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***JANE Holiday Party and AGM - December 4th***

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# President's Update - November 2011

## Winding Down the Driving Season and the Year

By Dennis Eklof

*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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Stu Forer • Ed Hall • Michael Kaleel  
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Well, it really is the end of the driving season. We actually had over a foot of snow in late October, and the Blizzaks are on our Infiniti. Fortunately, the big snow storm came as such a surprise and was followed by such warm weather that there is no salt on the roads yet, so we may get Victoria out once or twice more before she hibernates for the winter.

We had such a busy driving season, with lots of events throughout the summer, that by October a lot of our members were ready for a break, and JANE activities for October were pretty limited. On October 2nd we had our final slalom for this year at the usual location in Ayer, MA. Check out the Slalom Event Report on page 8 of this issue of the Cat. This was the final slalom for our long-time slalom chairs Bill and Tom Parish, and we thank them very much for their years of service. For 2012 our slaloms will be organized by new members Al Zanengo and Paul Bicknell. When springtime comes and we have the next slalom, give consideration to coming out and driving, spectating, or pitching in to help Al and Paul with the event.

Another October event that had considerable JANE participation was the annual Columbus Day Parade. As he did last year, Dean Saluti organized this gathering, and everyone who participated seemed to have a good time regardless of the last-minute change the parade schedulers made that put the cars - all 90 of them - at the end of the parade, which spelled overheating for a number of the participants and a very slow drag through Boston. Thanks to Dean Saluti for organizing this event.

The final event for October was our regular monthly meeting, and we had a huge turnout of about 55 people. What drew so many? It was Mike Cook, long-time editor of the JCNA *Jaguar Journal* and archivist of the Jaguar Daimler Heritage Trust in the USA. We were delighted to have Mike come up from New Jersey to join us for the meeting, and he regaled us with tales from his many decades' involvement with Jaguars and other British sports cars.

Three of us had the special treat of spending the entire afternoon with Mike. One request Mike had was to visit the Larz Anderson Auto Museum. After a delightful lunch at the Wayside Inn, Carl Hanson, who arranged Mike's visit, Prebble, and I headed off to Brookline. We were greeted by Sheldon Steele and treated to his guided tour of the Museum. While the three of us have been to LAAM many times, Sheldon pointed out lots of interesting features of the Museum that we had never noticed before, and Mike thoroughly enjoyed his first visit. Thank you, Sheldon!

While there were not very many JANE events during the month, that does not mean that JANE members were not busy with car things. We had three winners during the month!

Tom Larsen was a dual winner. In late September his newly-acquired 300SL Gullwing coupe was chosen Best in Show at Mercedes Day at LAAM. And at the rescheduled Tutto Italiano in October his beautiful Ferrari Lusso coupe placed first in the Pre-1973 Vintage Ferrari class.

Ed Avis was also a winner. While none of us from the Boston area ventured north for the annual Foreign Car Show at the Owls Head Transportation Museum this year, Ed attended, and his XK 120 was the Peoples Choice winner.

Another winner for October was Stu Forer. At the final VSCCA event of the year, held at Lime Rock Park, Stu won his main race of the weekend in his XK 120! Way to go, JANE members!

It truly is the end of the driving season, so there are really only two upcoming events to talk about. The first is next Wednesday, November 16, when at our regular monthly meeting (held a week earlier than usual because of Thanksgiving), we will be hosting race car driver and Skip Barber instructor Bob Green. In addition to his race-related activities, Bob and his wife, Joy, founded and continue to operate an organization called "Survive the Drive," its goal to impress new teenage drivers with the seriousness of their new undertaking. At the last JANE Board Meeting we voted to consider designating one or more JANE events as charity events in support of Bob's organization. Bob will be telling us about his program, what it does, how it is structured, and how it is funded. For all of us who have children, or in our case grandchildren, approaching driving age, this is a must-see event. Our usual meeting procedures will apply ... I will need to let the Inn know by Monday, November 14, how many people will be attending and what their meal selections are. If a few of you show up at the last minute you certainly will not be turned away, but your meal will be a cup of chowder and a chicken Caesar salad instead of the usual choice of chicken, fish, or prime rib.

The other event on the immediate horizon is of course our Annual General Meeting and Holiday Party, which will again be held at the Vesper Country Club in Tyngsboro, MA. All the details on that event are on pages 6 and 7 of this issue of the Cat and on the website calendar. Jim and Crin Coull are hosting this year's event. We need to have all reservations and checks in their hands by November 21. This is always a great party and a terrific way of sharing some holiday cheer with fellow JANE members, so I hope to see many of you there.

