

# The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB  
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November 2005

DVJC IS CELEBRATING ITS 40<sup>th</sup> YEAR AS A JAGUAR CAR CLUB!!!



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## UPCOMING DVJC EVENTS

December 4                      DVJC Holiday Party.

Next Year!!!!!!!!!!

Tentative Sanctions for 2006

Spring Rally Millville, NJ    April 28-29-30  
 Concours Rancocas            June 3 Rain date 4<sup>th</sup>  
 Slalom                              July 29  
 Fall Rally Millsboro Del.    Oct 27-28-29

More updates to follow

### ADVERTISING RATES

Full Page \$300/ year; \$45 / issue  
 Half Page \$165/year; \$30 / issue  
 Quarter \$ 85 / year; \$20 / issue

### CLASSIFIED RATES

Members' ads free of charge  
 for three inserts  
 Non-members \$10.00 per insert

### MEMBERSHIP RATES

Family \$45.00 per year  
 Single \$40.00 per year

DVJC Badge \$10.00  
 JCNA Badge \$30.00  
 DVJC License Plate\$ 6.00  
 Packing & Postage \$ 3.00

### DVJC OFFICERS INFORMATION

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### AREA COORDINATORS

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Doylestown	Dick Michie	267-880-0190	
Willow Grove	Sidney Clark Sr	215 657-3914	richardm526@comcast.net



# THE PREZ SAYS

## PREZ SEZ NOVEMBER 2005

As you read this column, we have completed our 2005 Fall rally in Millsboro, Delaware, ended daylight saving time and said a thankful good-bye to the extreme heat and no winds for sailing of the summer. I must say the weather hasn't been kind to some of us. Especially the folks living around the upper Gulf of Mexico in Alabama, Mississippi and Louisiana with hurricane Katrina and right after that the horrible earthquakes in Afghanistan and Pakistan.

Looking ahead to 2006, who knows what is in store for us. Some plans are already in the talking stages for events such as the June 3, 2006 concourse at Mount Holly, New Jersey. I recently heard from Mark Stephenson who is the AZ (Arizona) sector coordinator for the 2006 JONAT tour of the continent by Jaguar. Now we have had some fine tours in DVJC with all the history of the Revolutionary War and Civil War in our eastern Pennsylvania, Delaware and New Jersey area. We should be able to provide several days of interesting tours with the Jaguars when the tour comes to our area. Something along the lines of Mike Wolf's King of Prussia/Kennett Square trip along route 100. The Brandywine River/Creek Valley would be a nice segment for them to drive.

Do you have an idea for another segment, say Valley Forge or Independence Hall and the Betsy Ross house with dinner aboard the Moshulu at Penns Landing? Do you have an idea for another type of 2006 event, like the Mike Tate organized, Al Pincus-Gene Epstein-Moland House Fall Tour? If so, please contact your activities chairpersons, Tom Jones and Tom Murray. Their phone numbers are listed in the Officer Information section monthly in the Jaguars Purr. We are always OPEN for suggestions for new events. The results of the Tate-Racette Membership survey revealed high popularity with social events. The upcoming Holiday Party at the White Marsh Country Club on December 4th will be our final social event for 2005. This will culminate the Delaware Valley Jaguar Club's 40th year of Jaguar activities. See the Holiday Party flyer in this issue and sign up quickly!

In the October issue of the Jaguar Journal you can see some of our club's photos on page 27. Sorry for the misspelling of Fred Mack's name and the wrong age. It is Fred Mack, Age 94. A great sportsman, friend and fellow Jaguar owner. In the photo to the right with Fred and Renate, you will notice a green flood of antifreeze running down the parking lot from our E-type behind Fred's beautiful XK120 OTS.

Funny story, I drove there rather quickly from church. While taking the photo, the hose burst. I purchased the complete molded Jaguar hose kit as all of the hoses are original and 38 years old. Who says Jaguar stuff doesn't last? While at the Washington concourse, my judge had a real problem with that hose and I received a full (1) point deduction for that hose looking different than all the others. The rest had 38 years of WD40, silicone, wax, CRC, Comet cleanser, etc. dumped on them. Oh well, that's the concourse game we play. Hate to kiss off a full point for a water hose that is a special molded one with different diameters at either end.

Earlier I referred to the Fall Tour which is now concluded. A wonderful weather day presented itself to all who attended. A perfect day to run the Jaguar up to Bucks County for the day with the Pincus and Epstein car collections and Moland House luncheon. It is so nice of the Pincus' and Epsteins to allow us as a car club to visit their homes and to view their collections. As a memento of our visit, we presented a dated, 40th year mounted XK8 Jaguar model on a highly finished walnut mount. Our friend, Al Pincus, was heard telling Gene they should open up a Jaguar model concession for all they have collected from DVJC. The Moland House tour and luncheon was well done. Plenty of parking for about 40 Jaguars. I understand Al's wife was responsible for selecting the



caterer, who did a great job with plenty of food, salad and desert. Al visited each room as we ate to describe the historical significance of where we were, such as being on the same floors George Washington and his generals were on with Lafayette for the war meeting. Our club donated \$250 to the continued restoration of this building so that it may be completed. This event turns out to grow in popularity each year and once again many new members attended

## **NOMINATIONS**

This is the time we must receive any nominations for the six elected club offices for the next two-year period. Those offices are: President, Vice President, Treasurer, Secretary and two Club Directors. If you wish to place your name in contention for any of these positions, please contact any present officer by using the listings in the Purr. I would also like to remind the membership that even though Steve Kress is running full speed as temporary newsletter Editor, the job also remains open. As I have said before, "the Jaguar's Purr" is the mortar, which holds our club together and Editor is a very important position. Hopefully our membership will keep the Editor supplied with stories so that we may all keep abreast of Jaguar activities going on. Upcoming activities are important to the membership. Remember lead time if you wish to let the membership know about an activity. The Editor needs to know about it before the 20th of the month preceding the month of the designated activity. To serve your Club is a rewarding experience and new blood is welcome to the leadership group. Please send your stories to [skress@framefit.com](mailto:skress@framefit.com) using Microsoft Word.

