
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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February 2020

DVJC Starts 55th Year



The Delaware Valley Jaguar Club started celebrating its 55th year with the Annual Holiday Party at the William Penn Inn on Sunday, January 19, 2020. Shown above are the club officers (l to r) vice president Paul Trout, director Mike Wolf, membership director Ann Perry, director Tom Shaner, president Bill Beible, treasurer Jim Sjoreen and secretary Greg Morrison. Current members attending the holiday party received a commemorative mug pictured above in the inset. You can help celebrate this club milestone by becoming more active and attending club activities including the monthly breakfasts and sanctioned events. Keep up to date by visiting the club Web site at <https://delvaljaguarclub.com/>. One of the traditions of the January gathering is a drawing for a free membership. Congratulations to Ed & Carol Petrow as the 2020 winners.



NOTICE—You can still renew your membership in the Delaware Valley Jaguar Club. Payment can now be paid by credit card, debit card, or PayPal by using the DVJC Web site at <https://delvaljaguarclub.com/>. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEMBER tab. Detailed instructions about signing up for Web site access is shown here. DVJC members with current access should log in to the site as normal. On the Welcome screen scroll down to "Renew Subscription." Alternately you can click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew Subscription." Detailed instructions will then be displayed. Members who opt for paying by check can submit payment using the membership form at <https://delvaljaguarclub.com/wp-content/uploads/2018/01/DVJC-Membership-form-201801-1.pdf> or see pages 28—29.

Newsletter Contents

Advertising Rates.....	3
List of Officers	3
Upcoming DVJC Events	4
Other Interesting Events.....	4
Your Monthly Bill	5
Speaking of Things Jaguar.....	7
Welcome New Members	11
Pumpkin Run Rally Forms	12-13
Classifieds	14
Jaguars at the Jersey Shore	15-16
DVJC Breakfast Socials	18
Cool Cars for Kids Concours	19
The Green Lane Growler Part 2	20
DVJC Membership Forms	28-29
Coventry Foundation	30

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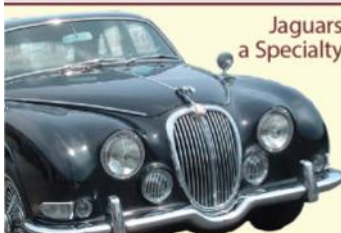
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Jaguar of West Chester	24
Lindley Motors	25
Ragtops and Roadsters.....	25
Union Park Jaguar	26
SNG Barratt	27
JC Taylor	27
Coventry Foundation.....	30
Muncie Imports & Classics	31
XKs Unlimited.....	32

ADVERTISING RATES

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

Half Page \$180/year; \$35 / issue
Quarter \$ 95 / year; \$20 /
issue

Business Card \$55 / year

CLASSIFIED RATES

Members' ads free of charge
For up to three inserts for each
item

Non-members \$10.00 per insert

MEMBERSHIP RATES

Single/Family
\$65.00 per year/ emailed
Newsletter

\$75.00 per year / postal
newsletter

Youth Enthusiast
\$25.00 per year

DVJC OFFICERS INFORMATION

President	Bill Beible	610-223-1051	President@delvaljaguarclub.com
Vice President	Paul Trout	610-286-5701	VicePresident@delvaljaguarclub.com
Treasurer	James Sjoreen	610 989-3860	Treasurer@delvaljaguarclub.com
Secretary	Gregory Morrison	302-234-2712	Secretary@delvaljaguarclub.com
Directors	Tom Shaner	215-628-0734	Directors@delvaljaguarclub.com
	Mike Wolf	610-964-1104	Directors@delvaljaguarclub.com
Director of Membership	Ann Perry	610-388-2421	Membership@delvaljaguarclub.com
Web Master	Brian Craig	215-483-5861	bhc166@aol.com
Speaking of Things Jaguar	Paul Trout	610-286-5701	pgtgt@aol.com
Editor	Brian Craig	215-483-5861	bhc166@aol.com
Advertising	Bill Beible	610-223-1051	bill.beible@gmail.com
Awards	Paul Merluzzi	610-696-3221	pawlym@aol.com
Concours Chair	James Sjoreen	610 989-3860	Concours@delvaljaguarclub.com
Chief Judge	Alan Brown	609-658-9467	ChiefJudge@delvaljaguarclub.com
Photographer	Brian Craig	215-483-5861	bhc166@aol.com
Club Historian	TBD		
Club Merchandise	Noe LaFramboise	609-771-1230	jagnoe@att.net

Upcoming DVJC Events

February 16, 2020

March 15, 2020

10:00 A.M.

