

The

# Coventry Cat

The Newsletter  
of the

Jaguar Association  
of New England



Vol 13 - Num 7  
July 2011

*Ken Loring's XK150S OTS on the  
show field at Larz Anderson Auto  
Museum for British Car Day.  
It looks as if it already knew  
it would be named Best Jaguar.*

*Photo by John Romano*



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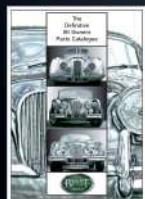


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An ad in *The Coventry Cat* currently reaches over 350 households with excellent demographics. Rates are on an annual basis (12 issues):

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Full page	\$600
Inside back cover	\$1200
Inside front cover	\$1000
Back cover half page	\$500

Visit JANE on the web at

**www.j-a-n-e.org**

# President's Update - July 2011

**Summer in New England, and we are out and about in our Jags**

**By Dennis Eklof**



Well, it certainly has been a busy June! The month started off with the annual Empire Club/VSCCA two-day event at Lime Rock, and the usual JANE race crowd was there in force, including Stu Forer, Mike Kaleel, and John Fuller with their XK120s, Tom Moses with his E-Type, Gary Hagopian and a number from his clan in various race cars, Keith Carlson with his D-Type, and Tom Larsen with his Alfa Romeo. I took my Brunton Stalker, complete with sticky new tires, and the car was really quick. The weather was perfect for the entire weekend and everyone had a great time. We even had a couple of JANE spectators wander by, including Bruce Murray and Allen and Sheila Liberman, and a couple of fun group dinners on Thursday and Friday nights.

For me, it was then off to Le Mans on Sunday. I joined JANE perennial Le Mans attendees John and Tom Brady for a week at the venerable Sarthe Circuit. We were blessed with great weather, if a bit on the cool side, and the entire week was filled with great adventures. You can read more about it in my article beginning on page 14 in this issue of the *Coventry Cat*.

Having just returned from Europe, I gave a pass to Mike Gaetano's first-time attempt at cloning the British Invasion in Lenox, but several JANE members attended, including Dean Saluti, Margie Cahn, and Rod Gilbert. Everyone I talked to said it was a fine event, and if it is held again next year I will be sure to attend. Rod was particularly happy he attended -- his E-Type backed up its recent class win at the Newport Concours with another trophy in Lenox. Way to go, Rod!

Conflicting with the Lenox event was JANE's spring slalom. The weather was beautiful and the venue convenient, but attendance was disappointing, with only 15 cars competing -- down from 30 in last autumn's slalom. Slaloming is great fun, and I hope we see a better turnout at our next autumn event. Many thanks to Bill and Tom Parish for their usual fine job of organizing this event. Fastest time of the day went to Bob Lang, in the 38-second range in his Triumph race car. Fastest Jaguar was Gary Hagopian in the 40-second range. The best I could do in my Stalker was 41.7 seconds.

Our June monthly meeting was at the usual place, The Wayside Inn, on June 22nd, and featured a talk by long-time Aston Martin devotee Nick Candee. Nick had some great slides and an interesting story about the development of the Aston Martin DB4 and its impact on Jaguar development. Many thanks to Nick for sharing his thoughts with us. Attendance at the meeting was outstanding, with 47 people crowding the ballroom. It's great to see so many members attending our events, but I do have one concern. As of Wednesday morning I had heard from 34 of you and based my count to the Inn on that number. When 47 actually showed up it was quite a scramble to reset the room and prepare the extra meals. The Wayside Inn loves to have us and has been very flexible in terms of meal counts, etc., but it really makes it difficult for them if we are way off the mark on our attendance. Next month when the call goes out for attendance, PLEASE RESPOND. I know plans can change at the last minute, but if you think you are going to attend, let me know.

The last event of the month was the annual British Car Day at Larz Anderson. The day started off a bit on the damp side, with fog here and there, and even an early morning shower. But by late morning the weather was fine and the show field filled to overflowing. There was a huge turnout of Jaguars, and it was great to see so many JANE participants. Three JANE members walked away with trophies. The Best Jaguar award went to Ken Loring in his magnificent XK150S OTS. Ken's car has only recently been completed, and it is really beautiful. Best Special Interest award again went to Keith Carlson with his Bristol 403. If you want a better look at this rare and interesting car, be sure to attend the Brush Hill Classic (see below). Finally, the Museum's Choice award went to Tom Brady, who brought out his unrestored Mark VII. This was Tom's first car, and a restoration is planned.

What with the July 4 holiday, allowing breathing space before our Concours, and lots of member vacations, July is usually a bit of a slow month, but there are three things on the July agenda. First is the Annual Brush Hill Classic. For the fourth year in a row Keith Carlson and Kathy McGirr will open their beautiful place in Milton, MA, for an afternoon social event. It's on Sunday, July 10th. Bring your Jaguar and maybe a contribution of food or beverage and join other JANE members for a relaxed afternoon of tire-kicking and tale-swapping.

Two weeks later we will again head for the polo matches at the Myopia Hunt Club on the North Shore, where we will picnic on the lawn, stamp divots, and present the Jaguar Cup. If you have attended this event in the past, you know what a good time it is. If you haven't, be sure to try it out this year -- you won't be sorry. Many thanks to Aldo Cipriano for again organizing this great event.

Finally, our July monthly meeting will be at The Wayside Inn on Wednesday, July 27th. I don't have a program lined up yet, so if you have any ideas please let me know. 🍷

*Dennis*

# Calendar of Upcoming Events

## July

- 10 - Sun - 1:30 pm JANE "Brush Hill Classic" Picnic at Keith Carlson's Milton, MA  
 24 - Sun - 12:30 pm JANE at Myopia Polo Match Hamilton, MA  
 27 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Sudbury, MA

## August

- 07 - Sun - 9 am JCSNE Slalom Hartford, CT  
 12-14 Weekend JANE Jaguar Festival and Concours d'Elegance Sturbridge, MA  
 21 - Sun - 1:30 p.m. JANE Potluck Picnic, Lawn and Pool Party Groton, MA  
 24 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Sudbury, MA  
 27 - Sat-9-2:30 pm JANE SNG Barratt Visit and BBQ Manchester, NH

## September

- 16-18 Weekend JANE at 21st British Invasion Stowe, VT  
 28 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Sudbury, MA

## October

- 02 - Sun - 8:30 am JANE Fall Slalom Devens (Moore Airfield), Ayer, MA  
 07-09 Weekend Cape Cod British Legends Weekend Falmouth, MA  
 16 - Sun - 9 am JCSNE Slalom Hartford, CT  
 26 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Sudbury, MA

## November

- 16 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Sudbury, MA

## December

- 04 - Sun - 3 pm JANE AGM and Holiday Party

**CHECK THE JANE WEBSITE OFTEN FOR THE POSTING OF NEW  
EVENTS BETWEEN MONTHLY ISSUES OF THE CAT**


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# From the Editor



**L**e Mans  
2011  
certainly  
had no Jag-  
uarelement,  
nor was it a  
JANE event.  
But editor  
privileges pre-

vailed, and I gave four pages of  
this month's Cat to Dennis for  
his write-up on his Le Mans  
experience. Even though it's  
not Jag nor JANE-related, I  
hope it makes for enjoyable  
reading for you "car folks." A  
variation of his article will also  
appear in the next issue of *British  
Marque*. 