Our November activity will be held on November 13th. It is a Directors' meeting at Director Tom Murray and Treasurer Chris Jordan's Voorhees, NJ home. We were to have a tech session; however, the technical person became unavailable at the last minute. Copies of the Third Quarter Directors' meeting minutes are now available upon request. We appreciate the work involved by Ann Perry, our Club Secretary.

## **REQUEST FOR DOOR PRIZES**

Our Holiday Party is always more interesting with the presentation of door prizes. Should you have access to suitable gifts for the occasion such as through your Jaguar dealer, your service provider, your car detailer, your deep pocket navigator who owes you for sending you down the wrong path on the rally, your car insurance agent who thinks you won the Power-ball, these are all candidates to contact for a door prize. If you are successful in the solicitation, please bring the item along as a door prize gift at the White Marsh Country Club on December 4th. See you there!

Happy Motoring,

Kurt Rappold

## **ADDENDUM**

The 40th year of DVJC has been a good year if not the best. Thanks to Director Tom Jones, the State of New Jersey Legislature issued a proclamation on behalf of our Club. We are honored to accept this proclamation from the good State of New Jersey and thank them for their effort to recognize us for what we are and who we represent. Included in this newsletter is a copy of the proclamation.

Thank you,

Kurt Rappold  
President, Delaware Valley Jaguar Club





NEW JERSEY SENATE

WAYNE R. BRYANT, ESQ.  
SENATOR, 5TH DISTRICT  
DEPUTY MAJORITY LEADER  
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501 COOPER STREET  
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COMMITTEES:  
CHAIRMAN, BUDGET & APPROPRIATIONS  
EDUCATION  
JOINT BUDGET & OVERSIGHT COMMITTEE  
CAPITAL BUDGETING & PLANNING COMMISSION

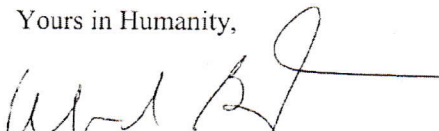
August 14, 2005

Kurt Rappold, President  
Delaware Valley Jaguar Club

Dear Mr. Rappold:

On behalf of the State of New Jersey, I congratulate the Delaware Valley Jaguar Club for 40 years of appreciation and enjoyment of Jaguar Motor Cars. To celebrate this event, please accept this Proclamation from the Fifth Legislative District.

Yours in Humanity,



WAYNE R. BRYANT, Esquire  
Deputy Majority Leader

WRB:vlw

# State of New Jersey



THE SENATE  
STATE HOUSE, TRENTON, N. J.

## SENATE RESOLUTION By Senator BRYANT

**WHEREAS**, The Senate of the State of New Jersey is pleased to honor and salute the Delaware Valley Jaguar Club, a highly esteemed organization, upon the auspicious occasion of its Fortieth Anniversary; and,

**WHEREAS**, This noteworthy event will be marked and celebrated during a luncheon aboard The *Moshulu* at Penn's Landing in Philadelphia, Pennsylvania, on August 14, 2005; and,

**WHEREAS**, Established in 1965, the Delaware Valley Jaguar Club is an affiliate of the Jaguar Club of North America, and its mission is to facilitate the exchange of technical information and to promote social functions for the benefit of its members; and,

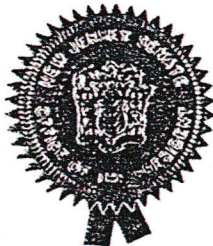
**WHEREAS**, The more than two hundred members of the Delaware Valley Jaguar Club share a common appreciation and pride of ownership, and they display automotive passion for all Jaguar models from the 1934 SS1 to the latest XJR; and,

**WHEREAS**, It is both proper and fitting for the members of this House to pause in their deliberations to acknowledge the Delaware Valley Jaguar Club as a superb organization; now, therefore,

*Be It Resolved by the Senate of the State of New Jersey:*

That this House hereby honors and congratulates the Delaware Valley Jaguar Club as it celebrates its Fortieth Anniversary, and extends sincere best wishes for continued success and vigor in the years ahead; and,

*Be It Further Resolved*, That a duly authenticated copy of this resolution, signed by the President and attested by the Secretary, be transmitted to the Delaware Valley Jaguar Club.



*Richard J. Codey*  
President of the Senate

Attest:

*Ellen M. Pavesport*  
Secretary of the Senate



**ROVING REPORTER For November**  
**Michael Tate**

**FALL FOLIAGE TOUR**

What an outstanding event. We all said STOP. The rain then did ... well in advance & then the sun came out. So did all the Jaguars and what a diversity of models. There must have been over 40 cars. XK120/140/150 and 8. Every version of E-type. 2 x Mk 2 and 2 x 420. XJ 6 and XJ 8 together with a number of XJ-S's. These cars, all bright & well polished, made a show themselves all gathered on the Pincus driveway but then we all had Al's museum of cars and WW.2 memorabilia to look at. His Ferrari, Thunderbird, Old Chevy, MK5 Jag, XJ-S and many other cars were all bright & pristine. To my amazement standing by the door into the museum was \$190,000 of Ford GT 40, the new replica of the 1960's Le Mans winning cars which belonged to one of Al's friends. I understand Al had been for a drive in it and termed it "Scary" I expect 500BHP can be.