Please RSVP

DVJC Breakfast Social (see p. 18)

Spring House Tavern, 1032 Bethlehem Pike,

Spring House, PA 19477

<https://delvaljaguarclub.com/events/monthly-breakfast-social-springhouse-tavern/>

Or Paul Merluzzi pawlym@aol.com

April 18, 2020

(Note day and venue change)

9:30 A.M.

Please RSVP

DVJC Breakfast Social)

Bistro at Haddonfield

57 Kings Highway East, Haddonfield, NJ

<https://delvaljaguarclub.com/events/breakfast-social-haddonfield-bistro/>

Or Paul Merluzzi pawlym@aol.com

April 24–26, 2020

Pumpkin Run Rally (see pp. 12–13)

Millsboro Volunteer Fire Co., Millsboro, DE

Contact: Brian Craig, 215-483-5861 or www.northeastrallyclub.com

April 25, 2020

Philadelphia Concours d'Elegance (see 19)

Cool Cars For Kids—Simeone Automotive Museum

Philadelphia, PA

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

June 6, 2020

DVJC Annual Concours d'Elegance

Historic Hope Lodge, Fort Washington, PA

Pre-registration required for Champion, Driven and Special Divisions

Contact: <https://delvaljaguarclub.com/> or Jim Sjoreen,

jsjoreen3860@comcast.net

September 29 to

October 1, 2020

Jaguars at the Jersey Shore (see pp. 15–16)

Cape May and South New Jersey

Contact: <https://delvaljaguarclub.com/> or Bill Beible at

bill.beible@gmail.com

Other Interesting Events

February 8–17, 2020

Philadelphia Auto Show

Pennsylvania Convention Center

1101 Arch Street, Philadelphia, PA 19107

Contact <https://www.phillyautoshow.com/show-info/show-dates/>



Your Monthly Bill *February 2020*

How soon does “driving season” begin?



By the time you receive this edition of the Purr, Punxsutawney Phil will have revealed whether we will have an “early spring” or six more weeks of winter. This just might be a con job given that an “early spring” in mid-March pretty much coincides with the official first day of spring. While we may be blessed with some good driving days during whatever remains of winter, there are plenty of events to enjoy.

Our 55th anniversary year began with good representation of DVJC members at the Best of Britain evening at the Simeone Museum. The next Saturday, we enjoyed time at the RB Collection and America on Wheels Museum in Allentown. The following Sunday, sixty-nine people enjoyed the Holiday Party at the William Penn Inn. Thanks go out to Paul Trout for organizing and emceeing the event, Irena Merluzzi for the basket raffle and Jim Sjoreen and Noe LaFramboise for conducting the silent auction and club merchandise sale.

Brian Craig is this year’s deserving recipient of the **Kurt Rappold President’s Award** recognizing his tireless service to the club in many “behind the scenes” roles.



In addition to upcoming Monthly Breakfasts, a Saturday tour of the Eastwood Company Restoration Shop in Pottstown is scheduled for March 28. Lunch will follow at the nearby Sly Fox Brewery. Check our [events webpage](#) for more information.



It’s Spring Rally Time! Registration is open now for the Pumpkin Run Rally in Millsboro, DE.



These rallies are not races. The driver/navigator team’s challenge is to follow course directions for prescribed speeds and times. Scores are determined

Your Monthly Bill *February 2020 (continued)*

by how closely you pass checkpoints compared to the ideal times for completing each leg. Before, during and after each phase, there is plenty of good food, refreshments and fun to go around. Give it a try by joining with experienced DVJC rally teams. Brian and Pauline Craig, Tom and Nancy Jones, Bill and Nancy Beible and Steve and Betty Kress are “regulars.” Jim and Denise Sjoeren competed for the first time last fall at Beach Lake. The fall scenery in the Poconos and Catskills was breathtaking. April 24, 25 and 26 are the dates for this spring’s event. Rally information and registration forms are included on page 12—13.

Over the course of the next few months, I will discuss the annual **DVJC Concours d’Elegance**. Understanding, misunderstanding, perceptions and misperceptions of this event vary widely among our members. Hopefully, I can clear some of this up and encourage more people (new and longer-term members) to enter and display their cars this year, June 6.