Dennis

# Calendar of Upcoming Events

## November

16 - Wed - 7 pm JANE Monthly Meeting

Wayside Inn, Sudbury, MA

## December

04 - Sun - 3 pm JANE AGM and Holiday Party

Vesper Country Club,  
Tyngsboro, MA

# From the Editor



What a fine driving season we've had, along with some terrific monthly meeting programs.

We are now about to wind down the year with holiday cheer at our party and Annual General Meeting at Vesper Country Club on December 4th. It's also nice to have a non-car event now and then!

I hope to see many of you there. 🇬🇧

*Prebble*

## Missing JANE Documents....Who has them?

The JANE archivist (unofficially Carl Hanson) requests information leading to the recovery of the binders of Minutes of Board Meetings and the Official JANE Seal. Dave Herrick passed them on to someone after he left the Secretary position, but cannot recall to whom he entrusted them. Nobody else seems to be able to remember either. If you have them, please notify Carl (781-275-2707 or chansonjag@aol.com). Alternatively, if you are embarrassed about stashing them away in a back room file cabinet where they suddenly appeared, you can bring them to the Annual General Meeting/Holiday Party in a plain brown box labeled "Important Missing Files." The club and our lawyers will thank you. Might even buy you a drink! 🍹

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## Bob Green to Speak at November Meeting

Bob Green, who is a race car driver and Skip Barber instructor, will speak at our November meeting. Bob and his wife run a charitable organization providing a driver education program called "Survive the Drive," targeted at teen drivers. Bob visits high schools around the Northeast with a program designed to impress upon teen drivers that driving is a much more important and demanding skill than they ever learned in conventional driving classes. As concerned parents and grandparents, we want to learn more about this program, and urge you to turn out for our November meeting to hear more about this important program. 🍹



# Upcoming Events

## JANE Monthly Meetings



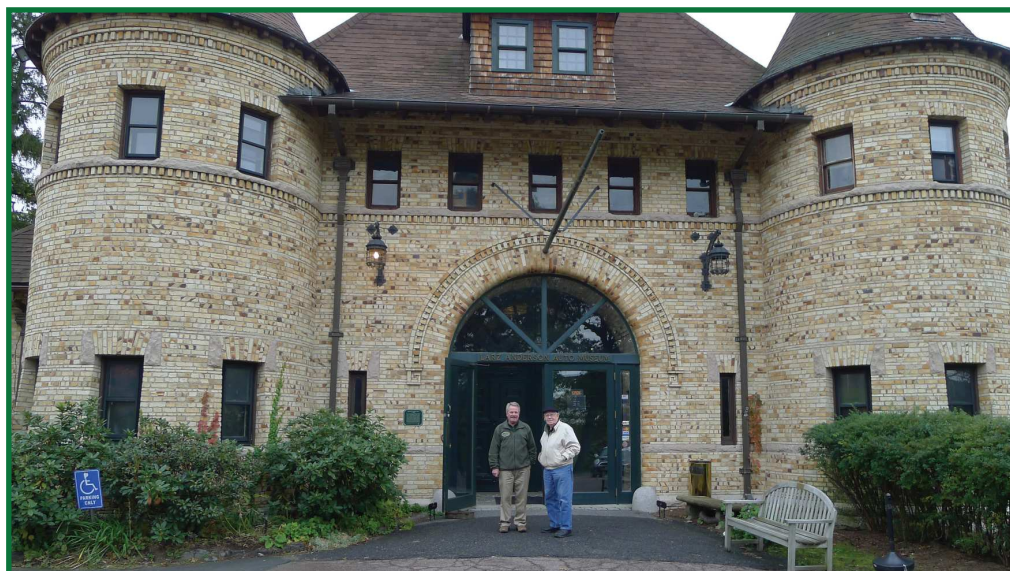
Longfellow's Wayside Inn

**M**ost of our monthly meetings are held on the fourth Wednesday of each month at Longfellow's Wayside Inn in Sudbury, MA. Our next meeting will be on Wednesday, November 16th. Note that this is a week earlier in the month than our usual meetings in order to not coincide with the Thanksgiving holiday. As usual, please let Dennis Eklof know no later than Monday, November 14th, if you plan to attend. **Again ... it's very important that you let Dennis know if you plan to attend!** It really helps the Wayside Inn's restaurant staff to serve us better if they know in advance how many to plan for. Our dinner meetings begin at 7 p.m., but come early to visit with friends in The Old Tavern before dinner.