Al's model car collection looked as though it had expanded and all the announcements, old advertising pieces were fascinating to read. Tucky, Al's wife, provided hot coffee and cakes. Kurt Rappold presented Al with a model car mounted on a plinth and I presented, on behalf of the club, a basket of flowers to Tucky to express our thanks for hosting this event.

We all then set off in convoy on the short trip to Gene & Marlene Epstein's farm. The entrance is up a long driveway with fields on either side. To the left, Geese were there in their hundreds and galloping between them was a magnificent horse or at least I first thought. It turned out to be a life size bronze. It's cheaper that way, you don't have to feed it. Gene houses his cars in six separated barns which are decorated with interesting memorabilia such as old enamel signs, gas pumps, long extinct car company names, advertising pieces from way back, suitcases from the 30's and 40's. A treasure trove! We were greeted with a glass of wine just in front of Elvis Presley's Mercedes 600 for which Elvis put down \$5,000 deposit and paid 344.44 over 36 months (Total \$17,399.84.) To prove it's authenticity his certificate of ownership was shown on the window. All the cars were outstanding and had a story to tell as had the various old horse drawn wagons standing together with the cars. All were of interest and some that I noted were a 1953 Nash Healey Le Mans Sports Roadster which was third overall at Le Mans behind Ferrari and Talbot. A 1953 Rolls Royce. This car was a one off built especially for the CEO of Texaco. A 1961 Lincoln Convertible with only 8,997 miles on the clock.. A pristine Oldsmobile Woody. A 1952 Studebaker Commander Convertible. One I had never heard of was a Kaiser Manhattan. A 1935 Ford Produce Van which was totally original and had advertising on its sides stating "Harold L Weir Farm Produce Richboro PA" The pick for me was the special edition silver Jaguar XK 8 Silverstone. If memory serves me correctly only 16 of this edition were made. It looked so inviting to hit the road and "GO" Its ultimate feature was that it had Sterling Moss's signature on its passenger side flanks. Oh bliss.

It was now time to travel again in convoy to the historic and newly restored Moland House where George Washington, the Marquis de Lafayette and Count Casimir Pulaski in August 1777 planned to defeat the British Forces. Little did they know that 228 years later Britain's greatest export would be arriving in mass to reclaim the building and dine on a fine lunch. We had a limit of 70 members for lunch but I had the feeling we had a few over that number. Well done Sir Al and Lady Pincus. The lunch was excellent as was the total event.



## **MESH GRILLS FOR ALL NORTH AMERICAN JAGUARS**

All Jaguars delivered in the US in 2006 including the 3.0-litre X-TYPE through the 4.2-litre S-TYPE and the newly introduced \$116,000 flagship XJ Super V8 Portfolio will be equipped with a mesh grille. Such grilles have only been supplied on supercharged R models. Now the only way you can recognize a supercharged car from a normally – aspirated model is that the R will continue with body colored grille surround and of course the descriptive lettering on the trunk ie XJR.

XJ Super V8 Portfolio, mentioned above, is Jaguar's most luxurious Sedan and incorporates the long wheel base XJ body with the 400bhp supercharged V8 from the XJR. 150 Portfolios will be built exclusively for North America and it is believed the total production is all sold.

## **THIS AND THAT**

Held for the sixth successive year "The Jaguar Speedtrial" at Woodbridge in the UK produced some impressive results. Brian Stephens won the fastest car award achieving 187.4mph in his XK220. Two other notable results were 177.3 mph in a 1955 D-type and 121.6mph in a 3.8 MK2.

I was reading in the monthly magazine "Jaguar World" that the black XJ-S that won the Cannonball Run race across America back in 1978 is alive and well in Florida. (Did you know it was a Jaguar that won that historic race? ) For the highly illegal race the car took off from the Red Ball Garage in Manhattan to the Portofino Inn at Redondo Beach, California. It was a blast of 2,900 miles. Two US Jaguar Dealers, Dave Heinz and Dave Yarborough won the race in 32hours & 53 minutes averaging 87mph. To average that speed meant they were running at 120-130mph on public roads.

The car since 1992 has been sitting at Thoroughbred Motors in Sarasota. It is looking a little battered and worn but the owner of Thoroughbred plans to restore it one day. Now I wonder what happened to that other early race winner the XK120 that won the very first NASCAR race!!

## **CELEBRATING. 40 YEARS OF DVJC. 30 YEARS OF THE XJ-S. 50 Years of MK1**

Perhaps 2005 will not be remembered for any of the above events but probably for the fact that the last XJ's and XK's were driven off the Browns Lane factory assembly line. In 1952 XK production moved from Jaguars original Coventry factory at Holbrooks to Browns Lane. The XK's left production in 1960 as the XK150 was replaced with the E-type. Then came the XJ-S and then the XK 8. So the recently announced XK for 2006 will be the first Jaguar sports car not built at Browns Lane. The XJ was introduced in 1968 and the final car, after a production run of 881,627, was presented to the JDHT. The XJ-S was the longest running production car from 1975 to 1996 with a variety of models and engine sizes. 9,990 3.6 litre engines, 21,702 4.0 litre engines, 83,721 V12 engines for a total XJ-S production of 115,413. Not a very large number by American standards

The Mk1, introduced 50 years ago, was the forerunner of one of Jaguars most revered Sedans the Mk 2 which to day is highly desired and is a legend in its own right in Europe, Britain and many other countries. The Mk 2 in its day was the fastest sedan on the road with the famous XK 3.4 & 3.8 power plant. In Britain it was used extensively by the Police and also by the villains resulting in many high powered chases. It was equally successful when prepared for racing.

So the 40 years of DVJC has seen the introduction of many loved and treasured models as the club has grown stronger with a membership of 227 families. Let us celebrate our good fortune in the coming holiday season.





