

The Jaguar's Purr©

Is an official publication of
THE DELAWARE VALLEY JAGUAR CLUB
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JULY 2003

DVJC CONCOURS REPORT PHOTOS AND RESULTS



The Editor of the Purr, Mike Tate accepting his prizes in class C06 for his E type (since sold...) and in class C13 for his XJR 100.



President Kurt and Pat Rappold and VP Chief Judge Jeff Dement after a long day at the Concours

" The People's Choice Best in Show" Given to Matt Milling's 1939 SS100 at the DVJC Concours May 31, 2003



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CALENDAR OF EVENTS

JULY

- 4 Skippack Auto Show, Fourth of July Parade
- 20 Pool party at the home of Ron and Trudi Musselman in Lancaster PA
See Page 8 in this Purr for info and sign up

AUGUST

- 4 JCNA / CART Track Day, POCONO Raceway
See Flyer Page 17 for info in this Purr
- 10 Newlin Grist Mill DVJC PICNIC, Noon to 4 pm
Rt 1 near the Franklin Mint at Chenney Road.
See below for sign up – more info in August Purr
DIRECTORS MEETING starting at 11am
- 16-17 Duryea Hill Climb, Reading PA
- 24 Taste of Britain Car Show Rothsville

SEPTEMBER

- 1 Watkins Glenn Vintage Grand Prix
- 5 JCNA/CART Track Day, POCONO Raceway
See Flyer for info in this Purr
- 7 Bryn Mawr Rehab Car Show
- 13 Fall Fest Car Show, Moss Motors, Dover NJ
- 14 Buckingham Township 5th Annual Concours. The pre Concours dinner will be held on the 13th.

SEPTEMBER cont

- 14 Radnor Car Show
- 14 Hagley Car Show
- 19-20 13th Annual British Invasion, Stowe Vermont
Jaguar will be the featured marque
- 20 Tinicum Polo Club and Car show, Bucks County
- 21 Nation's Capitol Jaguar Owners Club Concours
- 28 Franklin Mint Annual Car Show

OCTOBER

- 4 5th Annual "Autumn Leaf Festival", British Car Club of Lehigh Valley, Moravian Academy, Merle-Smith Campus, Geen Pond Road, Bethlehem 10 am to 3pm
Info Gerry Kunkle 610-867-6955
- 4 New Jersey Jaguar Touring Club Concours
Tinicum PA
- 8-11 Hershey AACA Flea Market, Hershey PA
- 24-26 Millsboro, DE Fall Rally, JCNA sponsored

NOVEMBER

DECEMBER

- 7 Annual Holiday Party – Whitemarsh Country Club

To all the members of the Delaware Valley Jaguar Club,

I would like to take this opportunity to thank everyone for all the phone calls, visits, thoughts and prayers, during George's long battle with cancer. Thank you so much for the beautiful floral arrangement you sent for George's funeral. As I am sure you are all aware many of you had a great impact on George's life, and we all know he was always up for a good debate or challenge. I know I will never have George's "jaguar" wisdom or knowledge but I look forward to seeing all of you again at club functions. Lastly thank you for the nice write-ups in last month's newsletter, I was truly touched by your words.

With gratitude,
Doris Carr & family

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REGISTRATION FOR NEWLIN GRIST MILL AUGUST 10 NOON - 4pm

Name.....Partners name..... Children names.....

Dog (On leash only) Number of people attending..... Food you will bring.....

Jaguar you plan to drive..... Your Phone #

.JCNA #

Mail to Kurt Rappold 116 Governor Markham Drive Glen Mills PA 19342



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EDITOR'S RAMBLINGS JULY 2003

GERRY KUNKLE

Gerry's account of his trip to the JCNA Championship in Arizona, in this Purr, in his E-Type (5059 miles round trip) is a great read. Thank you Gerry for your co-operation in sharing this experience with your fellow members.

JULY PURR

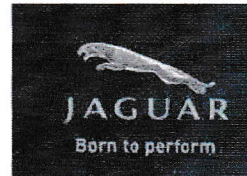
Your Editors decided that this month they would cut down on the written content and pack the magazine with pictures of the wonderful cars at our Concours on May 31st. From the judges' scoring you will see the top quality of the cars in attendance with two 100 pointers in the Championship class from Vito Gato's 1939 SS100 and Bill Beiswinger's 1969 E-Type 2+2 and one perfect 10 in the Drivers Class by Bill Flomerfeit in his 1989 Black XJS convertible. Bill was visiting us from the Carolina Jaguar Club and it was a pleasure to see him.