*Prebble*



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CAT BY MAIL,  
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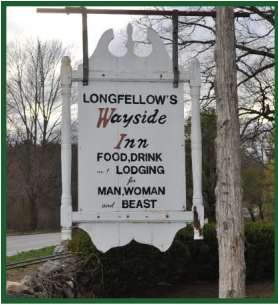
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**IT LOOKS BETTER  
THERE  
IN COLOR!**



# Upcoming Events

## JANE Monthly Meetings



Longfellow's Wayside Inn

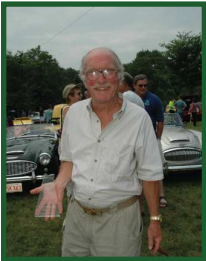
**M**ost of our monthly meetings are held on the fourth Wednesday of each month at Longfellow's Wayside Inn in Sudbury, MA. Our June meeting featured Nick Candee (photo below), a long-time, well-known Aston Martin associate, who spoke to us about the development of the Aston Martin DB4 and how it subsequently contributed to the development of the Jaguar E-Type and Ferrari, and led to the rivalry between Jaguar and Aston Martin for years.

Our July meeting will be on Wednesday, July 27. No program has been planned yet, but it will be announced later in the month. Our dinner meetings begin at 7 p.m.,

but surely you know by now to come early. The Wayside Inn is a lovely, historical place to stroll on a summer evening, and members do begin to gather in the Old Tavern by 6 o'clock. Be there! 🇬🇧



## "Brush Hill Classic" at Keith Carlson's Sunday, July 10th



Keith Carlson

**K**eith Carlson's "Brush Hill Classic" has become a favorite social event for JANE. Come and spend a leisurely Sunday afternoon, July 10th, from 1:30 to 5 o'clock, at Keith's and Kathy McGirr's home. If you're energetic, bring your tennis gear for a set or two on their tennis court. Or count on just relaxing in the company of other JANE members and enjoying our Jags.

Keith and Kathy will have drinks and munchies, so please let them know if you are coming so they can plan accordingly. Keith's email address is [kfc-bhlmilton@comcast.net](mailto:kfc-bhlmilton@comcast.net).

Keith and Kathy are at 31 Brush Hill Lane in Milton, but Keith says most GPS's don't give the best routing to their place. Do let them know if you plan to attend and Keith will send you reliable directions.

You can find more photos from last year's event with the event report on the JANE website or in the July 2010 issue of the Cat. 🇬🇧





## **JANE at Myopia Polo Match** **Sunday, July 24th**




Aldo Cipriano

**JANE is going to Myopia Polo again this year, our third annual Jaguar Day there.** The event is scheduled for Sunday, July 24th, and we will get early field access at approximately 12:30 p.m., giving us plenty of time for tail-gating and socializing before the match begins at 3 o'clock. It should end around 5:30 p.m.

Aldo Cipriano has arranged for sponsorship commitments from Exeter Jaguar in Exeter, NH, and Wagner Jaguar of Boylston, MA. We also have a Jaguar Motorcars commitment for sponsorship through JCNA this year.

Our cars will be secured in a reserved area, with boots up for picnicking. Ladies, wear your elegant hats in honor of the royal wedding and the yearly Ascot event. There will be a People's Choice award for best Jaguar and Judges' Choice awards for the top three ladies' hats! Hats are the thing this year ... every lady who participates with an elegant or even wild hat will get a prize.

LJ Perretti will have a cigar trailer at the event, dealers will be displaying new Jags, there will be a Jaguar parade onto the field, and JANE President Dennis Eklof will present our JANE Jaguar Cup to the winning polo team that day ... it's the Chairman's Cup Final.

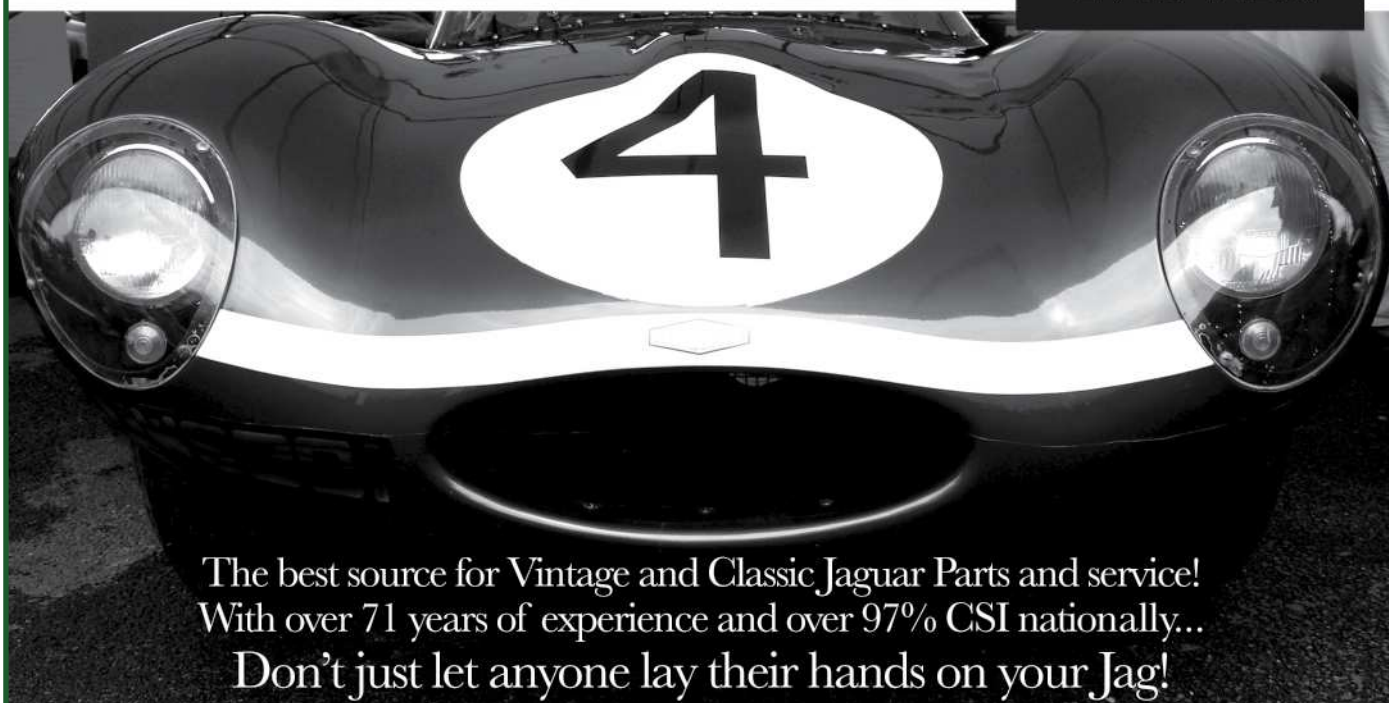
This has been such a fun event the last two years. Check out [www.myopiapolo.org](http://www.myopiapolo.org) for a lot of information about Myopia, plus directions to the field. **Aldo Cipriano must get club passes for JANE for the event, so please let Aldo know by July 18th if you plan to attend -- AldoC.Esq@comcast.net.** 

