

The Jaguar's Purr©

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September 2008

www.jcna.com/clubs/dvjc



Share in the Beauty . . .

Jaguar Western States 2008

Kudos to all who planned and executed a terrific well-run event!"

See Article on Page 9.



Looking ahead to the October Purr . . .



The Jaguar XJ220s that lead off the Gumball 3000!

(See October Purr for Bob De Lucia's article on the Gumball 3000 and Pebble Beach Concours.)

Newsletter Contents

Upcoming DVJC Events	4
Upcoming Other Events	4
Advertising Rates.....	3
List of Officers	3
The Prez Sez	5
Jaguar Western States	9
MG Cup 2008.....	11
Roving Reporter.....	14
Purr Classified.....	12
Lehigh Valley Covered Bridge Flier	7
Pumpkin Run Flier	13
Wheels and Warbirds Flier	17
Moonlight Memories Flier	18
Sites of South Jersey Road Rally Flier	20

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Upcoming DVJC Events

- Sept 14th** **Radnor Hunt Concours d'Elegance**
826 Providence Road, Malvern, PA
Contact: Glenn Davis (610-436-4400)
- October 19th** **Lehigh CO. Covered Bridge Tour/Trexler Game Preserve**
J H Bennett Jaguar Land Rover
Contact: Gerry Kunkle (610-861-0844)
See Flier in this month's Purr
- Oct 24—26th** **Pumpkin Run Rally (JCNA Sanctioned)**
Millsboro, DE
Contact: Kurt Rappold (610-358-4055)
See Flier in this month's Purr

Upcoming Other Events

- Sept 13th** **British Car Club of Delaware—Annual Car Show 2008**
Battery Park, Delaware City, DE
- Sept 13th** **Radnor Hunt Chester County Road Rally**
Contact: Glenn Davis (610-436-4400)
- Sept 14th** **The Buckingham Auto Show Concours d'Elegance**
Contact: Al Pincus (215-598-0882) or Ralph Tompkins (215-598-3740)
- Sept 20th—21st** **Wheels and Warbirds Airshow**
Millville, NJ
Contacts: Mike Wolfe (mwolf@boenninginc.com) and
Charles Olson (cwolson29@comcast.net)
- Sept 21st** **Jaguar Touring Club Fall Slalom**
Manville, NJ
Contact: Steve Weinstein (973-476-8478)
- October 4th** **Autumn Leaf Festival**
Moravian Academy, Bethlehem, PA
Sponsored by the British Car Club of Lehigh Valley
Contact: Gerry Kunkle (610-861-0844)
- October 19th** **Sites of South Jersey Road Rally**
Voorhees, NJ
Contact: AAA South Jersey (856-783-4222 x2608)
- November 8th** **Moonlight Memories**
Riverfront at Lehigh Landing, Allentown, PA
Contact: Gerry Kunkle (610-861-0844)



The Prez Sez September 2008

The Summer is coming to an end and Labor Day unofficially says so, but September activities for us are just starting. This coming weekend I'll be joining several of our members attending the JCNA sanctioned **Concours d'Elegance sponsored by the Nations Capitol Jaguar Owner's Club** at a new location at the Reston Town Center in Reston VA. Pre-registration is required!

The trend for a Concours today is to find an attractive location to appeal to a broader base than just the car oriented people and to attract the general public. Sponsorship by local Jaguar dealers and suppliers are necessary to offset the cost for use of the facilities, trophies, advertising and security personnel. It will be interesting to see if the new location in the Reston Town Center meets that criteria! I'll be giving you a full report in the October Purr.

The following week is the **Radnor Hunt** meet which for the first time is encouraging several Marques from various clubs in the Delaware Valley to supplement their **Invitational Concours** by holding a **"Club Event."** This is to encourage broader participation and generate more revenue. Perhaps in time it might rival the Buckingham Car Show in number and quality of entrants. **Both events support charitable causes and participation is encouraged.**

This is a case where our club members can choose a meet scheduled for the same day that can be geographically accommodating. **Glenn Davis** will be the chairman for the "Club Event" and will be assisted by **Mike Tate** to form our own cluster. We will have a hospitality tent to attract interest and sign up new members! Not too mention showcasing our cars of Concours quality. Please contact Glenn Davis if you're still considering joining us!

