was an investment motivation for ownership, then that leads one to explore how to get the most money for it. That indicates that a CPA and other hobbyist/knowledgeable club member/professional appraiser close to the market should be involved because you must know reasonable current value as well as tax ramifications of every method of disposal to compare final impactsto suit the client or family plan in effect.

Cynthia herself does not look at the financial situation of clients nor give advice on family financial alternatives *per se*.

If ownership of the subject car was for reasons of emotional love of the car...now those are the “heart strings” that make Coventry a solid solution because Cynthia emphasizes that the Foundation promotes the car, its beauty and the love of its owner. In either case at the beginning, Cynthia explains there is no objective “right” answer for how to place the car.

Considerations of taxes, titles, cost to sell outright, family values, the notions of strangers coming to your home or business to see the car are all factors to consider and weighed as to comfort for you/your family.

**When do you include Jaguar owners' financial advisors including estate planning counsel and CPAs? Is it relatively early in the process or later when detail or more specifics become more important?**

It is crucial to include your estate planning attorney, CPA and financial advisor in the planning process for disposition of your Jaguar as well as all wealth/investment assets. Cynthia recommends that at the proper time in the process they all have a role (including working together “at one table” for the best coordination) to assist with will, trusts if applicable, lifetime or beneficiary designation strategies. Cynthia believes that the Coventry Foundation, as “custodian of the brand,” is an excellent

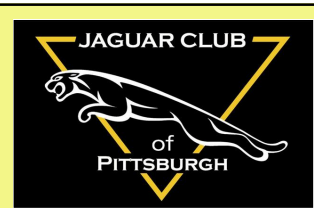
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## ***“Double Clutching and Rev Matching”***

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donation alternative to selling your car to a stranger or leaving it to family who cannot care for or protect it as it may need to be. Cynthia as a Jaguar F Type owner/enthusiast, Florida club member and lover of the marque is a compassionate and knowledgeable enthusiast who can help club members consider the correct path which may very well be donation of their car to The Coventry Foundation.

**Do others at the Foundation work with you concurrently or separately with the Jaguar owner to learn more about the client's objectives as well as more information about the car in question?**

Cynthia, Vice President/Investments, can be called directly at (727) 643-6702 but is usually brought in by Coventry Foundation leaders (e.g. Gary Kincel, Board Chair or George Camp, President). If you’d like to learn more about donating your car to the foundation. George and Gary are knowledgeable Jaguar enthusiasts who have developed the foundation to be an important central repository and center of information on the marque in the U.S. They are fun to talk to and to learn from. They have led the mission statement of the foundation effectively and dramatically to *“perpetuate the heritage of Jaguar Cars in North America (to be) a major archive of printed material, specialty tools related to Jaguar Cars and desirable older Jaguar Cars.”*

For anyone who has not been on the Foundation’s site, please visit it (<https://coventryfoundation.org>) not only to learn more about how the Foundation beautifully accomplishes its mission but also to see the amazing Jaguar factory tools that can be borrowed, factory documentation in the foundation library, and most of all, cars that have been donated including photos of and the background including those cars’ histories.

**What are examples (names excluded) of successful results for the Jaguar owner who in fact made a final decision to donate their cars rather than sell or bequeath them? Gary, there is a sharp black XK 120 FH and a very showy Mark 10 now on the web site that have been donated to the Foundation. What were the reasons those two cars, for example, were donated rather than sold or bequeathed by their owners?**

Gary explained that those wonderful cars were both west coast donations. Initial contact was made for the MK 10 by CF BOD member Tom Krefetz. The donor was a collector who commissioned a full high dollar restoration on this car. After enjoying it for a period of time and listening to Tom K. talk about the foundation and the work we do, the owner decided that his car would fill a void in CF’s permanent collection and thus decided to make the donation. He was very excited about it, and he and his wife drove it to the Classic Showcase in California to drop it off for donation. Naturally he had the car appraised and took the appropriate tax deduction based on the results of his appraisal.

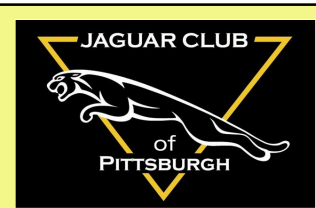
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In the case of the lovely black XK. This contact was initially made by foundation volunteer Les Hamilton who is a past president of JCNA. The donor is a lifetime bachelor who is now older and was starting to downsize and do some estate planning. This is one of several cars he has but it was in a storage facility and not used as much anymore. After getting an independent appraisal he felt it would be best to add this car to the foundation permanent collection. The tax deduction suited his overall financial plan.

