

JAGUAR ASSOCIATION OF NEW ENGLAND

FOR MEMBERSHIP INFORMATION CALL ADRIAN CURTIS 603-293-4938 OR VISIT OUR WEB SITE WWW.J-A-N-E.ORG

COVENTRY CAT

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**Brian Redman and Gary Hagopian at Daytona Rolex club day
Gary's E type coupe and Ray David's XKSS replica**

Picture by Ray David

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I was born fast.
Faster than those who would challenge me.

I was born strong.
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And blessed with might.

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To adapt.
To respond.
Quick to be quick.

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by everything but the wind.

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but I am undoubtedly of the next century.

I am



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Jaguar Association of New England 2004 Calendar of Events

Events for the year which JANE will host, co-host or participate in as a club. Contact Dave Randall at 978-887-9616 for details

February 2004

Monthly meeting at Skip's, Chelmsford, MA.....February 25th

March 2004

Front End Tech Session, Gilford, NH.....March 6th

JCNA AGM, Long Beach, CA.....March 11-14th

Monthly meeting at Skip's, Chelmsford, MA.....March 24th

April 2004

Judge's Tech Session, Hoppe Tool, Chicopee, MA.....April 25th

Monthly Meeting, at Skip's, Chelmsford, MA.....April 28th

Drag Nite, NE Raceway, Epping, NH.....April 30th

Have an idea for an event ?

Give Dave Randall a call at 978-887-9616

J A N E OFFICERS

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JANE on the Web

<http://www.j-a-n-e.org>

Regalia on the web Order on line, pay by Pay Pal

New inventory! Shirts, hats, and more

Meeting Notes

The business meeting on 25 February was well attended with about 25 members. It combined some business with a talk by Dave Randall about the Barrett-Jackson and RM auctions in Phoenix in January.

The committee reports opened the meeting right after the introductions. All committee chairs were present). The treasurer's report showed a healthy balance, but with JCNA dues owed this month, that will be reduced to a more normal balance. Cash flow looks good the no more major expenses until the Concours except for some membership expense.

Annual budgets were submitted to Diane Crook without review. A budget will be prepared by Diane for presentation to the club at a future meeting.

Harry Parkinson and Carl Hanson presented the AGM agenda items for discussion so the at the AGM in mid-March Carl and Harry, our delegates can express JANE's positions. Most critical items were discussed.

Please read the JONAT event announcement on page 11. We need volunteers to take care of our leg of this event as coordinators. Contact Mark Roberge, our section coordinator or Carl Hanson, his assistant if you can help out.

The judge's training session will be at Hoppe Tool at the end of April. It has been moved to Sunday, April 25 so mark that date. It was suggested that a future tech session might be a concours prep session. Is there any support for such a session?

The first meeting will be held at Skip's in Chelmsford on March 28th. Upcoming year's budgets are to be submitted and the Bradys will present their annual LeMans report. Carl Hanson is joining the Brady bunch at LeMans this year so we'll have his prospective as well.

Hope to see you there.

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Jaguar Trivia

What was Jaguar model body had the longest continuous production run?

Answer on page 6

**The JONAT is Coming! The JONAT is Coming!
Tour to meet at MOT on 24 June**

JANE members, get ready for the arrival of the "Jaguar Owners North American Tour (JONAT)." What is JONAT, you ask? It is an informal, rather ambitious Jaguar driving tour around the whole country with legs up into Canada as well. Each sector has a volunteer organization, including an all-important "sector coordinator." The sector organizers lay out a route of between 120 to 300 miles per day with a common start and stopping point. Each tourist must make his own reservations, but the planners hope that enough bonding takes place such that people will tour together. According to the website, the tour arrives in New England from Quebec on Wednesday, June 23, with an overnight stop in the Stowe, VT, area. Then on Thursday, June 24, it progresses to the Boston area, with a rest day on Friday June 25. On Saturday, June 26, JONAT goes on to Mahwah, NJ, former home of Jaguar North America. The New Jersey Jaguar Touring Club will escort the tour members on Boston/Mahwah,NJ leg.

JANE member Mark Roberge has volunteered as sector coordinator to pick the group in Stowe, VT and get them to the Boston area. Carl Hanson will be the assistant sector coordinator. We are scheduling this with our annual lawn event at MOT with a BBQ, car show and a meeting night. We'll also need some help for the BBQ unless our usual chefs, Jack and Nancy Capocefalo, are back from Florida. The following day, Friday, June 25, the tour will be on their own to visit sites in and around the Boston area, but may need some tour guides.