Concours is the premier public event conducted by our club. Last year, over 1200 paying spectators had the opportunity to see our cars, meet DVJC members and learn about our club. Three organizations, Delaware Valley Triumphs, Friends of Hope Lodge and DVJC work together to stage the Cars and Motorcycles of England/DVJC Concours each year. Jaguars are entered separately from other British marques.

The foremost purpose of the JCNA Concours is to encourage the owners of Jaguars to preserve, maintain and present their Jaguars just as they were when they originally left the factory. They are judged for authenticity, condition and cleanliness. Jaguar Clubs of North America sanctions this event which

means that cars entered for judging are scored consistently with those at Concours conducted by other clubs throughout North America. This is particularly important to JCNA members who compete annually for North American awards.

Cars may be entered in one of three divisions:

Champion – “Everything is judged” – exterior, interior, engine compartment and boot/trunk.

Driven – “What you see” is judged” – exterior and interior.

Display – “Admiration without judgment” – your car is displayed for spectator appreciation.

If you haven’t done so previously, consider putting your car in the show this June. I’ll take a deeper dive into this topic next month.

Membership - Nearly ¾ of our members have already renewed for 2020. Thanks for doing so promptly. DVJC membership levels have been consistent over the past several years. Like all organizations, we do have regular annual turnover. For example, during 2019, twenty-nine new members joined and essentially replaced a like number who did not renew for one reason or another. Nearly 80% of our members renewed from 2018. Maintaining a vibrant club is essential for continuing to attract new members to our group.

The most obvious benefits of membership include social and driving activities, technical knowledge, and the network of experienced people who freely offer advice on service, restoration and maintenance of our cars. Less well known are resources and savings associated with our JCNA membership:

- Hagerty insurance discounts (5%)
- Event insurance coverage from the JCNA master policy
- [Free classified ads](#) on the JCNA website
- [Technical Resources](#) – found in the [Technical and Originality](#) section of the JCNA website
- [Free tool loan program](#).
- Tech line – for phone support
- Discounts on new Jaguars and Land Rovers

Have a Jaguar kind of month!

Bill



Speaking of Things Jaguar - February 2020

By Paul Trout

The Times They are A-Changing...

The future that we motor car enthusiasts feared and hoped would be distant and, perhaps beyond our lifetimes, seems to be racing toward us rapidly. Digital, Electric and Autonomous do not fit in an old school gearhead's vocabulary. A few months ago I received a nice letter from the publishers of *Autoweek* magazine. They were cheerfully informing me that *Autoweek* was ceasing paper publication, but, and they couldn't have stressed this more emphatically, I would still be able to keep up with motoring news on the *Autoweek* Daily Drive email newsletter each day. Naturally I was distressed by this news and wondered how the remainder of my very long term subscription would be handled. My current subscription to *Road & Track* would be extended a month for each remaining issue of *Autoweek* I would no longer receive. *Autoweek* being a 50 issue a year publication and *Road & Track* a 12 issue per year publication means I'll probably never have to renew my subscription to *Road & Track* for the rest of my life and may be able to will a couple of years of it to my kids or some needy gearhead. I have enjoyed holding and reading printed car magazines for over sixty years. I have seen many of them fold over the years, but *Autoweek* was always there. *Autoweek* started as the bi-weekly newsletter *Competition Press* in 1958.



As the name implies, it was an update on motorsports news published bi-weekly. In 1964 it went to a weekly publication and broadened its format to include automobile reviews with a new name; *Competition Press & Autoweek*. The name was shortened to *Autoweek* in 1975, still retaining its newsprint format. In 1986 *Autoweek* changed to a weekly magazine format which it retained until November 2019. The photo on the cover of the final issue was of Jean Behra celebrating his victory with co-driver Juan Manuel Fangio, at Sebring in March of 1957.



The helmet he is wearing in the photo was the inspiration for the *Autoweek* logo that adorned every issue since the first one on July 16, 1958.



Speaking of Things Jaguar - February 2020 (cont'd.)

I'll miss *Autoweek*. Reading the articles in the Autoweek Daily Drive on line is not the same. I'm now down to four automotive magazines delivered by the postman and suffering only slight withdrawal. Having said all of that, let's not conclude that I am not trying to embrace the shift from paper to digital. Certainly digital is better for the planet and, having spent my entire life here, I'm kind of fond of Earth. If *Autoweek* had shifted the entire magazine to digital format, I would have immediately embraced the change. The fifth automotive magazine I read each month is *Jaguar World* in digital format. It is exactly the same content as the paper edition. Reading it on my iPad is just as enjoyable as holding a paper edition in my hands. Some other advantages include not having to look for it or store it or pay as much for it. If the other four were to move to digital format as complete magazines, I would certainly continue my subscriptions.

