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# The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

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*April 2020*

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## Farewell Roving Reporter



DVJC lost a beloved member in March 2020. Mike Tate championed the Delaware Valley Jaguar Club like few others. Please see Bill Beible's comments on page 5, Paul Trout's remarks on page 15 and Paul Merluzzi's tribute on page 17 and poem on page 20. He is truly missed.

**DVJC Celebrating 55 Years!**





**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 38 & 39..

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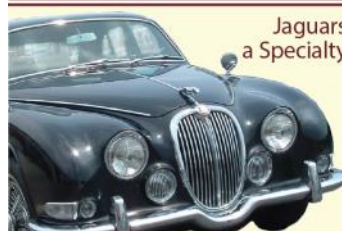
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## MEMBERSHIP RATES

Single/Family  
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\$75.00 per year / postal  
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Club Historian	TBD		
Club Merchandise	Noe LaFramboise	609-771-1230	jagnoe@att.net



# Upcoming DVJC Events

- April 18, 2020 (Cancelled)** **DVJC Breakfast Social**  
**Bistro at Haddonfield**  
**57 Kings Highway East, Haddonfield, NJ**  
<https://delvaljaguarclub.com/events/breakfast-social-haddonfield-bistro/>  
 Or Rich Rosen [rosen244@verizon.net](mailto:rosen244@verizon.net)
- 9:30 A.M.**
- April 25, 2020 (Cancelled)** **Philadelphia Concours d'Elegance (see 27)**  
**Cool Cars For Kids—Simeone Automotive Museum**  
**Philadelphia, PA**  
 Contact: <https://coolcarsforkids.org/>
- May 17, 2020**
- Annual Triumph / Jaguar Delaware River Scenic Tour**  
**Starting at Yardley Inn**  
**82 East Afton Avenue, Yardley, PA 19067**  
[Click Here for information](#)  
 Or Rich Rosen 609-923-7655 [rosen244@verizon.net](mailto:rosen244@verizon.net)
- 9:30 A.M.**  
*Please RSVP*
- June 6, 2020 (Cancelled)** **DVJC Annual Concours d'Elegance (see pp. 7 & 8)**  
**Historic Hope Lodge, Fort Washington, PA**  
**Pre-registration required for Champion, Driven and Special Divisions**  
 Contact: <https://delvaljaguarclub.com/> or Jim Sjoreen, [concours@delvaljaguarclub.com](mailto:concours@delvaljaguarclub.com)
- September 29 to October 1, 2020**
- Jaguars at the Jersey Shore (see pp. 23 & 24)**  
**Cape May and South New Jersey**  
 Contact: <https://delvaljaguarclub.com/> or Bill Beible at [bill.beible@gmail.com](mailto:bill.beible@gmail.com)
- October 23—25, 2020**
- Pumpkin Run Rally (see pp. 20 & 21)**  
**Millsboro Volunteer Fire Co., Millsboro, DE**  
 Contact: Brian Craig, 215-483-5861 or [www.northeastrallyclub.com](http://www.northeastrallyclub.com)

# Other Interesting Events

- May 2, 2020 (Cancelled)** **25th Annual Lewes British Motorcar Show**  
**Lewes Terminal of the Cape May—Lewes Ferry**  
**43 Cape Henlopen Drive, Lewes, DE 19958**  
 For more information [click here](#)





## Your Monthly Bill *April 2020*

**19, 20 & 55**

Three numbers we'll remember for a long time!

Covid – 19  
2020  
DVJC 55<sup>th</sup> Anniversary

What a “Pick Three”!

I hope each of you and your families and friends are all healthy and getting through this time of “social distancing” without too many challenges. In fact, with spring coming, we have a little extra time to get our cars prepped for the driving season.

Fortunately, things were still pretty normal early in March and the Amelia Island Concours d'Elegance came off without a hitch. What an impressive collection of magnificent and historically significant automobiles! Nancy and I were there for the first time and look forward to a repeat visit. At the beginning of the show, we saw Mike and Susan Wolf and found Bob DeLucia with Dave Hutchison a short time later.

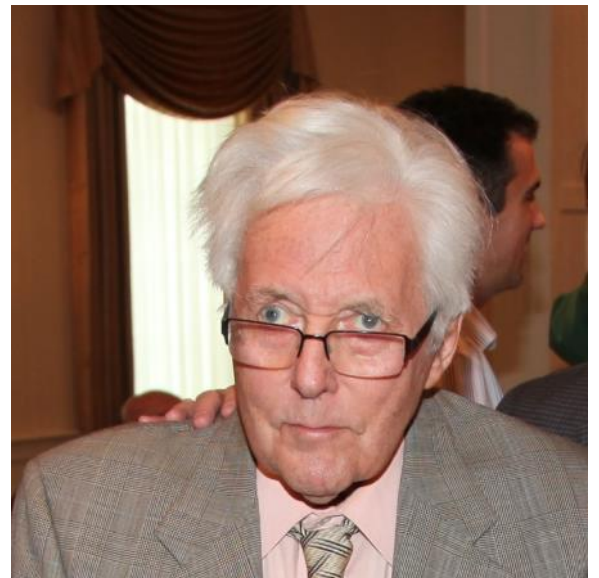
While browsing through some vendor tents toward the end of the day, I came across a book that had been recommended to me one or two years ago. The Last Open Road, by BS (Burt) Levy, is a truly hilarious trip through the 1950's by a young mechanic working in a Sinclair Station in Passaic, NJ. XK120's and other British sports cars are interwoven through this saga along with an up and down developing relationship with the niece of the crusty owner of the station. The lure of the cars and early racing at Watkins Glen, Elkhart Lake, IN and Grand Island, NY “complicate” his life. The book is readily available on Amazon.

Speaking of open roads, as I write this, I am contemplating our trip home from Florida .... not sure what to expect but, at least, the roads are better than 100 years ago!



### **Mike Tate**

I know that all of us who had the pleasure to know Mike “Timex” Tate will miss him and remember him fondly. His extensive knowledge of our favorite marque was made even more credible by his beautiful British accent. Mike was “all in” with DVJC throughout his 25-year membership. Be sure to read Paul Trout's and Paul Merluzzi's beautiful tributes to Mike.





# Your Monthly Bill *March 2020 (continued)*

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## JCNA Annual General Meeting

The 2020 AGM scheduled in Las Vegas for March 20 – 22 was postponed until August 21 – 23. It will take place in the cool, refreshing summer weather in Columbia, South Carolina. In order to still share information and capture the input of delegates on a variety of topics, the meeting was conducted by video conference. Despite some challenges using that technology for a large group meeting, there was good discussion that will factor into decisions and recommendations going forward. Per JCNA By Laws, formal votes on proposals have been delayed until the “face to face” meeting in August.