We will host Jaguar owners from other parts of the country and might enjoy touring along with them for one or more sectors. This is a definite work in progress so stat tuned.

Get in touch with Mark Roberge or Carl Hanson for details and for lending helping hand.

Mark can be reached via email at markplama@comcast.net; Carl Hanson's email is chansonjag@aol.com.

Electrical Theory

by Joseph Lucas

Proper circuit functioning which is the transmission of negative ions, requires a positive ground for retention, to eliminate the spectral manifestation known as "SMOKE"

Smoke is necessary to make electrical things function. We know this to be true, because any time smoke is allowed to escape from such an electrical circuit, the device fails to work. This can be verified empirically, by testing.

Example; Placing a copper bar directly across the terminals of your Jaguar's battery, will liberate prodigious quantities of smoke, and the battery will shortly cease functioning.

Example; If one observes the smoke escaping from an electrical component such as the Jaguar's Lucas voltage regulator, you will observe that upon cessation of its smoking, the device no longer will function.

This logic is correct and inescapable.

The wire harness functions to conduct the smoke from one device to another. When the harness springs a leak, the smoke escapes out of the system rendering all electrical components useless.

It has been reported that Lucas electrical components are more prone to leak their smoke than say, Bosch, Japanese, or American counterparts. Experts have pointed out that this results from Lucas being British, and all things British, LEAK!

British engines leak oil, shocks, hydraulic forks, and brakes, leak fluid, and British Intelligence leaks national defense secrets! It therefore follows that British electrical systems should leak their smoke. Again, this logic is inescapable.

In conclusion, this basic concept of transmission of electrical energy in the form of smoke, logically explains the mysteries of failed Lucas electrical components.

A final word of advice:

"A Gentleman does not motor about, after dark"!

Joseph Lucas (1842 – 1903)

JAGUAR ANNOUNCES X-TYPE ESTATE PRICES

Jaguar today announces prices for the new X-TYPE Estate (wagon). Costing from £21,165 (\$35,000US) on-the-road, Jaguar's new model which is already attracting considerable interest thanks to its sophisticated styling- adds extremely competitive pricing to its list of credentials.

As versatile as it is desirable, the new X-TYPE Estate gives drivers the option of a premium estate with no compromise on the style or driving dynamics expected of a Jaguar. This striking new addition to the X-TYPE range will carry a premium over the saloon of between £1,050 (\$1600) and £1,150 (\$1900) depending on model.

"The new X-TYPE estate represents superb value throughout the range and in a model-for-model comparison with rivals," commented Jaguar's UK Managing Director, Phil Popham. "We were determined to match these strengths with both pricing and specification and we have demonstrably achieved that goal."

The new model - Jaguar's first ever production estate car - continues the British marque's expansion into important market segments where previously it has not been represented. The Estate followed hard on the heels of the first ever Jaguar X-type diesel engined cars, which are now being delivered to customers.

The X-TYPE Estate has been designed to meet the needs of a new generation of estate car buyers. Style is now a key motivation when choosing an estate car, with more than a third of European purchasers citing it as the number one consideration. This is not surprising when you consider that the market share for estates easily outweighs that for coupes and convertibles combined. Dynamics are also very important, with owners refusing to compromise on the driving experience they want from their car.

JAGUAR UK ACHIEVES RECORD-BREAKING SALES IN JANUARY

Browns Lane, 13 January 2004 Jaguar is celebrating a sales success with its highest-ever January sales total in the UK. 2,469 Jaguars were sold, up 23.8% percent against January 2003.

The X-TYPE contributed significantly to the total, with 1,531 sold. More than 1,000 of these were 2.0litre diesel models, helping the X-TYPE achieve a sales increase of 37.4% versus January 2003, and contributing to it claiming a 20% share of the premium C/D diesel segment.

The new XJ also continued its strong sales performance, dominating its segment in January with a 38.5% share overall, and taking more than 50% of petrol sales in the segment. This latter figure is equivalent to the combined sales of its nearest competitors, the BMW 7 series and Mercedes S-Class.

