

# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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**NOVEMBER 2003**

What better car to take the bride to church than a Jaguar??  
DVJC member Jack Bednarski's daughter Alicia with his Jaguars



## UPCOMING CLUB EVENTS

### November 15 Tech Session at 9am

Followed by Directors' meeting  
Sproul St, Chester PA  
See details on page 3

December 7 Holiday Luncheon  
Whitemarsh Valley Country Club  
See details on page 12

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## DVJC TECHNICAL SESSION

SATURDAY NOVEMBER 15<sup>TH</sup>, AT 9AM,  
SANDROSE TROPHIES,  
SPROUL STREET,  
CHESTER PA



TECHNICAL SESSION ORGANISED BY KURT RAPPOLD.

SUBJECTS: CONCOURS JUDGING – WHAT TO EXPECT AND HOW TO DO IT  
WIRE WHEEL MAINTENANCE

ALL MEMBERS OF DVJC ARE WELCOME. TECH SESSIONS ARE A GREAT WAY TO LEARN ABOUT YOUR CAR AND ITS MAINTENANCE AND TO GET TO KNOW OTHER MEMBERS OF THE CLUB.

THIS WILL BE FOLLOWED BY THE DIRECTORS' PLANNING MEETING FOR 2004.  
WE ENCOURAGE ALL MEMBERS OF THE BOARD TO ATTEND – YOU MAY FIND YOURSELF VOLUNTEERED TO DO SOMETHING IN YOUR ABSENCE IF YOU ARE NOT THERE !!!

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## **THE PREZ SAYS NOVEMBER 2003**

AMOS (GERRY) KUNKLE, CLUB DIRECTOR

Ever since the passing of fellow club member and Director George Carr, I have been listening to the heartbeat of the club. This past week, I decided, based on all the information I had gathered, to nominate the replacement for George's remaining 1.5 year term. I called him and asked if he would take on the responsibility and Gerry Kunkle, from Bethlehem gladly accepted. Gerry and his lovely wife Ellajane are nice people and love their Jaguars and are very active in many club events. Please make them welcome at the upcoming Tech Session and also the Holiday Party at the Whitemarsh Country Club. Gerry, I am sure, will be very active in helping to make the club an organization where all members want to participate.



Gerry Kunkle

### **DVJC TECHNICAL SESSION. RSVP REQUIRED**

The November 15 club tech session is coming up very soon. 9am start. Main subjects are "Wire wheel maintenance" and "Concours judging". The meeting will be followed by a 2004 Directors' planning meeting. If you were a Judge for the JCNA Concours, or, if you want to become a Judge in the future, please be sure to attend. Also if you want to see what the judges are looking for at a Concours, this is your chance. When I am half way across the country running a National Rally I do not think I should be answering questions about Concours Judging. Had I known that the person questioning our judging (in the rain) had read his score sheet which we put inside his car to keep it dry, we would have had our first disqualification. So there is something interesting to learn for all members no matter if you are "showing," "judging" or just "attending."

There is a large guarded parking lot at 9<sup>th</sup> on Sproul Street. Please RSVP as I have to organize food and drink. The meeting is being held in a warehouse so wear appropriate clothing. If you have a folding chair please bring it.

### **2004 MEMBERSHIP RENEWALS**

It's time for Membership renewal for 2004. To encourage you to make an early renewal and help our Treasurer, Steve Kress, we are offering a discount of \$5. If you submit your renewal to ARRIVE (No exceptions) by December 31<sup>st</sup> then you may deduct \$5 from your dues. With the high cost of publishing the Purr, mail costs etc, I normally would be against this. However, so many members get the club magazine electronically that we are making substantial savings. If everyone renewed early it would save our treasurer countless hours of filling in late renewal forms.

### **ANNUAL HOLIDAY PARTY**

The annual Holiday Party is to be held on December 7 at the Whitemarsh Country Club. Please get your tickets early from Kit Racette. Kit has everything very well planned for us "of course". Please be prompt in sending your meal choices and checks. Pray for a dry day as Kit is planning to park us on the lawn in front of our dining room windows which look over the Golf Course. I must insist Jaguar parking only on the lawn for a photo opportunity.

### **PUMPKIN RUN. NORTH EAST CAR RALLY. MILLSBORO**

The weekend trend for 2003 has been mostly raining, from the June Concours through the August picnic. The Pumpkin Rally started off cool with a very early frost which required scrapping those windshields for those cars not garaged for the night. I had offered to help on the Technical Inspection so I had an early home departure time planned. After about 30 minutes the E-type died on busy Rt95. With limited tools I decided it was the fuel pump at fault. After about an hour's gymnastics in the right fender I got it out to find the wire connection was not tight enough. I tightened it up a little more and performed a test. "Bingo" it worked immediately. After going through the contortions of getting my big hands around all the fasteners, I realized the presence of someone who I thought was a cop. Here my youngest daughter was standing there in her black JCNA jacket. Cool doll! The rest of the 80 mile trip was uneventful on a beautiful day.

