
The Jaguar's Purr©

Is an official publication of

THE DELAWARE VALLEY JAGUAR CLUB

A chartered, non-profit corporation

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July 2020

DVJC “Flash Drive”



With current circumstances severely limiting DVJC and other activities DVJC members Mike Wolf and Joe Lori-ni organized a “Flash Drive” on Sunday, June 7th. They mapped out a scenic drive from the Wawa in Malvern to the Warwick County Park where participants enjoyed a socially distant, outdoor lunch. This event took place a day after the Concours was supposed to have taken place. As you can see above we were “masked up” for every-one’s protection. Read more in *Your Monthly Bill* on page 5.

DVJC Celebrating 55 Years!



Newsletter Contents

| | |
|-----------------------------------|-------|
| Advertising Rates..... | 3 |
| List of Officers | 3 |
| Upcoming DVJC Events | 4 |
| Your Monthly Bill | 5 |
| Speaking of Things Jaguar..... | 8 |
| Using Member Forums | 14 |
| Classifieds | 17 |
| DVJC 10 Years Ago | 18 |
| Jaguars at the Jersey Shore | 19—20 |
| DVJC Membership Forms | 24—25 |
| Coventry Foundation | 26 |

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 [by clicking here](#) or see pages 26 & 27..

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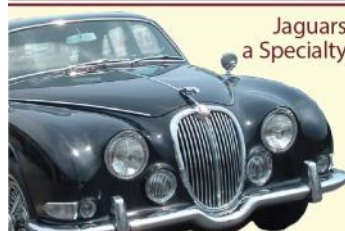
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| JC Taylor | 8 |
| Clover Leaf | 15 |
| Jaguar Main Line | 15 |
| Jaguar Willow Grove | 16 |
| Moss Motors / XKs Unlimited..... | 20 |
| Jaguar of West Chester | 21 |
| Lindley Motors | 22 |
| Ragtops and Roadsters..... | 22 |
| Union Park Jaguar | 23 |
| Coventry Foundation..... | 26 |
| Muncie Imports & Classics | 27 |

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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

**September 29 to
October 1, 2020**

**Jaguars at the Jersey Shore (see pp. 19 & 20)
Cape May and South New Jersey**

*Contact: <https://delvaljaguarclub.com/> or Bill Beible at
bill.beible@gmail.com*

October 23—25, 2020

**Pumpkin Run Rally
Millsboro Volunteer Fire Co., Millsboro, DE**

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



Your Monthly Bill *July 2020*



Our Concours at the CMoE on June 6 was not to be, due to that pesky coronavirus that has disrupted so much as people and our leaders try to minimize both its health and economic impacts. As soon as conditions began improving in our area, Mike Wolf, Tom Shaner and Joe Lorini quickly organized a Flash Drive for the following day. Sixteen cars with their drivers and navigators met on a beautiful morning at the Wawa in Malvern, PA.



Fourteen of those cars departed the Wawa under their own power for a tour through the gorgeous back roads of Chester County to the destination at Warwick County Park in Elverson, PA. Unfortunately, following a pleasant drive to the Wawa, Rich and Susan Rosen's E Type made an unscheduled, uneventful trip back to New Jersey courtesy of a really nice flatbed. Jim and Denise Sjoreen drove the Rosens back to their home in Haddonfield. Of course, the car started as soon as it came off the truck. Most of us have had at least one similar experience with our own cars.



At the end of the tour, we enjoyed a "socially distanced" BYO picnic together. It was a great day and a welcome opportunity to see friends following the isolation of the past few months.



Watch for notices of additional events this summer. Mike and Tom are currently working on several with due consideration to the care we must take to manage the balance between health risks and living our lives.



The final article in Paul Trout's series of three X100 articles is featured in the July-August issue of the Jaguar Journal. It has been nice to showcase his talents to the thousands of JCNA members and the many other people who read this magazine. Thanks, Paul, for these and all

Your Monthly Bill *July 2020 (continued)*

the interesting and entertaining articles you write for the Purr every month!

The next regular meeting of the Board of Directors will take place using WebEx video conferencing on July 14. Any interested DVJC member is welcome to join that meeting. Just let me know of your interest so I can add your name to the meeting invitation.