# Delaware Valley Jaguar Club Holiday Party

SUNDAY DECEMBER 4, 2004

WHITE MARSH VALLEY COUNTRY CLUB  
815 THOMAS ROAD  
LAFAYETTE HILL PA 19444

Once again this year we are holding our annual Holiday Luncheon at the Historic White marsh Valley Country Club, just off Germantown Pike in Lafayette Hill.

The afternoon will begin at 12pm with hors d'oeuvres sponsored by the Club and a cash bar. Lunch will be served at 1.30pm.

The menu will be the following:

Field Green Salad with Gorgonzola cheese and balsamic vinaigrette  
Capon Francaise (Chicken dipped in egg and sautéed in a lemon butter sauce)

or

Baked salmon Filet served with lemon Dill Beurre Blanc  
Scalloped Potatoes  
Squash Medley

Whitemarsh Chocolate Cake with ice cream  
Coffee and tea are included.

Reservations must be received by November 27.

As always there will be photos from the year's events on display.

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.

For more information call Kit at 215 646 6299 [kracette@comcast.net](mailto:kracette@comcast.net)

Please make your check payable to DVJC and send it along with this form to  
Kit Racette, 1708 Gwynedd View Road, North Wales, PA 19454

Number of people attending \_\_\_\_\_ @ \$39.00 per person \_\_\_\_\_ Payment enclosed

Name \_\_\_\_\_

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

Capon Francaise \_\_\_\_\_

Bake Salmon Filet \_\_\_\_\_

Weather permitting, will you drive your Jaguar? \_\_\_\_\_



Hi Kurt,

Since this is the club's 40th year, I thought you might enjoy reading a little true story about an incident involving my family and my Mk II, in 1966, a year after the club was born, while I was deeply involved in its operation.

I didn't write this story until 1979, when I published it, in three installments, in the Los Angeles Club's newsletter, "Jaguar Tales," which I was editing at the time.

I recently retrieved that article from my archives, and put it into my computer, using a scanner and text recognition software to avoid re-typing it, and sent it off to my daughters for their amusement (although the incident wasn't funny at the time; we could have all died that night). Perhaps the folks of the DVJC might enjoy reading this true story from Ye Olde Founding Father. (I'm certain it was never published in the DVJC's journal.) If you agree, please send it on to the editor(s). Hope to see y'all at Whitemarsh, but can't make any promises. Frank Weikel

## The Blizzard of '66

(George Washington would have been proud...)

by Frank Weikel

Our family is big on tradition, especially at Christmas! That's why "going to Gram's house" on Christmas Eve was more than a pleasant idea. It was an obsession. We simply had to go. The whole family would be there, to exchange presents and holiday cheer. Most of the family was nearby, clustered around a little town in the hills of Chester County, Pennsylvania. We were the outlanders, living all of 40 miles away, in New Jersey. No problemâ, it was an easy, one-hour drive through Philadelphia, up the expressway, then a pleasant trip through Valley Forge Park, and we were there.

Easy? Pleasant? Not on Christmas Eve, 1966. The day dawned bleak and gray. Forecasters intoned ominous warnings of "the worst blizzard in years," heading our way. No matter, we're going to Gram's, and that's that. What's more, we're returning the same night, because tradition also demands that we celebrate Christmas Day in our own home.

In those happy days, our stable of cars consisted of an XK-150 drop head and a 3.4 Mk II sedan with manual transmissionâ an interesting car, originally sold in Paris, France, with factory-installed amber fog lights.

So it was over the river and through the woods, to Grandmother's house we go, in the Mk II, all five of us. Ma-ma in her kerchief, and I in my capâ and the children all nestled (stuffed?) in the backâ, all three of them. Before setting out on this expedition, I had the good sense to have a pair of huge, cleated snow tires put on the Jaguar. They were so big, the fender skirts would not fitâ just as well, as it turned out. The snow was falling enthusiastically as we set out on our big adventure.

Visibility was near zero; the windows were fogged, the wipers couldn't keep up with the snow and kept icing up. The heater struggled, defroster shrugged off its responsibility. The snow swirled around us, cutting visibility to a few feet. The amber fog lamps proved their worth! We forged ahead. The combination of the weight (five people plus a half ton of presents stuffed in the boot), the four-speed stick and the tractor tires on the back made the Mk II perform like a CJ5 Jeep. The roads were almost impassible, even the freeway, but the little Jaguar lurched on, even passing a stuck snow plow. In fact, with its nose close to the ground, it actually behaved like a snow- plow, clearing a path for it self. We did have an anxious moment: After plowing through a particularly deep drift on what was normally a busy expressway, the engine died. Quick diagnosis: Snow packed around the distributor, melting, shorting out the ignition. Cure: Wipe it down, wait a few monentsâ? Varoom! Press onward. To everyone's amazement, we pulled into Gram's driveway (or at least the spot where we remembered it used to be) nearly on schedule. We were the only ones there! The rest of the family, just a few miles away hadn't dared venture out. The snow was at least two feet deep at that point, still coming down, and drifting alarmingly. It was the briefest Christmas Eve celebration we can recall. Gifts were hurriedly exchanged, coffee and hot chocolate gulped down, and we were soon back in the Jaguar (with even more presents than on the trip up!) headed home. Any sane person would have settled in for the night, but Tradition (plus the problem of accommodating seven people in a two-bedroom house) drove us on. Besides, our outbound trip had been so successful, I had convinced myself that the combination of the Mk II's traction and my driving skill could surmount any obstacle. It was more than a drive home. It was a challenge, to be met and conquered. And, anyway, it had stopped snowing. Little did we know that the trip home would make the first leg of our journey seem like a summer Sunday's drive? It was about 11 PM. The snow had stopped falling but was still drifting. As we embarked on what we assumed would be an easier drive than the outbound trip, we were struck by the unnatural silence and lack of any visible human activity. No cars, no snow- plows, no people. Just us in a little silver-gray Jaguar, breaking new tracks through the mantle of snow. It was as if the world had