We eventually had 9 Jaguars show up to run the rally out of a total of 37 other various cars. We also had some of our members help out manning check points and running the support sweep truck. Many thanks to Candy Stephani, Frank Steinberg, and Jerry Dement for donating their entire weekend to Bob Bryan and Ralph Steinberg. With no outside help Bob and Ralph laid out the entire course and completed all the organization details. I am expecting bigger and better things to happen at the Spring Rally in Millville, NJ. Book the first weekend in May for this event. The cars that showed up for

the Pumpkin Run are also the Jaguars seen at Concours, Picnics, Tech sessions and the various car shows we attend during the year. Next year I would like to see this number double.

The results of the rally were faxed to Kit Racette who has sent them to the JCNA National Rally Results. The two lowest times are utilized to determine the JCNA winners for the year. You may submit times for every JCNA sanctioned rally you run in. According to the Jaguar Journal, the DVJC is the only club in the Northeast to participate in a rally that has a JCNA sanction this year. Both Driver and Navigator are a rally team. Both must hold JCNA numbers unless you have a common number for family members.

We were lucky to have a beautiful weekend with only a couple of showers Sunday morning. Every country road was filled with those little black and orange woolly caterpillars It was quite a challenge not running over them. We basically operated out of the Millsboro Fire House. All of our meals except Sunday lunch were served there. Part of the fun of the Rally is wearing costumes. My Navigator and I dressed up as clowns, Steve and Betty Kress as a Knight and a Princess. Others were Sumo Wrestlers, Straw Scarecrows, Farmers and Swamp Witches. So a lot of thought went into the preparation.



The course ran for 247 miles on the Saturday and 96 miles on the Sunday - 343 miles in total through beautiful Delaware countryside. Much of this was through heavily wooded areas.

Here are the results:-

1 Kurt Rappold & Bob Cardin	1967 E-type	Penalty 1.31 minutes
2 Steve & Betty Kress	1972 E-type Series 111	Penalty 1.91 minutes
3 Charles Olson and Christina Olson	1987 XJ6 Series 3	Penalty 3.48 minutes
4 Tom Jones & Nancy Chard	1986 XJ6 Series 3	Penalty 3.58 minutes
5 Ann Perry & John Shirlaw	1985 XJS Coupe	Penalty 4.01 minutes
6 Judy Squire & Tom Squire	1974 XJ12 Series 2	Penalty 5.29 minutes
7 Mike Tate & Paul Racette	1959 XK150S Roadster	Penalty 9.35 minutes
8 Jeff Dement & Patty Dement	1956 XK 140 Roadster	Penalty 11.28 minutes
9 Tom Murray and Chris Jordan	1963 E-type	Forced to withdraw

Our club awarded trophies for the first three places.

Our Vice President Jeff Dement and his wife Patty were nominated by popular applause as the most appealing car in the Sports Car Category. They were driving a black 1956 XK 140 Roadster with cream interior. Charles Olson and his daughter Christina were winners of the Sedan Category with their Titanium XJ6 VP. Paul and Mike got the Tough going ward!!



Jeff and Patty Dement with Bob Cardin in costume

The raffle and auction was a lot of fun. All the participants brought various items for the auction and it was announced that the event generated enough money to contribute \$4,500 to the Millsboro Fire Company, \$800 to the Millsboro C.C to replace playground equipment in the town park and enough money to outfit the town's League Team. It is a good feeling to know our weekend Rally did so much good for the community.

#### SPONSORSHIPS

Each year I submit sponsorship requests to Jaguar for our sanctioned events. We contributed to the Brandywine Hospital Nurses Training Program this year at our Concours. When I returned home from the rally I found a check in the mail from JCNA for a very generous amount for sponsorship for 2003. I was really quite taken aback by the amount and wish to publicly thank Jaguar Cars & JCNA and especially Malcolm Oliver, Jaguar's designated JCNA Director for the contribution. It is most generous and I am sure our Director group will use it wisely.

I look forward to seeing you at the upcoming club events  
Happy Motoring

Kurt Rappold  
DVJC President

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## **EDITOR'S RAMBLINGS NOVEMBER 2003**