Scenes from last year's Myopia event



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## **JANE Potluck Picnic, Lawn and Pool Party** **Sunday, August 21st**

**Dennis and Prebble Eklof will again host a JANE social gathering at their home in Groton, MA.** Come on Sunday, August 21st, and wind down from the Concours festivities of the previous weekend. There's plenty of space on our lawn for parking and tire kicking. So bring your Jags. The pool will be open, so bring your swimsuits. Bring a contribution to the food and drink if you can.

Let's gather around 1:30 p.m., and we'll go until there's no food or drink left, or everyone wears out and goes home. Any questions? Contact Dennis or Prebble at 978-448-2566 or by email at [prebble.eklof@verizon.net](mailto:prebble.eklof@verizon.net). And let us know what food item or drink you plan to bring, so we have the wonderful variety we've had in the past. 🇺🇸



Scenes from last year's Potluck event

## **JANE SNG Barratt Visit and BBQ** **Saturday, August 27th**

**Tony Lee, SNG Barratt Group General Manager, will host a JANE gathering and BBQ at his shop in Manchester, NH, on Saturday, August 27th, from 9 a.m. until about 2:30 p.m.** Tony and his staff plan to have a tent and a grassy area where members can display their cars, and their sales counter will be open for those who would like to make purchases. Lunch will be served under the tent around noon. JANE members get a 10% discount on most items at SNG Barratt, and they will also be running other special offers that day.

SNG Barratt is a major sponsor and supporter of JANE, generously donating prizes to our Concours and our AGM. After over 30 years supplying classic Jaguar spares, SNG Barratt has risen to become the largest independent specialist in the world, with overseas branches in the USA, France, and Holland, in addition to the UK head office in Bridgnorth, Shropshire. As part of this event, you will be able to meet the SNG USA team and "pick their brains" on Jaguar-related topics.

Francisco Silva is organizing this event. SNG will need to now how much BBQ to provide, so please let Francisco know by Monday, August 22nd, if you plan to attend. **Email Francisco at [silvatulla@verizon.net](mailto:silvatulla@verizon.net), or call him at 781-862-0505.** 🇺🇸





# **JANE 2011 Jaguar Festival | Concours**

**August 12-14 - Sturbridge, MA**



**JANE Jaguar Festival and Concours Committee**

**S**ummer is now in full swing, and as of July 1st there will be only 43 days left until the Jaguar Festival/Concours at Sturbridge. Don't miss out on this annual opportunity to present your Jaguar and to enjoy great camaraderie with other JANE members at our biggest event of the year. There is a division for your car no matter what year or condition it's in. Champion, Driven, Special or "Display Only" divisions let you choose the level at which you'd like to participate – come out and enjoy the fun! If you're new to JANE or to the Jaguar marque, participation in the Concours is a wonderful way to learn more about your car and to make new friends with a common interest. Make your plans to stay for the whole weekend - from the Friday evening reception / pizza party, to the Saturday evening banquet and awards dinner, to the Sunday morning Poker Run.

**Don't wait - register NOW!**

The registration form is on the next page. Postmark your registration before July 12th and save \$10 per car.

Check out the Jaguar Festival website at [www.jaguarfestival.com](http://www.jaguarfestival.com).

Make your room reservations directly with the Sturbridge Host Hotel at 508-347-7393. Mention the JANE Concours to get a discounted rate, but do it now, before all the discounted room rates are gone! The cutoff date for the discount is July 21st.

**If you have any questions about the event contact one of the Committee members below:**

**Ed Avis: [ed@avisfamily.com](mailto:ed@avisfamily.com) -- 207-737-8258**

**Mike Axford: [svx97@charter.net](mailto:svx97@charter.net) -- 978-448-8107**

**Jim Coull: [coullman75@verizon.net](mailto:coullman75@verizon.net) -- 978-486-8900**



John Holobinko making sure his XK150S was ready for the show last year



Les Bank zooms in on some detail at last year's show

## **Raffle and Silent Auction Items Needed!**

**Please consider donating items for the Raffle and Silent Auction at the JANE Jaguar Festival and Concours in August. Gift certificates? Photos? Books? Jewelry? Jaguar Accessories? Wine Gift Baskets? Home Accessories?**

**Call or email Jim and Crin Coull: 978-486-8900 or [coullman75@verizon.net](mailto:coullman75@verizon.net)**

**Can you contribute food items or car-related DVDs for the Hospitality Suite?**

**Call or email Gordon Taylor and Betsy Taylor-Kennedy:  
978-779-5213 or [tryfan@taylor-kennedy.com](mailto:tryfan@taylor-kennedy.com)**



**Jaguar Association of New England**  
**Jaguar Festival and 39th Annual Concours d'Elegance**  
**Saturday, August 13, 2011**  
**Sturbridge Host Hotel – Sturbridge, MA**

Name(s) \_\_\_\_\_ Email \_\_\_\_\_  
Address \_\_\_\_\_  
Ph. \_\_\_\_\_ Cell \_\_\_\_\_ Club \_\_\_\_\_ JCNA# \_\_\_\_\_

**One registration page per Jaguar**

Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_ Body Style \_\_\_\_\_  
\*Division \_\_\_\_\_ (Champion, Driven, Special or "Display Only") \*Class \_\_\_\_\_  
\*See division pages for appropriate division and class. (N/A for "display only")  
For Sale \_\_\_\_\_

All entrants who stay for the awards ceremony will receive a framed photo of your car taken on the field the day of the event.

**RELEASE OF LIABILITY**

JCNA Event Participation: It is an entrant's privilege to participate in any JCNA-sanctioned event held by any JCNA affiliate upon executing proper registration forms and paying published entrance fees. Each affiliate shall be solely responsible for granting entry privileges to each entrant on an individual basis.

I hereby agree to enter the above-described Jaguar in the JANE 39th Annual Concours d'Elegance. In consideration of the right and privilege to enter and participate, and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America, Inc, JANE, and the Concours d'Elegance Committee from any and all liability for injuries, damage, or loss arising from my entry and attendance at the Concours.