It was quite an honor to have Mike Cook, from JCNA, as our special guest and speaker at our October meeting. Following lunch at the Wayside Inn after Mike arrived, we went in to Brookline for a visit to the Larz Anderson Auto Museum. Mike knows just about everything about Jaguars, and British sports cars in general, and we all enjoyed hearing him talk about his experiences at our evening dinner meeting.

The photos below show Mike Cook and Carl Hanson, who arranged Mike's visit, at the entrance to the Larz Anderson Auto Museum in Brookline. The lower left photo is of Dennis Eklof, Sheldon Steele, Mike Cook, and Carl Hanson. Sheldon gave us a personal guided tour of the Museum ... the old Anderson car collection, the current exhibit, the building itself. We all learned a lot about the Andersons and the Museum from Sheldon. At right is Mike talking "cars" following dinner at the Wayside Inn.

Thanks again to Carl for organizing Mike's visit, and to Mike himself for working us into his busy schedule. 🇬🇧





*JANE'S 2011 HOLIDAY PARTY AND ANNUAL GENERAL MEETING  
SUNDAY, DECEMBER 4, 2011  
VESPER COUNTRY CLUB  
185 PAWTUCKET BLVD.  
TYNGSBORO, MA 01879*

*EVENT SCHEDULE*

*3:00 - 5:30 P.M. - COCKTAILS AND ANNUAL GENERAL MEETING (CASH BAR)*

*6:00 P.M. - BUFFET DINNER\* featuring Prime Rib, New England Style Baked Haddock, and Chicken Francaise, Herb Infused Red Bliss Potatoes and Green Beans Almandine, Apple Strudel, Molten Chocolate Cake, and a Spiced Crème Brulee.*

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*DIRECTIONS*

*FROM THE NORTH:* Take Route 3 South to Exit 35. Take a right off the ramp and travel for 1 mile to the lights at the Tyngsboro Bridge. Go over the bridge and take a right at the end of the bridge onto Route 113 East. Vesper is 2 miles down on the right.

*FROM THE SOUTH:* Take Route 3 North to Exit 34. Take Westford Road toward Tyngsboro. Take a left at 3A. Take a right onto Route 113 East over the Tyngsboro Bridge. After the bridge, take a right onto 113 East. Vesper is 2 miles down on the right.

Please cut here and mail with a check no later than Monday, November 21, 2011.

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

Guest Name(s): \_\_\_\_\_

Dinner per person \$55.00 x \_\_\_\_ Total \_\_\_\_\_

Make checks out to JANE and mail to:

Jim and Crin Coull, 9 Oak Ridge Road, Littleton, MA 01460



# Annual Election of Officers and Board Members at JANE Holiday Party

You may think that the Holiday Party in December is all fun and good eats. You would be wrong. There is an important piece of business that is transacted each year: JANE's Officers and Board Members come up for election at the Annual General Meeting held in conjunction with the Holiday Party. And who comes up with the candidates? The Board's Nominating Committee, of course!

JANE's Nominating Committee is made up of five Board Members: a chairman, appointed by the President, and four volunteers. This year our President, Dennis Eklof, appointed Carl Hanson to chair the committee, and volunteers were Ray O'Brien, Mike Kaleel, Aldo Cipriano, and Chuck Centore. The committee worked very hard. They met twice in person and held many email and telephone conferences in coming up with the slate for the membership to vote on. Membership should thank them for their service ... buying them drinks at the Holiday Party would be a nice way to give thanks! (Just kidding!)

Here is the big picture. Officers hold their positions for one-year terms, so they must be elected each year. The President can be re-elected only once, and then automatically serves on the Board as "Past President." However, the twelve Board Members each have three-year terms, staggered so that new members come onto the Board when other members have one or two more years to serve.

Nominations for next year came about with a great deal of arm-twisting and brow-beating, but the final slate includes:

President: Mike Kaleel  
Vice President Events: Dean Saluti  
Vice President Membership: Ed Avis  
Secretary: Betsy Taylor-Kennedy  
Treasurer: Don Holden  
New Board Members: Tom Moses, John Feng, John Brady

For your information, Board Members whose terms have not expired are:

Margaret Caruolo  
Chuck Centore  
Aldo Cipriano  
Ed Hall  
Lauren MacCarthy  
Ray O'Brien  
Dave Randall  
Dean Saluti  
Jennifer Taylor

The 18th member of the Board will be the Past President, this year Dennis Eklof.