Another seismic shift is presently underway in the Jaguar universe. The last of the XJs have rolled off the assembly line and the line is shut down. The XJ as we have known it for five decades is gone; Long Live the XJ! The next generation of the XJ, if it is even going to be named XJ will be an EV (Electric Vehicle). This is, perhaps, a bit more difficult to embrace than a magazine shifting to digital format. The final 300 XJs built are all special "XJ Collection" editions. All 300 will be delivered in the USA. The "XJ Collection" series will, as with all Jaguar special edition models, have unique trim and specs. All will be XJL supercharged models with the 470 hp 5.0 liter V-8 engine. The combustion engine XJ is going out with a roar! A roar that will move the long-wheelbase cat from 0-60 in 4.9 seconds and top out at 155 mph.



The "XJ Collection" XJLs will only be available in three exterior/interior colors: Santorini Black or Yulong White Exterior over Ebony/Ebony or Mineral/Ivory interior or British Racing Green exterior over Ebony/London Tan interior. Each will be fitted with 20 inch five split spoke wheels finished in Satin Gray and have an understated "Collector" badge on the boot lid. Inside each will have a unique oak veneer on the doors and dash with a wood and leather steering wheel. The sill plates will be unique with "XJ Collection" branding. The leather wrapped dashboard will have an intaglio of "XJ Collection One of 300".



To reward loyal US customers the Collector Edition is priced starting at \$85,000. That is a full \$12k lower than the standard wheelbase XJ Supercharged. It would be difficult to put one's self into a V-6 XF for less money. At that price the 300 XJ Collector Editions will be gone in short order. Better stop by your local Jaguar store soon.

Speaking of Things Jaguar - February 2020 (cont'd.)



The flagship XJ has had a good long run. You might say the Big Cat has used up all of its nine lives; Series I, II, III, XJ40, X300, X308, X350, X358, and the current model x351. The X351 has been with us now for nine years and its beauty, albeit more modern, is just as timeless as the original XJ6. Throughout its fifty-one years the XJ grew over a foot in length and about five inches in width.

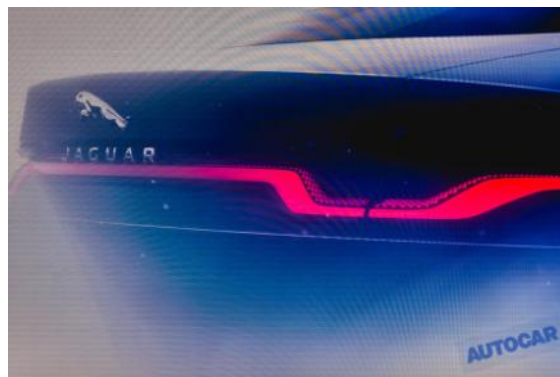


Rumor has it that the new electric XJ, or whatever name JLR gives their new electric flagship, will be shorter, perhaps closer to the XF. The Castle Bromwich plant, which also produces the XE, the XF and the F-Type, is in the process of being refitted as JLR's electric vehicle plant. This is part of JLR's commitment to offer electric options across their vehicle line starting in 2020. I suspect that may slip a bit, but it is coming.

Speculation about the "New XJ" is rampant. Sources close to JLR suggest it will have four electric motors, one for each wheel, making a total of 800 HP. That would make it more powerful than the Tesla Model S and the Porsche Taycan. It is also speculated and shown in artist rendering a grill similar to the one on the iPace.



While unnecessary on an electric car, this, as in the iPace, allows traditional Jaguar styling cues. It also fuels rumors that a combustion engine version may return sometime in the future. A teaser shared by JLR at the Frankfurt Auto Show offered a glimpse of the rear of the car showing classic Jaguar saloon styling with thin Cat scratch taillights feeding into a light strip the width of the boot lid.