\_\_\_\_\_  
Signature of Jaguar Owner \_\_\_\_\_ Date \_\_\_\_\_

Limited to the first 100 cars

Car #1 Entered before July 12th	\$55.00	\$ _____
Car #1 Entered after July 12th	\$65.00	\$ _____
Car #2 Entered before July 12th	\$55.00	\$ _____
Car #2 Entered after July 12th	\$65.00	\$ _____
Display or Sale (not judged)	\$45.00	\$ _____

Saturday Night Dinner Buffet 6 p.m. under tent lakeside 8/13/11 \$45.00 x \_\_\_\_\_ \$ \_\_\_\_\_

Sunday Morning Poker Run Rally 8:30 - 11:00 a.m. \$10.00 x \_\_\_\_\_ \$ \_\_\_\_\_

Total \$ \_\_\_\_\_

**Non-JCNA\* member sign attached form \$5.00 x \_\_\_\_\_ \$ \_\_\_\_\_ Separate check made out to JCNA.**

\*Non-JCNA entrants must pay a \$5.00 insurance fee per car. If you do not have a JCNA #, consider becoming a member of JANE. When you join, you will be assigned a number with your membership.

Call the Sturbridge Host Hotel directly to book rooms -- 508-347-7393. To obtain our discount room price of \$125.00 plus tax you must reserve by July 21st, and inform reservations that you are with the Jaguar event. Discount rooms are limited and were sold out last year.

Make your entrant checks out to "JANE"

Mail them to JANE, c/o Ed Avis, 252 Upper Pond Road, Litchfield, ME 04350

To join JANE go to [www.j-a-n-e.org](http://www.j-a-n-e.org)

I Want to Help By: Score tallying \_\_\_\_\_ Judging \_\_\_\_\_ Parking show cars \_\_\_\_\_ Photo prep \_\_\_\_\_  
Raffle ticket sales \_\_\_\_\_ Donate raffle items \_\_\_\_\_ Bring food \_\_\_\_\_

Note: Check all that apply!

# Other Happenings



**Sunday, July 31, 2011**  
**11 a.m. to 4 p.m.**  
**407 Hale Street, Beverly, MA**  
**Cars Check-in: 8 a.m. - 10 a.m.**



**Saturday and Sunday, August 6 and 7, 2011**  
**10 a.m. to 3 p.m.**  
**The Nick, Route 28, Wolfeboro, NH**  
**\$25 pre-registered or \$35 day of event**  
**Admission Free for Spectators**

**www.BCNH.org for Registration**

**For More information call 603-437-8931**

## JCSNE Slalom

Jaguar Club of Southern New England has two JCNA-sanctioned slaloms scheduled, and the first one is coming up soon, on August 7th. Like JANE's slaloms, you do not have to have a Jaguar to run, you may enter any type of car. Instructors will be available for novices. They will have five timed runs per entrant, plus the ever-popular dollar runs after the official runs.



**Sunday, August 7**  
**Hartford, CT - Intersection of I 84 and I 91**  
**Registration and Tech Inspection 9 to 9:30 a.m.**  
**Drivers' meeting at 9:30 a.m.**  
**First car off at 9:45 a.m.**  
**\$25 for JCNA members - \$30 for non-members**

**More information at [www.JCSNE.org](http://www.JCSNE.org)**  
**or**

**Ken Haas at 860-345-0015 or 860-657-6591 (cell)**  
**[SlalomChair@JCSNE.org](mailto:SlalomChair@JCSNE.org)**

  
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# JANE at British Car Day at Larz Anderson Auto Museum

**T**here appeared to be more Jaguars at British Car Day than any other make of car, and JANE was certainly well represented. Many thanks to Dave Randall and Rod Gilbert, who apparently were there by 7 a.m. to mark off a prime, shady area of the show field for our Jaguars. And they also arrived with coffee and a terrific breakfast spread for our group.

JANE members were well rewarded for their Jaguars entered in the lawn event. Tom Brady's unrestored Mark VII, the first car Tom ever owned, was the Museum's Best in Show choice. Ken Loring's recently restored XK150S OTS was recognized as Best Jaguar. And Keith Carlson's Bristol 403 received the Best Special Interest Award. 🇬🇧



Top Left: Ken Loring's XK150S, Best Jaguar

Top Right: Keith Carlson's Bristol 403, Best Special Interest

Lower Left: Tom Brady's Mark VII, Best in Show

Lower Right: JANE's three proud winners -- Keith Carlson, Tom Brady, and Ken Loring



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# Event Reports

## JANE Slalom

By Tom Parish - Photos by Dennis Eklof



**Bill and Tom Parish**  
JANE's Slalom Co-Chairs

**The Spring JANE Slalom and Driving School came off very smoothly this year.**

First, thank you to Gary Hagopian, Bob Lang, and Bob Totten for putting on an extremely informative and helpful slalom driving school. The school was not as well attended as

we had hoped, since it was requested based on the club survey last year, but those who did come learned some great ways to lower their times.

For the main event we had 15 drivers -- 11 JANE members and 4 non-members -- and as always, some interesting cars. It's always fun to see what Gary has done with his silver E-Type coupe, Tom Moses did well in his 1970 E-Type coupe, Al Zanengo was a first-time driver in his lovely red XJS, and Jim Roberge's V-12 E-Type was pretty as ever. Among non-Jags, Dennis Eklof's friend David Moulton brought two great cars -- a 2005 Morgan and a C63 AMG Mercedes -- both good for low 40's times.

Bob Lang again took FTD, running a 37.9 in his TR6. Gary Hagopian was close behind with a 40.4, capturing fastest Jaguar of the day honors. Other winners for the day included Jim Roberge in SPL, Paul Bicknell in his X-Type (Class N) at 48.3, Al Zanengo's XJS in Class J at 51.7, and Tom Parish in Class D with a 45.1.

Other honors for the day were handed out to Paul Rikert (Farthest Traveled -- coming from White Plains in his Honda Insight); Adam Silva and Justin Viera (Most Loyal -- who have attended the last five events -- and by the way, are the only drivers under 30); and Bob Totten for "Earliest Helper" -- having shown up at 7 o'clock to help set up. After we sat there for 15 minutes, we discovered that the gate was actually unlocked.

We also had a spectacular crew of helpers for this event. Brenda Soussan was the first to arrive and helped make sure everyone could find the place. Lauren MacCarthy and Jennifer Taylor came early and brought a great breakfast. Paul Silvia did yeoman's duty at the starter position for the day. Prebble Eklof and Stephanie Parish "womaned" the timers and scorer's table, getting everything right and not getting mad at all of us who offered "help." Thank you to all, and I apologize if I have left anyone out.

The next slalom will be Sunday, October 2nd, at Devens. Hope to see you there. And one closing comment -- while Bill and I have enjoyed our tenure as Slalom Chairs, we are ready to turn that responsibility over at the end of this year, so if you might be interested in taking that on, please let us know.