### **ENGLISH CAR DAY AT GRAEME PARK**

Sponsored by the Delaware Valley Triumph Club and held at historic Graeme Park September 27th the stormy weekend weather continued. The show opened in bright sunshine at 10 am and was scheduled to close at 3pm but at 1pm black clouds gathered followed by rolling thunder and torrential rains!! Despite all this a reasonable selection of cars gathered, mainly Triumphs, M.G's & Minis. DVJC's Mike Wolf was there with his TR3 which he told me he has owned since he was 16 and in which he courted his wife Susan. Ah! If only these old cars could talk. Jaguar were well represented by both E-Types and XK's. For the E-Types Ken Beck took 3<sup>rd</sup> place with his 1965 E-Type, Arnold Haimovitz with his 1972 was second and Norm Kuestner took 1<sup>st</sup> with his 1970 model. The XK representation was of a very high standard, all owners being DVJC members. John Spillman brought his 1959 XK150S OTS 100 point car from York by trailer and took first place. This car has just registered its 23<sup>rd</sup> mile!! My 1959 XK 150S OTS was second. She got a bit wet driving home but will soon be back in pristine shape. Al Pincus brought his beautiful 1956 XK 140 DHC and took 3<sup>rd</sup>. Al rescued this car over 20 years ago from a wrecker's yard in New York where it was just about to be crushed. The people's choice for top car was the 1935 Morris 8 owned by Harvey Bradford. Kurt wrote about this car and its attendance at the Bryn Mawr show in the October issue of the Purr. And to illustrate it is as spectacular as Kurt says we show a photo of it at Graeme Park.



Harvey Bradford's Morris 8

### **COBRA, VETTE & XK-E FACE OFF**

Classic Motorsports (Formerly British Car) magazine in their November issue ran a comparison of these legendary Supercars of the 1960's. They test drove all three cars and called the XK-E Coupe sophistication personified. They stated that all three were still cool and relevant. They come to the conclusion that the "E-type is the only one that really feels like the classic interpretation of the word "supercar". The Corvette and the Cobra feel more like zero-to-60, point-and-squirt kinds of roadsters" This is a surprise as the Cobra now costs five times the E-Type without being five times the car. The production numbers of the Cobra were far less which surely accounts for the price differential. The write up also states that the three cars inspired a number of pop culture songs Here are a few words from the song "Hey Little Cobra" by the "Rip Chords" : "I took my Cobra down to the track hitched to the back of my Cadillac. Everyone was there just a-waiting for me. There were plenty of Sting Rays and XK-E's." Anyone remember this song?

### **JAGUAR X-TYPE ESTATE NOT FOR USA**

After all the announcements I find out that Jaguar management in the USA have made the decision not to market the Estate in the USA. This decision was made, I understand, because "The Beanies" say there is not a big enough market. BMW, Merc and Audi, with its hugely popular A4 Avant, seem to think otherwise. I find this an amazing decision. In marketing it is always good to have another product in your bag and the Estate offers a very good alternative to the SUV which Jaguar does not have but BMW & Merc do. Perhaps Ford would re badge the Land Rover, stick a Leaper on it and call it "Roving Jaguar".

### **JAGUAR RECORD - BREAKERS**

Our correspondent PGT in the UK sends us news that Jaguar is celebrating the 50<sup>th</sup> anniversary of a record - breaking run at the small Belgian town of Jabbeke, when its test engineer, Norman Dewis set an average speed of 172.412mph in a XK120 on a nearby motorway. With the support of Jabbeke town council, the Jaguar Daimler Heritage Trust is erecting a bronze plaque in the town to cement Jabbeke's place in history. Norman Dewis, who drove the car, now 83 was at the ceremony. He also did some early development work on Jaguar's D-type racing car. Earlier in 1953 he had established new records at Jabbeke in another XK 120 and a Jaguar Mark V11 saloon, as well as high-speed testing in the C-type racer ahead of that year's Le Mans 24 Hours. Another record was created when Jaguar sold 15,613 cars worldwide in September, the best monthly sales total in the company's 83 - year history.

### **WEDDING CARS**

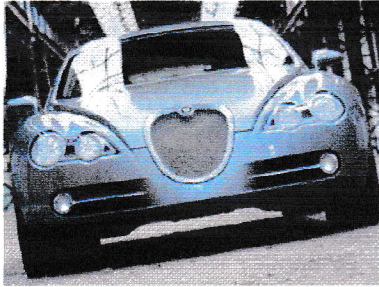
Jaguars make such wonderful wedding cars. Member Jack Bednarski wrote to me to say that his daughter Alicia was married to Kevin Harrington at St. Mary's Church in Wilkes-Barre on October 25 2003. The bride was driven to the church in her dad's Vanden Plas. Jack says that when the couple emerged from the church he handed them the keys to his XJS to go to the reception. Later Kevin returned the keys. Silly man, he missed a wonderful opportunity to thank Jack for his generosity and



that he was pleased that dad was making sure his daughter continued to have the finer things in life. See the photo of the happy couple with the Jaguars on the cover of this newsletter.

#### CONCEPT CAR RELEASED AT FRANKFURT MOTOR SHOW

Jaguar has released a number of concept cars over the past few years. Perhaps the one that caught our imagination the most was the XK 180 back in 1998. It was stunning and was the start of the development of the F-type concept. This was the stillborn successor to the E-type. Following these was R-Coupe, another beautiful concept that was stillborn. Now, released at the Frankfurt Motor Show is another concept, the R-D6.