**Does the Coventry Foundation take on all ranges of vintage Jaguar donations ranging from parts cars to documented JCNA show car champions with documented show success history? Gary, besides your answer to the above, can you give us an idea of what the Foundation might do with project cars or non-museum level examples of Jaguars that might be donated to the Foundation? Are they sold, restored, used for trade school or tech school training? Other?**

Gary explains that for good cars offered when the foundation already has one in their permanent collection, like a modern XJ6, the foundation usually still accepts the donation. Gary informs the donor that the foundation always keeps the best one of each series that has been donated. Then, they will monetize the second or third donated. No disposition of such a car occurs before a minimum of 36 months so that no donors’ tax deduction is ever at risk, (in case selling price differs from what the donor deducted).

Gary refers to the white MK2 in his garage in White Oak, where the donor donated the car with the wish that it be used in some way to support the foundation’s relationship with Penn Tech College. Gary brought the head instructor of the college into the conversation to help decide if the foundation should monetize it and add those funds to its scholarship endowment, or take it to the college for the students to use as a learning tool. The foundation decided to do both. First the students will use the car for a bit of time, then it will be sold with the proceeds going into a scholarship endowment.

In the case of the 1947 MK4 that is also in Gary’s garage, that car, although disassembled was in outstanding overall shape, and the local JCOP club members took an interest in helping with the reassembly/partial restoration along with paint and body by the students at Penn Tech. It was decided to move forward slowly with a restoration and once complete, the car will be added to Coventry’s permanent collection with proper accolades to all those involved in the project. This is a good example where given the car model and condition, the foundation may consider and execute a reasonable restoration with the help of other enthusiasts. Helping hands may often be Jaguar club members, schools and other professionals as applicable.

For not so good cars/parts cars, that is a difficult question to answer. Decisions for disposition are made car by car. Because there is not the luxury of a large permanent home where CF can house and disassemble cars, CF needs to be very

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**Rich Aronson**

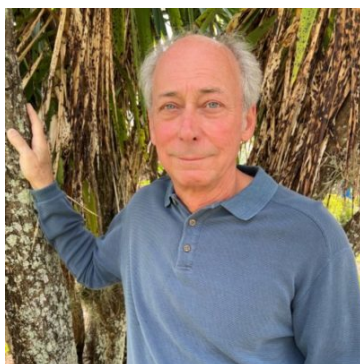


cautious and aware of the cost vs. sale value of the parts. Once the cost of moving the car to SC or CA, or Gary’s garage in White Oak, and volunteer help is found, willing to take the car apart and prepare the parts for sale on the foundation’s eBay store, the project simply may not work. Occasionally when the foundation considers all these factors, it must respectfully decline the donation even though that is never the goal. The reason for opting out is that the foundation must deploy its resources to deal with a project car in a financially responsible way.

What messages would you like to impart to vintage Jaguar owners who may be still active with their cars’ “care and maintenance” currently but may not have family members to carry on the responsibilities of ownership either now or later?

Cynthia observes that owners who donate their cars rather than sell them have reflected their pleasure at having seen their cars end up at the Foundation thereby materially supporting the brand and its history. This is true when a donation is made during the life of an owner or made by a surviving spouse. The cars and their owners are documented as part of the marque’s history and preserved where hundreds of enthusiasts can learn, observe and enjoy noteworthy examples of Jaguar’s beauty, engineering and design.

This is important to many of us and avoids the “vagaries” of selling a car that becomes lost to the family who can neither no longer provide the “care and feeding” that their beloved Jaguar requires or is held by an elderly owner realizing that such planning should begin.



Coventry Foundation leaders Gary Kincel, Board Chair, at left, and George Camp, President



# 10 Years at Jacksons!

To commemorate our 10<sup>th</sup> anniversary Jacksons has generously contributed a surprise raffle gift in a free drawing at this year's Jaguar Drive and Display social gathering on the outdoor patio.

Saturday, August 23, 2025  
Cash Bar at 6:00 PM, Dinner served at 7:00 PM



1000 Corporate Drive  
Canonsburg, PA 15317  
(Next to the Hilton Garden Inn at Southpointe)  
Phone: 724-743-5005

Jacksons has also added a fourth choice to celebrate our 10-year tradition:

Mediterranean Sea Bass . . . With artichokes, roasted red peppers, marinated olives, couscous and a chermoula sauce.