See you in October. 🇺🇸



**Tom and Bill Parish always end up on their knees trying to coax the timing gear to work properly**



**Gary Hagopian pulled up short during one of his runs. Back at his trailer, "Woe is me, what can I do to get more out of my E-Type?" Gary improved and eventually was fastest Jaguar of the day.**



**Al Zanengo running his XJ8 in his first slalom**





Upper Left: Paul Bicknell in his X-Type

Upper Right: Tom Moses in his 1970 E-Type Coupe

Right: Jim Roberge trips the timer at the end of one of his runs



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# JANE Does Le Mans 2011

## By Dennis Eklof



**Dennis Eklof**  
**Camping out at Le Mans**

**O**ur perennial JANE Le Mans boys, John and Tom Brady, called me early in 2011 to ask if I wanted to go to Le Mans with them this year. I said I'd think about it and get back to them. John said "No, we're ordering the tickets today and we need to know if you're in." About two seconds later I was committed – it was Le Mans 2011 and time to get serious about planning.

We all started off together on Sunday, June 5th, with Prebble doing airport limo duty. We were joined at Logan by our fourth traveler, Jim Mesca, and all boarded an American Airlines flight to Paris.

After 18 years, the Bradys have the arrival routine down to a science. Pick up a van at the airport, drive to Le Mans, find the campground, put up the tents, and head for the French department store CarreFore. At CarreFore we bought an incredible amount of stuff – chairs, a table, a canopy, dishes, pots, pans, coolers, food, and ... oh yes, lots of beer and wine.



**John Brady with just one of our shopping carts**

Back at the campground we put up all our stuff and were settled in for a week at Le Mans. This year was a little different from prior years when early birds got to pick their spots and stake out as much space as they wanted. Now, to our surprise, camping plots are clearly laid out and assigned ahead of time. Ours was barely adequate for our four tents and the canopy, but we managed.



**Setting up camp**

Tuesday is a slow day at the track, with no track action, but there is activity in the pits and a late afternoon driver autograph session. We strolled the pits and got lots of good photos of the crews at work checking the cars and the drivers practicing driver changes.

Practice and qualifying occupy Wednesday and Thursday, but not just for the 24 Hours. Besides the 24 Hours, there are two support races on Saturday morning before the 3 p.m. start of the 24 Hours, as well as their associated practice and qualifying sessions on other days. The first race is the Ferrari Challenge, featuring racing with Ferrari 458s for those with enough money to afford it. I don't happen to be among that group, so while the cars are beautiful and interesting, I didn't have much interest in the race.

The other support race was a delight. It annually features a large number of vintage cars from different periods in Le Mans history. In 2011 the featured era was 1949 through 1965, and there were many rare and beautiful cars on hand – C-Types, D-Types, E-Types, Listers, Aston Martins, Austin Healeys, MGs, Lotuses, Triumphs, a Bizzarini, early Corvettes, a Frazer Nash, real Cobras (including a Daytona Coupe), a GT 40 – just a magnificent array of vintage race cars and drivers. The sights and the sounds were fantastic.

It was surrounding this vintage race that we witnessed a momentous event. Before one of the practice sessions, our press passes (thank you, John Brady) allowed us access to the paddock where the cars were preparing to head for the track. I managed to have my picture taken with Sir Sterling Moss (my second – the first was at Pebble Beach in 2005, when he was there with the 300SLR with which he won the Mille Miglia in 1955).





**Here I am beside Sir Sterling Moss sitting in the Porsche**

Only minutes later, Sir Sterling took the Porsche 550 he was to drive in the race out for only one practice lap before bringing it in. In the interview that followed, Sir Sterling announced that it was the last time anyone would ever see him driving a race car! He said he no longer had the will to be competitive, and he wasn't going to go out on the track and be in everyone's way. We were dumbstruck. I suspect it was the right decision, but it will be strange to no longer hear of him being on a track somewhere.



**Sir Sterling Moss, just moments before his announcement**

What else goes on at Le Mans besides the races? Actually, quite a lot. On Friday the crews are madly working to prepare the cars for race day, but there is no action on the track. However, on Friday morning there is a huge car show nearby, and while there were the usual Jaguars, MGs, Triumphs, and Healeys we see all the time in the U.S., there was also a gaggle of British and European cars you rarely see here – TVRs, Matras, Marcoses, rare Renaults and Peugeots, etc. My three companions lounged around the campsite smoking cigars on Friday morning, but I opted for the show, and it was well worth it.

Also on Friday afternoon, in the center of the town of Le Mans is the parade of drivers. Each team of drivers is paraded through the downtown area in the backs of open cars. The parade does bring out most of the teams, a lot of race spectators, and I suspect a goodly portion of the Le Mans residents. It is one huge urban party with everyone wandering around the streets with their beer in hand and big smiles on their faces. With the Bradys as guides we were able to get a spot at the reviewing stand where all the drivers stop briefly for interviews. We also met a group of Michelin tire techs who were in town for the parade and really got the low down on some of the teams. Dinner in town after the parade in a typical French Bistro was also a delight.



**This is the eventual winning Audi team of Benoit Treluyer, Andre Lotterer, and Marcel Fassler at the parade of drivers in downtown Le Mans on Friday afternoon**



**Tom Brady, Dennis Eklof, and John Brady enjoying the Friday afternoon party in town**

Saturday is race day, starting with the two preliminary races I mentioned earlier, but the big deal of the day is the 3 p.m. start of the 24 Hours. We spent much of the pre-race time wandering around the concession and vendor areas, where there was plenty to keep us busy. By race time, JANE member Sandy Cotterman (who had been hiking in France) had made her way to the track, and we were all in our seats for the traditional dash across the track by the drivers. Of course, it is now only symbolic, as the real race start is a rolling one, with drivers securely strapped into their racecars.



**Here's Sandy Cotterman joining us guys for the start of the 24 Hours**



What about the race? Let's start by talking about the five separate races being run. I know what you are thinking – there were only four classes, LMP1 (the fastest), LMP2 (a bit slower), GTE-Pros (a lot slower), and GTE-Am (a whole lot slower). But that's not what it really was. LMP1 was actually two classes – the diesels of Audi and Peugeot, and everyone else. Unless all six of the Audi and Peugeot diesels dropped out or had serious mechanical troubles, the gasoline-powered LMP1 cars had no chance of overall victory. In qualifying, the slowest of the diesels was at 3:26.272, and the fastest of the other LMP1 cars (a privateer Peugeot V12) was at 3:30.084, and it had 2.8 seconds on the fastest of the other LMP1 cars! It was clearly a case of who would be the best of the rest.

The Audis and Peugeots were in a class of their own, so let's start with them. During the practice sessions and qualifying, no clear dominance emerged. As the race began, the Audis seemed to have the edge on speed, just as they did at Spa, but speculation was that they were a tad thirstier than the Peugeots, so a chess match of fuel/pit strategies seemed to be in the offing. Audi's strategic options became more limited very early on (lap 14) when the number 3 Audi, being driven by Alan McNish, came together with the number 58 Ferrari GTE Pro car, sending McNish on a wild ride through the gravel trap and absolutely destroying the Audi. Fortunately, we all breathed a sigh of relief as the giant screen monitors showed McNish climbing out of the car and walking away with no significant injuries. But Audi had lost its first chess piece. In looking at the replays I had to wonder why McNish tried to thread the needle as he did so early in the race. He later allowed as how it was perhaps an overly aggressive move.