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# Event Reports

## JANE Fall Slalom

By Tom and Bill Parish



Bill and Tom Parish  
JANE's Slalom Co-Chairs

**A**h, autumn in New England. Some sublime days ... some that are not so sublime. The forecast for the Fall Slalom (October 2nd) was supposed to be sunny, clear, mid-60's. Let's just say that we did not quite get that promised weather.

Despite the weather we had a good turnout. With eleven drivers piloting fifteen cars, we had a great, competitive day with some strong times – particularly for the “Dollar Runs” once the track dried out.

JANE currently holds the top three positions nationally in Class Z (non-Jaguar-powered), with Bob Lang (37.872), Bob Totten (41.000), and Dennis Eklof (41.866) taking those spots. They placed in the same order at this month's slalom, with Bob Lang taking FTD at 38.813, followed by Bob Totten and Dennis. These times were set at the Spring Slalom, as the wet track kept our times down on Sunday.

I guess Dennis must have been bored with his very quick Stalker, choosing to also drive Prebble's Infiniti FX35, an interesting choice for a slalom to say the least. Class Z also saw strong runs from first time visitor Colin Davis in his BMW 3-Series and David Moulton, who is now a regular at these events. David dramatically improved his times over the day in his E63 AMG Mercedes.

It was great to see our friends from JCSNE, Dean Cusano and Ken Haas. Ken took first in Class I (44.691) in his always well-prepared XJ12 Coupe. Ken also had the dubious distinction of running over the timing equipment ... WHILE COMING OUT OF THE STARTING GATE! While we have seen the timing equipment hit before, no one attending could recall seeing it hit right at the start. Fortunately, all was well with some minor adjustments. Dean showed off his skills taking first in both Class N (X-Types, 45.778) and Class J (XJS, 45.168). Paul Bicknell followed

Dean in Class N, and Al Zanengo was second to Dean in Class J, both with very consistent and improving times.

Bill Parish took Class D honors with a 46.209 in his '66 Maroon E-Type OTS, followed by Joe Greco in his '69 2+2, cheered on by his grandchildren, who hopefully will represent the next generation of slalomers.

Finally, in Class L, Tom Parish ran a 47.532 in his '99 XJR, followed by Richard Gill, who very bravely never put the top up on his 2006 XKR despite the inclement weather.

There is still warm weather in some parts of the country and some slaloms still to be run for this year's national competition. But at least for now, in addition to JANE holding the top three positions in Class Z, Jim Roberge is still in third place in SPL, and Tom Parish maintains first place in Class D. Dean Cusano is still first in Class J. Yes, Dean is actually a member of JCSNE, but JANE claims him also.

I want to offer a particular thanks to those who came out to help in the less-than-spectacular weather. Prebble Eklof did her usual stellar job on registration, timing, and course work. Jan Gill did tireless duty as starter and course worker. Now we just have to get both of them to drive next time. Lauren MacCarthy and Jennifer Taylor brought a spectacular brunch spread – having driven all the way to New York City for the sole purpose of getting good bagels for the JANE Slalom. I thought that was truly above and beyond the call of duty. Stephanie Parish also showed up early to help out with registration.

With the end of the 2011 JANE slalom season, our tenure as slalom co-chairs will also come to the end. We want to thank everyone in JANE for their support for slaloming over the past several years. We now have a strong cadre of slalomers and we sense a growing interest and commitment to the sport. We want to offer a particular thanks to Al Zanengo and Paul Bicknell, who have volunteered to take over as Slalom Co-Chairs – we are sure they will get the same strong support that we have.

See everyone in the spring! 🇬🇧



Tom Parish, currently 1st in JCNA standings in Class D.



Jim Roberge, currently 3rd in JCNA standings in Class SPL.





Top Left: Dean Cusano, currently 1st in JCNA standings in Class J. Top Right: Bob Lang, currently 1st in Class Z (non-Jaguar-powered).

Below Left: Bob Totten, currently 2nd in Class Z. Below Right: Dennis Eklof, currently 3rd in Class Z.