Commenting on the company's sales performance, Phil Popham, Jaguar's UK Managing Director, said: "In an increasingly competitive market environment, important new models such as the company's first-ever diesel model and the forthcoming Estate model are major factors in attracting new customers, fuelling sales records both at home and globally."

F1 JAGUAR RACING news

Jaguar Racing has today announced that Swedish driver Bjorn Wirdheim has signed to join the team as official test driver and 1st reserve driver. Bjorn successfully completed a series of tests with the team and has immediately started work in his new role in preparation for the forthcoming Melbourne Grand Prix.

Speaking from Sweden, Bjorn said: "I am delighted to be joining Jaguar Racing in my new role and look forward to helping the te

am in achieving its goals this season. There are some really good people in the team and I have settled in quite quickly. There is a lot of work ahead but I am excited about this and look forward to contributing to the continued development of the R5".

Managing Director, David Pitchforth added; "I am pleased to be able to welcome Bjorn to the team at this time and I know that he will be a great asset in the team moving forward. We have all been working incredibly hard on the R5 and the added benefit of a third driver will be a great help both to the development team and of course to our drivers Mark Webber and Christian Klien".

Klien had joined the team earlier, replacing last year's number 2, Justin Wilson. Not only will Klien bring considerable driving talent to the team, he brings a German sponsor Red Bull. Klien who is German reportedly was key to the sponsorship deal which adds \$15,000,000 in money to the team. The money will certainly help the Jaguar team who run on a tight budget compared to the top teams of Ferrari, Williams, etc.

In practice in Spain earlier this year, Klien was at least equal to the task of getting used to F1 driving and the Jaguar model. He bested Mark Webber in lap times in several practice sessions.

Jaguar is not making radical change to last year's R4 model, but is emphasizing a series of upgrades for better performance in aerodynamics, weight, durability, and reliability.

Judge's Tech Session planned

at Hoppe Tool, Chicopee, MA, April 25th

Note that the date has changed

A Concours Judge's tech session is planned for Sunday, April 25th at Hoppe Tool facilities in Chicopee, MA. Eric Hagopian, our chief judge for this year's Concours, will be assisted by Gary Hagopian. The session will have a quick review of the judging rules and the score sheet followed by a "hands on" judging session of some member's Jaguars.

George Jones and Hal Kritzman are also expected to attend. George will hopefully bring his trophy winning MK 2 sedan and Hal with his expertise on Jaguar marques as well as his extensive knowledge of the JCNA rule book. Hal is not only the chief judge of our sister club, JCSNE, but is a JCNA national rules committee member. George is compiling a set of guidelines for the MK 2 model to submit to the national rules committee. Gary Hagopian is planning on doing a video of George's car to add to the growing video guidelines in the JCNA library. Gary has just completed a video of Dick Whyte's winning XK140 and submitted it to the JCNA judging rules committee for their approval. Hal Kritzman edited the DVD, converting it from VCR format to DVD.

A lunch will be served at the tech session. The session will start in mid-morning and wrap up by early afternoon. If you're showing a car or are interested in judging, plan on attending. It should be a great session.

Front Suspension Rebuild Tech Session

March 6



Ever wonder how that remarkable Jaguar front end works? Want to get your hands a little dirty and learn a lot? Could your early Jaguar use a little “tightening up”? Or would you like to learn what the torsion bar does?

Replacing the above components is a good weekend project. Dave Herrick has volunteered his MIX and will supply the kit. Suspension Rebuild Kits are sold complete with upper and lower ‘A’ arm bushings, upper and lower ball joints, sway bar and bar link bushings. These kits fit all XKs and MVII thru MIX and are often seen on Fall sale specials.

How can we do this? Because many of us at JANE have “been there before” and have busted knuckles to prove it. Team leaders Tom Brady, Steve Thomas, and Adrian Curtis will keep us on track and on schedule.....

We’re going to meet in Gilford, NH on Sat. morning at 10 AM, tear the front end down, break for a great lunch, and rebuild to “like new” by 3-4 PM.

Where: Adrian’s garage in Gilford, NH

When: Saturday, March 6, 10AM to 4 PM

Cost: \$15. pp buys lunch, refreshments and covers a few misc. expenses

Annual Membership Dues Reminder

The annual renewal is past due. Dues paid by 15 January have been registered in our club directory as well as submitted to the JCNA for 2004. Checks should be made out to JANE in the amount of \$50.00. Please mail to: Adrian and Sue Curtis, Gilford, NH 03249

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Daytona 2004 Rolex Club Day

Having never been to the track at Daytona, I took advantage of a "Club Day" program, sponsored by Rolex, prior to the running of the Rolex 24 Hour Race.

