

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

February 2015

www.j-a-n-e.org



Remembering Elkhart Lake International Road Race

This year's JCNA Challenge Championship will be in Elkhart Lake, Wisconsin. Elkhart Lake is rich in auto racing history, with several Jaguars participating. For a brief account of that history and details on the Challenge Championship, see page 15. Photo courtesy JCNA.

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Almost Escaped ...

With only thirty some days until the first day of spring, it was really looking like we were going to escape having any significant snow for this year. But Mother Nature was determined not to oblige, and over the course of six short days, New England broke into the top ten snowiest winters, that is if I remember the weather report statistics correctly. All this snow left us no choice but to cancel the January monthly meeting due to unsafe road conditions. In any event, there is certainly not much we can do but wait until it all melts away, and only then can we think about

bringing our Cats out for the first drive of the season.

February starts off with our Valentine's Day Dinner on Sunday, the 15th, at the Bullfinchs Restaurant in Sudbury, Massachusetts. This has always been an extremely popular event by selling out in very short order. As of this writing, 39 people are registered, with only a very few spots left, so if you haven't signed up yet, you may still have a chance to enjoy an evening of fine food, drink, and of course friendship. We have been able to reschedule Faith Lamprey and Bruce Vild from the British Marque Car Club News for the February monthly meeting and learn about their 25-year history and what it is like to deal with over 100 different car clubs across the country.

Providing Mother Nature leaves us some room on the highways and side streets, we will be off to the race track on Sunday, March 1st, with a contingency of 20-24 drivers at F1 Boston. This event was so popular last year that it maxed out, and I have no doubt that it will again. The day will start with a short school as we review the rules, fit our suits, then it's off to the track for some flat-out cart racing. Trophies will be presented to the top three finishers, followed by lunch, track talk, and fellowship.

JANE delegates will be off to Philadelphia to take care of business for JCNA's 2015 Annual General Meeting on March 19th to the 21st. I understand there will be a variety of tours to some of our country's most significant historical sites as well as the Simeone Foundation Museum, one of the premier automobile museums in the world. Mind you, this is all scheduled around a business meeting, or supposedly, I don't know how they will keep their minds on the meeting with so many interesting things to do and places to go.

The Brady Brothers will once again present their ever popular program on Le Mans for our March monthly meeting. We will hear about their travels to and from, camping out, drinking beer, smoking cigars, the newest versions of the high-powered racers, and last but not least, the ever popular "scenery shots" from around the grounds. If you haven't seen this presentation, it's one not to be missed. Wrapping up the month we will have our annual trek to Parker's Maple Barn for a meal that is good enough to cover breakfast, lunch, and possibly dinner.

The 2015 Concours Committee is getting underway, chaired by Jane Murray. This will be our 43rd annual Concours, and Jane is looking for volunteers to help support the different parts of this weekend event. I encourage anyone who has even slightly thought about helping out to contact Jane and let her know that you are able to be a part of the support team to help make this another success. Remember, this is your club, for all members, not for just a few, and it can succeed only to the degree that you participate. Some of our members have been at the helm with certain responsibilities for quite a long time and would welcome some

continued on next page

The Coventry Cat is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Clubs of North America (JCNA). JANE is incorporated in the Commonwealth of Massachusetts.

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President's Message continued

additional assistance.

Finally, I would ask all our members to turn their thoughts and prayers to fellow club members Cyndy and Bruce McGeoch. They have been enduring some extreme life-challenging events, and we want to wish them the best possible outcome so they will be able to rejoin us at the earliest opportunity.

Jim

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I'm happy to say that JANE is off to a great start for 2015, with 242 members as of January 30th when I sent our official roster to JCNA! That's the number that will be reported at the AGM in March – and it will be among the highest count of any JCNA club (if not THE highest). We've gained one new member and one renewal since then – leaving us with a total membership of 244 as of February 3rd.

If you haven't renewed by now I'd encourage you to do so ASAP! Your JANE / JCNA membership has officially expired, and from this point on I send only periodic roster updates to JCNA – so you're in jeopardy of missing one or more issues of the Jaguar Journal and other member benefits unless you renew quickly.

Sometime this month I'll be mailing letters to everyone who has not renewed. We'll ask WHY they haven't renewed and will use their feedback to address any identified issues and to improve the overall JANE membership experience.

As usual, one lucky member or family who renewed their membership before the end of December will receive a refund of their basic membership dues (\$60) for 2015 at a drawing to be held at the February JANE social meeting. Club officers (2015), Associate Members, Life Members, and new or rejoining members whose membership already extends through 2015 are not eligible for the drawing, but giving us a total of 166 members/families who will be entered in the drawing. Good luck!