FORMULA ONE

Jaguar's performance in qualifying has much improved as has their race performance. In Montreal on June 15th in the race that the Schumacher brothers took first and second place with their Ferrari and Williams - BMW, the senior Jaguar driver Mark Weber was in the points with seventh place. They are now halfway into the season with 8 of the 16 races completed so hopefully Jaguar will finish with a flourish. The new rules have created much more interesting races and viewers are flocking back to watch.

JAGUAR BARGAINS IN THE USA

You will see from the new current advert of Great Britains in this Purr the wide advantage Jaguar has with their new XJ 8 over BMW and Mercedes. With Jaguar's high average miles per gallon there is no gas guzzler's tax. Jaguar is determined to widen the appeal in the USA and become super competitive. To illustrate this, the new XJ 8 in the UK cost \$16,000 more for the same model.



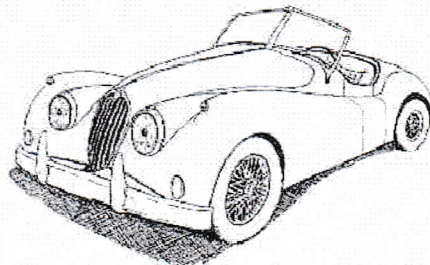
JAGUARS NEW LOGO

At the New York Motor Show Jaguar introduced its revised logo. Perhaps one of the most recognized Corporate car identities in the world the changes to the 'leaping cat' logo are very subtle, giving a more muscular appearance. This is complemented by a new style of writing the name "Jaguar". The introduction of the new look is timed to coincide with the new "Born to Perform" advertising campaign where you see the 'logo' with its internals operating like the cars innards!

Michael Tate
Co-Editor

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THE PREZ SAYS JULY 2003

KAREN MILLER

Karen Miller of Stormville, New York died late in the month of May 2003. Together Karen and her husband Ed were very talented Jaguar experts and were recognized in the Jaguar fraternity in many parts of the world. I recall Karen showing their black "E-Type" Coupe at our shows in the 1970's and seeing her rounding the hairpin in her XK 120 OTS at Sebring where she and Ed enjoyed vintage Jaguar racing. Karen has been an Editor for the Jaguar Journal where she specialized in the "Club News" portion. Recently she was Associate Editor/Clubs. She was very active at Jaguar Headquarters running the most important "Jaguar Archives" and being the key communicator for Jaguar and car owners who wished to research the origins of their Jaguar at the date of production.

Her passing leaves a giant void in our organization and I do not know who has been groomed to do what Karen accomplished on a daily basis. Karen and I were best of friends and I am deeply saddened. The Jaguar world has just got a lot smaller and I express my heartfelt sympathy to her loving husband, Ed. To have known and worked with Karen Miller for many years has been a joy. I will miss her.

COMING EVENTS

It is interesting that I have already received a number of acceptance R.S.V.P. notices from members for our August 10th Club Picnic at Newlin Mill. Also in July we have a wonderful opportunity to get together at the Musselmans swim party on July 20th. Please see the flyer in this Purr giving details and advise Ron & Trudi of your attendance.

Just as I finish writing this July "Prez Says", we will be departing for Detroit for the start of the Great Race a sanctioned Regional Rally across the country to Dallas, cross over to the Magee Valley in North Carolina, and then on to Charleston and down to Daytona. I will try to write about our experiences. Ralph Steinberg and I, as was stated in the Purr, planned to provide some preliminary information of our trip but unfortunately work pressures took over. With over 100 antique cars running there should be many happy and interesting tales.

THE CLUB CONCOURS

The weather forecast for the day of our annual Concours was bad. They threatened heavy rain, strong winds and thunder storms! In the event it was not as bad as expected and though it was wet we did have some clear and bright weather

in between the showers. Many thanks to those who showed up and took their chance with the weather. Pat had 43 envelopes prepared for those who pre-registered. Our official count of cars judged was 33 with some of these registering on the day. Dorothy Milling allowed me to bring Dave's historic 1939 SS100 in racing trim along with a tent so it did not get wet. She and son Matt were there to participate and see all the other folks and cars. They were rewarded by the SS100 winning the "Peoples Choice Best in Show".