Two renowned authors from DVJC earned 2019 JCNA **Newsletter Awards** for their contributions to the Purr:

- Paul Merluzzi won 1st place in the Event Article category for his writing on the “DVJC Tour of the NB Center for American Automotive Heritage,” published in the August Purr.
- Paul Trout earned 2nd place honors for his article in the Heritage category for his October edition article entitled “The X-100, Special Editions.” Paul also placed 1st in this category in 2018 and second in 2017.

Over the years these awards have been given, DVJC members have represented us well. Brian Craig was a 2018 winner for his photo of a helmeted Kurt Rappold competing for the final time in our Slalom. Mike Tate was recognized many times for his colorful and insightful articles.

## Getting through the Coronavirus Disruption

The DVJC Board of Directors is actively monitoring the constantly evolving impact of the Covid-19 outbreak. Many of our events have been cancelled and others surely will be. As con-

ditions improve, we will add events and adjust the calendar so we can safely resume the wide range of events we all enjoy. In consultation with our partners, Hope Lodge and Delaware Valley Triumphs, the Concours d’Elegance/CMoE scheduled for June 6 has been cancelled. The “go/no go” decision could not reasonably be postponed further due to the evolving timeline and the effort and lead time required for “advance work” lining up sponsors, vendors and others who are integral to a successful show. Please pay close attention to the website calendar for the most up to date information.

To constructively occupy some of your time while maintaining your social distance, in addition to jigsaw puzzles, reading, cleaning and organizing those long-neglected areas of your house or garage, Alan Brown has volunteered to produce and direct a video about judging Concours cars. It should premier on our website in the near future.

Tom Shaner is taking the lead making it easy to use the Member Forum on the DVJC website, like our own “Pinterest page.” Anyone who has login credentials can start a conversation, post photos and share information with the other club members. It is also an effective way to put out a plea for help when you are doing a few extra things with your Jaguars – repairs, paint, specific model expertise and so many others. Give it a try as a convenient way to stay connected with each other. And remember, you can also reach out to individual members using their contact information in the membership directory on the website.

I encourage every DVJC member to think about something he or she can share with others in our club to keep us connected with each other – interesting videos or movies to watch, a U Tube video of something you’re doing, good books to read or anything else you think would be interesting.



## Your Monthly Bill *March 2020 (continued)*

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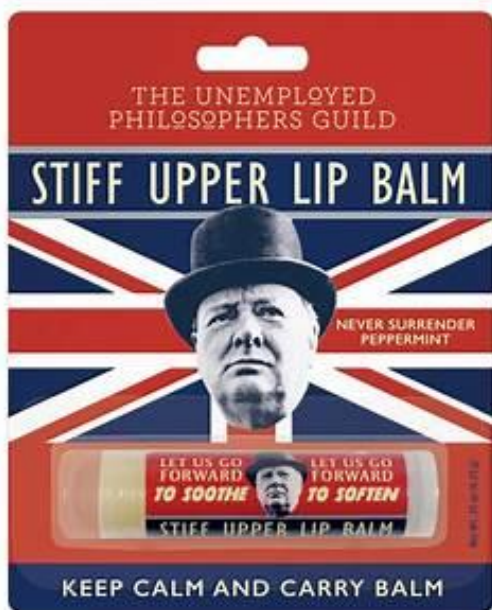
### JCNA Resources

If you are tackling some more extensive work on your cars, remember that JCNA has helpful resources available including the [Tool Loan Program](#) and [Technical Helpline](#)— including service manuals – no cost to JCNA members. Use these links to get complete information. These resources are available to all JCNA members at little to no cost. Maintenance Manuals and other publications can be purchased at reduced costs by JCNA members from the [Jaguar Shoppe](#).

I am sure Sir William Lyons used some of this during the tough periods in both Jaguar and British history. We can surely persevere through the current virus situation, especially if we keep it in perspective and communicate regularly with our families, friends and fellow DVJC members.

All the best,

*Bill*



From *The Purr* April 1999



It has very low mileage. The former owner only drove it when he could get it started.

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## Welcome New Members

Gudmund & Roberta Iversen  
Swarthmore, PA



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## Cancellation of the DVJC 2020 Annual Concours d'Elegance

By Jim Sjoreen

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### **JCNA Sanctioned Concours d'Elegance Saturday June 6, 2020**

It is with the utmost regret that I need to inform you that both the Delaware Valley Jaguar Club's Annual Concours d'Elegance and the Delaware Valley Triumph Club's Cars & Motorcycles of England Show scheduled for June 6, 2020 at the Historic Hope Lodge in Ft. Washington, PA have been cancelled.

Several factors associated with the corona virus led to this decision by both clubs, including existing and potential travel restrictions and the uncertainty of whether or not Hope Lodge would be open to the public, which it currently is not. The most important consideration was the potential risk to volunteers, show participants and general spectators, many of whom fall into the high risk categories for infection. This risk is simply one we were not willing to take given what we know at this point in time.

Consideration was given to rescheduling one or both shows later in the year but as many of you are aware, the late summer/early fall timeframe is already a busy time for cars related events. Not knowing the duration or scope of this medical crisis makes it very difficult to plan around a calendar of events that will likely be subject to many changes over the coming months.

Both clubs look forward to continuing the partnership with The Friends of Hope Lodge as we look to host the 2021 Concours d'Elegance and Cars and Motorcycles of England Show on June 5, 2021. We would ask you to check the club's website, [www.delvaljaguarclub.com](http://www.delvaljaguarclub.com) for updates on this and other events.

On behalf of the DVJC Executive Committee, we wish you, your family and friends good health through this unprecedented time.

Jim Sjoreen, Concours Chairman



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## Speaking of Things Jaguar - April 2020

By Paul Trout

### Speaking of Things Jaguar....

#### Things Have Changed...

It wasn't all that long ago that our world felt somewhat normal. Then the virus started leaving China and the market started tanking like it was 1929. Sue and I were scheduled to leave for our annual Florida break on Thursday March 5<sup>th</sup>. We had already decided against staying at hotels and eating in restaurants on the way down. We opted instead to stay with my brother in South Carolina. Who in their right mind would buy a car in the midst of this turmoil? Apparently, someone who has been infected with Jaguar Car Enthusiast Disease. JCED is a lesser known pandemic that is highly infectious to males. Among the symptoms is a need to accumulate "Things Jaguar"; books, magazines, cars...