Jaguar design director Julian Thomson, in an interview with Autocar, described his thoughts, *"the new XJ would look different from a traditional executive saloon."* *"... "We want to do a car that explores the best of Jaguar."* *"We want to make it a beautiful car, with an engaging drive, a luxurious interior - we'll do each of these our own way. We won't be putting a tape measure on rivals to just match, match, match."*

"We want to present something that challenges the norm, offer an alternative that makes it better and more engaging on all lev-

Speaking of Things Jaguar - February 2020 (cont'd.)

els to own and to drive, that's what we're all about, the love of the car. Jag's positioning of cars is to lust after, to want and desire. We can absolutely do that and it's a fabulous looking thing, for sure." Thomson noted the packaging of an EV would offer increased cabin space, but said that also presented challenges to designers.

Some recent spy photos of a heavily disguised Jaguar mystery saloon indicate that the "New XJ" is well into testing. A launch date has not been announced by JLR.



So, digital car magazines and electric Jaguar XJ's today. What else is coming? Well, I recently read a science fiction novel that was set in 2034 England. Not necessarily important to the plot, but certainly of interest to us was an interesting reference to a Jaguar. The main character was offered a fairly high level government position and one of the perks was a gleaming new Jaguar Autonomous in

British Racing Green. The story went on to describe the experience with the car. Much like with Uber and Lyft today, you call up your vehicle from your smart phone and it leaves its parking spot to arrive at your indicated location at the scheduled time. Since there is no "driver's seat" you just enter through the door and have a seat in the very comfortable cabin. You simply tell the vehicle where you want to go and it proceeds on the route. On the motorway the Jaguar "A" moves quietly at 140-180 mph along with the other autonomous vehicles which communicate with each other to ensure the safety of high speed travel. Aside from the need to slow for exits and travel on secondary roads, the vehicles maintain maximum speed unless they encounter one of the last holdouts with their human driven cars. A few years ago this scenario might have seemed too futuristic to be plausible. Not anymore. Most well equipped cars built in the past couple of years have numerous features that are steps toward the described future. Adaptive cruise control where, while not engaged in actual two way communication with other vehicles, will maintain a designated distance behind the car in front and brake automatically, faster than human reaction time, should a car insert itself between you and the car in front. It is so effective that drivers are now using it to crawl along in bumper to bumper traffic. Sue, unbeknownst to me at the time, tested this approaching a slowdown for an accident on the PA Turnpike. Cruising at 65-70 as we approached the backup, the car slowed to the speed of the cars in the backup (about 3 mph) and maintained a safe distance from the car in front. When we were past the accident scene the car maintained a safe distance as traffic resumed highway speed. It was then that Sue said to me, "Wow that was really cool. I never touched the brake pedal." She had a lot more confidence in the technology than I. Some cars now parallel park themselves and many have very effective collision avoidance

Speaking of Things Jaguar - February 2020 (cont'd.)

systems that bring the car to an emergency stop in a much more controlled manner with a faster reaction time than even a great driver. There are also some cars with a feature that allows “hands free” driving on the interstate using bi-ocular cameras that use the lane markers to keep the car centered. A growing number of tech firms already have autonomous vehicles on the road. Their safety record, while not perfect, far exceeds, statistically, that of regular drivers. All of this technology currently available will be continuously enhanced and expanded, whether we like it or not, on a path toward a faster, safer

and more economic automotive world. Notice the word fun was missing from that statement. How will that affect we who are gear-heads, car guys and classic car enthusiasts? Only time will tell. I suspect we will adapt in one way or another. We have no choice. As Bob so aptly put it... “Your old road is rapidly agin’.....For the times they are a-changing.

Enjoy Your Jaguar!

Paul T

Welcome New Members

Michael Chahbandour
Ewing, NJ

Anthony Tinari
Huntingdon Valley, PA

Andrew & Hope Hurley
Hampton, NJ

Ken Beck
Bethlehem, PA

Brendon McAllister
Lumberton, NJ

Gregory & Sandy Cain
Wilmington, DE

Patrick Scullin
Newtown Square, PA

NORTHEAST RALLY CLUB

PUMPKIN RUN 2020

P. O. BX 547, MILLSBORO, DE 19966

APRIL 24 – 25 -26, 2020

CLASS CHAMPION PRO SOP ROOKIE

(CHAMPION – previous NERC winner) (PRO-using a Timewise) (SOP- regular speedometer) (ROOKIE - no experience) CIRCLE CLASS

*DRIVER _____ Phone # _____

ADDRESS _____

Emergency contact and phone # _____

Email address (please print) _____

*NAVIGATOR _____ Phone # _____

ADDRESS _____

Emergency contact and phone # _____

Email address (please print) _____

*VEHICLE make _____ model _____ year _____ color _____

PROOF OF INSURANCE MUST BE ATTACHED

* IF YOU HAVE BEEN ASSIGNED A CAR NUMBER THAT WILL BE YOUR NUMBER FOR EACH RALLY. WE DO NOT HAVE DUPLICATES OF THESE NUMBERS, SO PLEASE BRING YOURS.