Normally we park the cars on the lawn but this year we were on the top parking lot which in the wet was the best place to be. The cars as you will see from the printed results were very representative of Jaguar through the years and of the highest quality and quite spectacular as the scores achieved will illustrate. Despite the weather we were pleased to welcome entrants from the Jaguar Club of Southern New England, the Nation Capitol Jaguar owners Club, the Jaguar Club of Pittsburgh, The Jaguar Aficionados of Greater Buffalo, and the Carolina Jaguar Club. We also had one of the very scarce and rare alloy XK 120s.

I took along an original album which dates from the club's origin and it was nice to see the names of Sidney Clark, Larry Schear and Kurt Rappold listed in 1967.

I would like to thank all those who helped to set up, bring coffee & donuts, judge and score the entrants, take registrations, & sell raffle tickets. I appreciate Jeff Dement being the Head Judge and his team of judges including Ann Perry, Clara Saxton, Jack Donahue, Charlie Olson, Louis Ottaviano, Larry Schear, Jerry Dement, Mike Engard, Steve Kress, Sidney Clark, Ken Ruocco, Jim Shields, John Sloan, Christian Huber, Mike Joyce, and myself. For helping setting up at 9.00am and taking down at the conclusion thanks to Don Mullen, Pat Rappold, Patty Dement, Sara Dement, Amanda Dement and Tom Murray. Phil Penn gave us the display of the new aluminum XJ 8 and the following kindly gave items for the raffle: Clover Leaf Auto, East Wood Co, Mike Tate and myself. Max Kiezak sold a full cabinet of his product "Sweedies" and then turned over the full proceeds to Pat for the benefit of the club.

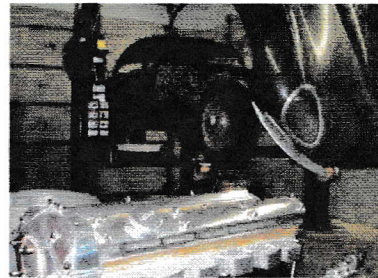
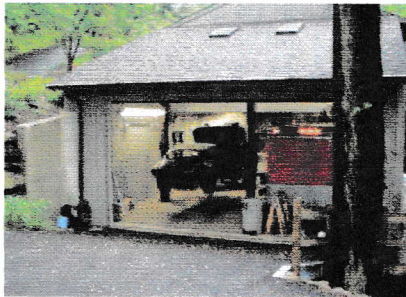
All in all it was a great event only slightly spoilt by the weather.

Wish us luck in the Great Race

KURT RAPPOLD PRESIDENT

POOL PARTY AT THE MUSSELMANS
SUNDAY JULY 20 At Noon

Ron and Trudi invite the members of DVJC for a swim, a chat, a barbecue and to see the restoration work on their E-type



Address: 2605 Pennwood Road, Lancaster PA 17601-2322

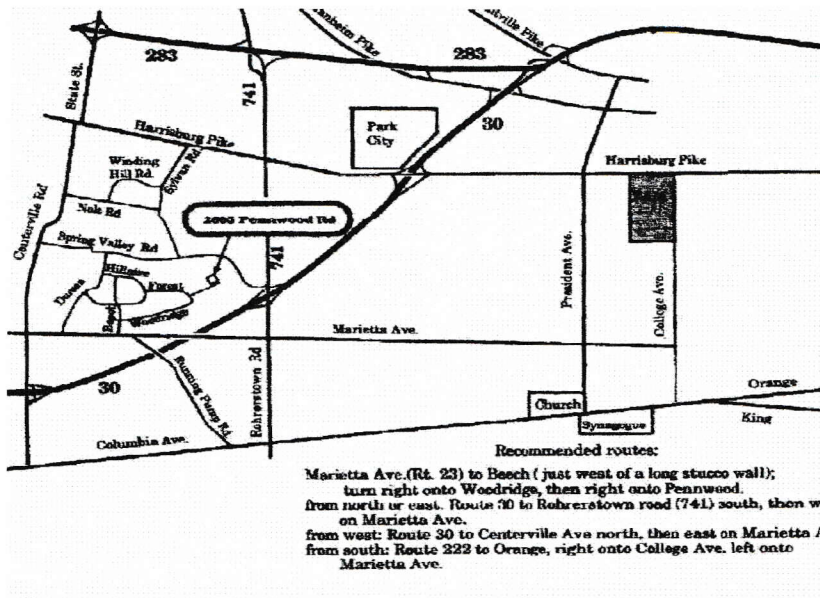
Ron and Trudi will supply hot dogs and hamburgers