pulled a thick white blanket over its head and gone to sleep. As we proceeded with surprising agility through a nearby town, we saw a few lonely cars, struggling along. Our spirits soared. The trip home would be a piece of cake! Only one final obstacle laid in our path before the sanctuary of the Schuylkill Expressway to downtown Philadelphia ... Valley Forge Park. A beautifully landscaped area of several square miles, Valley Forge Park is, of course, where George Washington and his tattered army spent a wretched winter. Now, it's a place to picnic on a warm summer afternoon. But in the winter of 1966 it was as foreboding to us as it must have been to George & Co. There was no obvious alternative. We had to drive through the park, to reach the expressway. Winding, narrow roads that romp happily over hill and dale. And not a living soul within miles! No matter. Weâ€™ Tre in the Invincible Jaguar, able to leap tall buildings at a single bound...But not snowdrifts. We topped a small hill, grinding along in second gear, when suddenly it looked like the party was over. The road at the bottom of the hill was completely blocked by several abandoned cars whose outlines were barely visible in the snowdrifts. There was no question about it: Unless the Jaguar could sprout wings, we had to turn back. Easier said than done. Backing up the hill we had just come down was out of the question, even if we could have gotten enough traction. The snow was as high as the car on both sides, with almost no clearance; we might as well have been in an eight-foot wide tunnel.

I neglected to mention a small detail that is now relevant. The Mk II had an erratic starter, with a Bendix drive that sometimes refused to engageâ€™ When the car was pointed downhill! That meant that there was a high probability that, if the engine stalled while we were snowbound on the hill, it wouldn't have started again! With the temperature in the teens and falling, and the winds still blowing, our chances of either walking out of the park, surviving the night in a stalled car with no heat, or being rescued were not the best.

For the first time in this mad adventure, our spirit of invincibility faded, and grim reality set in, the four of us who were old enough to recognize the seriousness of the situation began to discuss with remarkable calm, our chances of surviving the night. Brenda, the youngest, focused on the hypothesis that if we didn't return home before Santa Claus arrived, he would assume no one lived there and would not leave any presents. Ah, the innocence of youth!

We could have probable just waited out the dawn, engine idling, but the Jaguar's fuel economy measured in hours of idling time was an unknown, Besides, I was not about to concede defeat, or even a stalemate. The Mk II and I had gotten us this far, and by God , we were going to get us all home, safe and sound! Easily resolved, but not easily acted upon. As the drifting snow began to envelop the stranded Jaguar, like a spider spinning a web around a trapped fly, one question stood in defiance of my self-determination:

How??

I get out and tromp around, surveying the situation. Grim, big snowdrifts on each side of the car. If we're going to turn her around, we need to clear a space at least as wide as the car is long. All I need is a snow shovel . . . but we hadn't bothered to pack one (no room, even if our self-assurance had permitted it).

## Stop. Think! Improvise. Eureka! A solution!

The spare wheel on a Mk II is located under the boot (trunk) floor. It's covered by a nice, big, round, flat metal coverâ€™a perfect improvisational snow shovel I Quick. Unload the giftsâ€™stuff them on top of kidsâ€™help keep 'em warm. Break out the "snow shovel" spare wheel cover. Q

Quick instructions to wife: Do exactly as I say, keep RPM's up, don't let her stall . . .

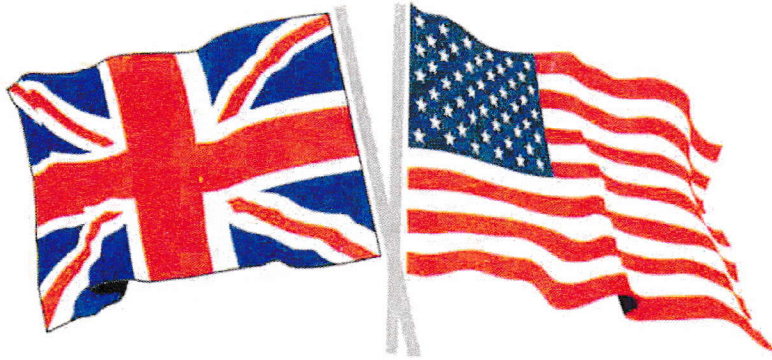
**First, the old "Anchor the front end to the snowbank" trick. Hard left on the wheel, plunge ahead in first gear . . . WHUMP! Front end neatly buried Thatâ€™TII hold â€™er. Now, start shoveling the rear end clear, following an arc that brings the tail clear around to the downside . . .**

**Itâ€™Ts a painfully slow process (wish Sir William had equipped his spare wheel cover with a handle!), but little by little the space is cleared. Now it's simply a matter of putting the Jaguar into first gear and letting it grind away; it can't go forward, so gravity plus the spinning wheels accomplish the objective. The Mk II rotates as majestically as a San Francisco cable car;when the tail breaks clear and starts sliding downhill, the front end breaks loose, and . . . voila! We are in the clear and headed back from whence we came!**

**The rest of the story is almost anti-climatic. We found our way back up the hill, back to another route which, although agonizingly long, led us uneventfully home. As I recall, we got home, exhausted, about 4 AM - some 10 hours after we had started out on a "routine" 80-mile round trip to Gram's house.**