R-D6 Concept Car

Ian Callum, Jaguar's Director of Design said "The R-D6 represents the pure, sensuous and sporting design that will feature in all new Jaguars but more than this, it is a vision of the future of premium motoring: beautiful, fast, agile, efficient and fun. The fact that it is the most compact four seater Jaguar ever defies categorization makes it even more intriguing and desirable."

So it looks, at long last, that Jaguar is finally getting radical. Gone is the traditional wood and leather and that very traditional XJ look replaced by even higher tech than the alloy body, smaller size with great presence. It is still only a "concept" but it shows the direction Jaguar is thinking. Perhaps the only thing that is holding them back is the investment from Ford.

The car is smaller than the X-type. The front of the car reflects Jaguars thoughts for the next S-type and shows retro touches from the Mark 2 and C-type. It sports extensive use of polished alloy, electrically activated flush door handles and massive 21" wheels and for European markets the return of the leaper as a form of badge but this is on the boot. It has a six speed manual gearbox with the gear shift containing the engine start button. If this concept is finally manufactured then it should attract the younger New Jaguar Generation which they so badly need.

#### AUCTION NEWS

Things start to slow down in the auction world at this time of year. Of course there was a Bonhams and a Kruse auction at Hershey on October 10 and we should have the results in the next edition of the Purr.

A fabulous 1955 XK140MC Drophead special equipment which had been professionally restored to the highest standards. Everything that needed to be done mechanically was carefully completed to this matching numbers car. The car was beautifully repainted in deep burgundy and retrimmed throughout in beige Connolly leather upholstery with new carpets and new beige Stayfast soft top. It recently won a JCNA Best of Class award at the Houston, Texas Concours. This stunning car sold for \$128,500 at the Christie's Rockefeller Center auction. Just to compare a similar car in 1 condition was sold by RM Auctions in Phoenix in January for \$70,400 and in April a condition 3 car was not sold by Bonhams & Butterfields at their Brookline, MA auction with the top bid being \$71,300.

At the RM Auction at Meadow Brook, Michigan a 1959 XK 150 S Roadster, Black/red leather with 40,674 miles. Had very good paint and body work, excellent leather and chrome. Looked like a no longer fresh restoration. Cloth top needed full cleaning and lots of detailing work would have helped Condition 3+. Sold for \$77,000 and the comment is that there has been lots of upward movement in XK 120s, 140s and 150s and this car continued the trend. It is interesting to note that in Sports Car Magazine's pricing guide, they have an A-F scale which ranks cars in terms of their long term desirability. For Jaguar they list only three such cars in the A category :- The SS 100, the XK Alloy 120 Roadster and the XK 150 S Roadster.

At the Bonham auction they sold a couple of E-types. The first was a Series 1 Coupe 3 condition with 63,223 miles which went for \$26,450. The second was a Series 111 Roadster Dark green/tan with 84,227. Originally a manual transmission converted to automatic (how strange!) Condition 4 sold for \$18,975. At Christie's, Pebble Beach auction, what was described as a stunning restoration...car absolutely glows with only 16 miles on the clock - this 1964 E-type Series 1 3.8 Roadster sold for \$111,625. It is as close to a factory new car as you are ever likely to see. At the Monterey RM Auction, a 1957 XK 140 MC Roadster BRG/biscuit leather with 11,519 miles. Recent restoration but an unfortunate divot to driver's door and front fender. Condition 2. NOT sold at \$75,000. In this condition this car should have sold at the high bid!! Also at the same auction, a Series 1 E-type Light blue metallic/blue leather with 9,699 miles. Drivers seat shows signs of wear with dings in console. Condition 3+ Sold for \$50,051. Again at the same auction a 1966 E-type Series 1 Roadster Dark

blue/biscuit with 322 miles, basically as new. Close to visually perfect. Sold at \$101,201. Comment was "Fully priced to day, even by Monterey standards. But next year it might look a bit low".

#### THE 30 BEST CLASSIC CARS

In the November edition of *Thoroughbred and Classic Cars* they publish the results of a survey amongst readers where they asked the question "Name your favorite classic car of all time." So here are the results and for number 1 the quote was "It was so sexy, so fast, and affordable too. It's still sexy, still fast - just wish I could afford one now." Yes, it's the Jaguar E-type 1961-1975. Does any other car sum up the thrills of classic motoring to greater effect? No. 2 MGB 1962-1980. No. 3 Triumph TR4/TR4A 1961-1967, No. 4 Lotus Elan 1962-1973, No. 5 Austin Healey 100/3000 1952-1968, No. 6 Jaguar Mk 2 1959 -1967. It speaks volumes about the Jaguar Mk 2's sheer charisma that it scores sixth place in a top ten populated otherwise only by sports cars or GT's. It's got four doors and family size lounging space, yet it was voted above the Porsche 911 and the Ferrari Daytona. It's surely the only saloon car that could achieve that. It also doubles the Jag count in the Top Ten. Jag is the only marque that scores twice. No. 7 AC/Shelby Cobra 1962-1968. No. 8 Porsche 911 1963-1997. No. 9 Aston Martin DB5 1963-1965, No. 10 Ferrari 365GTB/4Daytona 1968-1973.