Ray David, JANE member and permanent transplant to the Tampa FL area, is my pal and fellow enthusiast when it comes to Jaguars, slaloming, track events, and general horsing around. He's also a member of the Suncoast J.C., and recently assumed their newsletter responsibility. He took the two pictures that accompany this article.

Ray in his 1959 D replica, and I in the 1962 E type FHC met up and convoyed to Daytona, the day preceding the 24 hour race. Rolex had arranged for us to display our Jaguars along with other interesting sports cars, as part of the day's proceedings. We felt pretty important there, answering all the questions about our two cars, and watching hundreds of pictures being taken of them.

At the Rolex tent, we were presented with complimentary programs, and a free lunch! Before and after lunch, racing legends Brian Redman and Sir Sterling Moss, Grand Marshall of the 2004 Rolex 24 hour race, regaled the group of invitees with about 1 ½ hours of very interesting stories recounting successes, failures, and crashes that they had experienced during their illustrious careers.

Although not particularly impressed by the cars we were driving, they were nice enough to allow pictures, and to autograph our helmets! That's Brian Redman standing between Ray's "D" and my "E".

Following one of the club Gold Cup races that included an XJR-9 Jaguar once raced by Brian, we were allowed three laps at 40 MPH on the track behind a pace car. At this speed, it would have been impossible to run on the banking, the steepest I've ever seen!

I've included the write-up on Brian Redman that was included in my packet. Hopefully, either in its entirety, or broken into two segments, Harry will find space to reprint.

We felt privileged to have attended this event, made so special by the lecture given by these two racing legends. Hope you enjoy the pictures and the article on Mr. Redman

Gary Hagopian

Brian Redman

Racing Invisible Champion

BY SAM POSEY

The guard at the gate has the most perfectly polished black shoes you'll ever see, and just now they reflect the palm trees and clear, cerulean sky of Florida's east coast. Beyond the gate lies a world of freshly cut lawns, uniformed men tending bright flower beds, and understated houses, each with a pool out back and a Seville or Town Car in the garage. A championship golf course winds through the sprawling property, affording glimpses of greens and fairways, along with golf carts that move in silent packs through the moist, hot air. Brian Redman seems out of place living here; he does not play golf, and behind his garage door is a MG TC. But then Brian has never fit any stereotype.

He is often described as "underrated" or as "racing's best-kept secret" because his career doesn't happen to be neatly defined by the events that get big publicity—for example, he has never raced at Indy or in the Daytona 500, and he ran only a dozen Grand Prix. In long-distance racing, he was one of the best (he drove for teams that won four Manufacturers World Championships), yet because he was usually paired with headliners such as Ickx and Siffert, he was regarded as a sort of second banana. Many of his finest races, and three consecutive championships, came in a series-Formula 5000—that has been defunct for more than 20 years. And his recent wins have been in vintage racing, where the focus is on the cars, not the drivers.

He is tweedy and avuncular, tanned in a leathery sort of way, and his presence puts you immediately at ease. He is great company, delighting in absurdities such as a trick in which he dangles a spoon from his nose. Phil Hill was surprised recently when Brian called with no agenda other than to see how he was doing. He has a cheerful buoyancy that makes him, at 62, seem much younger. He moved to the United States from England 19 years ago, but he has not lost his accent and it is wonderful to hear Brian entertaining a crowd with one of his many stories. "Herr Red-man, remember your crash in ze Targa Florio? All that was left was a hole burned in ze road, with a crankshaft lying in ze bottom of it! Ha, ha..."

He was born on March 9, 1937, in Burnley, Lancashire. His family was in the retail grocery business. He was sent away to boarding school in Wales at the age of 8, where the Welsh kids, resentful of the young Englishman, took every opportunity to bully and humiliate him, actually stoning him in the driveway. He put in three years at a catering college in Blackpool, then a stretch in the army, which brought an innate dislike of authority to a boil. His grandfather had a small business manufacturing and selling mops, which Brian inherited when the older man died in 1962. His grandfather also had a love of racing, and Brian inherited that too. His first race was Easter Monday, 1959, in a boosted Morris Oxford woodie that doubled as the mop company's delivery van.