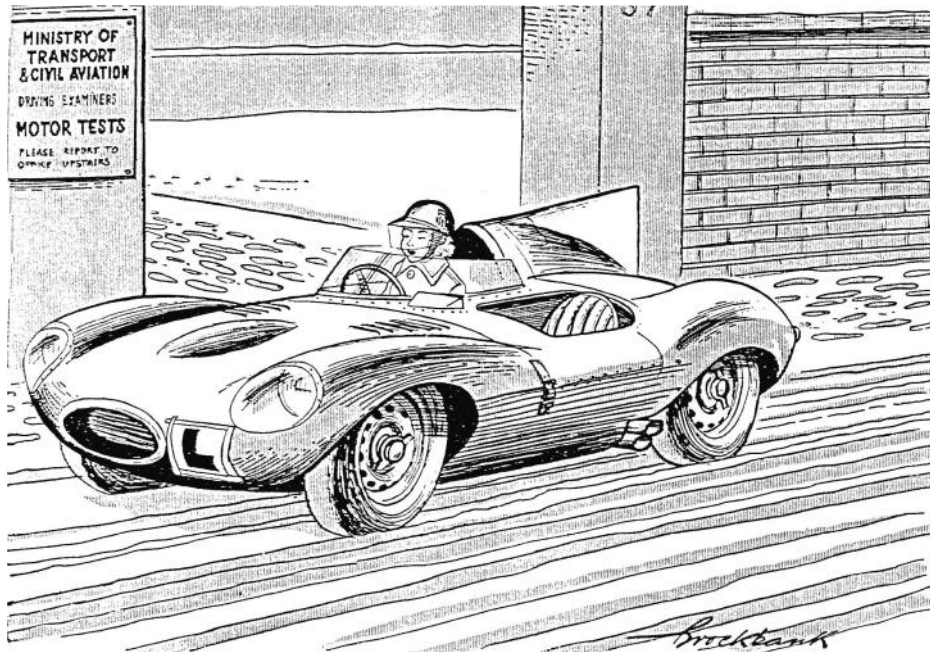
As I finish writing my nineteenth Monthly Bill, I realize that elections for officers and directors for the 2021 – 2022 term are not too far in the future. The voting takes place in December following publication of the slate of candidates in the November Purr. While

many incumbents are willing to stand for reelection, I encourage other members to consider running, too. We share the work involved and have fun while we do it! Do not hesitate to contact me or other directors, officers, or Paul Merluzzi with your questions.

It's summertime and the livin' is easy. Enjoy it!

Bill

From *The Purr*, November 2000



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Speaking of Things Jaguar - July 2020

By Paul Trout

Another of My Heroes Gone

I think it might have been something about the name that initially intrigued me. He was already winning races when I was born. He won his first international race, in a borrowed Jaguar XK-120, on his twenty-first birthday; I was two at the time. I actually never saw him race and his racing career was over by the time I was fourteen. He and many of the cars he raced were a significant influence on my lifelong passion for motorsports. When I heard the news of his passing I remembered the sadness and feeling of loss I had felt as an early teenager when I heard the news of his career ending crash on that Easter Monday at Goodwood.



He was thirty-two then and, perhaps, at the peak of his career. That crash put the seal on the title he would hold in perpetuity, "The Greatest Formula One Driver to Never Win a Championship". At thirty-two he had outlived many of his peers. Racing was very dangerous then with many a young talent's life cut short on the track. At ninety he outlived many more of my heroes from the

day; there are very few of the lucky ones left. Their memories live on in photos, books and videos on the Internet. As with the passing of others like Phil Hill and Dan Gurney, the motorsports press has provided us with many wonderful farewell tributes. Seeing again many of the photos of him in various race cars and after races looking like some sort of negative raccoon brought a smile to my saddened face.