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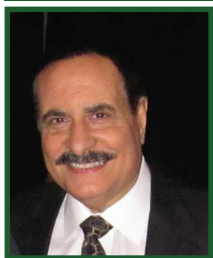
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# JANE at Columbus Day Parade

## By Dean Saluti



Dean Saluti

**T**he Columbus Day parade was quite an event. Aside from the parade, the City of Boston was busy with a movie being filmed on City Hall Plaza, and “Occupy Boston” had tents and picketers everywhere. But the good news was that more than 90 classic cars turned out to participate in the parade with us. It was all I could do to keep the cars fairly well organized while dealing with overheating engines. Despite the hiccups here and there, everyone seemed to have a good time, especially those who made it to the No Name Restaurant to celebrate after the parade! 🇺🇸

### A few of the JANE cars in the Columbus Day Parade



Al Zanengo's XJS Coupe



Sandy Cotterman's XK Convertible



Aldo Cipriano's early XJ



Chuck Centore's Ferrari





Mike Iandoli's Lincoln Continental looked very parade-worthy!



After the parade ... dinner at the No Name Restaurant!

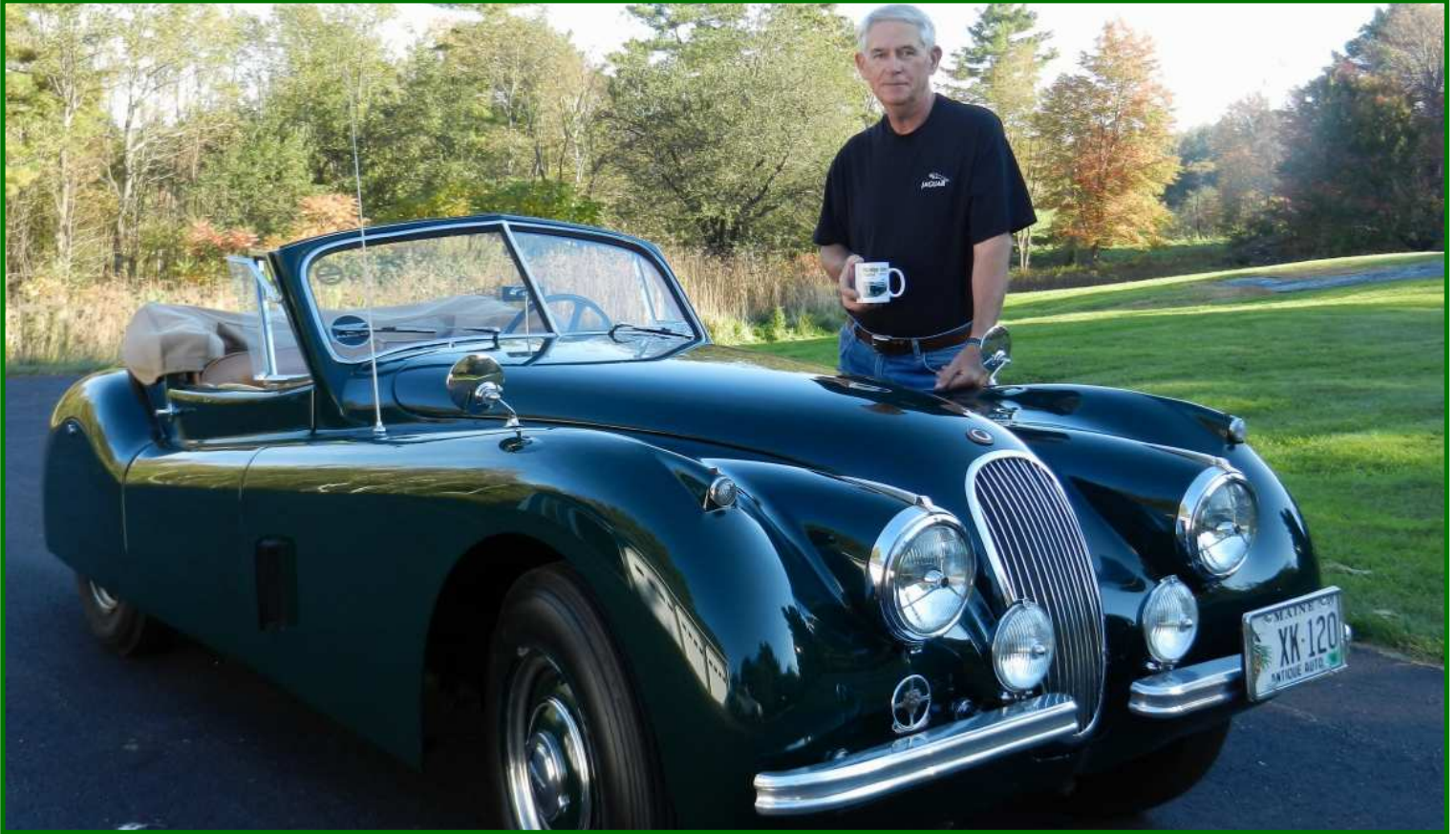
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# JANE Winners



Ed Avis's XK120 won the People's Choice Award at the Owls Head Foreign Auto Festival in October



Tom Larsen's newly-acquired Mercedes 300SL Gullwing was second in its class at the GWG National Convention in Hot Springs, Virginia, in early September, and it was Best in Show at Larz Anderson Auto Museum's Mercedes Day in late September.