Here comes the next 20:

11 Mini Cooper, 12 Lotus Seven, 13 Triumph TR 6, 14 Ford GT 40, 15 Lamborghini Muira, 16 Jaguar D-Type, 17 Vintage Bentley, 18 Ferrari 250 GTO, 19 Ford Mustang, 20 Morris Minor, 21 Citroen DS, 22 Ferrari Dino, 23 Jaguar XK 120, 24 Aston Martin DB 4, 25 MGA, 26 Bentley R-Type Continental, 27 BMW E30 M3, 28 Jaguar XJ 6, 29 Audi Quattro, 30 Citroen 2CV.

So Jaguar had 5 cars voted in the top 30. I was surprised to see the XK 120 down there in 23<sup>rd</sup> spot. And where were the C-type and the XKSS?

#### TRANS AM CHAMPIONSHIP

This is from our correspondent in Michigan RJT. He says "Thought this maybe Purr-worthy news. Don't know if you know this but Scott Pruett led most of the final Trans Am race in Puerto Rico last weekend in his Jaguar XKR. The news is that, for the first time, it actually was a REAL Jaguar. His was the only XKR out there with a real Jaguar developed racing engine. (All the others run other manufacturers'). The engine apparently ran flawlessly and was obviously the class of the field until a loose wheel lug nut put Pruett out of the race towards the end. He had already won the Trans Am championship for Jaguar so it did not affect the standings. I am sure many of the other Jag drivers will be wanting the engine next year. Also, since they committed to building a race engine for Trans Am, maybe it's not too much of a stretch to think they might be working on something for Formula one."

Have a very good Thanksgiving.

Michael Tate  
Co-Editor

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**DELAWARE VALLEY JAGUAR CLUB  
HOLIDAY PARTY**

**SUNDAY DECEMBER 7, 2003**

**WHITE MARSH VALLEY COUNTRY CLUB  
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Join your fellow DVJC members for lunch at the Historic Whitemarsh Valley Country Club, just off Germantown Pike in Lafayette Hill. The original club house, dating from 1769, served as the headquarters for General Wayne during the Revolutionary War. The Country Club was established in 1908 and has had its share of major tournaments beginning in 1918 with the All American Open. The present building was built in 1969. The room in which lunch will be served has a wonderful view down the Fairway. Weather permitting, we hope to be able to park the Jaguars here.

The afternoon will begin at 1pm with hors d'oeuvres sponsored by the Club and a cash bar. Lunch will be served at 2pm. Your choice of main course is listed below.

The first 30 DVJC members to sign up and pay for their reservations will be eligible to receive a 2003 collectable Jaguar Club gift. Reservations must be received by November 21.

To add to the festivities there will be raffle prizes – as examples of the prizes, Steve Kennedy has donated two CDs of his new book “Jaguar, The Classic Marque” as raffle prizes.

**Directions:**

Germantown Pike can be reached from Route 476 at Plymouth Meeting. Take Germantown Pike East approximately 4 miles to Thomas Road. Turn left on Thomas Road to the Club Entrance.

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Please make your check payable to DVJC and send it along with your choice of main course to Kit Racette, 6 Haycroft Drive, Spring House PA 19477

Number of people attending \_\_\_\_\_ @ \$35.00 per person \_\_\_\_\_ Payment enclosed

Menu Choice: \_\_\_\_\_ Capon Marsala ( Breast of chicken sautéed with mushrooms, served in Marsala Wine Sauce)  
\_\_\_\_\_ Poached Salmon Fillet ( served with Saffron Dill Sauce)

Name \_\_\_\_\_  
Phone Number \_\_\_\_\_

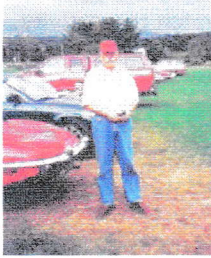
Weather permitting, will you drive your Jaguar?

## **Touring with the Jaguar Touring Club**

**Amos G. (Gerry) Kunkle**

**September 13 to 21, 2003**

**Saratoga Springs, Lake Placid and British Invasion, Stowe VT**



Gerry Kunkle

On the road again. Two years ago the Jaguar Touring Club (JTC) traveled to the Jaguar Championship in Franklin, Tennessee and last year the Club traveled to Canada after participating in the Jaguar Association of New England (JANE) show in Sturbridge, MA. When I heard they were touring upstate New York and Stowe Vermont I thought it would be fun to accompany them. I knew several of the club members. I had met Ray Sharp, who had the Gordon Parks E-type coupe restored at Terry Lippincott's shop, several years ago and I had recently sold my blue 1970 E-type coupe to Steve Weinstein.