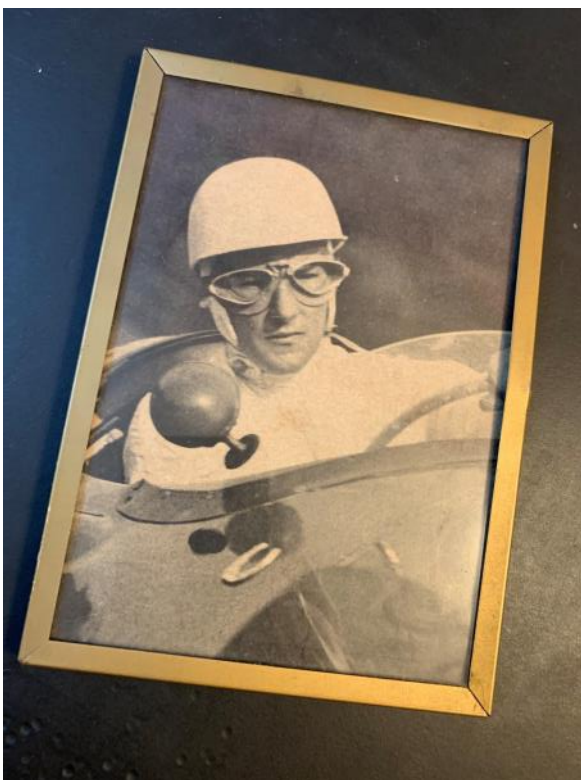


He was so young in many of the photos and so full of youthful enthusiasm for his greatest passion; driving racing cars. That we shared. He didn't get to do it as long as he would have wanted. We shared that as well and, decades apart, we both moved on.

Upon learning of his death, I went searching for a couple of relics from my past. I think the search, to some extent, was to validate some memories from that time when I was a young teenager with heroes most of my friends had never heard of. The objects searched for, a book and a framed photo, would perhaps lead me back to the time when my heroes and I had more future than past. A dusty old shirt box with the words "Paul's Car Pictures" written in my little sister's hand was opened to

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

reveal an old 5 X 8 brass frame with plenty of patina. The frame, which may have once held some long lost family photo, held a magazine clipping of my hero in his white polo helmet at the wheel of a Maserati 250F race car. Through the split goggles I could see the intense concentration and just a partial glimpse of his gentle grip on the skinny steering wheel turned slightly to the right. That picture hung on the wall of my bedroom until my parents moved house. My little sister carefully removed it along with many others, mostly unframed, and packed it away in that shirt box. I was away at school. The pictures remained in that box for the decades that passed until my parents' final move years ago. I discovered it during the cleanout. Thanks Sis.



Stirling Moss died on April 12, 2020 just twelve days short of the fifty-eighth anniversary of that crash that ended his fourteen year career as a racing driver. As he put it during an interview with ESPN many years later "I had to start working for a living at 32 with no knowledge of anything. It was a bit of a shock, I can tell you." During those fourteen years he finished first in 212 of 529 races entered. Racing wasn't a job, it was a passion. Sometimes he would compete in over sixty races a year. During his ten years as a Formula One driver he won fourteen races and finished as runner up to the championship four times. He held the record for most Grand Prix victories of any British

driver until 1991, almost thirty years after his last Formula One race. In 1958 he lost the championship because of the gentlemanly defense of his rival Mike Hawthorn. Hawthorn was threatened with loss of six points for a penalty in the Portuguese Grand Prix. Hawthorn had spun and stalled his car and was charged with reversing on the track. Moss had actually stopped and warned Hawthorn about reversing, telling him instead to let the car roll back downhill and bump start it. Moss vehemently explained what had actually happened and saved Hawthorn from the penalty. Hawthorn won the championship by one point over Moss. While he gave no quarter on the track, Moss was always the gentleman and considered fairness superior to winning.

Moss raced over eighty different makes of race cars during his short career. He started in his father's BMW 328, but soon moved to a Cooper 500 Formula Three car that, after making a down payment on it himself, convinced his father to buy for him.



To cover just the highlights of his storied career would take many more pages than I am afforded in the Purr and extend well past the attention span of most of the readers, so I'll concentrate on his seat time in Jaguars. In the early days of his career Moss raced numerous Jaguar XK 120s and C-Types. As mentioned earlier, his first international victory was in a Jaguar XK 120 at the 1950 RAC Tourist Trophy.