Cheers,

Ed Avis

Welcome New Members

Emanuel & Donna	Markis	Wellesley, MA	2013 XK
Ted	Alexiades	Kingston, MA	1954 XK-120 SE
Elizabeth Allen & Albert	Carlson	Jefferson, ME	2014 XF
Daniel	Crook	Rockland, MA	1962 E-Type, 1967 420

2015 JANE Calendar

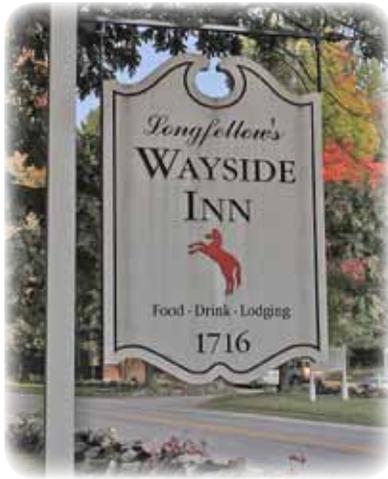
You may register for any JANE event online at www.j-a-n-e.org and pay in advance by credit card or PayPal

- Feb 15** JANE Annual Valentine's Day Dinner, Bullfinchs Restaurant, Sudbury, MA
- Feb 25** JANE Monthly Meeting, presentation by Bruce Vild and Faith Lamprey, with *British Marque Car Club News Magazine*, Wayside Inn, Sudbury, MA
- Mar 1** JANE Does F1 Boston, Braintree, MA
- Mar 20-21** JCNA AGM in Philadelphia
- Mar 25** JANE Monthly Meeting, annual Brady Brothers presentation on Le Mans, British Beer Co., Walpole, MA
- Mar 28** JANE Annual Spring Tour to Parker's Maple Barn for Brunch (Tentative)
- Apr 6** SCDA Track Day at Lime Rock, Lime Rock Park, CT
- Apr 22** SCDA Track Day at Thompson Speedway, Thompson, CT
- Apr 22** JANE Monthly Meeting (Program TBD), Wayside Inn, Sudbury, MA
- Apr 26** JANE Judges Training Session (Tentative)
- May 3** JCSNE Spring Slalom, New Britain, CT
- May 8** SCDA Track Day at NHMS, Loudon, NH
- May 23-24** JANE Magical Mystery Tour
- May 27** JANE Picnic on the Lawn at Larz Anderson Auto Museum, Brookline, MA
- May 28** SCDA Track Day at Lime Rock, Lime Rock Park, CT
- May 29** Empire Club Drivers School at Lime Rock, Lime Rock Park, CT
- June 14** First Annual British Motorcar Festival, Bristol, RI
- June 14** JCSNE Annual Concours, Middlefield, CT
- June 16** SCDA Track Day at Thompson Speedway, Thompson, CT
- June 20** JANE Spring Slalom (Tentative)
- June 21** LAAM British Car Day (Tentative)
- June 24** JANE Monthly Meeting (Program TBD), Wayside Inn, Sudbury, MA

*Dates above are only those confirmed at time of publishing.

Check this page for updates each month and for the most current events check the Calendar page at www.J-A-N-E.org.

Upcoming Events



February Monthly Meeting
Wednesday, February 25, 7pm
Guest speakers Bruce Vild & Faith Lamprey

Longfellow's Wayside Inn, Sudbury, MA

* Due to the weather, January's meeting was canceled but Faith & Bruce will attempt to do their program for the February meeting.

An Enthusiast's Guide to the British Marque

Faith Lamprey and Bruce Vild, publishers of *British Marque Car Club News*, will explain the newspaper's mission and how it came to be. Included in their presentation will be an historical overview beginning with the very origins of the newspaper some 25 years ago, examples of recent articles, and an outline of the benefits that come from participation in its publication with club involvement and member subscriptions. You'll see how the newspaper has grown from a rather humble beginning with 11 clubs onboard to today, with over 100 participating clubs coast to coast, and both print and online editions. The future of the newspaper, and of the British car hobby in general, will also be discussed and there will be an opportunity at the end to offer your own thoughts as to what you'd like to see reported and how the clubs may be more intimately involved.



JANE's Annual Valentine's Day Dinner

Sunday, February 15

*Bullfinch's Restaurant
730 Boston Post Road
Sudbury, Massachusetts*

*Cocktails at 5 p.m.
Dinner at 6 p.m.*

Not a fixed dinner – we will make our selections from a special menu for the event.

Co-chairs: Chuck Centore (978-201-9782) and Tom Moses (978-580-7416)

Please register online at the JANE website so we have a "count" for the event. Payment will be at the restaurant.



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JANE Magical Mystery Tour (MMT) May 23 – 24

To take your thoughts off the current depths of Winter in New England, think ahead a mere three months to May, when it will be time to roll out for JANE's fifth *Magical Mystery Tour*. If you've done an MMT in the past, you know what to expect. If you've never participated in the MMT before, this is your chance to join in the fun. And don't delay, 27 of the 28 rooms we have available at the mystery inn are already spoken for! See below regarding overflow.