Two months prior to the tour the participants made their reservations from those provided by the tour leaders Steve Ferring and Steve Weinstein. A week before the tour began I received in the mail the "Official Guidebook".

This 22-page book included a general guide to touring and cell phone list of the fifteen participants who would be traveling in ten cars. In addition it had a complete set of directions for each day we were on the road and museums and events that one may wish to attend.

On Friday September 12, I prepared my 1970 Series II E-type Roadster for the trip with the Jaguar Touring Club. A month or so prior to the trip I was having trouble with the condenser on my Mallory distributor so I needed to make sure I had a spare condenser, points, rotor and a clean set of plugs.

Left my home in Bethlehem shortly after 6 a.m. to meet the group which I would be touring with at Mac's diner in Butler, New Jersey. The weather on Routes 78 and 287 was overcast and rainy but I did the 87 miles and reached the diner shortly before 8 a.m. The official guidebook prepared by Steve Ferring and Steve Weinstein instructed that we please arrive at the departure point with a FULL TANK of GAS so I filled up the tank prior to meeting the group at the restaurant. The cars being driven included a 56 XK140, a 61 E-type Coupe, three 70 E types, two Roadsters and one Coupe plus several XJS's and an XK8.

We took off about 9 a.m. north from the diner, took the Taconic Parkway north and stopped for lunch at Bonnie Cook's beautiful home and landscaped gardens south of Albany. Arrived in Saratoga Springs shortly before 6 p.m.

The next day most people slept in but I decided to enter my car in the Saratoga Car and Craft Festival, which was being held at the Saratoga racetrack. It cost \$15. It gave me a chance to clean up my car and to be able to see some very nice cars under the grand stand. Of particular note was a white XK120, which was for sale by a restorer in Vermont. Also there were several other XK's all of which except one was restored to a high degree of originality. In addition there was a C type, which I was later able to get a better look at the Saratoga Automobile Museum on Tuesday prior to departing for Lake Placid. I would highly recommend that when in that area to visit the museum. The theme was the summer of 1957. The cars included a Ford Thunderbird, a Chevrolet Corvette, a Studebaker Golden Hawk, a Chevrolet Bel Aire and a Ford Crown Victoria. While in the Saratoga area do not miss the Thoroughbred Racing Hall of Fame.

On Monday we traveled about 90 miles to Cooperstown, New York. Our trip took us on Route 80, which passes west of "Lake Glimmerglass" made famous by James Fennimore Cooper. I visited the National Baseball Hall of Fame and Museum and watched several innings of the Legends of Baseball played at Doubleday Field. Others visited the James Fennimore Cooper museum and the Farmers Museum. In the evening the group dined at a very nice restaurant in Saratoga Springs.

On Tuesday those who had not seen the Saratoga Automobile Museum did so. Shortly before noontime we departed for Lake Placid. We traveled on Route 9N through Lake George, had lunch in Bolton Landing and stopped for an hour at Fort Ticonderoga. The drive on route 9N was truly exhilarating in the E type. We arrived at the Best Western Golden Arrow Hotel over looking beautiful Mirror Lake shortly before dusk.

On Wednesday we left for the eighty or so miles to Adirondack Museum, which is located on Route 30 in Blue Mountain Lake NY. One could spend several days at the museum, which features boats and boating in the Adirondacks, the history of living in the wilderness which included logging and mining, the age of horses in the Adirondacks and Outdoor recreation in the Adirondacks. My favorite was the boats; in particular the birch bark canoes. Several of us returned to Lake Placid in order to see the

local students fly through the air off of the 90 and 120-meter ski jumps. In addition we watched the dazzling performance by freestyle aerialists, who landed in a seventeen foot deep water pool.

Thursday was the day for exploring the Lake Placid area. I headed out to Whiteface Mountain Ski Area where tourists were taking the gondola to the top. I decided to hike up their Falls trail. This was a great hike with a view of the falls cascading over the outcropping. Upon returning one of the employees was waiting for me. He wanted to hear the Jag run which, of course, I accommodated him. After that I drove to the back of the mountain and then traveled to Jay. Later I visited the Lake Placid airport. I always find small airports interesting when you have an hour or so to watch the activity. At mid afternoon I rented a bike for \$10 for three hours. (It turned out to be the best \$10 which I spent throughout the trip). The bike was designed in America and built in China. The fellows in the bike shop gave me a map and showed me a five-mile run out Old Military Road U.S. 35. It had some pretty good hills but with a 21-speed bike was not as difficult as I first thought. After completing that run I decided to make several trips around Mirror Lake. The weather was perfect and the views great. Riding a bike you get a better appreciation of the community since you see the homes, schools and businesses. There were several nice marinas around both of the lakes.