He would go on to win that race again the following year in a Jaguar C-Type and five more times; once in a Mercedes 300SLR, twice in an Aston Martin DBR1 and twice in Rob Walker's Ferrari 250 GT. In 1950 he and Leslie Johnson drove Johnson's XK 120 fixed head coupe for twenty-four hours at the Montlhéry track in France with an average speed of 107.46 mph covering 2,579 miles. It was the first time a production car averaged over 100 mph for twenty-four hours. He returned to the French track again the following year with a Jaguar factory supplied XK 120 fixed head coupe. With two other drivers he drove the XK 120 FHC for seven days and nights at an average of 100.31 mph, covering 16,851.73 miles and breaking four world records and five international class records.



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JAGUAR

THE SPORTS CAR WITH THE RACING PERFORMANCE

In 1952 Moss drove three different model Jaguars in seven international races placing first at the Silverstone Race of Champions in an XK 120, first at the Silverstone International in a C-Type, first at the Daily Express International Trophy for Touring Cars in a Mk VII saloon.

He also placed a first and two seconds in C-Types. In 1953 he repeated his victory with the Mk VII in the Daily Express Touring Car race and drove to a first overall at the Reims 24 Hour in a C-Type. He also drove C-Types to a couple of second place finishes and a third place in 1953. In 1954 he drove to a third straight victory with a Mk VII in the Daily Mail touring Car race.

During the glory days of the C-Types and D-Types at Le Mans, Stirling was on the Jaguar factory team from 1951 to 1954. In 1951 he made his first entry at Le Mans and was teamed with Jack Fairman in C-Type #22. After the traditional Le Mans run across the track and jump in the car start, Moss was second place to the Talbot of Gonzales. By lap four he passed the Talbot and built a commanding lead. His team order was to be the hare and set a blistering pace while the rest of the team would maintain a predetermined pace. That he did, smashing the lap record repeatedly.



At six hours, with Fairman driving, the #22 C-Type was still in the lead in heavy rain falling. On lap 94, with Moss back at the wheel, a rod broke in the Jaguar's engine from oil starvation caused by a fracture in copper pipe in the sump. Moss's first Le Mans race was over. The last remaining C-Type, #20, driven by Peter Walker and Peter Whitehead went on to give Jaguar its first victory at Le Mans.

In the 1952 Le Mans race Moss was paired with the previous year's winner Peter Walker. Jaguar was a bit out gunned by Mercedes, Ferrari and Cunningham and started well back in the 57 car field. Moss had his C-Type #17 up to fourth by the Dunlop Bridge on the first lap. Unfortunately his race, like that of the rest of the Jaguar team, was quite short lived. All three cars retired within the first hour.

In 1953 Moss was again paired with Walker. After his usual lightning start, Moss in the #17 C-Type duelled with Sydney Allard, in the car bearing his name, for several laps before settling into the lead. At lap 20 his car started misfiring and Moss pitted twice in short order. Once for over four minutes to change the plugs and then again nearly seven minutes to replace a clogged fuel filter. Le Mans in those days was notorious for supplying dirty gas. Those stops caused Moss to fall back to 21st position. Moss and Walker continued to claw back positions through the rest of the race to ultimately finish second to the Rolt/Hamilton C-Type.



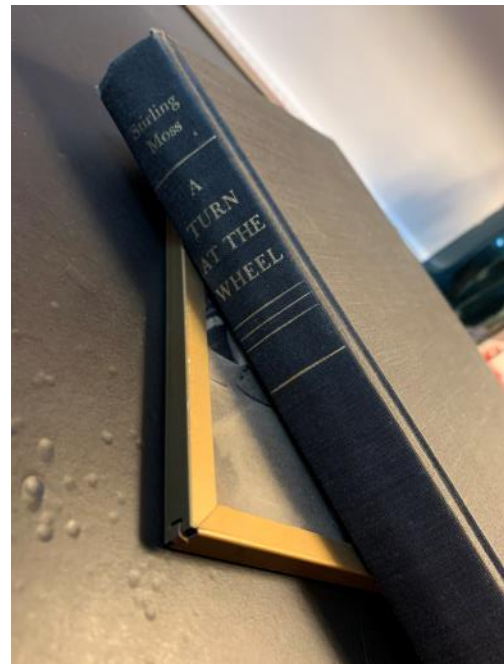
It was an epic drive for Stirling Moss and the best he would place at Le Mans. He also finished second in 1956 in an Aston Martin.