Brian was hooked but unable to afford good equipment, and it
BRIAN REDMAN (continued on page 8)

Jaguar Trivia Question (from page 3)

The XJS model was first produced in 1975 thru April of 1996, a run of 20 years, 7 months. The total production run of all the XJS models was 115,413 consisting of 79,454 coupes, 5013 cabriolets, and 30,946 convertibles

Pictures from JANE members



Left: Gary Hagopian with renowned race car driver Brian Redman at the Daytona 2004 Rolex club day



The infamous Charles outside his barn in Dennison, TX with his XK120. Charles is a regular on the Jag Lovers XK list and offers lots of advice to Jaguar restorers. He definitely marches to a different drummer.



Scenes of New Zealand from Wes Keyes. Wes and his family are taking an extended vacation(5 or 6 months). Above are his two daughters at the marker at the center of New Zealand near their home. Top is a view of a valley outside their village. More next month

BRIAN REDMAN (continued from page 6)

wasn't until 1965 that he finally landed a ride-in an E-Type Jaguar-in which he could show what he could do. Often driving far over his head, he won 15 of 16 races. The Jag was followed with rides in a Lola T70 and a smattering of Formula 2. It was the big time. (Or almost. Brian remembers that after a particularly dangerous race at Spa his car owner noticed some empty cans lying around the pits and asked him to pick them up so he could get a refund!) At the end of 1967, however, he got a break that was the real thing: Ace team manager John Wyer paired him with Jacky Ickx in the Manufacturers World Championship at Kyalami and, when they won, Wyer signed Brian for the 1968 season. Meanwhile, Cooper hired him for Formula 1.

Brian was too old, 31, to generate the buzz of a "rising star," but that didn't matter; life looked good. He bought a house for his family, which consisted of his wife Marion and their young son James (their daughter Charlotte was soon to be born), and looked forward to the season. It started well with wins at Brands Hatch and Spa for Wyer and a 3rd place in the Spanish GP for Cooper. But the spring of 1968 was not like other years. Jim Clark Ludovico Scarflotti, Mike Spence and Jo Schlesser were killed. Suddenly no driver felt safe.

In June, Brian had a big crash of his own, at Spa in the Belgian GP. He was cresting the hill after Eau Rouge at 150 mph when the Cooper's right front wishbone collapsed. He hit the guardrail head-on, rolled over into a corner worker's car, then hit another car. His right arm was crushed. The doctors were ready to amputate but changed their minds at the last minute, installing a lot of bolts and steel plates instead. But the arm refused to heal, and as the summer turned into fall, Brian felt a sense of growing panic. Was his nascent career finished?

Porsche had been impressed by his drives with Wyer, and they had offered him a ride for 1969. Brian became desperate to be ready for the first race, the 24 Hours of Daytona. With six weeks to go, he underwent a bone graft. The operation was a success, but at Daytona he still had to steer and shift with his left hand. He had no idea how he would make it through the race-until his problem was solved when the team's five 908s all failed early.

After the race Porsche team manager Rico Steinemann asked him to choose between being the number-one driver in his own car or driving with Jo Siffert as number two. He went with Siffert, believing "I'd win more often that way." He was right-with Brian's arm fully recovered the pair won five of 10 races and delivered Porsche's first Manufacturers World Championship-but the price was that Siffert got most of the credit.

For 1970, Porsche made a deal with John Wyer to run their new, very fast 917s and Brian rejoined the team. Wyer kept Siffert and Redman together, and they had another big year while Porsche won its second championship. But more drivers had been killed the previous year, and one of them, John Woolfe, died in a 917. "I was terrified of the early versions of that car," Brian says. "The frames were always cracking, and you never really felt secure in one. At Le Mans, it would do over 235 mph, but it changed lanes without warning, and you had to steer all the way down the straight."

Funerals were becoming routine. "For Gerhard Mitter's, they had us carrying the casket wearing our driver's uniforms. Afterward, I was crying, and someone asked if I had known Mitter that well. 'No,' I said, 'I'm crying for me!' " Brian was convinced he could be next.

He had been offered a job at a BMW dealership in Johannesburg. and, after agonizing over the decision, he resolved to quit racing. At age 33, he left England, taking his family with him.