The following weekend the New Jersey Motorsports Park will host the Wheels & Warbirds Air Show, at the neighboring Airport in Millville. (See other Upcoming Events) **Mike Wolf and I** plan on arranging a caravan of interested persons. **Those responding** will be given directions from our departing location at McDonald's, 1253 McDade Blvd, Woodland, PA 19049, **Saturday Sept. 20th** at 7:30am. Special parking has been arranged by the Garden State Cruiser's Club as a package deal for those that submit an application. I'm inserting the Flier and application in this issue.

The Motorsports Park first came to our attention as a proposal for the re-vitalization and development of the Millville area, at the Thunderbolt Rally in May of 2006. We were quite impressed but amazed when in May of 2008 the Group attending the Thunderbolt Rally was given a tour of the on-going construction. But- when Mike Wolf announced he scheduled an Event to lead a group for a drive to the opening day of Motorsports Park last month, I was amazed that they had actually opened! Mike is a member of the Triumph Club as well as ours and it comes as no surprise to find a disparate group participating. Thanks Mike, for a job well done!

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The Prez Sez September 2008

Gerry Kunkle has organized a Road Rally in conjunction with the Allentown Jaguar Dealership to tour the back roads of that area. It's an activity we all enjoyed when Al & Tucky Pincus hosted our Covered Bridge Fall Tour. I thank Gerry for his efforts.

I must comment that Gerry has been unusually busy of late, driving his newly acquired '97 XK-8 convertible to the Western States Event. He has written a great article documenting his trip and it can be read in this issue. I'm sure Gerry drives more miles with his Jags than any member I'm aware of. He will "rest" from driving attending the Moravian Leaf Festival on Oct. 3rd but will take off the following week for Hershey and continue driving in the event mentioned above. Perhaps I should encourage him to join us at our three day Pumpkin Run, but I'm sure Ella Jane would say, "Enough already!"



Left to right : Chip Krout DVT, Steve Kress, Mike Tate, Grandson Christian, Mike Wolf, Charles Olson

I have been well pleased with the participation shown by our officer's and members in organizing and chairing the Sanctioned and other events and also writing articles regarding them. With the re-organization of the Area Coordinators early in October, I expect more events to take place in November and December. If the Winter Season is like last year –those Jags need not stay in hibernation.

Our current by-laws now being considered for revision, will include changes incorporated by the JCNA with regard to family membership. However, the current by-laws under review state the elected Officer's are to serve for a two-year term. Therefore the following offices are to be filled by election before the start of January 2009:

President, Vice President, Secretary, Treasurer, Director #1 and Director#2.

I'm requesting any member wishing to become a nominee for office to submit their names and indicate their choice by letter to:

Ann Perry, Membership Chairman, P.O. Box 163, Mendenhall, Pa 19357.

A preliminary ballot will list the nominees in the October Purr. The final ballot will be mailed to all members in November.

Be Courteous, Drive Safely, and Have Fun,

At your service, President

Charles Olson

**Delaware Valley Jaguar Club
and
J. H. Bennett Jaguar
Invites you to the
Lehigh Valley Covered Bridge Tour and Poker Run
Sunday, October 19, 2008 10:00 a.m.**

**J.H. Bennett Jaguar and Landrover
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The event will begin with brunch at the dealership followed by the tour. Directions published by the Lehigh Valley Visitors and Convention Bureau will be given to each car. The tour should begin at approximately 11:00 a.m. Participants should expect to return to Bennett's between 1:00 p.m. and 2:00 p.m. for light refreshments and prizes for the best poker hand.



RSVP By: October 12, 2008

To: Gerry Kunkle

At: 610-867-6955

or agkunkle@aol.com



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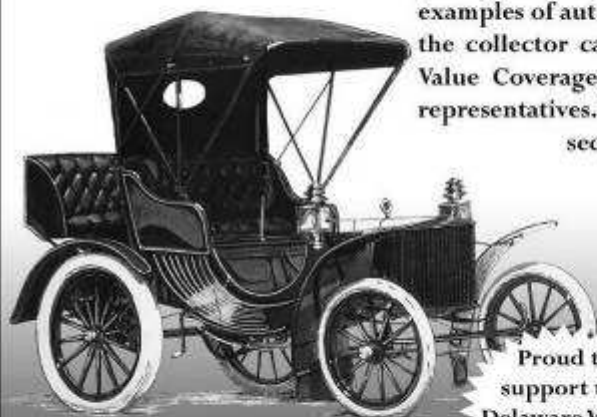