Those with last name A-H bring salad

I-R bring vegetables

S-Z bring desserts

Here are directions to their home



Reservations to Ron and Trudi at 717-299-5613

Ronald.Musselman@fandm.edu

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the car for the first owner. Everything mechanical has been examined
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compressor. Perfect interior (smell the leather) with new headliner
installed by Ragtops and Roadsters. The sun roof works fine and
chrome is excellent. British Racing Green body perfect. Never driven
in the rain. Kenwood CD player. Odometer read 48,500. This
exceptional car only \$7500 to someone who is going to care for and
appreciate this vehicle.
Call Reynold: Office 610-275-4065, home 610-489-1896 (April)
SOLD SOLD SOLD



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FOR SALE: 1968 E-Type Roadster Series 1.5, Silver with
black interior and top. Comes with rare factory hardtop.
53K miles. Only 3 owners with full documentation since
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Concours. Standard Steel exhaust. Matching numbers with
jaguar archives documentation. Offered at \$55,000.
Call Mike 215-628-4961 mjtate1414@cs.com (May)
SOLD SOLD SOLD



FOR SALE: 1953 XK 120 Drop Head Coupe, British Racing Green,
Tan roof, Sage Green Interior. New paint, new interior and roof
installed by Bassetts. Fitted Connolly leather suitcases. Engine clean
but not concours. \$45,000 Call Paul 215 646 6299,
pracett@comast.net (April)



FOR SALE: 1961 Jaguar Mk IX sedan parts car. All
there but would take too much to restore. All parts are
good. Car has not run for 10 years and has been
garaged in Huntingdon NY and can be seen at any
time. Any reasonable offer considered. Call Al at 215-
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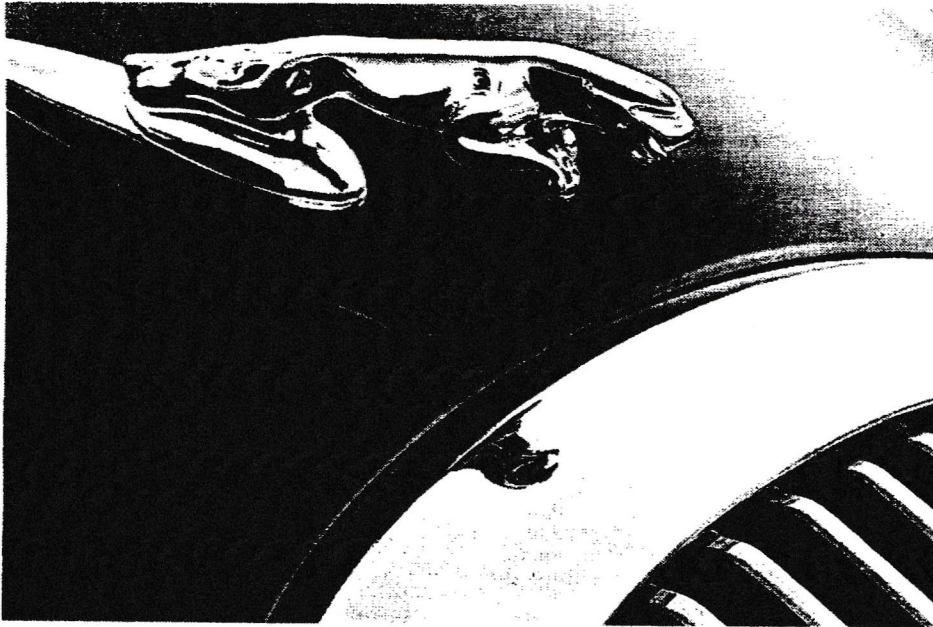
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DVJC CONCOURS RESULTS