Porcini and Truffle Ravioli . . . Exotic mushroom, garlic, shallots, green onions, Marsala wine and cream

Grilled Pork Chop . . . (An annual favorite) Apple-brined chef's cut pork chop, bacon jam, mashed potatoes and roasted carrots

Sirloin Reserve . . . Marinated for 12 hours with mashed potatoes and roasted carrots

DINNER INCLUDES  
Signature Home-Baked Bread  
Jacksons Famous House Salad  
Dessert  
Coffee, Tea, Iced Tea and Soft Drinks  
Tax & Gratuity



# RESERVATION FORM

Member's Name: \_\_\_\_\_ Phone \_\_\_\_\_

Partner's/Guest's Name \_\_\_\_\_

Email (optional) \_\_\_\_\_

Please Indicate Your Choice(s) of ENTRÉE @ \$65 each

	Number	Total \$
Mediterranean Sea Bass	_____	_____
Porcini and Truffle Ravioli	_____	_____
Grilled Pork Chop	_____	_____
Sirloin Reserve	_____	_____

Additional Vegetarian dinner is available upon request. For this or any other special dietary requirements, please contact the restaurant directly at 724-743-5005 before August 18 and tell them you are attending the Jaguars at Jacksons Dinner on August 23.

Please return this completed form and your check payable to JCOP by **August 15, 2025** to:

Dave and Karen Gamret  
1467 Network Drive  
Canonsburg, PA 15317

Call Dave at 734-645-5864 if you have any questions



# The Historics at the Pittsburgh Vintage Grand Prix

By Mike Zappa

What a great way to kick off racing at the PVGP. First of all, the weather couldn't be better ... hot, yes, but NO rain!! It was a Panoz reunion so there were quite a few Panoz race cars and quite a few street cars. This year they separated tin tops (hardtops) from roadsters in the under 2 liter class (my group). A smart move in my opinion. The groups were getting large so a separation was a very safe move to make.

The Panoz group even had a prototype running in big bore. It was more for show since it was a modern LeMans race car. Supposedly this Panoz ran in Lemans this past year ... Wow!

In the big bore race my son Chris took first place with a 15-second lead. Great driving by him, particularly if you look at his competitors ... Shelby Mustangs, Porsche etc.

In my class the little 1600 cc TVR did great. I was running a strong 4th until the last lap and my tires went away. Finishing 5th in the field was very good since every car in front of me was 2-liter or close to it!



**Mike's son Chris and grandson Leo on race day at the PVGP.**



**Chris in the Datsun at this year's PVGP.**

I could not get my head into the new track so I opted for safety and didn't race.

On the other hand, my son Chris had no problem climbing into the Jim Boffo Mini and smoking everyone coming in third in the race. watched the lead trade a few times and was hopeful the Mini might move up but 3rd place podium is great for a first time run!!

I did take some time to take the golf cart up to the show field. Holy heck!!! I never saw so many cars on the field in the History of the PVGP. Porsches, BMW, Jaguar, Austin Healey, and the list goes on!

Great event, great fun! Hope to see you next year.

The best thing about Pit Race is that it's a sanctioned track with all safety precautions made. Can't wait until next year!!

PVGP Schenley had a new event with the Hill Climb. This was incorporated due to the fact the Panther Hollow Bridge was under repair. The Hill Climb started at Phipps and ran almost to the Serpentine. This was a big success for a first time running. 80 plus participants.

The revised race track had a new route up the Blvd. of the Allies and left on Schenley Drive past the pool and around the oval. I did the practice and qualifying race and decided to put



**Mike's TVR at this year's Historics race.**





*Photo of the Pittsburgh Concours at Fox Chapel Yacht Club taken by Ken Como*

**Jaguar Club of Pittsburgh Concours d'Elegance**  
**Saturday, September 20, 2025**  
**Fox Chapel Yacht Club, 1366 Old Freeport Road, Pittsburgh, PA 15238**  
**Sponsored by Jaguar Monroeville**

**By Bryan Williams**

**Registration for this event has closed.**

You're welcome to come out and see the cars from 10 a.m. til noon and join us for lunch at Baja Bar & Grill at the Yacht Club, but please let the wait staff know you'll be paying for your meal.

We will be celebrating the 50th anniversary of the XJS.





## Another Great Concours Weekend

By Bryan Williams

The members of the Jaguar Club of Ohio (JCO) are very skilled at conducting an excellent concours. This year on August 1 and 2 was no exception. The weekend started with an informal, order off the menu dinner at the host hotel. Talking with old, I mean mature, friends took some time. We were still talking at 9:15 p.m. even though the restaurant closes at 9:00. It was a very enjoyable evening that I look forward to.