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Jaguar Western States 2008 via Mount Rushmore

Ella Jane and Gerry Kunkle

Route 80, Route 90, Chicago and Rockport IL, day one. Madison WI, Mississippi River, Sioux Falls and Rapid City, South Dakota, day two. Rapid City is in the center of the Black Hills which includes Custer State Park. We went to the visitor's center the first thing on Saturday morning and they suggested going to Deadwood for the good inexpensive food at the casinos and to Sturgis. She also suggested taking the Trolley in Rapid City to get the lay-out of the town and history of

the city. We drove twenty miles to Sturgis. Motor Cycle enthusiasts will know where this is but I did not buy a T shirt. We went to Deadwood where gambling is permitted and had lunch at Cadillac Jack's Casino. Deadwood was the town where Wild Bill Hickock had drifted to and while playing poker on August 2, 1876 was shot in the back. He was holding a pair of black aces and a pair of black eights which is now known as a dead mans hand.

Rapid City and the Black Hills are attracting retirees and the economy is centered on tourism. While driving around town I saw a TR3. That evening an auto cross was being run across from our hotel which I had to see. The trolley ride includes parks, fish hatchery, Berlin Wall memorial and Chapel in the Hills. The Chapel, built in 1969, is a true replica of the church of Norway, an outstanding wood carving with remarkable craftsmanship.

On Saturday we made reservations to take a bus tour which included Mount Rushmore, Custer State Park, and the Crazy Horse monument. The scenery was terrific and the weather was perfect. Mount Rushmore is named after a Mr. Rushmore, a New York banker who invested in the region. The carvings in granite of Washington, Lincoln, Jefferson and Theodore Roosevelt, on the mountain by Gutzon Borglum are spectacular as is the entrance to the monument with granite pillars and flags representing each state leading to the amphitheatre. The tour also included lunch at the State Game Lodge or Western Whitehouse of Calvin Coolidge. The story has it that

Cal caught his limit of trout in less than an hour. (The secret service had stocked the stream, which is now named Grace after his wife, the day before with 24,000 fish). President Eisenhower also stayed at the lodge while in office to test his fishing skills.

Monday we left South Dakota for Grand Junction, Colorado. We traveled through Casper, Wyoming south to Craig, Colorado, and took route 70 in Colorado to Grand Junction.

Arriving that evening after driving 12 hours. We attended the cocktail reception and ate hors d'ouevres before checking in. A ranger from the Park Service was making a power point presentation during the reception on the Colorado National Monument which I later found out was officially recognized as a national park in 1911.

On Tuesday morning the Slalom was run. I did not drive our XK8 in the Slalom but did drive a Jaguar XF along with Nelson Rath as my co pilot. We had a very lack luster time. I would have liked to have gotten a second run. That afternoon we took the float trip down the Colorado River followed by a western barbecue and rodeo. On Wednesday we participated in the rally/tour which began east of town with the first stop at the Powderhorn ski area. The second leg of the tour was the Colorado National Monument. The scenery was breathtaking. EJ thought that the best part of the tour was the luncheon at the Two Rivers Winery. She does not care for traveling at the five to twelve thousand foot elevations with switchback roads, tunnels and no guard rails.

That evening we took the bus to the Gateway Colorado Auto Museum. The museum and corporate retreat was built by the founder of the Discovery Channel, John Hendricks. There were several dozen forties and fifties automobiles all in pristine condition. The center piece of the museum is the 1954 Oldsmobile F-88 dream car designed by Harley Earl that sold several years ago at Barrett Jackson for



Jaguar Western States 2008 via Mount Rushmore (cont.)

Ella Jane and Gerry Kunkle

three million dollars plus commission.

On Thursday I attended the Sunrise Breakfast at the Monument. Seeing the sun rise was spectacular and the breakfast which was held adjacent to the visitor's center was excellent. We toured down town Main Street which was quaint and up scale with art forms and statues throughout the four or so block area of down town Grand Junction.