	Pl.	Name	JCNA #	Car	Score	Entrant's Club
C01A	1	Vito Gatto	NE33-23138	1939 SS-100 OTS Maroon	100.000	Delaware Valley Jaguar Club
C02	1	Paul & Jan-gee McCollam	NE08-35173	1949 XK120 OTS Black	99.720	Jaguar Club of Southern New England
C02	2	David Povich	NE40-29614	1950 XK120 OTS Green	99.580	Nation Capitol Jaguar Owners Club
C04	1	John Warfield	NE40-20746	1958 XK150 DHC Maroon	99.870	Nation Capitol Jaguar Owners Club
C04	2	W. Ronald Gaertner	SE12-36896	1960 XK150 DHC Red	99.820	Virginia Jaguar Club
C05	1	Terence and Barbara Smith	NC45-22978	1967 E-type OTS Blue	99.990	Jaguar Club of Pittsburgh
C05	2	Louis Ottaviano	NE33-26631	1964 E-type OTS BRG	99.720	Delaware Valley Jaguar Club
C06	1	Bill Beiswinger	NE33-34041	1969 E-type 2 + 2 Black	100.000	Delaware Valley Jaguar Club
C06	2	Michael J. & Muriel Tate	NE33-25078	1968 E-type OTS Silver	99.600	Delaware Valley Jaguar Club
C07	1	Michael Engard	NE33-19494	1972 E-type 2+ 2 Maroon	85.650	Delaware Valley Jaguar Club
C08	1	Jim & Helen Phillips	NE24-15028	1065 Mk X Saloon Blue	99.330	Jaguar Aficionados of Greater Buffulo
C10	1	John & Marge Donohue	NE33-4069	1971 XJ6 Saloon Black	99.990	Delaware Valley Jaguar Club
C12	1	Charles W Olson	NE33-29236	1987 XJ6 Saloon Titanium	99.750	Delaware Valley Jaguar Club
C13	1	Michael J. & Muriel Tate	NE33-25078	2002 XJR100 Saloon Bk	99.490	Delaware Valley Jaguar Club
C14	1	James Shields	NE33-19739	1985 XJS CP Blue	99.200	Delaware Valley Jaguar Club
C15	1	Frank Steinberg	NE33-16575	1954 XK120 OM OTS Or	99.310	Delaware Valley Jaguar Club
C15	2	Matt Milling	NE33-37533	1939 SS-100 OTS Black	96.700	Delaware Valley Jaguar Club
C17	1	Ronald Musselman	NE33-30917	1997 XK-8 CP Red	99.910	Delaware Valley Jaguar Club
C17	2	Robert & Gertrude O'Reilly	NE33-33441	1998 XK-8 Convertible Red	99.880	Delaware Valley Jaguar Club
C18	1	Kurt & Patricia Rappold	NE33-4134	1967 E-type OTS White	99.840	Delaware Valley Jaguar Club
D01	1	Fred & Renate Shabo Mack	NE33-33448	1951 XK120 OTS White	9.840	Delaware Valley Jaguar Club
D02	1	David Hoover	NE33-21511	1966 E-type OTS Red	9.870	Delaware Valley Jaguar Club
D03	1	John & Sunny Pardini	NE33-31811	1971 E-type OTS White	9.990	Delaware Valley Jaguar Club
D03	2	Dave & Tim Duckett	NE33-37537	1968 E-type OTS Red	9.730	Delaware Valley Jaguar Club
D03	3	Amos & Ellajane Kunkle	NE33-30301	1970 E-type CP Red	9.720	Delaware Valley Jaguar Club
D04	1	Donald & Phyllis Mullin	NE33-36660	1974 E-type OTS White	9.970	Delaware Valley Jaguar Club
D05	1	Noe & Rosalie Laframboise	NE33-31434	1962 MkII Saloon Silver	9.970	Delaware Valley Jaguar Club
D05	2	Ken Ruocco	NE33-22569	1960 MkIX Saloon Green / Gray	9.910	Delaware Valley Jaguar Club
D05	3	Alex & Elizabeth Laroche	NE33-39325	1967 420 Saloon Opal	9.630	Delaware Valley Jaguar Club
D06	1	Christian & Marie Huber Jr	NE33-37529	1986 XJ6 CP Grey	9.880	Delaware Valley Jaguar Club
D08	1	Bill Flomerfelt	SE21-28383	1989 XJS Conv Black	10.000	Carolina Jaguar Club
D08	2	Ann B Perry	NE33-28484	1985 XJS CP Beige	9.950	Delaware Valley Jaguar Club
D09	1	Richard Rock		1997 XK8 CP Black	9.960	Delaware Valley Jaguar Club



Photos courtesy of Joe Federico and Larry Schear



Photos courtesy of Joe Federico and Larry Schear
 More photos on the last page !!