**P.S. We didn't get home too late, after all. Santa arrivedâ€™a bit bleary eyed, perhaps, but on schedule.**





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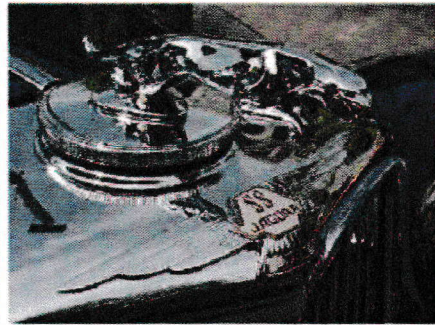
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## **Skyline Drive, Blue Ridge Parkway and 2005 Jaguar Challenge Championship at Chateau Elan in Georgia**

Yours truly teamed up with Jaguar Touring Club members led by Steve Weinstein at the Summit Lawn entrance to Route 78 in Allentown, PA to travel to the Challenge Championship in Braselton Georgia. The time was 10:30 a.m. on Sunday September 18<sup>th</sup>. In order to avoid traffic, construction and traffic lights we headed for old route 22 at Fogelsville and lunch at Esther's restaurant near Hershey. From there we continued on old route 22 to Harrisburg where we picked up route 81. At Carlisle we left route 81 and traveled on Route 11 a two lane highway through Shippensburg and Chambersburg. We saw Amish in their horse pulled buggies in Cumberland, Adams and Franklin counties. We moved along nicely during the afternoon. North of Hagerstown the caravan returned to route 81 and that evening we stayed in Winchester Virginia. During the trip Steve did a great job of keeping the caravan of ten cars together.

The next day we headed for Front Royal Virginia. Steve observed that I had no brake lights so we pulled in to a NAPA dealer in Front Royal. They had no brake sending units at their store but they had four of them at their Richmond warehouse. We couldn't wait so after fueling up off we headed for the Skyline Drive. We entered the Thornton Gap entrance of the Skyline. The \$10 admission fee is good for one week of entering all the country's national parks. The views were spectacular. The elevations ranged between 3,000 and 5,500 feet above sea level. The twisty up and down road was exhilarating in my 1966 E type coupe. Others enjoying the trip in their vintage Jaguar cars included Ray Sharp, President of JTC, and Steve Weinstein in their 1970 XKE OTS cars, Steve Ferring in his 1956 XK140 OTS and Keith Bertenshaw in his D type replica manufactured in New Zealand. We all stopped at different points to take pictures of the vistas, tunnels, cars and friends. We saw hawks soaring above the trees and people with binoculars observing these magnificent birds.

Upon exiting the Skyline Drive we entered the Blue Ridge Parkway. Though the speed limit was 45 miles per hour we were able to go a little faster. Commercial traffic is prohibited on both the Skyline Drive and Blue Ridge Parkway. It was getting late and I was determined to travel the length of the parkway. The others wanted to do more sight seeing and then take a quicker route to that evening's motel which was in Mt. Airy N.C, the home of Andy Griffith. I got off the Parkway onto route 52. Soon there were restaurants and stores with reference to the legendary Andy Griffith show actors such as Don Knotts also known as Barney Fife and Aunt B. I arrived at the hotel at 8:30 p.m. and only one other member of the JTC had checked in. The clerk at the desk said that he had received a call from Steve Weinstein and he had purchased bad gasoline and they were draining the tank and cleaning the carbs. They would be arriving much later.

The next morning we were preparing for the next leg of the trip. Steve's car was still not running well. With help from everyone the old gas was drained and disposed of. He filled it up with fresh gasoline and the car ran well there after. The group had been leaving at different times since some of them wanted to do sightseeing and shopping along the way. Keith in the D Type and I headed back to the Blue Ridge Parkway at 11.00 a.m. After a detour on the Parkway we arrived in Asheville N.C. at 6 p.m. It turns out that Bill Panza in his beautiful 1996 XJ6 was arrested for speeding on the detour portion of the Parkway which had taken him to the valley on the west side of the Parkway. We missed the speed trap because at the rest area Keith and I stopped and talked at the gift shop clerk who suggested that the nicer drive would be if we turned left at the start of the detour and take the valley on the east of the parkway. We sure had a fun time driving down the mountain, stopped to get fuel at a rural grocery store and headed back up the mountain over a number of switch backs, u turns and steep roads to get back onto the Parkway.

On Wednesday Pat and Jackie Morey and their XK150 roadster met us at the motel. We left at 9:30 a.m. by 12:30 we had left the Appalachian Mountains, and the Nantahala National Forrest. The temperature on the E type was hitting 90 degrees as we drove through the plains of Georgia towards Athens GA. Fortunately at times it was slightly over cast. We entered the interstate at Maysville and within thirty minutes we entered Braselton GA. We arrived at the Chateau just shortly before 2 p.m. I had traveled 920 miles.



## **Kunkle & Wolf each take Third Place Awards at Championship Challenge in GA**

(Amos) Gerry Kunkle won a third place award for his XK-E, and Tom and Joan Wolf also won a third place award for their XK-120 at the 2005 JCNA Challenge Championship held at the Chateau Elan Winery in Braselton, GA on Saturday, September 24. The Wolfs and Kunkle were the only two DVJC entries at the Challenge. The entries judged totaled approximately 105, with the largest class being the XK-Es.

Jaguar unveiled the new 2007 XK for the attending participants to “paw over.”

The committee also added a touch of the Old South with [a] Scarlet O’Hara [look-alike Talaxe Lawson] in her best finery. She and her husband, who is currently serving in Iraq, are also Jaguar owners.

The Chateau Elan setting was spectacular: adjacent to the winery was the hotel, spa, swimming pool, a golf course, “a lodge” [Holiday Inn] with shuttle service to the hotel—all beautifully landscaped.