That afternoon we played croquet. Participants were encouraged to dress in white. Campaign was supplied. This was the hottest day of the week. I had a lucky shot and won in the preliminary round but came in a dismal last place in the championship round. That evening festivities were a wild west theme with many of those attending dressed as cowboys, gun slingers, dance hall girls, sheriffs, you name it. Every one had been given poker chips during the week for participating in the various events. After supper we played card games to see if we could win even more chips. Those of us at the Black Jack table had a friendly dealer who gave us extra chips. After the gambling was over we used the chips earned to bid on prizes which included sets of Pirelli and Continental tires.



Friday was the Concours at beautiful Lincoln Park. Judging began promptly at 10 AM and concluded at 1 PM. There was one Mark IV on the field. I thought the XK class was the strongest with six quality XK120's on the field, one of which was from the Mexico club. We were back at the hotel by 3 PM, went to the gym to work out and get ready for the Friday night awards and banquet. Steve Kennedy, the new JCNA president, and co chairman of the show with his wife Deanie, who gave out the awards. We received the furthest distance award though no one asked us how far we drove until it was given to us. We left Colorado on Saturday, made Adair Iowa that evening and the following evening we stayed in Zanesville, Ohio. We arrived back in Bethlehem on Monday at about 2 PM. having driven a total of 4,675 miles in twelve days. The roads were great! Little construction to hamper the flow of driving. Kudos to all who planned and executed a terrific well-run event!

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MG Cup 2008

By Brian Craig

My younger, better looking, and smarter brother is a (social) member of the Lancaster Polo Club. For several years he has been extending an invitation to attend a match when it coincides with the MG Cup, a British car show held on the polo grounds prior to a polo match.

On August 24th I decided to take him up on his offer. This year's event was advertised in *The Purr* and I thought I might encounter some fellow DVJC members. I was not disappointed. Among the many cars on display I counted seven Jaguars. Two of these proudly represented the Delaware Valley Jaguar Club. Gerry Kunkle and Mike Tate both made the drive to display their wonderful cars.

I didn't realize until later that Gerry also had an MG at the show. It was parked right next to his Jaguar. I was being picky about the pictures I took as taking a photo of every car there would have filled up my card. It wasn't until I met Gerry's son and he drove away in the MG that I realized the car belong to Gerry. I did, however,



manage to get a photo of Gerry and his Jag.



Tate make any necessary explanations.

I was also somewhat surprised by Mike Tate. In addition to presenting a gorgeous Jaguar at the show Mike was accompanied by a very attractive female. I was able to convince them to pose for a quick photo. I will let Mr.

I've always had a fondness for some British cars. Austin Healys, Morgans, and an occasional Lotus have always caught my eye. I have my favorites among MGs and Triumphs, all of my favorites were represented at this show. If anyone has any doubt that the Mini Cooper is a popular vehicle those doubts would have been dispelled at this event. Two cars, however, captured my roaming eye.



The first was an MG that managed to stand out among its brethren. I should say an MG and a half. Someone very cleverly converted the back half of an MGB into a trailer. It was painted



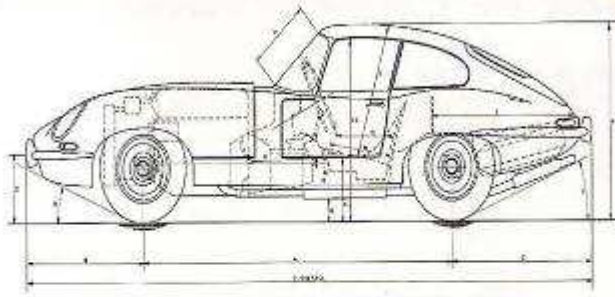
the same as its lead vehicle. I thought the whole package was notable.

The second was an Allard. I was not aware of the existence of this car. It is very distinctive and looks like it would be a blast to drive. The more informed among us (Gerry Kunkle) know about this car but I wanted to know more.



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1971 Jaguar 2 + 2 Coupe.

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Contact Kurt Rappold for photo or other information regarding history. 610-358-4055.

MG Cup 2008 (cont.)

By Brian Craig

The internet quickly provided a link to the company's Web site. Apparently only 100 of these cars are built each year. For a variety of reasons I can assure you I won't own one of these cars in the near or distant future.