Photo by Michael Sullivan





**Upper:** Tom Larsen's Ferrari Lusso ("Big Red") took first place in the Pre-1973 Vintage Ferrari class at Larz Anderson's recent Tutto Italiano event.

**Right:** That's Tom on the right accepting his award from *Chasing Classic Cars'* Wayne Carini.

**Below:** Stu Forer during the race he won at the last VSCCA event of the season at Lime Rock Park in October.  
Photo by Ed Hyman





## ***JANE Jaguars Enjoy Autumn in New England***

**M**ost New Englanders say this year's autumn foliage was not as spectacular as it usually is. Hurricane Irene came through in late August and stripped many leaves off our trees. And then the late October Nor'easter pretty much finished off what we had left. Now it's "wait 'til next year" time already.

However, some JANE folks did get out with their Jaguars to enjoy the season. 🍁



**Above: Jim and Crin Coull's 1967 Opalescent Dark Green Series I E-Type near Fruitlands Museum in Harvard, MA**

**Below: Allen and Sheila Liberman's 1969 Pale Primrose Series II E-Type on a rural road in Western Massachusetts**







Tom and Mary Finan with their 2009 Indigo Blue XF at Town Cove in Orleans, MA,  
where the lobstermen take their traps in for winter



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# So You Think You Want to be a Race Car Driver?

By Dennis Eklof

**S**everal years -- that's how long it took for me to convince myself that it was okay to spend a lot of money to play being a race car driver. But finally, at the last Lime Rock Vintage Festival, Skip Barber was having a 20 percent off sale, so I took the plunge. Fortunately for me, who's into instant gratification, they had an opening in their three-day open-wheel race school in late September, so naturally that's what I signed up for. And the school was everything I had hoped it would be -- terrific instruction, lots of seat time, and at my favorite track, Lime Rock. I had driven Lime Rock several times before in my Brunton Stalker, so I knew the track fairly well and really enjoy driving it. Doing so with proper instruction and in a real open-wheel race car was even better.

I was especially lucky to get into a small class of only seven students, so with three instructors there was plenty of personal attention and enough cars that each student had his own car for the duration of the course. When I signed up for the school, the Skip Barber representative told me to bring some foam rubber so I could adjust the seating position to my liking, and that certainly came in handy. After the first day I added some padding here and there and made the car much more comfortable for me to drive. It enabled me to pay more attention to what I was doing with the car and less to how the car fit me.

Our schedule of activities was dictated to some extent by the weather, particularly on the second and third day when we had off-and-on rain showers. More on that later.

The morning of the first day started off as one would expect, with some classroom instruction, but we were quickly out into the cars and on the track. The first exercise was all about learning to drive these particular cars. The open-wheel race school is conducted with Skip Barber's own custom-built, rear-engine race cars powered by Dodge Neon engines of about 150 hp. At less than 1000 pounds, they are quite quick, comparable to my Stalker in power-to-weight ratio. For some of the students it took some seat time to get comfortable with that kind of power-to-weight ratio. What we all had to get used to was the reclined driving position and the sequential gearbox. With the sequential gearbox instead of a conventional H pattern for gear changes, it's more like a motorcycle gearbox -- push forward to upshift, pull back to downshift, one gear at a time. So the first exercise was going up and down the main straight practicing shifting and braking.

Next on the driving agenda was to follow the instructors around the track to learn the line. There were two instructors out in lead cars, so the groups consisted of only three student cars, making it easy to follow the line. And we periodically switched places so that everyone had an opportunity to directly follow the instructor car. Since I have driven Lime Rock on several previous occasions, this is not entirely new to me, but I still learned a lot following a really good race car driver around the track.

Then it was off to the autocross course, where the instructors could watch our technique and give us pretty much instant feedback. I lost count of the number of laps we did on that little course, but by the time the afternoon was over I was really ready to get out of the car. I was much more fatigued driving the autocross course compared to the track, because the autocross course is so tight there is never a second to relax.