Please list your assigned number _____

IF YOU HAVE NOT BEEN ASSIGNED A CAR NUMBER, PLEASE CHECK HERE _____ AND A NUMBER WILL BE ASSIGNED TO YOUR VEHICLE.

ENTRY FEE: (Rookie Team rate is discounted to \$250)

\$400 entry form, payment and insurance received by **April 10, 2020** \$_____

\$425 entry form, payment and insurance received after **April 10, 2020** \$_____

(Entry fee covers all meals for drivers and navigators)

\$10 each additional person for Friday's dinner \$_____

\$10 each additional person for Saturday's dinner \$_____

\$10 each additional person for Sunday's brunch \$_____

TOTAL CHECK (payable to Northeast Rally Club) \$_____

We plan to attend Friday's Lunch YES NO MAYBE

MAIL CHECK AND INSURANCE TO:

BOB BRYAN, P. O. BOX 547, MILLSBORO, DE 19966

Please list name of anyone that will be coming with you so that we can have name tags,

NAME_____HOMETOWN_____

NAME_____HOMETOWN_____

HOTEL INFORMATION

A limited number of rooms are available at the TRU by Hilton in Georgetown (302-515-2100). For group rates you must reserve by March 28th.

IMPORTANT: Please indicate if you want to join us for a no-host dinner on Thursday night at the Blue Water Grill in Millsboro and how many in your group. Yes and there will be _____ in our group – No we will not be at the dinner.

**For rally questions, contact Bob Bryan 302.934.1246 or email
rhb19966@verizon.net**

CLASSIFIED



1957 XK140 roadster .

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



Contact Bob Costello , 215 542 9941 rocostello1@verizon.net.
Price \$86000.



1986 Jaguar XJ6 Sedan

Location: Jenkintown, Pa Mileage: 30,000 Condition: Good Exterior: Burgundy Interior: Beige Leather
Purchase Price: \$10,000 AS IS



Seller's Description: 1986 Jaguar XJ6 Series III for sale! When one thinks of Jaguar you can't help but associate performance and luxury being in the same machine and this car is a clear display on how this is executed. This 4-door sedan is a very fine example as it has been very well kept and maintained over the years. This One owner Jaguar has 30,000 miles on the clock which leaves plenty of life left in this car to enjoy! Powering this



awesome machine is its original 4.2L inline-six engine. The burgundy paint is in great condition and pairs very well with the tan/beige interior that shows very well also. Other options on this Jaguar include A/C power brakes, power steering, power locks, power windows, power sunroof, power mirrors and more!

Please contact Janie Gregory for more information #267-767-6694

1990 XJS



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Ships from north Carolina.

Steve-484-885-9259 or sas@autospc.com

2002 X Type Jaguar



SAJEA51C32WC08113, Located in Royersford, \$5,000 obo

69,000 miles, Vehicle Report Available-no issues, Garage Kept, Maintained

Inspected till 8/2020, Blue/Green Depending on light
Please call Lou 267-218-5748



Let's spend a few days together "Down the Shore"

♪ *On the Way to Cape May,...* ♪



The weather is wonderful at the Jersey Shore in late September.

A mix of group events and free time is being planned.

Tuesday September 29 through Thursday October 1, 2020 (2 nights).

We will begin our scenic drive at the historic Lucy the Elephant in Margate around 10 AM Tuesday and drive to Cape May through the towns named in the familiar song.

Alex and Teri Giacobetti have invited us for lunch that day at their home in Avalon.

Info to follow as the schedule is developed this summer.

Our hotel will be the oceanfront Montreal Beach Resort.

<https://www.montrealbeachresort.com/>

609-884-7011

*Hotel rooms are still in high demand at this time of year. As such, no "room blocks" are available so you must **reserve a room now** if you plan to (or are considering) join other club members for this event. They have a variety of room types and rates available now on a **"First Come, First Served"** basis.*

*****As of January 30, only thirty rooms remain available.*****

- Deposit for one night required at time of reservation.
- Cancellations more than 14 days prior to reservation – hotel retains 20% service charge from deposit.
- Cancellations 14 or fewer days prior – no refunds.
- No “minimum night stay” restrictions for weekday reservations.