"D" day arrived at Le Mans in June of 1954. Jaguar had arrived with four of their new D-Type race cars. Moss was once again paired with Walker in the #12 car. Despite yielding 1500cc and 100hp to the Ferraris, the D-Types were well matched and quite competitive in practice. Starting 12th on the grid, Moss moved

quickly up to third and was briefly leading during his first 32 lap stint. Shortly after starting his first stint Walker pitted with a misfire and lost nearly nine minutes having the fuel filter changed, dropping the car to 27th place. By midnight Moss had moved the car up to 11th place. But during the twelfth hour his brakes failed completely approaching the end of the nearly four mile long Mulsanne straight. With a combination of downshifts and the handbrake he was able to bring the car to a stop from well over 150mph. He got the car back to the pits and Walker made one more lap before retiring.



Stirling Moss would race at Le Mans six more times teamed with such other legends as Juan Fangio, Peter Collins, Jack Brabham and Graham Hill. Of his ten races at Le Mans he only finished in two; second place both times.



The book I was looking for turned up in a box of books in the attic. "A TURN AT THE WHEEL" was written in 1960 before the start of the 1961 season with the new 1.5 liter formula for Grand Prix racing. I had read "A TURN AT THE WHEEL" when I was fourteen. It was written by Stirling Moss to basically chronicle the years 1957 to 1960 and Moss's part in the Britain's quest for Formula One supremacy. Rereading it after almost sixty years I was again taken by the depth of his passion for racing and the extent to which he devoted his life to it. Early on he explains that there is so much more to being a racing driver than jumping into a car on Sunday and driving a few laps. Moss maintained an office in London and diligently arrived there every morning, unless he was traveling, and was generally there through the evening. He talks about the need to have a manager, an office and a staff to be successful as a racing driver. "There are television appearances to be arranged; film and radio recordings; talks and lectures to be made; articles to be endorsed; letters to be answered; people to be seen; contracts of all sorts to be negotiated – as well as all the day-to-day routine jobs that crop up in any business office." All of that was, to say the least, lost on my fourteen year old self. What wasn't lost on me at that time were the detailed descriptions of every race he entered over that four year period. In today's mind I have a greater appreciation and slightly different perspective on the pace he kept over those years. He would race two, sometimes three events over a weekend and leave from some exotic place like Morocco to fly to some other continent just in time for practice sessions for the next race; again and again. When he wasn't racing he was testing cars or tires or doing land speed record runs at the salt flats for MG. He lived life as fast as he raced. During the four years covered in the book, he finished as runner up to the elusive Grand Prix Championship twice, winning 11 of 38 formula One races.

Toward the end of the book he talks rather philosophically about his life and racing. The toll on his personal life was lost on the fourteen year old reader, but now I can see and understand the impact. His marriage to Katy Molson, of the Canadian brewery empire, lasted only three years and they were separated while he was writing the book. He talks about feeling he had reached his peak as a driver in the late 1959 and early 1960 seasons but wanting to continue racing "despite the fact that it has taken a big toll in my personal life – a bigger one than I expected or wanted – or was prepared to give." Looking forward to the 1961 season with the change to the 1.5 liter formula he felt the sport had become a bit diminished. "At one time there were only a handful of drivers who could drive the big Grand Prix car, but with smaller cars the currency has been debased."

Ferrari dominated the 1961 Formula One season win-

ning all but three races. Two of those three were won by Stirling Moss.



1962 was dominated by British cars, Lotus, BRM and Cooper. That may not have been the case if Moss's career had not been essentially ended in that non-championship race at Goodwood on April 24, 1962. Stirling Moss is often quoted as saying "Better to lose honourably in a British car than win in a foreign car." While he was the first British driver to win a Grand Prix race; it was in a Mercedes. He drove three seasons for Maserati and one for Mercedes.