As many of you know, I have been

searching for quite some time for just the right XK8/R convertible. The only consistency in my narrow criteria was that it had to be a 2003/4 model. Since those two years were the beginning of the production ramp down in anticipation of the new XK introduction with a total of only 6813 convertibles built, finding a good low mileage one in any color was going to be a challenge. Finding one in a specific color and spec would be an even greater challenge. While the color requirement seemed to shift from time to time, causing a suggestion by some that I was chasing a "Chameleon Unicorn", there were two colors that consistently topped the list; Zircon and Seafrost. As I mentioned last month, for months I would scan numerous websites seeing mostly the same cars over and over. On the rare occasion a new one would pop up and I would dig a bit deeper. Usually there would be one or two things about it that would cause me to continue the search. Way back in June I thought I found "The One" in North Carolina, even though the color was on the fringes of my color list. I emailed back and forth with the dealer, who specialized in X-100 Jaguars, and decided to enlist the aid of my brother in South Carolina to take a drive across the border and give it an inspection and test drive. He found the dealer to be a really nice guy and the car to be in very good shape. It even had a factory wind blocker. Neither the dealer nor I had ever seen one of those before. In the end I



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

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decided to pass because it just wasn't really a color I was searching for and it didn't grow on me. It sold less than a week later. I sent an email to the dealer congratulating him on the sale and offered my list of criteria for the right car. I moved on and continued the search.

Months later, in the midst of a bit of a health issue, I got an email from that dealer indicating he had a car that seemed to fit my criteria and he hadn't put it up on his website yet. I emailed back explaining my situation and told him I was sorry but I just couldn't deal with it at the time. He was very understanding and expressed more concern for my health than for selling a car. As the health issue became less critical and morphed into a new normal for me, I checked his website and there it was; the "Chameleon Unicorn"...perhaps. Around the same time another car surfaced that was a bit more local. I decided to check that one out first, risking losing the other one. If you read last month's "Speaking of Things Jaguar", you know the story of that sad XKR. So, with a couple of days left before leaving for Florida with the market tanking and the epidemic spreading, I started quietly negotiating with Val, at ValEurosport, LLC. On the Monday while in the middle of frantically trying to renew my almost expired driving license and get a Real ID at the DMV, I talked with and reviewed photos from a pre-purchase inspection agent I had contracted. On the Tuesday before the

Thursday morning of our departure, Sue returned from her exercise class to be greeted with..."I have news; I just bought a car!" I wasn't quite sure what to expect as a response. "Congratulations!" and a hug (this was well before social distancing) followed. Of course the obvious question was "How are you going to take delivery while we are in Florida?" I had made a deal with Val that he would keep the car in storage until I returned home. With visions of an XK8 convertible dancing in my head, we drove off to Florida with a stop in South Carolina.

Since I had not seen my brother for several months we decided to spend a day at his place before proceeding on to Florida. My brother, while he likes my XKR and owns a Triumph TR6, is a Porsche guy.



I get that. In fact I must admit a couple of turn of the century Carreras caught my eye during the long Jaguar search.





Friday morning we decided to run an errand to a town about an hour away and take his Porsche 911/964. His 911 is a Guards Red over tan leather coupe. It's a very pretty car. I hadn't ridden in it for quite some time, so I was looking forward to the trip as I was sure he would take us on some fun roads. He did. The experience of riding in that vintage Porsche is a bit different than in my XKR, though both cars are almost contemporaries. The cockpit is a bit smaller and the windscreen is a bit closer. You feel a bit closer to both the road and the engine. And there is that unique "soft clunk" as you close the door. The trip was mostly over rural roads with sweeping curves through flat South Carolina farm land. We may have exceeded the posted speed limit once or thrice. On the way back, after we left the town, he pulled over and said "Why don't you drive a bit." And he followed it with "Have some fun." Now I had driven the car before. In fact I drove it before he did. He purchased the car up here several years ago and had asked me to look it over and test drive it before he came up to look at it. I remember my brother telling me afterward that the seller asked him if his brother raced cars. Can't imagine why he would have asked

that..."

So, off we went. My brother's 911 has a Tiptronic transmission which is an automatic that can also be used as a sequential manual. It is actually a lot of fun for a two pedal car. When I first drove the car it felt a bit counter intuitive as you push the stick forward to go up a gear and pull back to downshift, but once you get past that it shifts way faster than you can push a clutch and move the stick. The experience sliding behind the wheel of a Porsche is a bit different than with my XKR. Once you settle in, the driving position is a bit more upright and you have a very large tachometer staring you right in the face. Porsche has always prioritized the tach in their dashboard design. Knowing how fast you are going is secondary to knowing what that flat six is revving. Once the speedometer needle swings past about 115 you can't see it without leaning forward, which at that speed is secondary to most everything else. I know this from experience. The XKR feels like you are sitting in a high performance luxury GT with walnut and leather all around you. The Porsche feels like a no nonsense sports car. The view over the steering wheel is of the short sloping nose and plenty of road. On the road the feel is also vastly different. While the XKR has a 120 hp and a 75 ft lb torque advantage, the Porsche is over 500 lbs lighter, so actual performance is fairly close in a straight line. The overall size difference is significant with the Porsche being more than a foot and a half shorter, and a full two inches narrower. Aside from the overall dimen-



sions, the difference that is felt most on the road is the wheelbase that is a foot and a half shorter with a five inch narrower track. While the suspension design is relatively the same with MacPherson Struts in the front (Porsche had abandoned torsion bars for the previous model 911) and semi-trailing arms in the rear, the experience is quite different. The XKR suspension absorbs the irregularities of the road; the Porsche communicates them. The 911 has much more of a traditional sports car feel. While I limited myself to about 7/10 driving I could feel the 911 wants to be pushed and loves twisty bits. Through slightly tight and long sweeping curves it remained well planted communicating the road surface without yielding to it. Acceleration, despite the difference in horsepower, is fairly close, but the sensation is quite different. The XKR launches like rocket and pulls like a freight train. Give it the loud pedal and it just wants to keep you deep in your seat for as long as your confidence will allow. In Sport Mode, as the engine approaches the redline, the upshift is no longer subtle and there is no lag in the acceleration rate. However the loud pedal isn't all that loud on the X-100 XKR other than the sound of the supercharger whine. With the 911 in the manual mode of the Tiptronic you need to be more involved than planting your foot and holding on. An eye on the tachometer is required as the needle moves clockwise quite swiftly and you need to push the gear lever forward as it swiftly approaches the redline and the flat six behind you howls. As with the Jaguar, you are in triple digit speed

very quickly. Curves tended to come up prior to need in fourth gear and the Tiptronic blip shifts down very nicely under heavy braking prior to entry. Through the apex and out of the curve the 911 really shines. You really feel one with the car. The combination of grip, acceleration and howl created two big smiles every time. I have had similar spirited drives in the XKR with similar smiles, but the experience was a bit more subtle; more of a high speed motoring feel.