Reservations can be made online or by calling the hotel.

Off-season office hours are 9 AM to 4 PM Monday through Friday.

So that I can maintain a count of participants, please advise me by email when you have made your reservation.

Feel free to call or email with any questions - Bill Beible,
bill.beible@gmail.com, 610-223-1051.





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Jaguar Willow Grove Setting the Pace



2019 Jaguar I-PACE

Jaguar Willow Grove

900 South York Road
Willow Grove, PA

215-443-5900
JaguarWillowGrove.com



Delaware Valley Jaguar Club Breakfast Socials

February 16, 2020

March 15, 2020

10:00 a.m.

**Spring House Tavern
1032 Bethlehem Pike
Spring House, PA 19477**

Phone 215-646-1788

www.springhousetavern.com

**PLEASE RSVP TO <https://delvaljaguarclub.com/events/breakfast-social-at-springhouse-tavern-5/>
Or to PAUL MERLUZZI (pawlym@aol.com)
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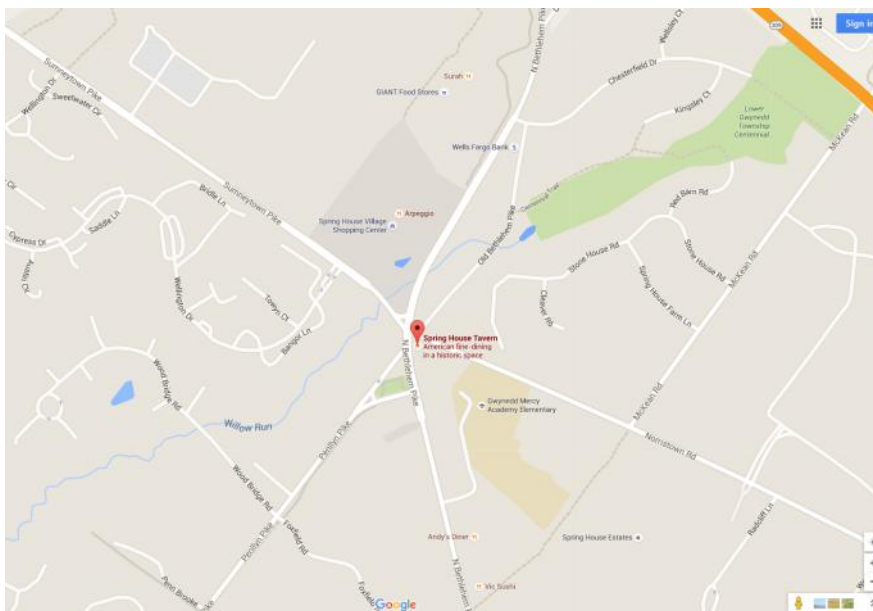
Driving directions from the Pennsylvania Turnpike:

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The Green Lane Growler—To Be or Not to Be Part 2

Article and Photos By Kevin Fitzgerald

In the automotive world 60 years ago, the E-type's design was to be a real game changer. (These days, when I hear it referred to as "iconic," I want to gag. That word has become perhaps the most over-used one in the English language.) Enzo Ferrari called the E-type "the most beautiful car ever made." The low profile, the long curving bonnet, the compact buggy top—we *just love it because it's gorgeous and it goes like hell*. Many automotive historians believe it to be the inspiration for Ferrari's 1962 GTO coupe and, inarguably, a decade later for the Datsun 240 Z.



Unlike most 50-year-old cars, my 1969 Series 2 E-type never gets put away for the winter. Give me a clear sunny day, and I put it through its paces to make sure it's not seeping oil or antifreeze (like it

was last month). I've learned the hard way that a rolling sculpture needs to keep rolling.

Back in 1973, my first Jaguar, a signal red 1968 Series 1½ E-type with 8,000 miles on the odometer, lay dormant for a few months in the rain, sleet, and snow. In April of that year, it was hit from behind on the Schuylkill Expressway in Philly when the brakes locked up. It's still painful to remember the crumpled, mangled mass of metal that used to be the boot. I was lucky the gas tank didn't explode. (Positioning the gas tank in the boot just in front of the rear bumper wasn't William Lyons' most brilliant idea.)