Oh yeah. There was also a polo game. My brother was very good at pointing out the important aspects of enjoying this sport.

First, pay attention. Observers are welcome to watch the match from the boards. However, when the polo ball comes close to the boards the horse may well come on the other side of the board to play the ball. If you happen to be in the way you will probably come out the loser in a close encounter you'd



rather avoid.

Second, pay attention. The periods of play in polo are called chucks. Between chucks the fans are invited to walk on the field of play and stomp down the chunks of turf the horses have churned up. As my brother noted, don't step on the steaming clumps. That's very good advice.

The activities noted in *The Purr* are worth noting. Unfortunately for most of us there are more activities than time to enjoy them. However, taking an occasional time out to enjoy one of these events may result in some very pleasant memories.



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* **CAR NUMBER REQUESTED** _____

2nd CHOICE _____

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\$295 entry form and insurance received after Oct 12, 2008 \$ _____

* Entry fee covers meals for driver and navigator*

\$10 each additional person for Friday's dinner \$ _____

\$10 each additional person for Saturday's dinner \$ _____

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EVENT DISCOUNT for current club members (-\$30.00) \$ _____

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Please indicate name of rookie team _____

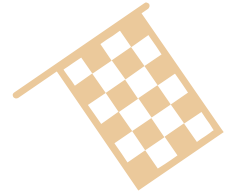
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Please list name of anyone that will be coming with you so that we can make
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NAME _____ HOMETOWN _____



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Roving Reporter

By: Michael Tate

September 2008



WHERE DO ALL THE OLD CARS GO IN THE WINTER?

During the month of August I must have seen at least 600 vintage cars all of them lovingly prepared for the show field. To start off in late July we set off for Michigan to visit our son Russell and his family. We completed the 1,200 mile round trip in our new XK Coupe. Bliss! I was amazed that this aluminum bodied Coupe with a V8 engine averaged 28.5 miles to the gallon. I put her in cruise control, set at 70mph, and let her go. At last I am "green". The most interesting part was how many vehicles went, at much higher speeds, past me, including of course 18 wheelers. Just think of the fuel they must be consuming! With the XK I am constantly amazed how many people comment that it looks like the Aston Martin V8 Vantage or the Aston Martin DB9. What they should be saying is that both these cars look like the XK. There....that's a fair comparison.

It so happened that during the visit, on August 2, the Meadow Brook Concourse took place. Held annually on the stately grounds of the home once owned by the Dodge family, it attracts a multitude of exotic cars rivaling the magnificence of Pebble Beach. The cream was all there & I estimate 230 vehicles turned out. Packard, Mercedes, Bugatti, Cord, Chrysler, Alvis, Bentley, Rolls, Aston Martin etc, etc and, yes, Jaguar came up with the rare and exotic in the form of a 31/2 liter SS100, an aluminum bodied XK120, and a two tone MK IX. With all the attention placed on detail on these exhibits, I don't know how anyone could pick how one was better than the other.

On August 10, despite warnings of thunderstorms, it turned out to be a clear and bright morning, so at the crack of dawn I got into my 420 and drove to Gwynedd Valley to meet with John Murphy and his

1937 SS100. Together we journeyed to New Hope to take part in their annual show. At least a couple of hundred other enthusiasts had ignored the weather warnings. There was every conceivable vintage American brand plus the usual show of MG's, Triumphs, Sunbeams, Austin-Healies, Morgan's, and Aston Martins. We had a good showing of a broad variety of Jaguars with 18 cars fielded. There was one each of the following, 1937 SS 100, 1948 Two tone 31/2 liter Drop Head Coupe, 1967 420, Series 1 XJ6, XJ 12, 1964 Daimler Majestic Major, XJS, and 3 XK120 and 8 E Types.

Judging was completed early as the clouds were gathering. My daughter called me saying that a storm was hitting Malvern with hail as big as golf balls. Not good for vintage cars! As the results were being announced at midday the rain began to fall. There was a general rush by those who had trailers to get to cover. Because of the disruption I did not get the order of awards for our display but I did know that the first three places (in what order I do not know) went to John Murphy's SS100, Bill Beiswinger 69 E Type, Bryan Edwards 1974 E-Type with Wayne Tubbs Series 1 XJ6 getting an honorable mention.