When the X-100 was introduced, the Porsche 911 was among the competitors in the target market. The automotive press conducted a number of comparison tests that included the Porsche 911. The comparisons tests resulted in a fairly consistent theme; the Jag had the grand touring balance right, while the Porsche supplied better driving fun. Similarly priced, the Jaguar had better performance, comfort, ride and luggage room, but the Porsche was a better driver's car. *Car* magazine did a head to head test between the XKR, Aston Martin DB7, BMW 840i, Mercedes Benz SL60, and Porsche 911, and the finalists came down to the XKR and the 911. The XKR came out on top with *Car* stating "the Jaguar handles the drama for you so your drive will be more relaxing....The Jaguar's monstrous, relentless torque is wholly addictive and completely thrilling, but you can arrive at your destination unshaken even though you've been stirred."

I think the journalists back in the nineties fairly well summed up my experi-



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

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ence with my brother's 911/964 vs. my XKR. However, once in a while relaxation is overrated and I like to be shaken AND stirred....

So, next morning we continued our journey south to what we had hoped would be a couple of weeks of beach-front relaxation. Those XK8 visions were still dancing in my head, or at least while Sue was driving. A couple of days after settling in and enjoying the beach, I decided to take care of a couple of things to prepare for the new arrival. I called Hagerty and insured it, called Spaceman in Morgantown to reserve another storage space and ordered a car cover. As we proceeded into the second week with the pandemic worsening and the restrictions growing, our self imposed quarantine and sanitation protocol was starting to get pretty old. We decided it was prudent to head back home early. Northbound traffic on I-95 was much heavier than normal with many snow birds returning to their northern roosts. Every time we passed a fast food restaurant we could see long, long lines of cars. We had packed our lunches to avoid that. Returning to my brother's was quite different than it had been just a short time before. Social distancing was awkwardly practiced; virtual hugs only. Grateful for the stopover, we left early the next morning. Crossing South Carolina and heading north toward I-81 things seemed pretty normal. But when we crossed into North Carolina we started seeing electronic signs saying "Save Lives, Stay Home!" Home was where we were headed and staying there was our plan.

Crossing the Pennsylvania border gave us another reminder that things had changed in the short time since we left. The rest stops on I-81 were all closed with their entrances blockaded and the rest stops on the turnpike were closed except for gas. There were lines of portable toilets curbside. There was an eerie lack of traffic and empty parking lots as we drove through Morgantown. A tremendous feeling of relief fell upon us as we pulled into our driveway. The next morning I emailed Val at Val-Eurosport to let him know we had come home early and we could now take care of final paperwork and arrange transport. As pandemic related restrictions were getting tighter and more broad based, we began to be concerned that non-essential truck traffic might be affected. I got an email a couple of days later saying the truck was picking up the car the next day with delivery scheduled the following day. The following afternoon I got a text with a picture of the car being loaded onto the truck.



I got a call at about 4pm the following day from the dispatcher saying the truck would be at the intersection near my address in 13 minutes and that, based on Google Earth, he would pull



off onto the shoulder. I told him to tell the driver that I would be keeping my distance and he should not take it personally. So, armed with my nitrile gloves, a bottle of hand sanitizer and a Clorox wipe I walked up to Rte 23 and waved the driver down. We kept our distance and used the “lay it down and I’ll pick it up” protocol for the signature. As the truck pulled away I wiped the door handles and interior down with the Clorox wipe. I drove my new car about a quarter mile down to my garage. It had a bit of road dirt on it, so, despite the chilly temperature, I gave it a good washing. Then I stood back with a smile and admired the Chameleon Unicorn; My 2004 Jaguar XK8 Convertible in Seafrost over Ivory with a tan top had arrived!



I know Wayne Carini of “Chasing Classic Cars” says it is all about the hunt, but sometimes it just feels good to savor the prize. Now, let’s go see if any Jaguars have shown up on Bring a Trailer today.....

**Enjoy Your Jaguar!**  
**Paul T**

### ValEurosport

If you are considering the purchase of an X-100 Jaguar, I would highly recommend you to have a look at [www.valeurosport.com](http://www.valeurosport.com). I have found Valentin Cristea, the owner of ValEurosport, to be friendly, honest and fair. I investigated one car and purchased another from him and found both experiences to be excellent. He specializes in X-100 Jaguars and always has an inventory that is well worth viewing, even if you aren’t in the market. His current inventory includes two 2006 XK8 convertibles, one in Zircon and one in Frost Blue, and an Onyx White 2005 XK8 convertible. He also has three XKR’s coming soon; a 2003 in Quartz, a 2005 in Zircon and a 2006 in Salsa Red. Currently, due to the Covid-19 crisis, he is offering free shipping on any car in the inventory to anywhere in the world. Have a look at his website; it’s always fun to browse Jaguars on line.

### Farewell Roving Reporter

March 12<sup>th</sup> was just a day like so many others and it was just another email titled “*Timex*” Tate. When I opened it, the day got very sad. The sadness of losing a friend can be deep and relentless; it was. I didn’t know Mike Tate as long as many in the club and certainly not as long as I wish I could have. The last time I saw Mike Tate was July 14<sup>th</sup> of last year at the DVJC slalom. I will cherish that day. We



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

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spoke of things Jaguar on the way to the high school and back. He spent the event sitting rather quietly with a longing look in his eyes. His days of driving his beloved Jaguars were past him. I think Mike had over twenty Jaguars during the span of his life. Few enthusiasts can or will be able to say that. His last was his Black X-Type Estate. He held on to that after his driving days were over, choosing to enjoy riding in it with his grandson in the driver's seat.



Mike had a profound influence on me and my relationship with DVJC. Firstly, he taught me and a lot of others how to say Jaguar properly. Who can forget him leading the Holiday Party attendees in choruses of "Jag..U..Ar. I can draw a direct line from those choruses to my grandson at the age of six correcting people who

were saying "Jagwire" or "Jagwaar". It is because of Mike Tate that I write this column each month. Mike wrote a monthly column in the Purr entitled "The Roving Reporter" for many years. It was an eclectic mix of Jaguar news and anecdotal stories of his Jaguars. It was very entertaining and reflective of his dry British wit. When he decided to hang up his pen I offered to try my hand at it. We met over lunch and I told him that he would always be the "Roving Reporter" as I was going to call my offering "Speaking of Things Jaguar..." He smiled and wished me well. Whenever he would see me after that, he would tell me how much he enjoyed reading my column. That meant a lot coming from the "Roving Reporter." Mike also set the standard for organizing and hosting the annual DVJC Holiday Party. When he decided to retire from those duties, I again decided to follow in those large footsteps. After my first attempt at hosting the party, he simply said "Nice job; you'll do." That also meant a lot.

Little did I know, as we exchanged waves when I dropped him off at his daughter's house on that July afternoon that it would be the last time I would see him. I think of him whenever I write "Speaking of Things Jaguar" and now it will be with a touch of sadness until the fondness of the memories erode that away.

Farewell Mike Tate, you will always be the "Roving Reporter."