JCNA Challenge Championship 2003 Phoenix, Arizona May 1-5, 2003

My trip began on Sunday April 27 at 6:05 A.M. It was sunny but as I departed solo from my home in Saucon Valley, PA. I thought I heard a strange metal sound. Was the fan in my 1966 XKE coupe hitting the shroud? Oh well, I'll keep listening. It abated and the sun was coming up as I traveled west on route 78 towards Carlisle. The speakers on my radio were giving bad base vibrations as I traveled over the Susquehanna River on route 81.

At 8:27 A.M. I was in Maryland and by 8:37 A.M. I was traveling in West Virginia. Saw no Jaguars new or old. There was an old double decker bus advertising antiques on the side of the road. At 9:05 I stopped at the Virginia welcome center. Radar detectors are illegal and aircraft enforces speed limit. At the next rest area north of Staunton I was leaving the rest facility, as was a young couple with a child. The woman pointed to the coupe and said what a cute car. The man asked her if she knew what kind of car it was and she said no. He replied it is a Porsche. I did not have the heart to correct him. From where they stood the back may have looked like a 356 or a 911. Oh well!

After 448 miles I passed a 1965 Ford Mustang coupe with Pennsylvania antique plates. Nice car. Made Bristol, Tennessee and 506 miles by 3 P.M. Route 40 was not far away. At 4:35 a car which appeared to be a four door Toyota or similar make flew across the highway in front of me and hit the guard rail and bounced back across the three lane highway and hit the guard rail on the inside of the highway. By the time he stopped he was heading east. I don't know where he came from since there was also an eighteen-wheeler right in front of me that partially blocked my vision. I slowed down to avoid the glass and gravel on the highway. Pulled into the Scottish Inn at Crossville, TN at 6:25 P.M. having traveled 686.6 miles.

Departed Crossville by 6:15 A.M. and by 8 A.M. on April 28 was going through Nashville. Passed the interchange for Franklin where the 2001 Championship Challenge was held. Also passed the Loretta Lynn Dude Ranch. I guess I'll pass this tourist trap. The highway was great and the red, white and lavender spring flowers were in bloom. Stopped for gas. I lost a little coolant out of the overflow. Have been averaging 20 MPG. At the 1,000 mile mark I passed through Memphis, crossed the Mississippi and into Arkansas and the blue star memorial highway.

As I approached Little Rock the engine temperature gauge was approaching 90

degrees. Reduced the RPM 's from 3200 to between 2600 and 2800. Arrived at the



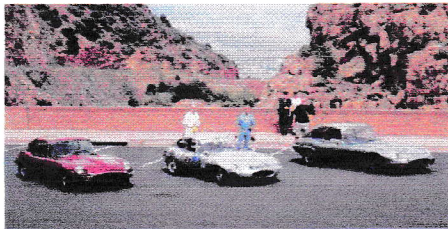
Gerry Kunkle and his 1966 E type coupe

Oklahoma rest center at 6:10. A woman photographer who had just finished covering an MBNA sponsored women's golf tournament liked the car and took several pictures. She said she would E-mail them to me. Have yet to see the pictures. Passed the Cherokee Nation information center. Arrived at Henryetta Ok, the home of Troy Aikman having traveled 698 miles. Room including tax \$28.40.

Next day April 29 passed through Oklahoma City. Passed quite a few car haulers heading east which included the Viagra, Dupont, DeWalt and Cingular Wireless tractors. Made Texas by 10:20 A.M. Speed limit is 70 day and 65 night. More Car haulers including Fox Sports, Roush Racing and Goodwrench. In Groom Texas is the world's largest cross. Appeared to be taller than the grain elevators surrounding it. I could see no church as it was in a park-like setting. Passed the Tide Racing and Chevy Monte Carlo Racing haulers. At noontime I passed through Amarillo, TX. By 1:45 P.M. I was at the New Mexico visitor center. Passed a van pulling a camper that had jack-knifed probably due to high winds, windy roads and high speed. Troopers were measuring the skid marks. Meguiar's trailer passed me and gave me the thumbs up sign. They did not stop their mobile training center to give me a free sample. Made the Red Roof Inn and Unser Blvd. in Albuquerque by 6:00 P.M. I was now 2,015 miles from home.

On the 30th I made the continental divide by 8:40 A.M. Elevation 7,275 feet. Car running well. Temperature remains around 75 degrees in the morning. By 9 A.M. I passed Gallup NM. And an hour later the Arizona border (free arrow head with purchase). Passed the Petrified Forest. Also passed locomotives with the identification of BNSF. Later reasoned that this stood for Burlington Northern Santa Fe. Saw in the distance the snow capped Rockies and by 12:30 was in Flagstaff. Sign said "no stopping inmates working". Fortunately I did not have to exit route 40 unto route 17 for several miles.