Friday we headed for Stowe. It rained on and off. Winds were in the forty-mile per hour variety from the remnants of Hurricane Isabel. While on Route 17 and shortly after entering Vermont having past Lake Champlain on route 17 there was a tree in the road, which stopped the caravan. Evidently it had fallen only several minutes prior to our arriving. Every one agreed that we were lucky that no falling trees or limbs had hit any one of the cars in our caravan. Fortunately there was a garbage truck traveling in the other direction with a cable and a winch, which pulled the trunk of the tree to the side of the road. We lost only about fifteen minutes. Just as I arrived in Stowe about two o'clock in the afternoon I ran into Paul and Kit Racette and Mike and Muriel Tate from our Delaware Valley club. They had already registered. The JTC members registered for the British Invasion, received our goody bag and visited the vendors. Most of the club had made reservations at the Black Bear which was off of route 2 North of Waterbury about twenty five miles from the show site. It turns out that the Inn was right next to Bolton Valley Ski Area. The road leading up to the Inn would have been a great hill climb course. Most of us never returned to the show site because the weather had not improved. Some of us washed our cars in preparation for tomorrow's show.

Saturday was show day and Ray Sharp and I took off early. The show field was to open at eight thirty. With over six hundred cars registered I thought it best to get there as early as possible. By the time the show field was closed there were 140 Jaguars on the field. There were at least fifteen Mk 2's, fifteen Series 1 E-types, twenty or so Series 2 Etypes but only two Series 3 E-types. There were a nice number of XK's and XJ6's. Judging for the British Invasion awards was by popular choice. There were in excess of fifty classes to vote for. The JCNA concours was being run by the Montreal Jaguar Club (MJC). Dan Thompson of MJC and his crew which included members from JANE and JTC are to be congratulated for their judging efforts since the cars to be judged were interspersed among those not being judged. The weather on Saturday was greatly improved and the show field was spectacular. There was something for every one as additional vendors showed their wares. In addition there was a car coral with at least eight Jaguars for sale. JCNA members were invited to Dan Thompson's home several miles up the road towards the Stowe Ski Area for dinner. We had delicious food and plenty to drink. Ray Sharp and I returned to the Black Bear by nine o'clock having accidentally entered on to Route 89 the thruway towards Burlington. This added an additional 30 miles or more on the clock.

Sunday I offered my assistance with the Slalom activity, which was being held at the base of Mt. Mansfield beginning at 9:00 a.m. Getting to the site was also a neat driving adventure. By the time I got there Steve Weinstein, Gary Hagopian and the gang from MJC and JANE had the course layed out. The course was open to any sports car. Most of the fifteen or so participating were Jaguars. There were two Mini's racing and I also believe there was a Miata. The Slalom was over by 11:30 a.m. I put the top down since it was a nice sunny day and took off for Bethlehem. I traveled down route 100 to route 4, which took me to the New York State Thruway south. I got off at the Harriman interchange took route 84 west to 209 south to route 33. I arrived home by 8:45 p.m. I want to thank the members of the Jaguar Touring Club for their hospitality. Steve Ferring, Steve Weinstein and Ray Sharp sure know how to put on a great tour.

Can't wait until next year! The E-type ran great. I used only a quart of Mobil 1 over the 1500 or so miles, which I had traveled during the nine-day tour.



## DELAWARE VALLEY JAGUAR CLUB MEMBERSHIP RENEWAL

It's time to renew your membership in the DVJC. To ensure that your subscription to the JCNA Jaguar Journal continues uninterrupted your membership fee must be received by January 15, 2004. We are also giving a discount of \$5.00 to all membership renewals that are **received** by December 31, 2003.

Name: \_\_\_\_\_

Spouse's Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Home phone \_\_\_\_\_ Work Phone \_\_\_\_\_

Email address \_\_\_\_\_

Type and Year of Jaguar(s) Owned :

Year	Model	VIN Number	Color	Years Owned

Are you interested in adding additional Jaguars to your collection? And if so, what model, year and type?  
\_\_\_\_\_

What do you enjoy the most about your Jaguar? ( Check all that are applicable)

Working on it \_\_\_\_\_ Driving it \_\_\_\_\_ Showing it \_\_\_\_\_  
Talking about it \_\_\_\_\_ Other \_\_\_\_\_

What types of club activities would interest you the most:

Technical sessions _____	Social Events:
Road Rallies _____	Outings / Tours _____
Informal Car Shows _____	Parties _____
Concours (JCNA sanctioned) _____	Lunches _____

### Renewal Fees:

Option #1: One member – dues and joining fee \$40.00

Option #2: Husband and wife, dues and joining fee \$45.00  
(Both can vote and hold office)