Mike was my first and oldest friend in the DVJC. He made me feel so warmly welcomed when I joined the club about seventeen years ago. I loved him from that moment on – he just made things seem better when he was around. Mike was a beautiful human being, and I have proof of that claim. The picture below of a young, 2-year-old Mike and his first prize trophy are from the 1933 Paramount Children's Beauty Competition presented by Cow & Gate LTD. Cow & Gate was a British dairy products company - which expanded into milk bottling, distribution, and baby food production. The brand survives today as a specialist baby food company, owned by Netherlands-based Numico.



Mike seemed eternally happy and always had that wonderful twinkle in his eye when he was putting you on. The first time I saw that twinkle was at one of our holiday parties shortly after I joined the club. I sat at his table and he introduced me to the very attractive young lady sitting next to him as his “trophy wife.”

Of course, it was his daughter, Suzanne, who quickly corrected him. Mike organized and emceed our holiday parties for many years and never failed to include a lesson in the proper British pronunciation of ‘Jag-U-ah’.



Mike was a collector of all things Jaguar. His model car collection was extensive as was his collection of books, magazines, and memorabilia. A few years ago, he gave a lecture on the various versions and designs of the famous Jaguar ‘leaper.’ The lecture was presented at the beautiful home of Alex and Ana LaRoche, who now own much of Mike’s collectibles and memorabilia. I thank Alex and Ana for keeping the collection, and the associated memory of Mike, in the club.





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## Michael J. “Timex” Tate (continued)

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I always enjoyed chatting with Mike. Before he and Mo moved to Michigan, I used to give him a ride to/ from the Officers and Directors meetings that were then held at Main Line Jaguar in Wayne. We talked about all things imaginable on the one-hour round trip – mostly focused on cars, Formula 1 racing, and politics. I always bought donuts and coffee for the group and Mike reminded me to get a few apple-filled donuts so that he could tell Mo he had fruit for breakfast.

Mike suffered through several health issues over the last five or six years and there were a few times when I thought we were going to lose him. Even the doctors caring for him were not optimistic at times. But Mike always bounced back, earning him the nickname of “Timex Tate” because he took a licking but came back ticking (I assume most of you are old enough to remember the John Cameron Swayze commercials). Somehow, his resilience always reminded me of the image I have of the British during WWII – the very “stiff upper lip,” undaunting in the face of adversity. Maybe he was old enough to remember living through those times in Britain during the German bombing. Whatever the cause, there was a certain toughness about him that took over when it was needed.

I am sure that another factor was his wonderful family; his wife Muriel (aka Mo), sons Russell and Gary, and the aforementioned daughter Suzanne. I was sad when he and Mo moved to Michigan to live with Russ and his family – sad because I was concerned I might not see him again. But they returned to visit with Suzanne and Gary. Irena and I took them to lunch and a movie during their return visits and were joined by Paul and Sue Trout on one of the occasions.



Suzanne wanted to share some memories with club members:

“One of the best memories I have as a kid is dad taking us on frequent trips to Toys R Us. That was the norm on many Saturdays and Sundays. It was a great perk to have a dad with a love of cars.

Dad started a collection for me when I was young since he travelled all over the world for work. I have dolls from numerous countries which I will and have always treasured. In addition, many must wonder when visiting my home, why I have Jaguar stuffed animals displayed throughout the house.

Dad had an amazing model car collection with thousands of unique cars, rare model car kits, and rare radio-controlled cars. He opened his home in Pennsylvania to photographer James Mann, dug out all his collection, poured a glass of wine (always enjoyed a cold drink) and detailed notes about the collection. The collection is published in *The Complete Guide to Jaguar Collectables* by Ian Cooling. Worth taking a look!!

The love of dad’s life (besides his wife, Mo) was his little dog Midge. When the time comes, they will be put to rest together.



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## Michael J. “Timex” Tate (continued)

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Up until the end his full head of hair was always neatly brushed. We would comb it and you could see a twinkle in his eye.

Dad had a love for all his grandchildren, Ashley, Meghan, Christian, Michael, Sydney, Dylan, and Gabrielle. Never forgot a birthday, asking how they were, and sending his love. A favorite memory for them is jumping in the Jag and heading out for ice cream. Although mom and dad left England in the 70'S the love for a spot of tea was always part of the day. The whistle of the kettle several times a day was the norm...not to mention a biscuit or chocolate to have on the side.

Dad was by far the most positive man I know! The saying "I have never, ever, been better" when asked how he was doing will live on forever!"

Eldest son Russell recalls that memories of his dad were often associated with smoke.

"For example, as a young lad in England, I can still remember cruising down the motorway at more than legal speeds back when he still chain-smoked cigarettes. It was like the famed London fog was swirling around me inside the car. I don't know how he could even see the road. "Smokin' Mike Tate" he was! And obviously, I survived.

Years later, our house caught on fire... spontaneous combustion caused by extreme summer heat and oily rags discarded in the trash can after dad worked on his XK 150 S. My bedroom was directly above the garage and, luckily for all in the house, I woke up in yet another London fog, and then woke up everyone else. Dad just happened to be away on business. Miraculously, the XK was basically unhurt. Even more miraculously it had a slow fuel tank leak and, somehow, didn't blow up or blow me up with it. The house wasn't so lucky. The XK 150 and we were out of it for a year while it was rebuilt.

I'll leave the smoking Lucas electrical parts stories for

another time."

Mike owned more than 20 Jaguars during his lifetime, and Russ recalls the following (the list is likely incomplete) in approximately historical order:

1. Mk 7M
2. 3.8 Mk 2, white (traded that in for a Triumph Spitfire), big mistake.
3. 3.8 MK2 S
4. 1959 3.4 XK 150S with overdrive. Purchased in Jamaica for \$1,000.
5. 1986 XJ6 Series 3 (Hong Kong)
6. XJ40
7. XJ6 C - Coupe. Very rare car these days.
8. 1973 Series 3 E-Type (V12)
9. 3.8 white MK 2
10. 1934 SS1
11. Series 1 Xj6 - this one was a disaster. Impulse buy :)
12. 1987 V12 XJS OTS
13. S Type Jag - Sea Foam color
14. Maroon color XJR
15. Series 1.5 E-Type OTS
16. XJR 100 - the Centennial edition.
17. Green XJS V12
18. Opalescent Blue 1968 420
19. Red XJS V12
20. Black X-Type Sportwagon
21. 2007 blue XK Coupe
22. Plus 1 black XK 150 parts car back in West Bloomfield. Remember that? I switched the gas tank from that one to the white one!

My favorite was the Opalescent Blue Jaguar 420, which I had the pleasure of driving to and from the Simeone Museum when we had several club cars displayed during the 2015 AGM. Mike was hospitalized at the time, so was not able to attend the AGM functions that weekend.