The second piece was lost just before midnight in another scary crash that totally destroyed another Audi. Mike Rockenfeller, in the number 1 Audi, collided with another Ferrari GTE-Pro car, this one being driven by American Robert Kauffman. Post-race opinions vary as to whose fault that crash was, but it was horrific. In the dark of the Mulsanne Straight it was almost impossible to see what was happening, and we all held our breaths for a long time waiting for some sign of Rockenfeller's condition, as the worst was clearly possible. Eventually the reports came back that he had sustained relatively minor injuries and had been able to exit the car on his own.

Both of the Audi crashes showed what a phenomenal job auto racing is doing at driver safety, and the sport is so much better for it.

Audi was now down to a single car on which to pin its victory hopes. Audi had demonstrated greater speed than the Peugeots, but their thirst was confirmed when they could manage only 11 laps between refueling, while the Peugeots could do 12. The big question was whether the lone remaining Audi could go fast enough and reliably enough during the rest of the race to compensate. It turns out they could. After I awoke rather late on Sunday morning, the pole-sitting Audi number 2 was still ahead and ultimately won by just under 15 seconds. The three factory Peugeots finished second through fourth.



Happy is the team that is on the podium!

Among the gasoline-powered LMP1 cars, the privateer Peugeot V12 led with a 5th place overall, 16 laps behind the winning Audi. British interests were little represented in LMP1. Still running at the finish were a Toyota-powered Lola (Rebellion Racing) and an Aston Martin-powered Lola (Kronos Racing). One of the drivers in this last car was Vanina Ickx, daughter of the F1 driver and six-time Le Mans winner Jackie Ickx.

Other than the two Lolas, it was a bit of a drought for British car lovers. After their disastrous showing in 2010, Jaguar was not to be seen, and the two Aston Martin AMR-One LMP1 entries unfortunately lived up to their pre-Le Mans performances by retiring with failed water pump drives after completing a total of only six laps. Maybe next year?

The news was definitely better for British car buffs in LMP2. The number 41 Zytek Z11SN Nissan was a six-lap class winner (only two laps behind the last running LMP1 car) and 8th overall. And one of the drivers, Tom Kimber-Smith, is British. Lola also managed to podium in LMP2 with the number 33 Level 5 Motorsports (USA) Honda-powered Lola Coupe, finishing 3rd in class and 10th overall.

In the GTE classes, British cars were represented by a pair of Lotus Evoras (Lotus Jetalliance team), an Aston Martin Vantage (Jota team) in GTE Pro, and a lone Aston Martin Vantage (Gulf AMR Middle East team) in GTE-Am. One of the Evoras managed a 7th place (22 overall) finish in GTE-Pro, but all the rest retired before half distance.

We Americans were pleased to see the Corvettes win both GTE-Pro (Corvette factory team car number 73 with Olivier Baretta, Antonio Garcia, and Tom Milner driving) and GTE-Am (Larbre Competition, a French team). Their overall finishing positions (11 and 20 respectively out of the 28 cars that finished) were also pretty impressive.

So enough of the 24 Hour race specifics – there's lots more detail on the Internet anyway. But what's it like to actually go to the race? For me it's the collection of experiences and impressions you take away from the entire week of events, and the things that really stick with you from the race results.

Among the race highlights (or low lights) that will stick with me long after I forget the details are:

- Audi losing two cars early on, but still managing to perform perfectly and bring the third car home for a victory.
- The Corvette factory team pulling off the GTE-Pro win.
- The incredible rebuild of the number 56 BMW M3 that suffered a huge practice crash (gravel on the track and inadequate flag warning) and yet managed a 3rd place finish in GTE-Pro.
- Robertson Racing getting a podium finish in the privateer Ford GT. Led by a husband and wife driving team in their 50s, they were well off the pace of the class leaders, yet in a pre-race interview said they were hoping for a podium finish. We all wrote it off as wishful thinking, but somehow they managed to stay out of trouble and run reliably for 24 hours and ended up 3rd in GTE-Am. When you think about how they were lapped 70 times by the winning Audi, it's pretty impressive that they managed to stay out of trouble.



Robertson Racing's Ford GT that hung in there for an unlikely podium finish



- The incredible sounds of Le Mans. After a while you can easily identify the kind of car from the sound alone. The Audis are incredibly quiet as they whoosh by. The Peugeots are also quieted by their turbochargers, but are somehow noisier than the Audis. The Corvettes bellow down the straights, and there is no mistaking their large displacement V8 engines. The Ferrari V8s scream by you with a sound totally different from the Corvettes. And of course the Porsches have a sound all their own.

- The night driving and coping with incredibly high closing speeds. I run one of my cars at Lime Rock whenever I get a chance, but the challenge of doing it at night for a four-hour stint while being passed by cars going way faster than yours I can only imagine.

While the race is the focal point of the week, going to Le Mans is more than that – it is the whole package that makes it such a unique event. Even though we were not VIPs, it was interesting seeing the incredibly lavish facilities erected by the big names in racing for their customers,

sponsors, and other supporters. The vendors and concessions are outstanding – when's the last time you found a Grand Marnier stand at the races, complete with Grand Marnier-spiked espresso and Grand Marnier crepes? Or a Guinness tent? And of course there were some rather attractive young women at various promotional stands.

And we met a lot of cool car people during the week. I think camping at the track – we were in the Maison Blanc campground, not 50 yards from the Porsche curves – is a great way to be part of the action. The lines at the showers and loos can be a bit of a drag, but the ease of access to the track, nightly parties, and congenial camp neighbors from all over Europe more than make up for it. There were lots of car stories, lots of camaraderie, and not a little beer consumed. It was just a big party every night.

All-in-all, I loved Le Mans and plan to go again sometime soon, if not next year! 🇬🇧



The Grand Marnier concession



The girls



Here are John Brady, Tom Brady, and Jim Mesca walking toward the ferris wheel, which also rolled many laps during the 24 Hours



# Confessions of a First Time Jaguar Judge

By Jennifer Taylor



Jennifer Taylor

**M**y first experience with Jaguar Concours and judging was in 2000 when, as a member of JANE, I entered my 2000 S-Type in the JANE Concours that Gus Niewenhaus helped to organize. Mine was the only car in its class, having arrived from the U.K. in the first shipment of this model only weeks before. I was fairly new to JANE, everyone was very gracious, and there were many beautiful examples of the marque on display. I was hooked. I knew I'd like to be involved in

this process, but needed a lot more time around the cars to learn the details. Some ten years later, after British Invasion 2010, I mentioned at a JANE dinner that I would be interested in learning to become a Jaguar judge. Aldo Cipriano and Jim Sambold were very encouraging. I attended this year's judges school organized by JANE, held at Jaguar Exeter in Exeter, NH, and became a JCNA Certified Jaguar Judge.