The stories to tell at the end of the day become legends within JANE. Just mention MMT, and Dean Saluti and Margie Cahn will launch into their experience of counting the horses on the lawn (on the way) and about trying to figure out where to turn at "renewable energy" during our 2011 MMT. And Jim and Crin Coull are still talking about the number of times they went back and forth searching for the "Blackberry" turnoff from the Kancamagus Highway near the end of the 2013 MMT. At the end of the day, everyone does converge on a lovely New England inn with stories to tell over a cocktail reception, a lovely dinner, and with hopes of winning an award for their day's efforts. Ray and Diane Crook even found their way to the inn one year after having had to convert the miles in our route instructions to the kilometers of their car's odometer! There are always a few participants who resort to their "bailout envelopes," but do not despair – you CAN find your way to the "mystery" destination.

Briefly, we will depart from Johnson's Restaurant in Groton, Massachusetts, on Saturday morning, May 23. You will get route sheets with clues to follow to get you to the "mystery" destination. Your route sheets will contain no street signs, no route numbers, no town names. You will find your way by following the clues along beautiful New England back roads, all paved, no dirt. It is not a timed event, you are on your own schedule, and the distance is such that you should be able to arrive at the inn by mid-to-late afternoon in plenty of time for the cocktail reception before dinner. There will be things to look for and questions to answer along the way, which will go toward awards at the evening's festivities.

Since you cannot know in advance where we will all gather at the end of the day, obviously you cannot make your own overnight reservations. However, we have already made all arrangements with our mystery destination inn, and the package cost for the weekend, per couple, is \$380. This includes the Saturday evening cocktail reception, dinner, double-occupancy room, breakfast Sunday morning, and all associated taxes and gratuities. This package rate for the event also include a small assessment per participant for the event rally plates, awards, and other tour-related expenses incurred by your tour organizers. The only additional charge for you will be your own bar tab for the cocktail reception and dinner. For anyone who requires arrangements other than the couples package rate, or if anyone might want to stay over an additional night, separate from the JANE event, please call or email Dennis or Prebble and we can work out those financial arrangements for you.

It's best that you go to the JANE website and read the event reports for the tours that ran in 2007, 2009, 2011, and 2013. The photos tend to tell the story of the fun to be had. The 2009 Event Report also has a link to that year's actual route sheet, which will give you an idea of the kinds of instructions to expect. Of course, the last three columns of the route sheets are not included before the end of the event. And there is more complete information on the upcoming 2015 MMT on the events calendar on the JANE website, including the 2015 Magical Mystery Tour General Instructions (under Event Details, click for Additional Information).

You may register for the Magical Mystery Tour online on the JANE website. Your registration must be made, and we must receive your check (made payable to Dennis Eklof) by April 22 in order to reserve your place in the 2015 MMT. However, as mentioned above, you probably don't want to wait much longer to decide. As of this writing we have commitments for 27 of the 28 available rooms at the mystery inn. If our needs exceed our initial block of 28 rooms, we will try to negotiate for more rooms, or else work to accommodate overflow at a very nearby inn, but with the cocktail party and dinner with the group at the main inn. So the story here is to make your reservations for the *Magical Mystery Tour* as soon as possible. In the meantime, if you have any questions that are not answered here or on the website, call or email Dennis (508-878-9510 – dennis.eklof@verizon.net) or Prebble (617-877-5825 – prebble.eklof@verizon.net).



Former JANE Members Get Surprise Golden Anniversary Party

Some of you may remember long-time JANE members David and Patricia Reilly, with their almost completely original, driving class, award-winning S-Type Jaguar. Sadly, David and Patricia left being active members of JANE when they retired out to sunny Arizona several years ago.

On October 30, 2014, old friends from the east coast and new friends from the west coast came together to celebrate David and Patricia's milestone 50th wedding anniversary.

It was a surprise event organized and hosted by their son, Graham, and daughter, Lesli, and held in the clubhouse at their country club in Green Valley, south of Tucson. JANE members were represented at the party, with couples Herb Strachman and Margie Sandler attending, as well as Mike and Karen Bates. The celebration was a huge success and much fun for all to reconnect with old friends and make new ones. It took David and Patricia a while to collect themselves, as the surprise was a complete shock. It's a good thing that they are very healthy at their age, because walking into a room of 50+ people yelling "surprise" can be quite overwhelming!

David is a co-founder of the International Jaguar S-Type Registry, founded in 1998, and is still the editor of the registry's monthly newsletter. They now have a website for those interested: www.jagstyperegister.com.

Their classic '67 S-Type is still motoring along and keeping David and Patricia active as part of the Jaguar Club of Southern Arizona (JCSAZ) and the Tucson British Car Registry (TBCR).