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## Michael J. “Timex” Tate (continued)

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He also owned some other notable cars:

1. 1970 Triumph Spitfire
2. 1991 Mustang Cobra (teal)
3. 1995 Mustang Cobra R. Supposedly this car could only be purchased if you had an SCCA racing license. Yet, somehow, he purchased it. They only made 250, with a 5.8 liter "Windsor" engine. This was an awesome car. I Remember taking it up to almost 150 on the PA Turnpike as my heart was about to burst out of my chest. It was like it was on rails. Truly a racecar for the road!
4. Red 1972 Porsche 911 Targa.

Gary would like everyone to know that he took seven of Michael's model Jaguar cars to the hospital for dad to have at his bedside – an XK coupe, XJS convertible, F-Type concept, S-Type, Mark X Saloon and a 420. Gary placed the XK in his hand and the 420 on his chest. Dad managed a grin, mumbled “I have never,

ever felt better” and passed soon after that. He was finally at peace after seeing all his family in person and via Facetime and then having a Jag to hold.

Mike passed away on March 12, 2020 and the family is in limbo right now regarding plans for a memorial service because of the widespread COVID-19 disease. That in itself is sad. We will let the club know as soon as final plans can be made.

The Tate siblings want you to know that "Mum (i.e., Mo) is doing OK. Obviously she is still going through the grief process, but getting a little better every day. We are doing everything we can to help her through it. She's strong, but she misses her man after 63 years of marriage.

Thank you to Suzanne, Gary, and Russ for their memories and to Gary for supplying the pictures for this article.

### *Michael J. Tate*

*This room seems empty now ...  
The dead do not feel the gloom,  
smell the flowers, raise their voices in song.  
Yet somewhere, somehow they continue to live,  
Finally, and forever, released from this room.*

*After holding a loved hand and losing a loved hand,  
The still moment becomes the drama, and we wonder,  
Did God shape us, breathe life into us, take us in death?  
We still wonder, is there a will to each life?  
Will we all be cleansed by the solvent  
Of the Almighty's breath?*

*We are but a trifle in the ever remaining,  
So this, too, may pass and leave no traces ...  
Except the memories of our cherished friends,  
Whose stimulating thoughts and words of comfort  
Linger in our mind's most prominent places.*

*Michael, you have gone too soon and I miss you.  
Yet somehow I manage to find peace and serenity  
Because any place becomes a shelter  
When my thoughts drift far away.  
And you, I know wherever you may be,  
You "have never, ever been better".*

**PJM 3/26/2020**



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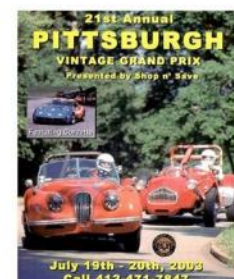
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## The Green Lane Growler (continued)

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separate in the first 6 months of use. (Ask Terry if you don't believe me.) Quality mounting rubbers are hard to find; make sure they say "METALASTIK."

While the IRS unit was out of the car I set about removing the black undercoating one square inch at a time. This is where a set of sharp chisels and a heat gun came in handy. When doing this work I noticed a fist-sized amount of corrosion at the bottom of the boot just beneath one of the three longitudinal support braces. Ultimately, I had to weld in a 4" x 12" steel body panel and fabricate a new brace, shown here.



During welding of the panel, the gas tank remained in the car. This is usually a big no-no; one must use extreme care because the fumes alone could cause an explosion. I drained the gas lines and tank and then washed the tank with alcohol, blowing it out until it was bone-dry. After letting the tank sit for a week, I repeated the process. The IRS unit shown here in newly minted, pristine condition is truly a piece of revolution-



ary mechanical art.

**Brake light assembly.** As I mentioned in previous articles, I'm repurposing a lightweight E-type roof vent as a hardtop-mounted brake light assembly for improved driving safety. The wiring is complete and working perfectly. Assembly of the unit is ongoing. I'm awaiting warmer weather to paint it, hoping to leave the inner liner of the fiberglass factory hardtop as unaltered as possible. The all-aluminum roof-vent assembly needed to be reinforced on two sides, and I decided to use an extremely hard two-part epoxy called JB Weld. (TIG-welding aluminum can sometimes be a disaster.)

**Brake system.** A year-and-a-half ago, I noticed my brakes were sticking, there was no brake pedal, and bleeding the system presented insurmountable problems. At the same time, I found the rubber seals at the bottom of the brake fluid reservoirs had disintegrated into pools of black goo and new reservoir brake-fluid bottles were needed. So I decided to do away with the silicone brake fluid which possibly had reacted with the rubber seals. I switched to DOT 4 standard brake fluid and replaced the entire brake system—master cylinder, remote servo, stainless steel brake lines, vacuum hoses...the whole ball of wax.

After that, the brakes worked perfectly—until this past fall, when they started to stick, dragging slightly after I took my foot off the



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## The Green Lane Growler (continued)

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brake pedal. I discussed this with a number of “experts.” One advised me to replace the servo, another to replace the master cylinder, at which time I decided to go online. An exhaustive search revealed dozens of independent posts by E-type owners complaining of the same sticking-brake problem. “The E-Type Forum” pointed to a number of possible culprits. It quickly became clear that the most likely culprit was in the master cylinder reaction valve—specifically, the tiny spring inside the valve, which apparently has too little tension to operate properly. The spring works in tandem with the piston at the end of the master cylinder, which needs periodic lubrication to avoid getting stuck.

Here are some posts from this E-type Forum:

In post #16 from 9/20/15, “mgcjag” wrote:

*“Look at the tiny piston in the end of the master cylinder that operates the reaction valve. Is it getting stuck? On mine it was and caused by the metal operating flap inside the master.”*

Post #6 by “Peter Crespin” from 6/11/13:

*“My guess is the pin at the end of the slave cylinder binding, which slows the reaction valve, or the reaction valve closing sluggishly due to a weak spring, thus failing promptly to reestablish vacuum at the back of the diaphragm and pull the brakes off.”*

In Post #10 from 7/15/13, “heuer” seems to come to a partial solution: *“I do know CMC (Classic Motor Cars, Shropshire, UK) fit a stronger reaction valve release spring. Mine has one, which is supposed to fix the problem, so I suggest you fit a stronger release spring. CMC can sell you the correct one.”*

Armed with these three posts, I called CMC. Lo and behold, they do supply an upgraded spring for the master cylinder reaction valve. I spoke to parts manager Paul Peach and engineering technician Andrew Turvey, who

explained that the original master cylinder is a poor design by today’s standards. Condensation and rust form, causing the piston to stick, and the release spring is too weak to operate. Turvey recommended replacing the original weak spring with their upgraded version and then polishing the bore of the piston at the end of the master cylinder and coating it with (yes, you heard it) Vaseline.