On Saturday morning, JCO held its 52<sup>nd</sup> Concours d'Elegance on the lawn of Ursuline College. There was plenty of room for 31 judged Jaguars and 17 display Jaguars. **Chief Judge Mike Meyer** conducted the judges meeting (*in photo at right*) where he discussed last-minute instructions. JCOP members **Rich Aronson, Dan Herrmann**, and myself helped with the Judging. Judging began at 11:00 a.m. where teams of 3 for Champion Jaguars and 2 judges for Driven went out to a fabulous day, mid 70s, no rain and not a cloud in the sky. The first Jaguar my team judged was a Series 3, E-type OTS in the special division which required 3 judges. So Chief Judge Mike Meyer joined our 2 man-team. (Talk about pressure!)



JCOP members were well represented by **Shadrach and Kathy Jones**, who received a first place with their 1991 XJ6 VDP, in red. (*in photo at right*) This was the Jones' first concours show of the year and they should be in the running for a North Central Region award after attending our show next month. **Tony and Helene Bardelli** returned again this year to this show and received another first place award for their 2018 Jaguar XF-S Sport Brake in silicon silver (*in photo below*). Since Tony also showed in the Susquehanna Valley Jaguar Club's concours, he will be in the running for a North American award after the JCOP's concours.



**Terry Smith** (*above*) a long time professional on the concours circuit, once again scored a Best in Class award for his 1967 dark blue E-Type OTS. Terry is well on his way to another North American award.

*Continued on next page*



## Another Great Concours Weekend By Bryan Williams (Continued)

You know when Lenny Fiore is at a show. Just look in the parking lot to see if there is a large Trailer Truck car carrier filled with “Lenny’s Classic Cars.” *(in photo at right)* On the concours field was his 1958 XK150 OTS in red, 1965 E-Type OTS in cream, 1950 XK120 OTS in cream and the crowd-pleasing 1935 SS1 Tourer also in cream. He also showed a few cars on the 6<sup>th</sup> annual European Auto Show.



A total of 63 Jaguars were parked on the Ursuline College lawn and 90 other European cars including Aston Martins, Rolls Royces, Ferraris, Lotus, and even a Bugatti. Keeping things running smoothly was show chairman **Dominic Perri**. Dominic was not only in charge of the shows, but he took time out to show his 1988 XJ6 in white and judge at the concours. Not to be outdone, his wife **Irene** made sure all scores for the concours and European show had all they needed to tally up the many score sheets. She also does an excellent job as editor of the club newsletter and photographer for the shows. Irene, again this year, shot the photo for the annual poster. The subject of this year’s poster honored the 50<sup>th</sup> anniversary of the XJ-S. She also designed the judges’ polo shirts and the T-shirts of the helpers. It takes an awful lot of work and attention to detail to make the shows appear to run without any hiccups.



**Above: JCOP President Rich Aronson at work judging an XK 140.**

I thank all the Jaguar Club of Ohio members for their hospitality and I look forward to their 2026 event. For those who have not experienced this show, put August 1, 2026 on your calendar as a reminder not to miss this event.

If you want to see additional photos (including those below from the JCO European show), log onto [www.autovisionstudios.com](http://www.autovisionstudios.com). View Gallery, click on Car Shows on the banner and click 2025 JCO Concours. If you want to see the JCOP Concours, scroll down to the JCOP 2024 Concours. **John Paganini** is the artist behind the website.



# British Cars at Hartwood

Sunday, September 28, 2025

215 Saxonburg Blvd., Pittsburgh, PA 15238

**FEATURING:** Antique, Classic and new British cars and motorcycles. British-built vehicles only, please!

**FIELD OPENS:** 9:00 A.M. All vehicles should be in place by 12:00 noon

**REGISTRATION:** Pre-registration is \$30.00 and ***must be received by September 13th, 2025.*** Mailed registrations not accepted after that date. Registration on the day of the show is \$40.00. Show goes on rain or shine.

***Please pre-register to help us determine classes and parking.***

Make check payable to: **Jaguar Club of Pittsburgh**

Mail registration to: Jack Terrick  
258 Echo Valley Rd  
Jeannette, PA 15644

**AWARDS:** Awards will be determined by popular vote by registered participants. Jaguar Club of Pittsburgh reserves the right to determine classes and assign cars. Number of awards will be based on the number of **pre-registered cars** in each class. Award presentation will be at approximately 3:00 PM.