Former JANE members David and Patricia Reilly enjoying 50 years of matrimony. They're both retired now and living in Arizona (and probably very happy about that after seeing New England's weather lately). Their children organized a golden anniversary party attended by friends and family including some other JANE snowbirds. Photo courtesy Lesli Reilly.

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Autumn in Monticello or Level Three of the Jaguar Performance Driving Academy

by Dave Moulton

The morning of Day Three was one of those crisp autumn-in-the-mountains mornings, bright, sunny, cloudless, with a sharp bite to the air that told us summer was over, winter will be coming along soon. The trees were just beginning to show bright color, heavy condensation covered all the cars and grass, and we all shivered in the shuttle bus that took us from the hotel to the track. I was glad for Polar Fleece and some driving gloves. Glad it wasn't windy. Unlike Level Two, Level Three picks right up where we left off on Level Two. Coffee, muffins, motion sickness pills, a brief review class, and then out to the cars.

How It Went for Me

Data Session 1

The first thing I got to do was a couple of warm-up laps with Roberto Guerrero again (yes!), and then out for data-gathering laps. These are laps at speed (sort of) in a car rigged with a full complement of data recording gear, so that I could then review video and data showing my speed, throttle, braking, and lateral acceleration at all points around the course. I did the best I could, but kept worrying about cold tires and moisture on the track, vowing I would neither spin nor put a wheel off. I didn't.

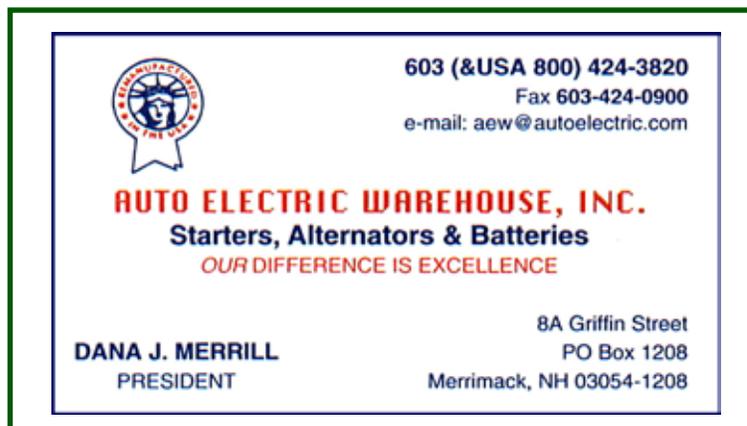
Immediately after the data laps (and pedagogically this is a very good thing), we went inside and sat down to review my driving data. And here I got a really useful wakeup call (a teachable moment, we call it in the education biz). At Monticello, when you come out of the pits onto the track you immediately accelerate through a pair of fast right-handers before braking for a sharp decreasing radius right. I'd felt like I was going through the fast right-handers quite well, good line, plenty of speed, well set up for braking after. But, much to my chagrin, overlaid on my data was some other, much faster-looking data from another car.

"That other trace is Davy Jones, in the same car you just drove, about half an hour ago," said Adam Burrows, the data guy. "Notice that through the second of those right hand sweepers he's going 30 mph faster than you. What does that suggest?"

Talk about a dime dropping! I was shocked, but immediately realized that I wasn't calibrated yet to the cornering capabilities of these cars. If Davy Jones could go through there 30 mph faster, well, I should be able to safely manage at least 20 mph faster! So I told Adam, "I guess I have no idea yet of how much speed I have in hand! I don't know the limits of the cars, at all."

"Exactly," said Adam. "That's what we're here to work on today."

So back out onto the track for a number of lead/follow sessions at higher speeds, beginning to extend my skills and my window of operational safety (AKA The Comfort Zone). "The car will go through these corners faster than I think it can," I kept mumbling to myself. "Don't be afraid to extend it and explore the limits. Clearly I haven't reached them – 30 mph faster! Sheesh!!!!" Start pushing the instructor a little bit, press, be more



aggressive, eyes ahead of the turns, deeper with braking, *more cornering force* (which we can easily feel when we're paying attention). Not just smooth, but now more aggressively smooth, asking more of the car.

The Autocross

After lead/follow, I joined in some fun with the autocross. After a bunch of practice laps, we did an autocross relay race, running the course backwards, including a drag-stop chute and some precision backing-up using ONLY the backup camera through a slalom and into a "pylon garage." All this in F-Type R Coupes. At speed! Happily, our team won and I have mini-pylon trophies to show for it! Oh boy!

The Skid Pad

The skid pad really came to me as well. Doing Figure 8s, I began to be able to reliably and controllably kick the back end of the car out at will, rotate the car and catch it just as it pointed the right direction. Lots of fun. Over and over, lap after lap, with Morgan Kavanaugh cackling with glee, telling me where to look, and generally adding to the jollity. Immensely satisfying. I've wanted to be able to successfully do that for about fifty years. Yessss!