Decided to take the scenic route 189 into the Coconino National Forest and south to Sedona. On the way I stopped at the Oak Creek Vista with a beautiful view of the canyon and the magnificent pines. I bought the car a present, a key chain that depicted an Indian rider and a pony called the "End of the Trail". After leaving the park I passed two XK8 roadsters heading north. Arrived in Sedona by 2:15 P.M. Went to the airport to see if there were any changes since I was last there several years ago. Took some pictures of the red rock country. Returned to route 17 and headed to Phoenix. Arrived at the Marriott at 5:40 P.M. Oops the wrong Marriott. Got directions and headed to the Airport Marriott arriving at 6 P.M. with directions from Gary Hagopian as to where to park. I had traveled 2,497.1 miles. I parked next to the Donovan Motorcar carrier from Lenox, MA, which had recently been acquired by Jaguar. I had used two quarts of Mobil 1 oil to get to Phoenix. Not too bad.



E types Coupes : Two Series III, Series 1.5

On Thursday I was out in the parking lot detailing my car waiting for the 2004 Jaguar XJ8 ride and drive experience when Jerry Wise from Tallahassee FL came by and said that they were gathering in the front of the hotel for a cruise to Superstition Wilderness - Tonto National Forest. Sounded good to me since I don't believe the ride and drive experience was ever run. I pulled in front of the hotel where Pascal Gardner from Florida in his Series III XKE, Jerry Mouton in his 1964 XKE from San Francisco, Jerry in his Hertz Jaguar X type, and Gary and Sue Hagopian in their 1962 XKE were lined up. The Wilderness is east of Phoenix and in the desert where gold was found many years ago. Away we flew down route 60. I was hoping my car would not heat up too high. The twisty road through the park was a test. The scenery was spectacular. The Cactus was in bloom. Spring also comes to the desert. We had lunch at the notorious Tortilla Flats saloon. We returned to the Marriott in time to pick up some Mark 2 items at the swap meet.

That evening we took the Sunset Rover Event and supper. Of particular interest to me in addition to getting a ride in the new Land Rover was seeing the Penske Museum located at Scottsdale. There were several dozen-race cars on the second floor of the complex along with

trophies and historical movies of the races in which Penske cars were successful. I managed to take some pictures of the cars.

Friday was rally day which began north east of town off of McDowell Rd. and took scenic route 87 to Payson, AZ then routes 260 and 89 to Sedona where lunch was provided at Red Rock State Park. I gave the XKE a rest and went with Jerry Wise in the 2003 S Type. The scenery was spectacular and the food was great. About 30 cars took part in the rally which was a time and distance event but due to a truck accident on route 87 most of the participants lost a half hour as the truck was being right sided while we stopped in the middle of the highway. Winners were picked from a hat. This was a typical rally with one flat tire, one car over-heating with steam pouring from the bonnet and one car barely able to go up the hills with what appeared to be a fuel problem.

After lunch we followed Pascal Gardner, Sue and Gary Hagopian and another Series 3 XKE south on 89 to Prescott AZ. Jerry was able to keep up with Pascal and Gary as they flew down the twisty roads south of Prescott. We went straight to JCNA western experience, which was held in the Goldfield Mountains. We were supposed to be there by 6 P.M. but we arrived at sunset. There was an authentic saloon, cowboys, gunslingers, and a shoot out in the center of town, a jail scene, and a drunken judge. Doc Scanlon, a likely suspect, was arrested and sent to jail as well as Gary Hagopian and Dennis Eynon the Jaguar Challenge Chairman. They were found guilty and sentenced to hang. The skit ended with a lot of shooting and bodies falling. We went back of the theater for a western barbeque. The scenery was what one might expect at a late 1800's gold mine site. The sky was truly beautiful.