The activities for participants started on Wednesday. Some highlights included JCNA Slalom, Milt Robson Private Car Collection, Antebellum Experience [Thurs.]; JCNA Rally, GA Mountain Jaguar Tour, Outdoor Tech. Clinic [Friday]

When registrants arrived, each received a bag that contained a book about the Challenge and some gifts from the sponsors. Two of the most noticeable were a black Jaguar ball cap and a green 2005 JCNA Challenge Championship ball cap from SNG Barratt. XK-Unlimited and Zymol donated pins [to put on the hats?]; Jaguar fragrances [for him & her]; an issue of *Jaguar Heritage*; and *It Pays to Talk: How to have the essential conversations with your family about money and investing* by Carrie Schwab-Pomerantz & Charles R. Schwab were included among other gifts, samples, and literature.

Saturday evening at the dinner, participants also received copies of \_\_\_\_\_.

Friday evening the painting that was cover of the program and the poster given to each registered participant was auctioned, as well as two other pieces. This occurred under the stars at a cocktail [and hors d’oerves] party at the fountain in front of the winery. This is also when Jaguar literally unveiled the 2007 XK for all the Jaguar aficionados in attendance. In the next 24 hours, the scope of the Jaguar from its first popular motor vehicles over the years to the many variations in styles [with a few “one of a kind” models]—then the 2007 XK would take us into the future! What a phenomenal sight!

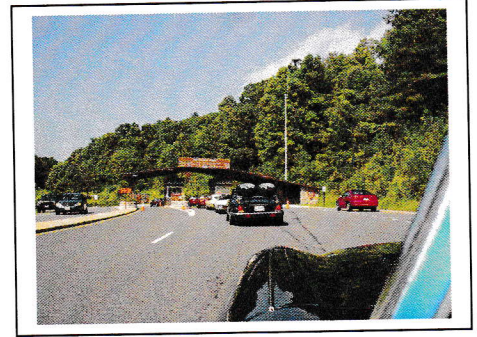
Saturday’s judging: 7am—“be at your vehicle” to park it on the grassy slope adorning the winery.

The judging concluded at 4pm. The awards were presented at the cocktail party at 6-7pm, followed by the dinner. The guest speaker was Ian Callum, Director of Design for Jaguar, who explained the reason for Jaguar’s classic lines contributing to its timeless appeal.

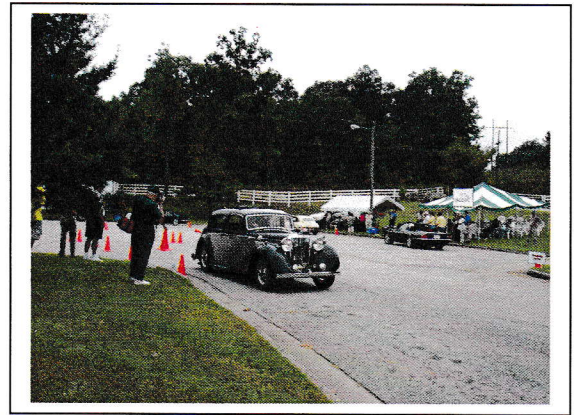
Sunday morning’s farewell breakfast gave participants an opportunity to exchange e-mail or US addresses and say good-bye to old and new friends. Comments reflecting on this Challenge Championship rated it as one that offered a classic setting, scenic tours, and diverse activities; and one that meant [and perhaps surpassed] the expectations of the participants.

[If you missed this event, perhaps you might consider the next JCNA Challenge  
Championship that is east of the Mississippi!]      **Joan R. Wolf**

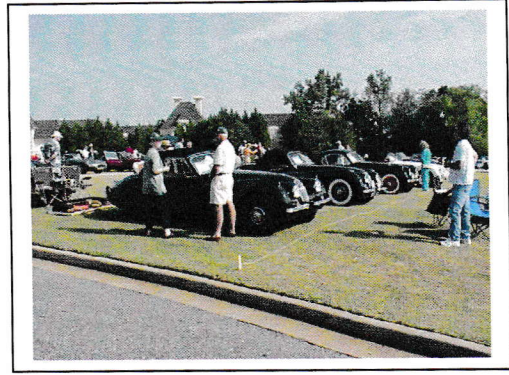












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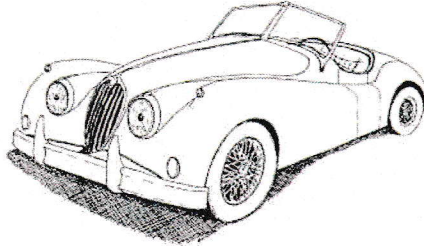
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DELAWARE VALLEY JAGUAR CLUB  
3<sup>RD</sup> QUARTER DIRECTOR'S MEETING

July 17, 2005

**Present:** Chris Jordan, Steve Kress, Gerry Kunkle, Alex La Roche, Ann Johnson, Tom Murray, Charles Olson, Ann Perry, Kit Racette, Kurt Rappold, Pat Rappold, Mike Tate, Muriel Tate.

The meeting was called to order by President Kurt Rappold at 1:00PM. Kurt thanked Nancy Jones for typing the minutes of the 2<sup>nd</sup> quarter meeting and to Steve and Betty Kress for hosting the event. Also, thanks to Gerry and Ellajane Kunkle for hosting today's meeting, and for providing a delicious lunch.