**INFORMATION:** For additional information on BRITISH CARS AT HARTWOOD please call **724 691 2534** or email [jht66e@comcast.net](mailto:jht66e@comcast.net). Hartwood Acres is an Allegheny County park and all park rules and regulations apply. Go to [www.alleghenycounty.us/parks](http://www.alleghenycounty.us/parks) for details.

**LAWN RESTRICTIONS:** Due to recent renovations to the grounds, show vehicles ONLY will be allowed onto the mansion lawn. There is a nearby parking area for vehicles dropping off picnic items. Pop-ups, grills, etc. are permitted provided they do not infringe on parking for the show. Please ask a volunteer before placing such items.

**REFRESHMENTS:** Bring your own picnic baskets and beverages. There are no food vendors at the park.

-----Tear off-----

**Pre-Registrations must be received by 9-13-25**

**British Cars at Hartwood Pre-Registration Form**

Reg. # \_\_\_\_\_ (JCOP Use only)

Class # \_\_\_\_\_ (JCOP Use only)

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_ EMAIL: \_\_\_\_\_

VEHICLE  
MAKE \_\_\_\_\_ MODEL \_\_\_\_\_ YEAR \_\_\_\_\_ BODY STYLE \_\_\_\_\_

**PRE-REGISTRATION: \$30 / VEHICLE. IF REGISTERING MULTIPLE VEHICLES, PLEASE COMPLETE A FORM FOR EACH.**

**CHECK #** \_\_\_\_\_

Waiver of Liability--Must be signed to enter show:

Neither I nor my heirs will hold the Jaguar Club of Pgh. Inc. or Allegheny County liable for any damages or personal injury to myself or my entry, while engaged in, or travelling to or from this event. This release is given in consideration for permission to attend this event. I also certify that any vehicles described on this form bear legal and proper State registration and liability insurance.



## Jaguar Mk2 restoration – Part 16

By Craig Gestler

With the completion of the headline installation, I am now free to complete the rest of the car. Complaining about the cold garage is now a distant memory with the garage temperature hovering in the 90s. A fan helps some and I'm not doing anything particularly strenuous, so it is all tolerable, but I still have not accomplished much more.

The rear window installation is complete! As with the headliner, I was approaching this task with much trepidation. It's not a task I have undertaken in the past so experience is not on my side. However, armed with a fresh review of some YouTube videos and forum entries, I tore into the project.

For the rear window, the rubber seal is installed on the glass and then the glass/rubber assembly is pushed, pulled and pried into place. No glue is needed but some do add a sealant behind the rubber seal after installation. I'm undecided on that.

It is easiest to start at the bottom and seat the groove in the rubber seal over the window opening flange, slide things back and forth to center the glass, and then pull the rest of the seal "lip" over the flange.

Three tools came in handy: a pointed, hook-shaped tool with a screwdriver handle, a plastic trim tool and some heavy nylon cord. The trick is to put the nylon cord in the groove in the seal and once the bottom is seated, pull the nylon cord from the inside of the car. This pulls the rubber lip on the seal over the window opening flange. The pointed hook and plastic trim tool helped where things got a little difficult and I was afraid to pull the nylon cord too hard for fear of ripping the seal.

Long story short, the rear glass is in and looks very nice. *(In photo at right)*

I'm in the process of adding the chrome trim to the outside of the rear window. It comes in a left and right piece, fits into a slot in the rubber seal (in theory) and is joined top and bottom center with small chrome cover clips to hide the joint. As with so many other assembly tasks on this car, I have no idea how this was done at the factory in any reasonable amount of time. It is fiddly, frustrating and I decided I need to walk away for a while. I don't think it is supposed to be glued into place, but I suspect that I will end up with a dab of glue here and there to keep it seated.

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## Jaguar Mk2 restoration – Part 16

*(continued from page 15)*

**By Craig Gestler**

With the completion of the rear window, I was able to install the rear wood trim and the interior lights. It was satisfying to see the lights come on when the door is opened. *(In photo at right)*

I did make an attempt at installing the front windshield on my own and have decided that this is a task for a pro. Unlike the rear window, the rubber seal is installed onto the window opening flange first and then the glass is pushed and pulled into place. It is not a one-person (amateur) job unless that one person has at least 4 arms. I had a guy install the front windshield into my E-Type years ago. I called him up, he is still in the business, and I am on his list.



Hopefully he will feel obligated to put the chrome trim in place on the front windshield, saving me that effort and frustration.