The cure for sticking brakes is a clean, well-lubricated intermediate piston and a stronger reaction valve spring. CMC sent me four springs at 15£ each (plus shipping). I sold two to Terry Lippincott, who revealed that a number of his customers had recently complained of the same sticking-brake problem. He knew the intermediate piston had caused trouble but hadn’t been aware of the spring involvement. I then took the spring supplied by CMC to Ace Hardware in Harleysville and found the same-diameter spring selling for 99 cents. Whether it comes from CMC or Ace Hardware, the spring needs to be shortened in order to work properly.



As a historical note, CMC has been doing world-class restorations since 1993. It’s located in Bridgnorth, Shropshire, about 40 minutes from Browns Lane, the birthplace of the E-type. Its highly experienced team of engineers and technicians has gained an international reputation for all manner of classic car restorations and even bespoke car design. This is the same company that collabo-



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## The Green Lane Growler (continued)

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rated with Ian Callum, director of design for Jaguar Cars from 1999 to 2019. In 2014, Callum contracted with CMC to restyle and reengineer the Mark II sedan, termed the Mark II Restomod. He initially recreated the Mark II for himself and intended to produce a limited run; however, I believe this never materialized due to the \$600,000 price tag. This picture shows Ian Callum and his Restomod in front of the CMC facilities.



I've enjoyed sharing my thoughts on upgrading the Jaguar E-type and always look forward to feedback. As I mentioned in Part 1 of this series, debate and discussion are what drive our auto club forward. Particular thanks to my fiancée Kathy for her professional editorial skills; she has been indispensable in helping me complete this four-part series.

I know these are trying times, with life throwing us a nasty curveball. I miss you all. But as the British would say, keep calm and carry on...safely. Hopefully this will all get sorted out. Stay healthy!

*Kevin Fitzgerald*



Kevin Fitzgerald in his Series 2 E-Type at the 2019 DVJC Concours d'Elegance.



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## 25th Amelia Island Concours—Where's the Cat?

By Bob De Lucia

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The classic automotive weekend started well for Delaware Valley Triumph member Bill Murphy and me as the Hampton Inn hotel shuttle driver told us she used to drag race at Gainesville (Gator Nationals). The automotive vibrations for the weekend had started!

DVJC member Dave Hutchison (2006 Jaguar S-Type) ) made the 14 1/2 hour drive down solo, taking a Delaware Valley Triumph member's 1964 Triumph Italia 2000 GT Vignale (#295 of only 329) that would be on the show field on Sunday. Deciding we had had enough 14 1/2 hour drives over the years, Bill and I choose to fly and meet them there. DVJC members Alan and Robin Anspaugh (1971 series 2 E-Type) also drove down though they were a lot more comfortable and less stressed in their Ford Explorer. Both, of course, made the obligatory stop at the iconic "South of the Border", to say "Hello" to "Pedro." Hopefully nobody actually ate there! Other new Amelia attendees were VTR members Mike and Sue Wolf (1967 e-type coupe).

I also met DVJC member Gerry Kunkle on the show field as he was now a volunteer for the Amelia show (blue 1966 E-type roadster). He had driven down in his 2016 F-Type for the 3<sup>rd</sup> year in a row. Also seen on the show field and seminars were Alex and Teri Giacobetti (1974 E-type roadster, 1960 XK150, 1986 XJ-SC sedan, 1995 XJR saloon). I also ran into DVJC President Bill Beible and his wife Nancy on the show field on Sunday (1968 Series 1.5 E-type roadster, XJ6 Vanden Plas saloon, XK8 convertible).

Dave eventually rolled in with his truck and trailer at the Hampton Inn and Wednesday evening several of us stopped over at the Bonhams Amelia Island Auction preview and viewed more metal "eye candy" than would be bid on. Lots and lots of Jaguars....with prices all over the place. A 1948 Mark IV 3 1/2 Litre Drophead Coupe estimated at \$350,000-\$400,000, a Jaguar C; a 1960 XK150 3.8 FHC estimated at \$80,000-\$100,000; a 1965 E-Type Series 1 4.2 Liter roadster estimated at \$110,000-\$130,000; a 1963 Series 1 3.5 roadster estimated at \$100,000 to \$130,000; a 1948 Mark IV 3 1/2 Liter DHC estimated at \$90,000-\$120,000; a 1953 Mark VII estimated at \$20,000-\$30,000.

And of course, gratis food and drinks, so we were there awhile. Did I mention "free"!

On a beautiful sunny Thursday morning we helped Dave (well, sort of helped, we actually sat in lawn chairs watching!) unload the Italia, and precisely detail it to perfection. All around the airport parking lot were many car-carriers unloading their "goods." Just in our area we saw several rare cars and it continued and continued.

We then visited the activities at the host Ritz-Carlton hotel which was a hotbed of motoring activities, motoring celebrities, and everything else motor related. I later picked up my all-important "Press" credentials, and we were good to go for the weekend.



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## 25th Amelia Island Concours—Where's the Cat? (continued)

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Dave had signed us all up for a gratis RM Sothebys pre-auction tour by Andy Reid so later, on a sunny Thursday afternoon with some spotty rain, we saw the great cars that would be auctioned off on Saturday at the Ritz-Carlton. RM had some huge high-dollar sales.

Then it was off that evening to the 5<sup>th</sup> Annual 2020 Amelia Motoring Film Exhibition, with four very good shorts, and then a film called "Blink of an Eye", a longer documentary about Michael Waltrip's 1st win and Dale Earnhardt's death at the Daytona 500. We also encountered some of the 35 cars on the Hagerty tour that started from New England and came down to Amelia.

Just about all of us there attended Seminar #1, "Penske Perfect-Effort Equals Results." This was SRO, the most crowded I have ever seen it. It was a "who's who" of racing including Roger Penske, Rick Mears, John Mecom and Rusty Wallace. It was emceed by Ray Evernham. It was both entertaining and informative.

On Friday evening after the seminar which most of us had attended we just relaxed and visited one of our favorite seafood places in Fernandina Beach, "The Crab Trap." Grouper, hush-puppies, blue crab bisque, and good local pints on tap. LIG....again.

Saturday the "Cars and Coffee" was held on the 10th and 18th Fairways of the Golf Club of Amelia Island. In some previous years this had to be moved because of rain forecast and this event ran

concurrently with the Concours. This year it had the fairways exclusively. 450 invited vehicles were on the two fields.

Cars and Coffee now costs \$35.00 to register (it was always free in previous years) and registrants had to apply to display by September 1st. There were several Jaguars at the Cars and Coffee: Two XJS, two XK8, one XJR, one E-Type coupe, one newer XK, one XK150.