There was one exercise on the autocross track that for me was particularly amusing. They wanted us all to experience trailing throttle oversteer, or TTO. TTO is what happens if you abruptly lift off the gas in the middle of a turn. The deceleration shifts weight from the rear tires to the front tires, and with the loss of traction in the rear, the back of the car will begin to spin. If you are quick enough and the change not too abrupt, you can save it. If not, you will do a 180 or more. With my helmet on, ear plugs in, and the engine running behind my head, I misunderstood the point at which I was supposed to lift to produce the TTO. I thought they meant going into the hairpin. When they told me to lift, I said, "OK, but I'm pretty sure I'm going to spin." So I go blowing down the short straight into the hairpin without braking, lift off, and of course, do a huge spin. I get back on the track, drive around to where the instructor is, and stop. The instructor, Bruce MacInnes, says to me, "What was that?" and I tell him I did what I thought I was supposed to do. Turns out I was supposed to lift at a little kink they put in the straight, not going into the hairpin. I felt pretty silly misunderstanding the directions, but at least I was right-on in predicting the result.

The rest of the course involved lots of driving time on the track and lots of feedback from our three instructors. The three radio-equipped instructors stationed themselves at various strategic points on the track, while a fourth member of the team manned a stop box on the main straight. After each lap we would stop in the stop box and get feedback through the radio on how we were driving various segments of that lap. It was a very effective way of giving almost immediate feedback without an instructor actually being in your car.

Of course there was classroom instruction time mixed in with these driving sessions, but the classroom sessions were short and to the point, and that left lots of time for driving.

In fact, on the third day the entire morning was devoted to classroom activity, as we had a torrential downpour for most of the morning, so driving was just not possible. The afternoon, however, featured only intermittent showers, so we got a lot of track time that featured some practice race starts. We followed the pace car around the track and onto the main straight, the pace car would pull in, and we would wait for the green flag. The rest of the day was mostly open lap time.

And we learned to race in the rain. It rained most of the afternoon of the third day, and rain racing was a whole new experience for all of us. The first thing was to learn the rain line around the track. Bruce MacInnes took us around the track in a nine-passenger van and showed us the rain line. He also showed us just how fast a good racer can get around Lime Rock, even in a van in the rain! At one point we all got out and walked on the track just so we could feel how much different the traction was between the dry race line and the rain line. Because of the accumulation of rubber and oil on the dry racing line, it is incredibly slippery when it gets wet ... it was almost like walking on ice. Off the dry racing line, there was a surprising amount of traction in the light rain.

The rain line around Lime Rock is to stay off the dry racing line whenever possible. However, if you think about it, you soon realize that while you can stay off the dry line most of the time, you inevitably have to cross it in various places on the track. When you do cross it you have to be very



careful, because if you don't cross it pretty much headed straight, you will spin unless you're going really slowly. And several of the students did so quite spectacularly -- two of them directly in front of me.

So besides all of the technical stuff about lines, trail braking, weight transfer, rain lines, etc., what did I learn?

First, I learned that at the age of 70 my slower reactions and greater degree of caution make me no match for aggressive young drivers. If I do decide to go racing it will be vintage racing, where most of the drivers are as vintage as the cars. Gary Hagopian related a story to me about his driving versus that of his grandson Matt. When someone asked Gary about the fact that Matt was faster than he, Gary said, "Matt is young and thinks he will live forever; I am old and I'm trying to live forever." I think Gary has it right.

Second ... and this is related to the first ... I learned that I need a lot of laps to go fast. One thing emphasized in the course was developing techniques for approaching the limits of the car, and of course in a gradual, methodic way. These techniques give you the tools you need for learning how to drive a new track. The idea is to find the limit by taking gradual steps rather than by pushing quickly until you spin. Because of my caution, I take nibbles at pushing to the limits, not gulps, as do some

of the younger drivers. I suppose this means it will take me a while to get comfortable with any new track I choose to drive on.

Third, I don't really mind going fast in the rain. For the first part of the course I held my breath, hoping it would not rain. Once it did, I resigned myself to driving in it and found I really didn't mind it. Sure, you have to go slower, but with rain tires on the car and sticking to the rain line, there was a surprising amount of control and traction. And of course with only seven cars on the track, visibility because of spray was rarely a problem. Perhaps I would feel differently if I was at the back of the pack trying to overtake.