However, for the four seasons 1958 through 1960, he was committed creating British dominance in Grand Prix racing. He so wanted to be the first British driver to win the Grand Prix championship in a British car. It didn't happen. He did, however, pilot a Vanwall to the first ever victory for a British car in a Grand Prix. At the time of the crash and the previous season he was driving for Rob Walker, of the Johnnie Walker scotch family, in a privateer Lotus; blue with a white stripe around the nose. Moss also often drove Rob's Ferrari 250 GT in sports car races with the same livery.



Rob Walker had a business relationship with Enzo Ferrari who Moss had held a grudge against for ten years. In 1951 twenty year old Stirling Moss had been invited by Enzo Ferrari to drive his new four cylinder Formula Two car in a couple of races to assess his driving ability. "When you're twenty years old and you're asked to go to meet Ferrari you just cross yourself and face Modena. It's a big deal." When Moss arrived in Bari to test the new car, Enzo had given the seat to Piero Taruffi. He had changed his mind and not told Stirling. Moss vowed he would never race for Ferrari; and he never did. He drove Ferrari sports cars in many races, but always for private entries, never for the factory. But had it not been for the crash at Goodwood prior to the 1962 season, he would have. At the end of the 1961 season, which Ferrari dominated, Moss visited Enzo Ferrari in Modena. Enzo said to him "If you tell me what car you want, I'll build it for you". Moss said: 'I want a Ferrari 250 GTO sports car for BRP [British Racing Partnership] painted in their colours and I want a Ferrari 156 painted in Rob Walker's colours, then I'll race for you'. Enzo agreed and built the cars." Moss said later after the crash "If Ferrari had got the car ready for me at Goodwood I'm certain I wouldn't have had the shunt," he said. "I'm damn sure that whatever happened was connected with the car, and the Ferraris never broke."

The 1962 season was dominated by British cars; the Ferrari 156 failed to win one race. If Moss had been driving for Ferrari, who knows? Both men later admitted regretting the 10 year grudge. Ferrari said that failing to sign Moss cost him many victories over those ten years. Moss admitted later "Yes, I must say my biggest regret is never driving for Ferrari.

In remembrance of my hero here are a few of my favorite quotes from Sir Stirling Moss.

On living life and driving a race car on the fine line between controlled chaos and complete disaster

"It's hard to drive at the limit, but it's harder to know where the limits are."

"If everything is under control you are just not driving fast enough."

Here's one I took to the track with me every time.

The best classroom of all times was about two car lengths behind Juan Manuel Fangio.

Of course I never got to drive behind Fangio, but I always learned from the drivers in front of me.

While some referred to him as being too hard on cars, I think that not to be the case. He fully expected a race car to do what it was designed to do and to be engineered to complete races.

"I love to feel a racing car around me, to feel the way it holds me. I love to make it do all that it was built to do, and then a little bit more."

"The ideal racecar will expire 100 yards past the finish line."



That fourteen year old boy still lives in me and you helped me find him again. Thanks Stirling. You are still our hero....

Enjoy Your Jaguar!

Paul T



USING MEMBER FORUMS by Tom Shaner

During this time of confinement, if you find something interesting to our fellow car club members, you can share it on our website through the use of MEMBER FORUMS. Here are the steps to post information, pictures or even videos.

1. Logon to the DVJC website.
2. At the top of the menu bar on the far right choose Member Forums.
3. Now click on **DVJC Connect** on the left side of the screen..
4. You will see a list of viewing topics for you to peruse at the top. Below that, is a section called **Create New Topic**. You may click and select any topic from the top to find out more on that topic and you can then respond to that topic at that point. **OR** if you don't select one you can make your *new* topic for people to respond to.
5. Now make a Title (up to 80 Characters) that accurately describes your subject.
6. In the large section below place text information with any JPEG files or links to movie clips (You Tube videos). ****Use the instructions below for more info on images and video****
7. Topic Tags are for people who are searching for information. When you place descriptive info in this box about your post, it will help users to find that specific information.
8. "Notify me" check box (when checked) will give you an email reply when people respond to your post. Check this **only** if you want a reply to your posts.
9. Lastly, after you have entered all your info, you need to enter **SUBMIT**. Your post will now be listed with the other posts at the bottom for other DVJC users to see, use and react to. Check back regularly to see new and interesting posts from other DVJC members.

Note: After viewing one post and you want to go back to the full list, look to the top of the page and find **DVJC Connect** and click on that (it's small text).