When I received a call from Aldo saying that the Jaguar Club of Southern New England (JCSNE) needed judges for their Concours and I was being given the opportunity to judge my first event, I jumped at the chance. On the morning of the JCSNE Concours I arrived at Aldo's house and was joined by Gus. On the way to the event at Lyman Orchards in Middlefield, CT, Aldo and Gus talked about previous concours that they had judged, and I just listened.

The Chief Judge for the JCSNE was Harold Kritzman. There were nine Champion, seven Driven, and three Special Division cars entered. Aldo and I were assigned to judge a 1954 XK120, a 1957 XK150, a 2001 XJ8, and a modified E-Type. I was the "exterior" judge. Gus was assigned to another team.

My first car, the XK120, looked good. The owner was beaming and his wife and family stood admiringly nearby. He had obviously put a lot of effort into restoring this beautiful car and had done a magnificent job. Then, as I began to look down the judge's sheet and examine the car more closely, I saw the first flaw ... and the owner saw that I saw it ... and his wife saw that he saw that I saw it. I could tell that his heart sank, and I started to sweat. Remaining cool on the surface, I circled the deduction on my judge's sheet. When I felt myself approaching the task like it was CSI-Jaguar, seeing more deductions than points, I remembered what Aldo and Gus said on the way there – that it's a balance of the big picture and the details. It's about recognizing the hard work of the owners and their pride in the marque. The car is a member of the family and it has to be valued as such, mostly with encouragement and a critical eye that may guide the owner toward areas that might need some attention for the car to be even better.

Judging the second car was easier and more enjoyable. I was more comfortable, and had begun developing a system of writing down in words on a sheet of scratch paper the deductions I saw on the car before transferring the information to the judge's sheet. Aldo was tremendously patient with me as I experimented with various strategies. By the third car I had a more systematic approach of looking first at the fit of the panels, then the paint, chrome, rubber, etc., so it wasn't all a jumble. As the exterior judge, I was able to tally my deductions while the other judges completed their parts of the evaluation. By the fourth car, I was able to actually view the car as a whole and begin the process more efficiently.

All four cars that we judged won in their respective classes. Chief Judge Kritzman was very appreciative of JANE coming down to help. And the first thing I did when I got home was to take out a judging sheet and go over my own car to get it ready for the next JANE Concours. 🇺🇸



Aldo Cipriano, Jennifer Taylor, and Gus Niewenhaus in front of Todd Ressler's 1954 XK120, winner of Best in Class, Champion Division, C2



## Member News

**J**JANE's Rod Gilbert has owned his 1962 Series 1 OTS for nearly 30 years. Rod must be running out of space to display all the awards he keeps winning. Here he is at Fort Adams State Park in May, where he was awarded First Place for Jaguar Sports Cars at the Newport Concours d'Elegance at Newport, RI. He also placed second at the first Tanglewood British Motorcar Festival in Lenox, MA, in June. 🏆



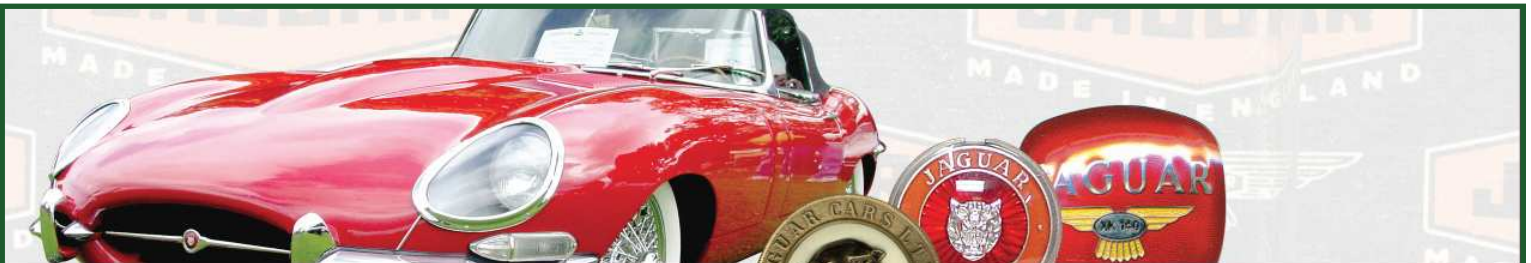
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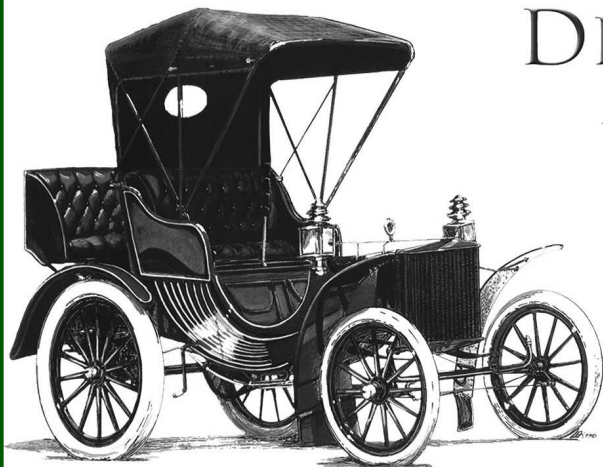
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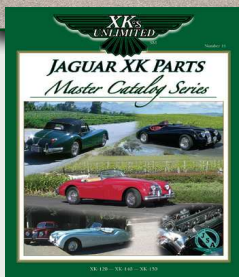
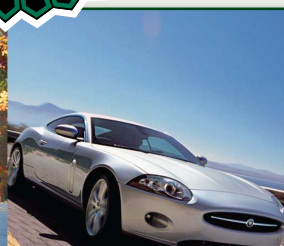
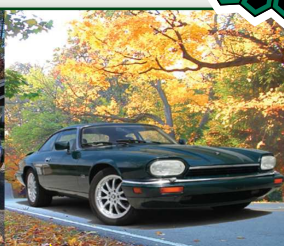
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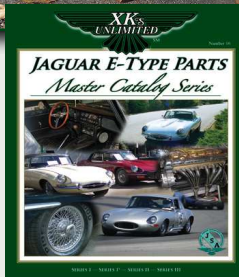
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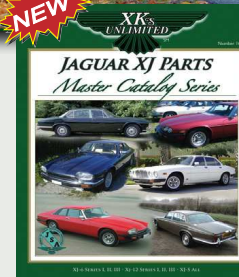
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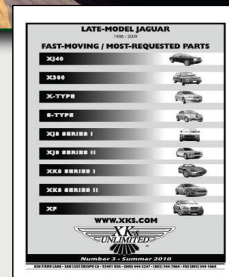
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**1994 XJ-81 V-12** - A rare "cat" restored to its original glory. Last of V-12 6.0 litre saloons. Strong, silent transport. VDP interior, picnic trays, auto lux leather, extensive mechanical and body refurbishment. Extensive records on Jag dealer and master tech services. 88,584 miles on new Pirelli 4000S and NOS factory 20 spoke alloys. Several Concours awards. Location: Winter storage in Chestnut Hill, MA. \$12,500 or best reasonable offer. Ad placed by Aldo A. Cipriano. Phone: 508-481-8806. Email: [cipriano62@yahoo.com](mailto:cipriano62@yahoo.com) (2/11)