What caused the brakes to lock up I'll never really know; there are too many possible culprits. The brake master cylinder reaction valve is the most likely one, but it could have been a collapsed brake hose, faulty brake servo, rust in the steel brake caliper cylinder, infrequent brake bleeding, etc.—take your pick. By the way, if you ever find your brakes hanging up, don't be coerced into replacing the

The Green Lane Growler—To Be or Not to Be Part 2 (cont'd.)

entire braking system by a so-called restoration expert. That's no kind of diagnosis; you'll never know the exact culprit and you'll pay through the nose. The solution could be as simple and cheap as a new \$24.95 master cylinder reaction valve. So if you're looking for a good mechanic, make sure he's a good diagnostician, like Terry Lippincott in Sinking Spring, PA.

Brake problems are still the E-type's Achilles heel. In my opinion, the original Series 2 brakes can't handle the car's horsepower. And then there's the questionable quality of today's remanufactured brake parts as well as a notoriously complicated brake design. Nonetheless, my E-type occasionally needs to stretch its legs on a long, open straightaway. It responds instantly when I say "Giddy up!" but becomes hard of hearing when I hit the brakes and yell "Whoa!"

In my December article, I noted that an owner's prized vehicle should possess at least four essential qualities: aesthetics, performance, comfort, and safety. But I neglected to rank-order them, so let me be perfectly clear: Safety is *numero uno*. If you don't have that, you have nothing.

In 1969, the Series 2 E-type took a step backward. It sacrificed safety in favor of aesthetics, featuring a wraparound rear bumper but positioning the brake lights lower; currently, my brake lights are a mere 17 inches off the ground.



The Series 1 brake lights were higher, above the bumper. Also, the Series 1 had working side reflectors front and rear—but the bulbs and sockets were deleted in the Series 2, making it much less safe for night-time driving. Why Jaguar did this is anyone's guess. None of the current major parts suppliers has an answer. In a recent phone conversation, Mark, manager of XKs Motorsport (the new restoration wing of the now-defunct XKs Unlimited) explained that he's done a number of Series 2 conversions to working side lights. It's not very difficult, he said, entailing no body work aside from drilling a hole for an electric wire. This upgrade has found a spot on my future agenda. Most likely, I'll be contacting Mike Nitroy from British Wiring in Bally, PA, who has done some amazing work for me. I recommend this company highly.

In 1985, the National Highway Traffic Safety Administration issued new safety standards mandating that passenger cars made after September 1985 have high-mounted brake lights positioned at least

The Green Lane Growler—To Be or Not to Be Part 2 (cont'd.)

34 inches above ground level. That's where the lightweight E-type roof vent I recently purchased comes in; I'm now incorporating it into the factory hardtop. Originally, the roof vent was intended only to extract hot air out of the cabin during racing. But I see it as a way to improve safety: I plan to repurpose it as an additional brake-light assembly, which will position my brake lights as high as possible—44 inches above road level (as long as the hardtop is on the car). I've tentatively installed 17 individual LED lights within the vent, which will activate when I hit the brake so cars behind me will more easily see that I'm braking. This upgrade will help bring my car into the 21st century. The picture here shows my rough fabrication so far; I have a lot of finishing work still to do.



By the early 70s, the E-type was witnessing **the end of an era**, in the words of author Chris Harvey. Remember those clunky black-rubber bumperettes on Series 3 bumpers? They clearly changed the look of the car but were necessary to meet the new safety standard. In 1975, as the last E-type was rolling off the assembly line, catalytic converters were mandated on all U.S. cars, with a corresponding phase-out of high-octane leaded gas, which the XK engine still prefers.

In Part 3, the third and final installment of my “To Be or Not to Be” series, I’ll describe the improvements I’ve made to my car as part of the ongoing renovation (rather than restoration). I don’t apologize for upgrading so many parts or for the total number of allowable deductions I take in the JCNA Concours special modified class (and there’s plenty of ’em). In the immortal words of Edith Piaf, “Non, je ne regrette rien.”

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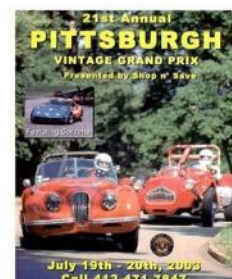
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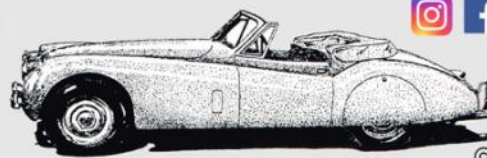
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