***Posting pictures and video's ***

1. Pictures need to be in a certain format to be displayed in the forum properly. They can't be stored on the DVJC website as is due to space requirements. Here is a short list from which pictures can be **displayed directly on the screen** in the forum. Facebook, Flickr, Giphy, Hulu, Instagram, Photobucket, Tumblr, Twitter, Vimeo and YouTube.
2. Make sure the link is shareable or on the above list (Ex. Flickr), then copy the link (Ctrl C).
Ex. With a dropbox link, right click the mouse and scroll down to Share section and copy the dropbox link. (It works with Google drive or OneDrive too.)
3. Now go to the forum box and Ctrl V (paste the link). The image will now appear in the forum box if from the short list, otherwise a link forms.

This doesn't mean you can't display your JPEG pictures, you just will have a link to the cloud (ex. Dropbox) that needs to be clicked on to see the picture. This is an example using the free Dropbox program.

This process works for YouTube videos too.

After you have pressed SUBMIT, the link will work for your picture. Anytime it is pressed the picture will appear. **After viewing the posted picture**, to go back to read more of the forum, use the *back arrow*. You are back at the forum screen.

Hope this website technology brings more of our club members together in this time of distancing themselves from each other.

2020 JAGUAR F-PACE THE SUV WITH THE HEART OF A JAGUAR



While it has all of the traits of an SUV, the Jaguar F-PACE was created from the DNA of a Jaguar sports car — with up to 380 horsepower and cat-like agility. There's no mistaking the F-PACE for anything but a Jaguar.

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Or maybe a run up Giant's Despair in your classic MKII, or perhaps pounding the streets of Pittsburgh for a weekend in your XK...

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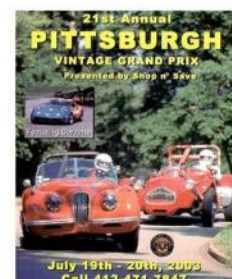
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Contact Bob Costello , 215 542 9941 rocostello1@verizon.net.
Price \$86000.



1997 XK8:

138,000 miles, 1 previous owner, new engine (at some point), newish tires/brakes, full spare. Imperfections and wear can be seen in additional photos that can be provided. Runs well. Not sure if tensioners were changed.



Contact Jeff Pfeffer, MBA 585-750-0347



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Contact Ken. kenruocco40@gmail.com or 609 439 8640



Red 1990 XJS Jaguar Convertible

Garage kept. Body in excellent condition except convertible top. Interior in good condition. 65,000 miles. Runs. May need repairs. \$12,500.



Contact Ellen Boyer, ellen.a.boyer@gmail.com 570-592-5763



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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.

More 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 mid - May, roughly twenty-five rooms are still 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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Check one: ☐ **Member Profile Update** ☐ **Renewal**

☐ **Application for New Membership**

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

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| JCNA Number: Renewing or previous members | | | |
| Address: | | | |
| | | | |
| | <i>Street Address</i> | <i>Apartment/Unit #</i> | |
| | | | |
| | <i>City</i> | <i>State</i> | <i>ZIP Code</i> |
| Phone 1: | | Phone 2: | |
| Email: | | | |
| Occupation optional): | | Retired? | |
| Co-Member Name: | | | |
| | <i>Last</i> | <i>First</i> | <i>M.I.</i> |

Definition of membership: For the purposes of JCNA membership, the term "Member" is deemed to include the primary member and his/her spouse or significant other living in the same household, and children of the "member" 18 years of age and younger (i.e., up to the year in which the child turns 18). **Youth Enthusiasts*** membership is available at a cost of \$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.

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☐ Youth Enthusiast? Name: _____ Date of Birth ____/____/____

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New Members joining between July 1 and October 31 \$45.00

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Emergency Contact Information

Full Name: _____
Last First M.I.

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Direct questions to: membership@delvaljaguarclub.com.



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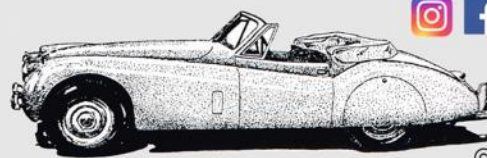
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