Lead/Follow: Another Moment of Epiphany

In the afternoon we began to really get serious with the lead/follow exercises. Even with all my newfound speed and confidence in the cars, as the afternoon progressed I began to find I could no longer keep up with the instructors as they kept picking up more speed. On the tighter corners, I just kept losing ground to them, no matter how hard I tried. They were stretching me, no doubt about it. And I was getting tired, felt like my tongue was hanging out! Whew! How long are we gonna keep doing this?

Some pit chatter saved me – an instructor suggested I was still turning in a little early on the sharp bends so I couldn't get on throttle early enough. We're all taught this, of course, and we all try to do it, but it is so hard to *REALLY* do it, even when we think we are doing it, strange as that sounds. You need to go a little too deep into the corner and make the turn *slower* than it could be done with an earlier turn-in, but the additional time and distance for acceleration on the ensuing straight more than makes up for the lost time during braking and the late turn. It's back to the "Brake, Look, Turn" exercise from Day One, only now we can begin to understand that we *really* need to be *patient* after Looking, to make a tighter, later slower turn that will ultimately have us moving faster, in less time, at the far end of the next straight. It is counter-intuitive, to use a big word.

Anyway, I plug it in. Next session, do deeper, slower turns, but earlier full throttle. The instructor doesn't pull away quite so many car lengths from me on the straight. Ahhh. Do it again, I've got him even a little closer. I'm no longer the one falling back. Yee-hawww! Recalibrate all the tight corners with a new, slower entrance

continued on page 14

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line. I'm actually beginning to close up a little. Careful, now, we are getting closer to some of the car's limits in the faster stuff, I think. But I've closed up and I can stay with him. Yesssss!

Data Session 2

Late afternoon. Another data session. I'm tired, but still focused. Go out and do a couple of good data laps, not pressing too hard but not dawdling either. Come in for the review. I wasn't even thinking about how I'd done, just happy that I'd learned something very important about so-called Type One corners. Deep and slow actually means *really* deep and slow, which in turn *really* means faster and quicker down the road. It works. Hot damn!

So how'd I do on my data laps? They (instructors Adam Burrows and Mike Finch) were quite pleased, they said. Extremely consistent improvements everywhere around the track. I'd upped my cornering speeds at all the corners that mattered by about 8 mph and increased my general maximum speeds everywhere by about 10 mph from the morning. Very smooth and consistent lines and no weak spots. Big improvement, from their standpoint. They suggested that I was one of the better students attending, and one of the quicker ones.

Ahhhh! . . . validation . . . nice!

Finally, another hot-lap taxi ride, this time with Tony Hunt. Very fast, smooth but fairly close to a ragged edge. Those first two right-hand sweepers out of the pit? Tony never lifted, treated them as a straight, and just as the F-type began to settle after the second one (doing maybe 90 mph), began really hard braking for the following sharp right. How fast had I gone there? I never looked, so I don't know. I never learned how much speed I made up on Davy Jones through that sweeper over the course of the day. I'm sure it was a fair amount, but I'm even more sure that he and Roberto represent ideals to aspire to, rather than realistic performance thresholds for me to obtain.

That was about the end of it. Nice plaques and swag, the inevitable questionnaire, got an autograph on my lanyard from Roberto. Thanks, handshakes, laughter, and back into the shuttle bus, exhausted. Great day!

Thanks for listening.

Next month, I'd like to tell you why I think this training is important for all of us, and why you might be wise to consider it.



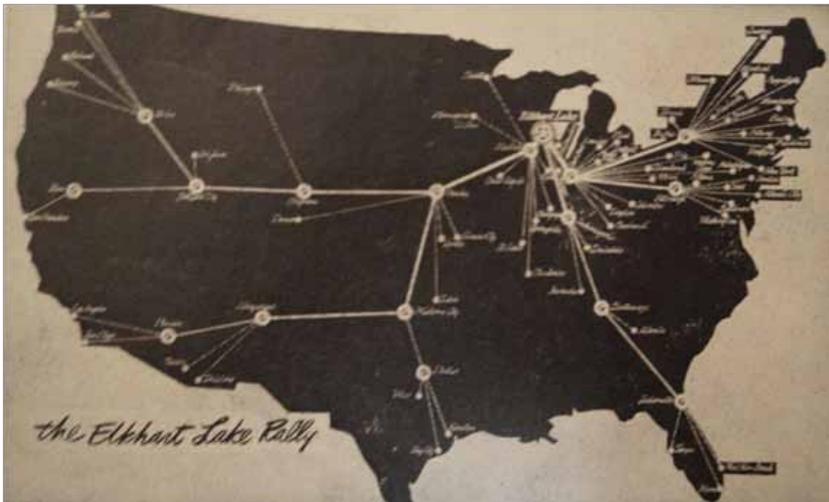
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History Repeats Itself

The birth of sports car racing was spawned from the GIs' return from WWII. While in Europe they were exposed to lightweight sporty cars that just didn't exist in the United States. So when they got home they started to import them. In just a few years the Sports Car Club of America was formed and racing began.