Mail this form along with payment to Steve Kress, 6 Swallow Road, Holland PA 18966-1952

## CLASSIFIED ADVERTISEMENTS

FOR SALE: 1938 SS 100 Replica built on a VW chassis. Fiberglass body. No top but frame is OK. Price \$ 1400. If interested talk to Kurt 610-358-4055 (NOV)

FOR SALE: 1989 Jaguar XJ6 Sedan, Beautiful Jet Black with Barley Interior, 92,000 miles. Very good condition. Recent inspection. Loaded. Second owner. \$5,500. Call 610-896-5555. Anthony (OCT)



FOR SALE 1958 Jaguar XK – 150 OTS S830268. Within the last 5000 miles, the following work has been completed :- Completely rebuilt engine with Isky cams, lightened flywheel, heavy duty clutch, new 5 speed transmission, Koni shocks, new rack and pinion, steering gear box, brakes, new radiator, new gas tank, exhaust system, Dayton wire wheels, radials. Original parts available. Over \$60,000 in receipts. Will entertain reasonable offers. Call Carl 610-370-1476 (AUG)

FOR SALE: 1985 XJ6 in as-new condition with only 28,000 miles since new. Maroon with cream interior. Fully loaded with all features and everything works. \$9,000.00 Call Charles 215 333 7652 (SEPT)

FOR SALE: First offer to DVJC only. 1961 Mk2 3.8 saloon. Only 45,527 miles and two owners. Original Black paint with tan leather. Always garaged and maintained. Perfect for JCNA preservation class 18. All rubber, brakes and systems recently overhauled. Many parts extra. Let's keep this car in DVJC territory.... \$20,000 or best offer. Call Kurt 610-358-4055 (SEPT)



FOR SALE 5 X Dayton 16" chrome wire wheels Jaguar approved. Can be used on XJ from year 99 thru 2003. Very good condition Asking \$500. Call Jim Brennan 609-882-0463 (OCT)

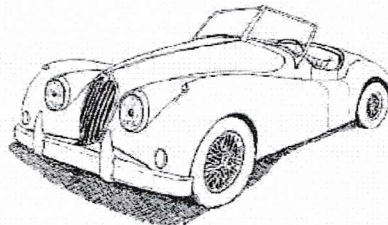
FOR SALE 4X 15" Dayton chrome wire wheels. Just removed from a 1987 XJ6 Vanden Plas. In excellent condition \$800. Call Larry Office 302-658-1111 Home 302-654-7000 (OCT)

FOR SALE 1971 XKE Coupe. 31,000 original miles. Purchased from the Brenner collection in Houston 2 years ago. Mr Brenner frequently wins the concours d'Elegance in Carmel, CA and this car is of that quality. Un-restored-Only touch-up paint needed. Standard Shift. Sable Color. This quality car is listing for \$27,000 to \$28,000. This car is priced to sell at \$22,000. Contact George at 505-257-4080 or 505-937-3101 (OCT)



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## DELAWARE VALLEY JAGUAR CLUB SHIRTS

Choose from the following models. All shirts are embroidered with the DVJC Logo:

	<p><u>Jonathan Corey (509)</u>                  Pique with arrow trim and contrasting packet, 100% combed cotton, four buttons, short sleeves, drop tail with side vents. Double needle throughout.                  Color: White body with hunter green collar and khaki trim.                  Price: Medium, Large and X Large - \$28.95, XX Large - \$33.95</p>
	<p><u>Munsingwear (621)</u>                  Sanded twill button down shirt with pocket, 100% Fine cotton. Seven button classic. Long sleeves. Hemmed shirttail bottom. Left Chest patch pocket. 4.5oz double needle stitching                  Color: Khaki / black                  Price: Medium, Large and X Large - \$32.50, XX Large - \$37.50</p>
	<p><u>Lee (83062)</u>                  Sueded crew fleece with V-notch 80% cotton, 20% polyester                  Long sleeves. 9.0oz double needle                  Color: Stone or Ash                  Price: Medium, Large and X Large - \$28.50, XX Large - \$33.50</p>
	<p><u>Lee (73195)</u>                  Crewneck Fleece, 50 % cotton, 50% polyester, pill-free fabric.                  Coverstitched throughout.                  Color: Natural, Ash or White                  Price: Medium, Large and X Large - \$18.50, XX Large - \$23.50, XXX Large - \$29.50</p>
	<p><u>Lee (51080) Ladies / Lee (71808) Men</u>                  Denim, button down shirt with a chest pocket on the left with button closure                  Woodtone logo buttons, double needle detailing, 3-button placket cuffs.                  Color: Ladies Natural only, Men Natural and Hunter Green                  Price: All sizes - \$30.00</p>

Shipping: Orders totaling \$18 to \$50 \$ 7.95      Orders totaling \$51 to \$100 \$12.95  
 Orders over \$100                      12% of cost

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			TOTAL	