Fourth, the Skip Barber program is absolutely terrific. The instructors were all current or former race car drivers, good communicators, and terrific coaches. They've been doing this for years and are really very good at teaching their craft to neophytes like me. If you are at all interested in racing, or even just becoming a more competent driver, I highly recommend the Skip Barber program.

Over the winter I will continue to reflect on my Skip Barber experience and make a decision on whether I'm going to find a race car and start vintage racing next year. Even if I decide not to go racing, I am sure my track days in the Stalker will be a lot better. 🇺🇸



**Upper Left: Great fun on the track.**

**Upper Right: Climbing out of the car.**

**Lower Left: Race car driver and Skip Barber instructor Bruce MacInnes.**

**Lower Right: All seven students on the track.**



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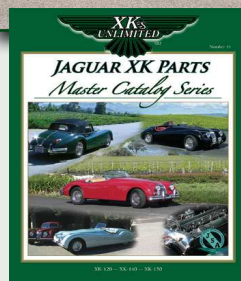
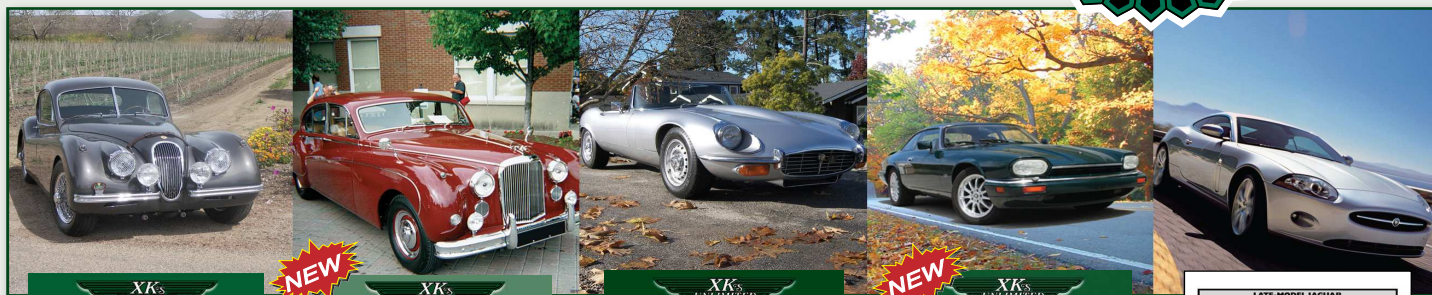
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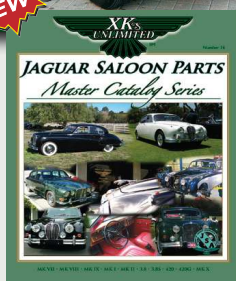


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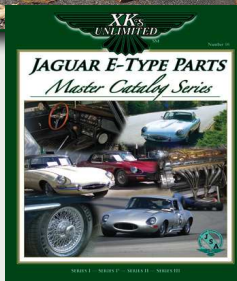
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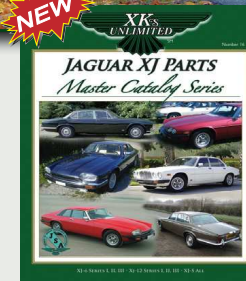
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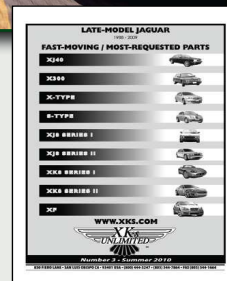
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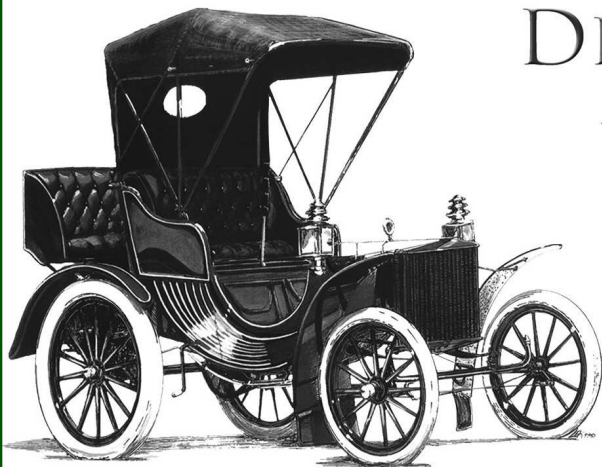
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