The Jaguar test facility tour was cancelled due to Volvo using the test facility. In lieu thereof a tour was scheduled for the arboretum, which features southwestern and desert plants. I would have liked to attend but the slalom was moved to 10 A.M. due to the large number of participants. So I took off in the coupe to the new Arizona Motorsport Park. It is a 2.3-mile road track. We used what most would call their parking lot, which was a paved four-acre layout with no light standards or other obstacles. The participants ran good times. In particular my friend, Jerry Mouton, ran his stock 1964 XKE coupe under 45 seconds on 185 x 15 tires. He really smoked the track. That evening there was a cocktail/hors d'oeuvres party back at the hotel. There was a live auction of a painting,

Sunday was the JCNA Challenge Championship Concours d'Elegance which was held in Heritage Square in downtown Phoenix. Car haulers began pulling in prior to the 6:30 A.M. start. It was a

great day. Some of the featured cars were the ex Phil Hill alloy bodied XK120 owned by Mark Miller, the 1962 XKE lightweight that had recently changed hands for \$1.375 million at Amelia Island, Terry Larson's C type, D type Jaguar OKV 2 and an XK SS. The judged show produced only one 100-point car, which was a red 1962 XKE owned by Jeff Snyder of the Jag Club of Austin. My XKE coupe finished seventh out of nine cars in D2 with a 9.844. I received major deductions for my shifter knob, wrong size tires, front license bracket and my sun visors. I plan to take care of these items eventually. Randall Aagaard of the Wasatch Mt. Jag. Reg. received one of the lower scores in C18 but what a fantastic job he did in driving this original 1956 XK140 up and down the mountains in the rally. There were 83 cars registered for the concour. 36 cars were scored in the champion division and 33 in the driven. Included in the total of cars judged were 16 Series I XKE's by far the largest groups. I would have expected to see more XK's than what appeared on the show field.

The awards banquet was held in the evening. Again the food was excellent. The keynote speaker was Richard Beattie, Executive Vice President of Marketing and Sales of Jaguar Land Rover North America.



Left to right: D-type, XK-SS, C-type and SS100 !!!

On Monday morning there was a farewell breakfast sponsored by J.C. Taylor. I opted out since I had a long road ahead. I left the Valley of the Sun at 5:15 A.M. heading for Flagstaff. Heading north the elevation increased to 4,500' at Fort Verde State Park. Again I saw the snow covered peaks outside of Flagstaff which from the south were even more magnificent. I followed my steps back across route 40. Stayed in Amarillo Texas the first evening out of Phoenix having traveled about 750 miles. Lost a little coolant out of the block petcock that day. Went through Oklahoma City. and exited route 40 and took route 44 towards St. Louis because of tornados being reported in Tennessee. In addition this route should be about 100 miles shorter. Passed through Tulsa. Lot of picnic tables along the highway. Not too sure who would get on a toll road and stop to have a picnic even if there were rest room facilities. Stopped at the Missouri welcome center at 3 P.M. having traveled a total of 3,900 miles since

April 26. Car was running again at about 90 degrees. Northeast of Springfield it became cooler but it looked like min. which dashed my



The Lost Lightweight 1962 XKE and a D-type

hopes of getting through St. Louis by nightfall. The rain started coming down and the E type kept moving along. At Rolla the rain became heavy. I knew of Rolla since it is where the Missouri School of Mines is located. At the motel the weather channel had a special alert about tornados and one should seek shelter. At the local Subway store a fellow told me about the hail heading this way and that I should get my car under cover. I couldn't find any cover but by 8:30 P.M. the storm had passed.

I took off the next day going south around St. Louis and headed for Illinois. The skies were cloudy the whole way to Washington, PA on route 70. I came upon another large cross in Illinois almost as tall as the one in Texas. Went through Terre Haute and then Indianapolis where there was a huge pile of dirt that had been dumped on the highway that I thought might hit the bottom of the car. Continued through to Columbus Ohio and on to Wheeling West Virginia and finally Bentleyville, PA. It was 8:45 P.M. and I had driven 777.3 miles. I left Bentleyville early after waiting for the rain to subside and headed for the Pennsylvania Turnpike. Rain continued to pour. Once on the turnpike it only drizzled. Stopped in Carlisle for fuel and a quart of oil. While getting on route 81 the rain poured and I had to pull off the road because those little lights on the E type are so small and the trucks were really flying. I couldn't get under a bridge because of the guardrail, which now prevents one from pulling off. Waited 20 or so minutes and was back on the road with my flashers on. Made Bethlehem by 1:30 P.M. I registered 5, 059 miles on the clock. The fifth quart of oil was used in Carlisle.

Though my car had the usual funny smells and sounds, I wish to thank Terry and Karen Lippincott and Phil Wright from Lippincotts Garage for the great job they performed in preparing my car for the 2003 Jaguar Challenge Championship.

Amos. G. (Gerry) Kunkle



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