Later on Saturday, after Cars and Coffee on the 18th Green quickly was vacated by about 2:00pm, the Concours d'Elegance vehicles started driving on to the field which included all marques and models. Show cars were detailed including the 1964 Triumph Italia 2000 GT Vignale by Ragtops and Roadsters. Cars were covered with many layers of protective covering for the evening and tucked into bed.

Saturday evening after the day's events all eight of us gathered at a favorite seafood place overlooking the water to reminisce about yet another fabulous Amelia Island.

On Sunday our alarm went off at 0630, after losing an hour of sleep due to the time change, and TOD to the show field was 0800.

It was warm already at 0800, but overcast. Highs going into the mid-60s only. Cooler than the usual Amelia experience.

On Sunday the Concours d'Elegance was just another display of extraordi-



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## 25th Amelia Island Concours—Where's the Cat? (continued)

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nary classic cars on the golf course ala show field. Perfection personified. Since Ragtops and Roadsters had a show car we arrived early at the field as Ragtops and Roadsters Dave had to stage the car. They had a great location, further up towards the entrance, behind a vendor's tent, with plenty of room for "Camp Ragtops" and our six lawn chairs.

This year's competition drew more than 350 cars and motorcycles in 35 classes to the 10th and 18th Fairways of the Golf Club of Amelia Island. Hundreds of spectators swarmed the field at the 9:30am opening to view the assemblage of world-class cars. There were almost literally too many on the several fairways.

The Amelia always gathers a group of cars that are associated with the honoree. For the 25th, more than 30 Penske vehicles were displayed in four different classes. Cars of Penske was comprised of vehicles that Roger raced himself. In 1966 Penske founded Roger Penske Racing which later became Team Penske. The three classes representing this era included Team Penske, Team Penske Sunoco and Penske Indy Winners.

### **Other special collections**

Parent company Jaguar/Land Rover unfortunately did not have any presence on the show field as they had in many previous years with all their new models, a large display, and demonstration drives. Nada, nothing. Where was the Cat?!

The "Best in Show Concours d'Elegance Trophy" was given to a 1929 Duesenberg J-218 Limousine owned by the Lehrman Collection, Palm Beach, Florida. This distinctive Murphy bodied Town Limousine sports an aluminum roofline that allows the doors to be curved upward into the roof. This feature was carried forward into several future designs for Murphy. The most distinctive features of the J-218 were the angled windshield, surrounded by "clear vision" window pillars and the classic Art Deco paint scheme. The bare aluminum beltline was polished to a mirror finish to divide the black bottom from the white top. Chrome flashes such as the door hinges, tool, and battery doors completed the look. Vent doors in the hood rather than louvers are also a special feature.

A 1973 Porsche 917/30 Can-Am Spyder owned by Rob Kauffman of Charlotte, North Carolina took home the "Best in Show Concours de Sport Trophy." "It is to me the perfect racing car," said Indy 500, Can-Am and Trans Am Champion Mark Donohue of Porsche's 1500 hp 917/30. It carried him to six victories in eight races and to the 1973 Can-Am Championship.

After nearly a half century Porsche's 917/30 is still the most powerful circuit racing car ever made. While no one knows the car's ultimate top speed it easily achieved speeds of over 200 mph at circuits like Watkins Glen and Riverside. It set a closed course speed record of 221.16 mph at Talladega Superspeedway in 1975. Now, 50 years later, that remains the fastest lap ever recorded on the steeply banked Alabama superspeedway.

Yet another great time had by all!



# 25th Amelia Island Concours Photos

By Bob De Lucia







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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

## JAGUAR PARTS.

HD 8 CARBS + Linkage, XJS Tool kit complete in original bag, Mk 1X Power Steering, Exhaust Manifolds for 4.2 or 3.8 liter, Road tests for Mk VII, VIII, IX, 420G [1950-1970], Workshop Manual& Parts books XJ6 3.4 3.8 Mk 1X & X, XJS HE 5.3 6.0 liter. Wiring diagrams Mk II. Mk IX Auto gearbox Manual + Parts book. Borg Warner auto Gearbox . XJS GLASS Windshield & Door glass. Also MGB Windshield. XJS Chrome Bumper chrome , Driving Mirrors, Fuel doors some Rubber parts. Crane Electronic points conversion Kit XR700-3000. Fuel injection computer XJS XJ to 2000?

Contact Ken. [kenruocco40@gmail.com](mailto:kenruocco40@gmail.com) or 609 439 8640

## 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](mailto:bill.beible@gmail.com), 610-223-1051.



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# Delaware Valley Jaguar Club

**Check one:** ☐ **Member Profile Update** ☐ **Renewal**

☐ **Application for Membership**

*Jaguar ownership is not necessary for membership, only an interest in the Marque.*

Member Name:

--	--	--

*Last*

*First*

*M.I.*

JCNA Number:

Renewing or  
previous members

--

Address:


*Street Address*

*Apartment/Unit #*

--	--	--

*City*

*State*

*ZIP Code*

Phone 1:

--

Phone 2:

--

Email:

--

Occupation  
(optional):

--

Retired?

--

Co-Member  
Name:

--	--	--

*Last*

*First*

*M.I.*

**Definition of membership:** For the purposes of JCNA membership, the term "Member" is deemed to include the primary member and his/her spouse or significant other living in the same household, and children of the "member" 18 years of age and younger (i.e., up to the year in which the child turns 18). **Youth Enthusiasts\*** membership is available at a cost of \$25.00 for members 25 years of age or younger. Includes a one year subscription to the *Jaguar Journal*, a bi-monthly publication distributed by Jaguar Clubs of North America, Inc., and the *The Jaguar's Purr*, the local club monthly newsletter by e-mail with free Classified Ads for members. Mailed copies of *The Jaguar's Purr* are \$10.00 annually.

☐ **Child under 18?** Name: \_\_\_\_\_ Date of Birth \_\_\_\_ / \_\_\_\_ / \_\_\_\_

☐ **Youth Enthusiast?** Date of Birth \_ \_\_\_\_ / \_\_\_\_ / \_\_\_\_



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Full Members who desire printed & mailed copies of Purr newsletter	\$75.00
New Members joining after July 1	\$45.00
Youth Enthusiast	\$25.00

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**Mail to: Ann Perry, PO Box 163, Mendenhall, PA 19357**

Jaguars Owned				
Year	Model	Body Type	Color	Memo

**Emergency Contact Information**

Full Name: \_\_\_\_\_  
*Last First M.I.*

Address: \_\_\_\_\_  
*Street Address Apartment/Unit #*

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

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

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





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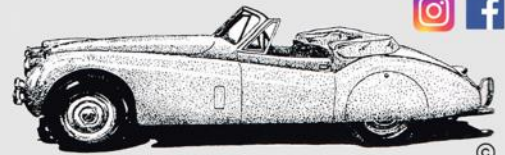
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