It would seem only logical that given the population centers of the east coast and west coast you would find strong racing interests in those areas. So how did a little village in southeastern Wisconsin become an international race destination? Elkhart Lake was a tourist destination, with many people throughout the Midwest arriving by train. After WWII, tourism was down. The Chicago region SCCA was looking for a place to run a race on public roads. After a lot of searching they thought the area around Elkhart Lake would work well. Two of those SCCA people were Fred Wacker and Jim Kimberly, high-profile businessmen who knew how to get things done. They went to local business owners in the area and pitched the idea of a race. Everyone was on board and hoped to revive the tourism industry. The first race was run on July 23, 1950. It was very much a Chicago region event. There were five races. The cars were divided into over and under 1500 cc. There were races for both novice and experienced drivers. The event was a success, with over 5,000 spectators. The 1951 race was heavily promoted by SCCA throughout the U.S. The race track course was lengthened to 6.5 miles from the 1950 track, which was 3.5 miles long. The event was now two days long, with a concours, rally, and street dance on Saturday, and races on Sunday.



The rally started from different locations throughout the U.S. Checkpoints were set up, and more points were awarded for a greater distance from Elkhart Lake. The overall winner was Morgan Sinclair, who drove his Allard from Santa Monica, California, a total driving distance of 2,241 miles at 41 miles per hour. Second place went to R.H. Riecken, who drove his Ford from Cambridge, Massachusetts. He drove 1,195 miles at 39 mph. Third place went to Paul Dillon, from Babylon, New York. He drove his MG-TD 994 miles at 35 mph. At this time there was no network of interstate highways to make life easy. There certainly was no Allard or MG dealer in every town. It was quite an adventure. The

races brought in 98 entrants for 1951. Like the rally cars, most of the race cars were driven to Elkhart Lake, raced, and driven home. There were three scheduled races. The first race was for novices. The race was won by Roger Wing, from Bethesda, Maryland, driving an XK120 Jaguar. Maybe after driving that far to get to the event he should not have been considered a novice. Second place went to Frank Bott, driving Dave Garroway's Jaguar SS-100. The second race was to be a ladies' race, but bad weather was coming in so they canceled that race to make time for the main feature. The feature race was 30 laps. The race was won by John Fitch, driving a Cunningham. This car was driven from Florida to Elkhart Lake. Michael Graham, driving an Allard, came in second. The "Silverstone" Jaguars finished third and fourth. These were actually the factory LTW2 and LTW3. These cars were built in case the C-Types were not ready for Le Mans. They actually came in first and second in their class. Phil Hill beat out Jorge Malbrand, from Argentina, for the top Jaguar. The 1951 event brought an estimated 50,000 spectators.

The promoters built on the success of 1951 to make the 1952 event even bigger. The event became three days

continued on page 16



in length. It was now called the Elkhart Lake International Road Race and Monte Carlo Rally. The competition of the rally and concours was held on Friday. The overall winner of the rally was Dorothy Dickinson, from Long Beach, California, driving an MG-TC. She truly deserved that win. The second place award for "Best Performance by a Car Under 1500 cc's" went to a team of ladies from Los Angeles, California, driving an MG-TD.

Saturday was the Sheldon Cup race. This feature race was for cars of 1950 cc to 4000 cc. It was Phil Hill who drove the Jaguar C-Type to a win. This would be the C-Type's first win in North America. Phil Walter drove a Ferrari to second place. Third place went to George

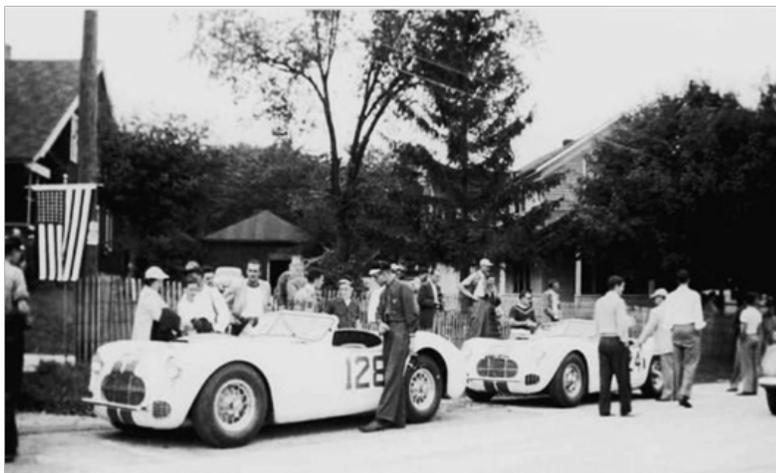
Weaver, driving another C-Type. The Saturday concours saw such winners as a 1909 Hupmobile, a 1919 Locomobile, and a 1928 Mercedes Benz Phaeton.