**1969 E-Type OTS** - Primrose/Black, dependable driver, 84,600 miles, always garaged, excellent condition, everything works, pictures and description details at [www.tradequotesinc.com/69JAG](http://www.tradequotesinc.com/69JAG). Car is currently in Berkshires. Asking Price: \$45,000. Ad placed by Allen Liberman. Phone: 617-817-5012, Email: [libs999@hotmail.com](mailto:libs999@hotmail.com). (11/10)



**1971 XKE 4.2** - Original owner. Never restored. Good running condition. 85,000 miles. Regency red with beige interior. Price: \$27,500. Ad placed by Al Jaszek. E-Mail: [buyer\\_jag@verizon.net](mailto:buyer_jag@verizon.net) (10/10)



**1986 XJ6** - Original owner. Approximately 37,000 miles. Car serviced by Woburn Foreign Motors. After warranty period serviced at Brookline Jaguar. Always garaged, excellent condition, currently in Falmouth, MA. Can get it to Boston if need be. Price: \$8,000. Ad placed by Jim Stone. Phone: 617-571-9922 or 617-787-2497. E-Mail: [jhs@bu.edu](mailto:jhs@bu.edu) (10/10)

**1964 3.8 S Type**: Purchased from estate of original owner, who was in diplomatic service. Car is rust free and accident free, all body panels are extremely straight and fit extremely well. Original Opalescent Green exterior was resprayed black sometime in mid '70's with cinnamon interior. New torque converter, fuel pumps and tires. Location: Hampton, NH. Price: \$9,999. Ad placed by Jim Sambold. Phone: 603-918-8795. E-Mail: [xkjagnut@comcast.net](mailto:xkjagnut@comcast.net). (6/10)



**1966 MK10 4.2** - This beauty is a southern car, no accident damage and very clean. Rebuilt 4.2 with full aluminum cam covers, Factory AC which works but needs charge, new SS exhaust, new tires. Chrome in good condition. Complete with owner's manual and Factory Service Manual. Location: Hampton, NH. Price: \$9,500. Ad placed by Jim Sambold. Phone: 603-918-8795, E-Mail: [xkjagnut@comcast.net](mailto:xkjagnut@comcast.net). (6/10)



**2002 Jaguar S-Type Sport** - Estate Sale. Only 31,000 miles. Like new. 4.0L V8, Sport Package, Computer Active Technology Suspension (CATS) system, 17" wheels, perforated Connolly leather sports seats, and other options. Location: Concord, NH. Price: \$12,500. Ad placed by Tony Fillipone. Phone: 781-389-9495. Email: [tonyfillipone@comcast.net](mailto:tonyfillipone@comcast.net). (5/09)



**1984 XJ6 Vanden Plas** - Black with tan interior, 46K miles. This is a beautifully maintained, original example with the 3-speed automatic transmission. It is in excellent, smooth driver, and all of the chrome and rubber are in excellent condition. The headliner was also recently redone. Original and wire wheels included. Featured in January 2010 issue of *Hemmings Sports and Exotic Car* and fully serviced by Donovan Motorcar Service in Lenox, MA. Price: \$10,500. Call Brian at 413-499-6000 or email at [briandonovan@donovanmotorcar.com](mailto:briandonovan@donovanmotorcar.com). (2/10)



**1969 E-Type 2+2 automatic** - Regency red with biscuit interior. Mechanically sorted with new tires, ser 3 Dayton wire wheels and new knock-offs. New brakes all around, rebuilt carbs, Pertronix, Magnacore wires, new shocks and bushings, CoolCat fans and fan switch. New Webasto sun roof in matching color, new headliner and repro steering wheel. Older restoration on Western car. Many small details have been done as well. Waterproof car cover, owners manual, and new jack bag included. \$18,000 or best reasonable offer. Ad placed by Bob Aldridge. Call Bob at 860-402-9848, or cell 860-605-8489, or email [bobtype22@optonline.net](mailto:bobtype22@optonline.net). (10/09)

## PARTS FOR SALE

**CLASSIC JAGUAR PARTS** - Buying and selling Jaguar parts for XKs, E-Types, and Saloon models. Please contact John Brady (781-454-9706, [jbrady5282@aol.com](mailto:jbrady5282@aol.com)) or Tom Brady (617-901-6988, [tbrady312@aol.com](mailto:tbrady312@aol.com)) for our current parts/price list or if you are interested in selling parts or tools. Interested in large and small lots. Located in Bedford and Brockton, MA. (8/09)

**Bell stainless resonators**, over axle pipes and downpipe for Series 3 XJ6 sedan (does not include silencers). Never used. Includes mounting hardware. \$200 for the set.

Also available: Mark 1 front and rear bumpers, \$100 for the set. Valve covers for 3.4 engine, needs spit shining, \$70 for the set. Water rail for 3.4 engine, \$30. Ad placed by Tracey Levasseur. Phone: 207-247-3385. Email: [sharpei@sacoriver.net](mailto:sharpei@sacoriver.net). (9/09)

**E-Type Series I Radiator** - When I rebuilt my '67 E-Type 4.2, I replaced the radiator with one of aluminum, so the original is surplus. Previous owner said it had been recored, but I cannot vouch for that. I never drove the car prior to the conversion to aluminum, so I have no experience with this radiator. Sale includes a high-quality aftermarket fan that is attached to the front of the radiator. Photos on request. \$400. Ad placed by Dennis Eklof. Phone: 978-448-2566. Email: [dennis.eklof@verizon.net](mailto:dennis.eklof@verizon.net). (7/07)

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**Set of 4 Mounted, all-season Michelin tires.** 235-50R-17. Mounted on 4 Jaguar 05s type alloy wheels, lug nuts included. These are top-of-the-line tires, very low miles. \$500 or make me an offer. Ad placed by Robert Crockett, Phone: 207-623-3641. Email pgcrockett@yahoo.com. (7/11)

**Literature and Manuals** - I am thinning my collection of owners and service manuals and some brochures of mostly duplicates. Please contact me with your wants or needs. All items are factory originals, no reprints. Items only through 1968. Location: Hampton, NH. Ad placed by Jim Sambold. Phone: 603-918-8795. E-Mail: xkjagnut@comcast.net. (6/10)

**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 lugnuts - STILL FOR SALE!! REDUCED TO MOVE!! Location: Wayside Inn Road, Framingham, MA 01701; Price: \$500 obo. Ad placed by Richard DGill Phone: 508-788-0026. E-Mail: RIKI4455@aol.com. (1/09)

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