*(In photo at left)*

On the mechanical side, I have a new voltage regulator on back order. It seems like so many parts are out of stock and available to backorder. I'm wondering if it is all tariff related. I may have cooked my current voltage regulator by not having the regulator ground connected when I ran the car. Hopefully this solves the battery (not) charging issue.

**Photos by Craig Gestler**





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JAGUAR CLUB OF PITTSBURGH  
JAGUAR CLUBS OF NORTH AMERICA  
**2025 Membership Form**

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Name		
Address		
City	State	Zip
Email	Phone	
Occupation		
Spouse/Partner		
Name		
Email	Phone	
Occupation		
Please list Jaguars owned* (not required for membership)		
Year	Model	Body Style (OTS, FHC, DHC, Sedan, Coupe, Conv, SUV)

\*Include additional Jaguars on a separate sheet.

Dues (check one)		
	\$90.00	New Membership for 2025 (JCOP \$35, JCNA \$55)
	\$90.00	Renew Membership for 2025 (JCOP \$35, JCNA \$55)
	\$35.00	JCNA Affiliate Club Membership <sup>1</sup> New or Renew for 2025 (JCOP \$35, JCNA \$0)
		JCNA#:

Form Return Options	
Mail to:	Stu Benson, Treasurer <sup>2</sup> 2116 Grandeur Drive, Gibsonia, PA 15044
Scan and email to:	<a href="mailto:stubenson3@gmail.com">stubenson3@gmail.com</a>
Enter information in an email and send to:	<a href="mailto:stubenson3@gmail.com">stubenson3@gmail.com</a>

Payment Options	
Make check payable to Jaguar Club of Pittsburgh and mail with your form to:	Stu Benson, Treasurer <sup>2</sup> 2116 Grandeur Drive, Gibsonia, PA 15044
Pay online (3% surcharge) after you have returned your form:	Click the Pay Online button @ <a href="http://jaguarclubofpittsburgh.org/membership">jaguarclubofpittsburgh.org/membership</a>

<sup>1</sup>You have a current JCNA membership through another club.

<sup>2</sup>If you have any questions, contact Stu at 412-491-1586.

# JOIN US!

## September 6

Hartwood Acres

PRESENTED BY



By arrangement with the Family House events team, On-Field parking is available to the JCOP at the Southeast corner of the Middle Road polo field near the PVGP display. *For those not familiar with Family House, Family House provides a “home away from home” for patients and their families who must travel to Pittsburgh for medical care.*

General Admission is \$50 per person and \$50 per car for on-field parking. For those who wish to be closer to the field and activities, the package options are:

- **Yellow Ribbon** - \$400, 8 General Admission tickets, 1 parking spot
  - Upgrade to VIP - \$400, 4 VIP tickets, 1 parking spot
- **Blue Ribbon** - \$1,100, 20 General Admission tickets, 2 parking spots
  - Upgrade to VIP - \$1,100, 10 VIP tickets, 2 parking spots
- **Party Package** - \$550, 10 General Admission tickets, 2 parking spots
  - Upgrade to VIP - \$550, 5 VIP tickets, 2 parking spots

Note that while the PVGP will have a small display, this is a Family House event and not a PVGP event.

The family House point of contact for special parking and package options is Alyssa Machi ([amachi@familyhouse.org](mailto:amachi@familyhouse.org)) or phone (724-504-8631)

Contact Chris Davis (412-559-7701) or [cad60s@aol.com](mailto:cad60s@aol.com) for general information



# The Grand Tour of the Ohio Valley



October 1 through 5, 2025. In keeping with the Pittsburgh Vintage Grand Prix tradition of exciting and successful automotive-related events, we are announcing the ‘Grand Tour’, a new touring event starting this fall! The tour will include an exciting, informative schedule of events exploring the Ohio River Valley, shopping, meals, and other points of interest.

The Grand Tour is a five-day, all-inclusive event featuring vintage sports and GT cars. This driving tour will feature a delightful collection of scenic, twisting, and lightly traveled back roads, and we will cover approximately 100 miles per day.

Our inaugural event will be held in Marietta, Ohio, where we will experience the rich history of the Ohio River and surrounding area. Guests will stay at the historic Lafayette Hotel, where they can experience the classic elegance of the grand riverboat era. Security is included in our parking area.



**Please visit the Pittsburgh Vintage Grand Prix website, ([pvgp.org](http://pvgp.org)), or contact Thomas Reed, 724 544-5985, for additional information.**