Sunday's first race was the Kimberly Cup. This was for cars under 1950 cc. This race saw over 20 MGs enter. It was the Osca of Bill Spears that took the checkered flag. Second and third places were taken by Porsches. The big race for the day was the Elkhart Lake Cup. This race was open to all cars no matter the displacement. The race was 201.5 miles in length. Once again it was John Fitch in a Cunningham that won the race. This year it was an all-Cunningham podium. Out-powered, the two Jaguar C-Types finished fourth and fifth. The 1952 event was a huge success. The spectator count was estimated at over 100,000 people. The population of the Village of Elkhart Lake was less than 1,000. For that weekend in September it was the center of the racing world. Due to safety concerns, open road racing was banned and a new era of racing would begin, but not until 1955.

You may think that you missed your chance to experience those glory years. You would be wrong! The 2015 Jcna Challenge Championship will be held September 16–20, 2015, in Elkhart Lake, with many activities at the Road America race track. The Vintage Sports Car Drivers Association is welcoming the Challenge Championship to the 30th Anniversary of the Elkhart Lake Vintage Festival, a nationally recognized vintage race festival that brings in almost 300 race teams.

Test your skills at the slalom on Thursday while racers are honing their own skills on the track. You will be able to prep your car for the Friday concours and watch the races at the same time. The concours will take place at one of the best viewing spots at the track. The rally will traverse the beautiful rolling hills of the Kettle Moraine. It will take place on Saturday morning. There has never been a Challenge Championship like this, and there never will be again.

That should be enough to get you planning to attend. This event will offer much more. There will be lunch time touring on the track both Saturday and Sunday. Do you want a ride in a pace car for one of the races? How about a ride in a race car? Let us know. The 24th annual Road Course Reenactment will happen Saturday afternoon. This is a police escort of the original road course. This



is open to all race cars and street cars. The reenactment will stop on Lake Street in the village. Lake Street was part of the original road course. The street will be shut down for a car show. As that show ends, the Gather on the Green Concours begins on the back lawn of the Osthoff Resort. This is an invitation only concours and you're invited. At the end of the concours is the VSCDA banquet. Sunday will be a full day of racing. The Jaguar feature race will be right after lunch. Before the main feature there will be a Jaguar parade lap for all street cars and also any race cars that are not racing. Two major events, one location, Road America, Elkhart Lake, Wisconsin!





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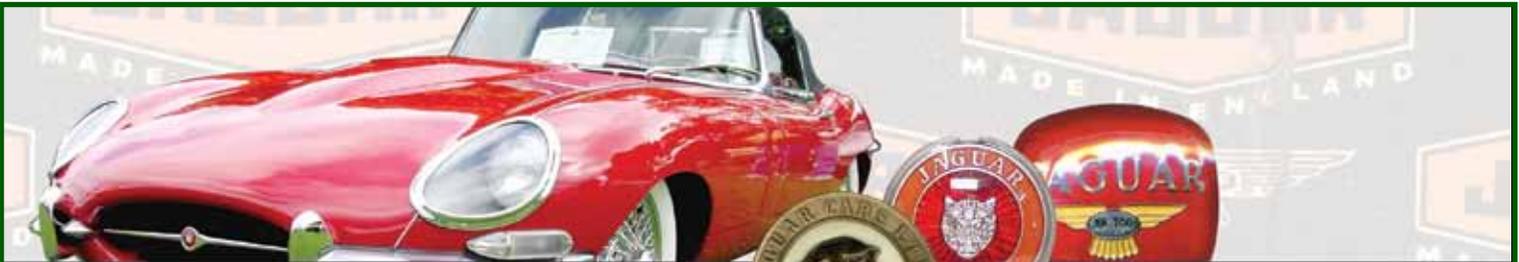


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Cars For Sale



1985 Series III XJ6 - Dark Grey, 11,800 original miles. Purchased this car new, it has never been exposed to the rain. Location: New Bedford, MA. Price \$22,500. Ad placed by Susan Forgue Weiner. Phone: 508-992-1270 Email: swlang@lxblaw.com. (12/13)



1971 Series III E-Type - 2-door coupe. V12, manual gearbox, 52,572 miles, new tires, many spare parts. Regency Red with black interior. This car has won many JCNA trophies as best in class. \$70,000. Ad placed by Ben Sava, 43 Windmill Lane, Arlington, MA. Phone: 781-641-0507. (12/14)

1983 Series III XJ6 - Jaguar 4.2 L saloon. From Florida as a rust free decent driver that needed TLC. In the past 10 years, it has been completely disassembled, media blasted and painted, rebuilt front suspension including springs, rebuilt rear suspension with bearings and tranny bushings, new headliner, rebuilt transmission, added a gear reduction starter.

This has been a member of our family and we reluctantly made the decision to sell it after acquiring a 1994 XJS 4.0 convertible restoration project.