The rain became a downpour, quickly clearing the ground. We should have believed the forecast. I had to drive from New Hope to Malvern and was concerned how my 41 year old car would behave especially the wipers. I need not have worried. She slogged through rain soaked roads with ease and the wipers worked impeccably. There was no problem and I arrived home without incident. Next morning I looked at the 420 expecting to see dirt and road residue on the body and wheels. Amazingly the car was pristine with no evidence of the long, wet journey. There is nothing like a Jaguar for reliability and excellent preservation.

(Continued on page 15)

(Continued from page 14)

The cars are parked in rows facing the Polo field with roughly 50 cars in a row. All British cars ranging from army vehicles, through Land Rovers, MG's, Triumphs, Morgan's, Lotus,



are there purely to be looked at and admired. Fun!

So you will see that these three shows brought out at least 600 cars. So where do they all go in the winter. Presumably, in many cases, one of the every day cars has to sit outside and provide a freezing start to the day. Also I often wonder why I don't see any of the many MG's & Triumphs out for a leisurely drive on a Sunny weekend?

The next shows that will bring out over 200 top cars each are the Buckingham and Radnor Hunt Concours. Both these shows, in mid September, are worth a visit so see details under "Events" Both shows are held in beautiful settings which enhance the cars being shown. If you enter your car in the Buckingham show you can



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Roving Reporter (cont.)

enjoy a breakfast of scrambled eggs, bacon, sausage etc included in the entrance fee. Most enjoyable as sausage is on my wife's forbidden list.

THIS, THAT AND THE OTHER CIRCLE THE WAGONS

I have discussed before the merits of the Jaguar X-Type Wagon. As you know this neat car has been withdrawn from the North American market and when it was available it was not promoted. We have had our copy for a year now and recently, for the first time, I got the opportunity of driving it on a lengthy visit to Gettysburg. With four aboard the 3.0 liter engine really motored & I found myself exceeding 80 mph without realizing it. Very stable, great road holding and fairly mean on petrol consumption. Jaguar seems to think there is not a market here for wagons so imagine my surprise when I read in August 25th Auto-Week the following headline:- "Caddy Adds A Wagon" followed by "Cadillac will add a wagon to the 2009 CTS lineup early next year. The CTS Sports Wagon, revealed at the Pebble Beach Concours d'Elegance, gets a conventional CTS grille and fenders, but tall rear taillights evoke fins reminiscent of Cadillacs of yesteryear. Rear-wheel and all wheel-drive versions will be available". The photo shows it to be very similar to the Jag Wagon from a side rear view.

My instincts tell me that Jaguar is wrong and Cadillac is right. Our Wagon replaced our Jeep. It has many of the features of an SUV with a rear lifting tailgate, folding back seats & therefore lots of room to store stuff. Two small children can sit in their seats in the rear. And important, now its fuel consumption is what is needed in this time of high cost. Most importantly my wife enjoys driving it especially its compact size and road holding. Also, as I have said before, it amazes me how many people admire its good looks despite repeated press assaults saying that it belongs to the pipe and slippers brigade

FIRST-EVER JAGUAR HYBRID ON ITS WAY?

Larry Schear sent me the following news item from Autoblog Green. "Rumor has it that the classic XJ saloon may be the first model to benefit from the UK government-sponsored testing which

should endow Jaguar with the technical know-how to make its first hybrid model. According to the spy shooters from Next Autos, the next edition of the iconic leaping cat has been spotted testing and will reportedly sport distinctive new sheet metal that should serve to differentiate the newer models from the old. Despite the fact the latest Jags have been built on new lightweight aluminum-intensive structures, they have met with less than stellar sales, a fact that many attribute to stale styling that looks just like Jags from ...oh, thirty years ago. For this reason, expect a pretty radical departure for the next generation, which could share styling features with Aston Martin. Along with the rumored hybrid should be gas powered V6 and V8 engines as well as the Euro-requisite diesels".

MK V INTRODUCTION

One Jag I neglected to mention last month when talking about the XK 60 celebrations and that was the MKV introduced in 1948 based on older styling and developed to house either a 21/2 or 31/2 liter engine not the famed XK engine. However three MKV's were fitted with the XK engine. Two for development purposes and one for Sir William Lyons to play with. This car alone survives today and is located somewhere in North America.