1. The minutes of the April 17, 2005 minutes were approved.
2. Treasures Report: Chris Jordan reports a current balance of \$7,336.
3. Membership: The Delaware Valley Jaguar Club currently has a membership of 216. When we reprint our membership forms, it was suggested that we include a checklist of activities and request that future members list their interests and if they are willing to serve on one, or more, of the committees.
4. Membership Retention: Members in arrears were sent a reminder and a self-addressed stamped envelope to encourage continued membership in the DVJC. In December the renewal letter for 2006 will be mailed. Members will be asked to rejoin by January, otherwise they will be dropped from the JCNA roster. Reinstating their membership creates additional work for the treasurer. A discussion followed on the possibility of multiyear memberships which will be considered for future application.
5. Editors Report: Mike Tate presented, to the Board, a study of the time and effort necessary to produce the monthly issue of The Purr. We need feedback to assure that the newsletter is accomplishing its purpose. Does it keep members? What is the membership interested in? What does the membership want to see in the publication? The Board, lead by President, Kurt Rappold thanked Mike and Kit for the wonderful job they have done for the past two years to produce an informative and well presented newsletter. Mike and Kit feel it is time to retire from the responsibility of The Purr. Steve Kress graciously accepted responsibility for the August issue, but will need assistance in the future. We need the help of the membership, immediately, to recruit an editor. Suggestions were made to reduce the amount of time required to produce The Purr.
  - Parcel out the responsibilities to a larger committee.
  - Encourage the membership to submit articles of interest.
  - Make The Purr bi-monthly.
  - Have the newsletter compiled professionally.
6. Vice-President's Report: Kurt thanked Charlie Olson for the work done to make the Concourse a success. The Board agreed to continue to hold the Concourse at the Powhatan Lenape Nation at Rancocas, NJ. Charlie reminded the Board that the Concourse is not a car show. Individuals are bringing their cars to be judged and the peace and quiet of the location is to be appreciated. Vendors are welcome at the event. This years lunch vouchers were given to those who assisted with the judging. The Board felt that this was a lovely gesture but not necessary and will not be repeated next year. A check for \$805.00 was forwarded to the Powhatan Lenape Nation of which \$500 was a donation to the community outreach program, \$175 to cover the cost of the portable toilets and \$130 for food vouchers.

Charlie Olson and Gerry Kunkle reported on the Slalom, which will be held on July 30 at the Garnet Valley High School. At this time there are 17 cars entered. The traffic cones that mark the course have all been replaced to make the course easier to follow. More than one person can drive the same car. The committee will meet at 6:30 on Friday evening, July 29<sup>th</sup> to mark out the course. After the event on Saturday a luncheon is planned at the Concordville Inn. The 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place awards will be issued at that time.
7. Advertising: Gerry Kunkle reminded the membership to patronize our advertisers, and to encourage vendors to purchase space in The Purr.
8. Apparel: Tom Murray reported that we have shirts and pins available for sale. He would also like to supply hats, but the logo is expensive. He will see if it can be produced at a lower cost.
9. Photography: No report.
10. Web-site: Kit Racette keeps our web-site up to date and asks for membership feedback.
11. 40<sup>th</sup> Anniversary: Kit Racette. The DVJC will celebrate 40 great years on August 14, 2005 on the clipper ship Moshulu, berthed at Penns Landing in Philadelphia. There is a large, secure parking area and members are encouraged to drive their Jaguars to the event. Our meal will be served in a private dining room, but cocktails will be enjoyed on the deck. A post card will be mailed to the membership to remind them of the



event. Mike Tate made a motion, which was seconded by Tom Murray, that we budget \$100 to have commemorative key rings made to distribute at the luncheon.

12. The 4<sup>th</sup> Quarter Director's Meeting will be held in November. Date and time to be announced.

13. Event Planning: No Report

14. Pumpkin Rally: The rally will be held in Millsboro DE, October 28-30. A donation of \$250 has been approved to send to the Millsboro Fire Company in memory of Bob Cardin, a longtime rally participant, who passed away in 2003.

15. Fall Tour: Al and Tucky Pincus have again offered to host the morning get together at their home in New Hope. We are also invited to visit the collection of Gene and Marlene Epstein in Wrightstown. Lunch will be served in the now restored Moland House. 27 persons have registered. The cost is \$30 per person.

16. Holiday Party: Whitemarsh Valley Country Club on December 4, 2005.

#### Old Business

Tom Murray and Steve Kress were issued recast trophies for the 2004 Rally JCNA Award. The originals were imperfect.

#### New Business

A nominating committee will be needed to recommend officers for 2006.

A resolution was passed to be a patron for the 2005 Challenge Championship in honor of the DVJC 40<sup>th</sup> Anniversary. Kurt made a motion we sent a dollar for each DVJC member to honor our 40<sup>th</sup> anniversary. The motion was defeated. \$100 dollars will be sent.

There being no further business, the meeting was adjourned at 4:15PM.

Respectfully Submitted,

Ann Perry  
Secretary

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	<p><b>Ultraclub 8536 Pique Golf Shirt</b>                  White body pique golf shirt with multi-stripe trim.                  Colors: White w/Green Trim                  Price: S-XL: \$22.00    XXL: \$26.50    3XL: \$28.50    4XL: \$30.50</p>
	<p><b>Lee (83062)</b>                  Sueded crew fleece with V-notch; 80% cotton, 20% polyester; long sleeves; 9 oz. double needle                  Colors: Stone, Moss                  Price: M-XL: \$28.50    XXL: \$33.50</p>
	<p><b>Lee Ladies (51080), Lee Mens (71808)</b>                  Denim, button-down shirt with left chest pocket w/button closure; woodtone logo buttons; double-needle detailing; 3-button placket cuffs                  Colors: Ladies – Natural only; Men's – Natural, Hunter Green  <b>NEW LOWER PRICE!!</b> All sizes: \$28.50</p>

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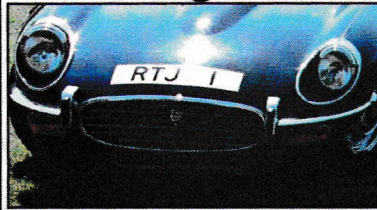
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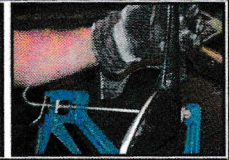


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