We offer it at \$9,000 for this exceptional driver. Ad placed by Bob Stahlbush. Phone 401-965-7739. Email rstahlbush@gmail.com. Cranston, RI. (2/15-4/15)



Cars/Parts Wanted

Car Wanted: E-type & XK's - Running or Not. I am looking for XKE's and XK's in any condition. Will travel. Please call or email me at 617-838-3728. Ad placed by R. Crook. Phone: 617-838-3728. Email: crookjag@comcast.net. (9/13)

Miscellaneous



Women's "Jaguar Essence" Silk Scarf - This scarf makes a wonderful gift for a lady Jaguar lover's birthday, anniversary, holiday, etc. Purchase includes wrapping in heavy-weight gold striped tissue paper and secured with a Scarfsense gold foil seal. Order online at <http://scarfsense.com/collection/jaguar-essence>. Call me should you have any questions. Location: National Delivery. \$67.95. Ad placed by Kathy Gorbach. Phone: 508-277-2737. Email: kgorbach@yahoo.com. (4/12)

JAGUAR COLLECTIBLES - I Buy, Sell and Trade Jaguar Toys, Models, DieCast, Posters, Manuals, Books, Brochures, EJAG Mag...more and much more. Location: Southampton, New York. Visit us on eBay as XK140CAT Ad placed by S. Ring. Phone: 631-259-2604. Email: basicnyc@aol.com. (9/13)

Homemade Car Rotisserie - Custom designed for an E type. Will work for either FHC (as shown) or OTS Series 1, 1-1/2 or 2. Device made from two standard engine stands with welded risers so car body clears the ground when rotating. No actual modifications made to the two stands and they come with the original engine mounting hardware so they can be readily used as engine stands. Rotisserie is so well balanced and works so effectively that the car will spin with one hand. With no prospect of me doing another E Type ground-up restoration I am making this available for someone who is. Location: Mansfield Center, CT Price: \$250.00 Contact George Jones. Phone: 860-933-6949 Email: grkjones123@gmail.com. (12/14)



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Set of 4 Winter Wheels & Tires - XJR 2004 4 Winter HanKook Icebear 245/45 R 18 100R tires mounted on Tire Rack chrome wheels purchased with 2004 Jaguar XJR + 20 flat lugsnuts - STILL FOR SALE!! REDUCED TO MOVE!! Location: Wayside Inn Road, Framingham, MA 01701 ; Price: \$350 obo . Ad placed by Richard D Gill . Phone: 508-788-0026. E-Mail: RIKI4455@aol.com. (1/09)

Steering wheel for E-Type, 13.5 inch diameter. Complete for installation, smaller than standard wheel allowing for more room in cockpit. Asking \$150 OBO Ad placed by Allen Liberman. Phone 617-817-5012. Email libs999@hotmail.com. Located in Newton, MA. (3/13)



Zenith Jag Spoke Wheels & Hub Adapters - The original 5 wheels, and knock-off hub adapters, etc. from a California XJ-12C (see photos). Once removed from XJ they were completely disassembled and cleaned (see *The British Marque News* article – issues 2/14 & 4/14). After cleaning, only 2 wheels were salvageable. 4 hub shells were re-chromed by Dayton in April 2014 and all wheels were reassembled with stainless steel spokes to 2 new rims and 2 existing rims. An extra rim with hub shell is also included. Countless hours invested in restoration and a little over \$2300 invested. I'm looking to get \$2000 considering that they're practically brand new, and new are substantially more costly....that is if you could even find them. I am only selling them as I have embarked on the restoration of a 1994 XJ-S convertible and need some extra funds for that project. Ad placed by Bob Stahlbush. Phone 401-965-7739. Email rstahlbush@gmail.com. Cranston, RI. (1/15-3/15)



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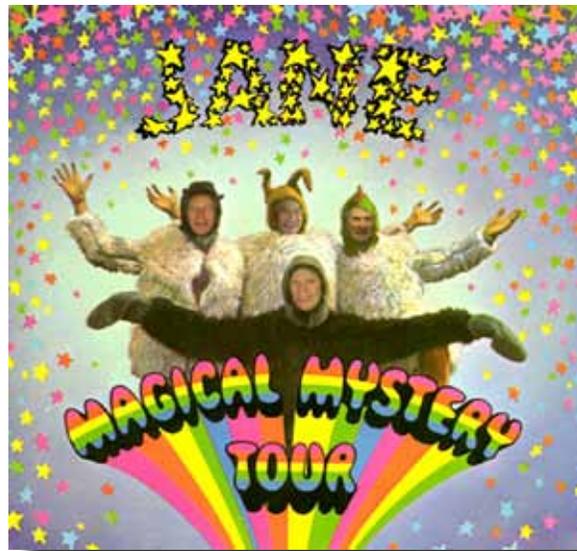


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