LE MANS HERE WE COME?

Ratan Tata is reported to want Jaguar back at LeMans. They last won there in 1990. This appears to be a natural progression for Jaguar as it was at Le Mans that they had their most famous victories putting the brand firmly in the motoring public's eye. Returning to Le Mans appears to be a far more sensible objective than trying to compete in Formula 1 which for Jaguar was an expensive failure. It would have been much wiser to invest that cash in new product. I was at the Le Mans 1992 event when Jaguar fielded three XK 220's one of which won its class. The Le Mans cars rocket at amazing speed and the 220 looked to be lumbering as it came down the straight at 180mph.

Enjoy September before it is time to put our cars away for the winter....I always keep mine at the ready for those days when the sun shines, the air is crisp and the roads are dry.

The Thunder is coming...

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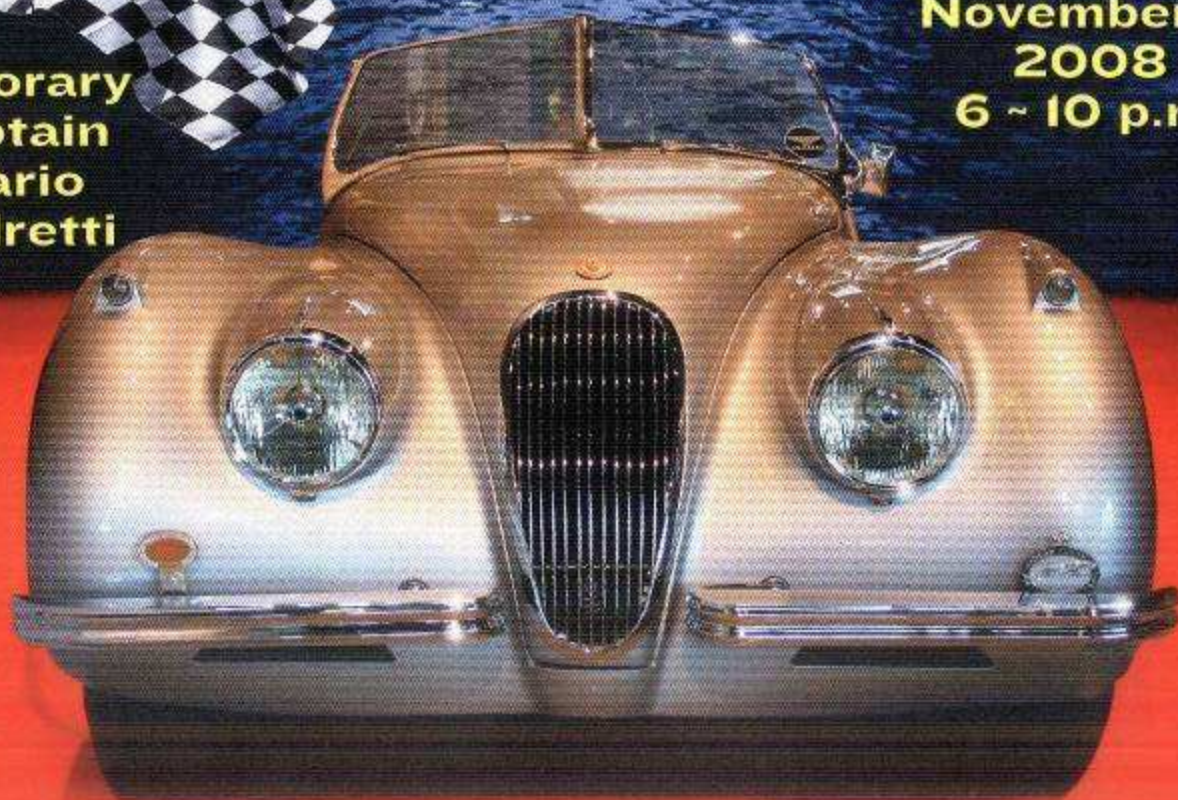
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If you would like confirmation that your entry was received, please be sure to include an email address.

Registration fee is \$25 per car to be received by October 10th. Attendance will be limited to the first 100 cars to register. *

Please detach and include this form with a check made payable to AAA South Jersey and mail to:

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