He thought he was ready to begin a new life in South Africa. but his plans soon went awry. He disliked the routine work in the dealership, and he worried about apartheid. He entered the Springbok series as a sort of farewell to the sport, but then he won all six races- and realized retiring had been a very big mistake. Two months after leaving England. he was back, along with his family and belongings. "In a sense," he recalls, "my attempt to retire taught me that not racing just wasn't a choice. Not for me then. It also taught me to value persistence, to realize how often things come around if you don't give up."

John Wyer had hired a replacement, but he wanted Brian for the Targa Florio. Brian's "comeback" lasted 20 miles. The 908's steering broke, and the car struck a concrete post, catching fire before Brian could get out. "I heard somebody screaming," he remembers, "and it was a while before I realized it was me. It was the same as at Spa; I didn't feel any pain at first. The body is amazing that way. Something in you rises up and blocks everything out." The pain would come soon enough, however, with a doctor taking a stiff brush and scraping Brian's face raw.

For the second time in just three years, he would have to make a comeback. This time, however, he would have no doubts about his commitment to racing, and for the next six years he would be at the top of his game, rolling up wins of such quality-and quantity-that if it had been anyone else he would have been hailed as a superstar.

His face had healed by the fall of 1971. and although he was badly scarred, Brian was eager to drive again as soon as possible and persuaded BRM to lend him a car for the Inter-series races at Hockenheim and Iniola. He won both. The Ferrari team was at Imola where Brian lapped the field in the rain, and they offered him a seat on their long-distance team for 1972. Ferrari had tried to hire him four years earlier, but after a trial race at the Nurburgring Brian had seen that the team put constant pressure on its drivers (for example, in practice they had told him he was 10th when he was actually 4th), and he knew he would try to respond and that the ride could be a nightmare. "When I turned them down, they said, 'Nobody ever gets a second chance with Ferrari.' But here they were, asking me again," Brian recalls.

This time, former driver Peter Schetty was the team manager, and Brian accepted, joining a lineup that included Ronnie Peterson, Jacky Ickx, Mario Andretti and Clay Regazzoni. Redman proved to be as fast as any of them, and in two years he won seven races with Ferrari's 312.

At the end of 1972, Brian signed with Lola importer Carl Haas and Jim Hall of Chapparral fame to drive their Formula 5000 car which was essentially an F1 car with a monstrous 460-bhp Chevy. The deal was his first in the U.S., and it would lead to his eventual move here. In 1973 he missed some of the events due to date conflicts with the Ferrari program, but he still won five races in seven starts and almost stole the championship from Jody Scheckter. In 1974 and 1975, Brian defeated Mario Andretti. and in 1976 he beat Al Unser for his third consecutive championship. These successes came at the expense of men who would go on to become world champions or, in Unser's case, to win Indy four times. Along the way. Brian won almost half the races and blew off two other future world champions. Alan Jones and James Hunt. (He also fitted in some races for BMW, winning Daytona and Sebring.)

Like Rick Mears, he was an unerring judge of pace. His gift for making tricky passes meant he was rarely held up in traffic, and as far as I know. he never blocked anyone.

BRIAN REDMAN (continued on page 11)

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BRIAN REDMAN (continued from page 8)

He also possessed an intuitive technical savv that enabled him to set up his car in just a few laps and nurse it along if something was wrong. He could dig, very deep when he had to. Fast, tough, level-headed, confident yet fully aware of how suddenly things could go wrong; Brian Redman

was a great driver in full bloom in a series that offered some of the best road racing ever seen in this country.

Formula 5000, however, was dying. Many theories were advanced (one even blamed Redman's journeyman image, implying that the series needed a Big Winner who was more glamorous), but for 1977 new rules called for Formula 5000 cars to race with full bodywork, thereby transforming them into ersatz CanAm cars. This led directly to Brian's third big crash.

In May, at St. Jovite, the fendered Lola caught some air under the nose at 160 mph and took off. It landed upside down, collapsing the rollbar. Brian's neck was broken, along with his sternum, his shoulder, and three ribs. His brain was bruised. After his Targa Florio fire, he had been taken to the wrong hospital. This time the ambulance blew a tire at 100 mph and crashed. Brian spent the summer strapped down on his back, his head kept motionless by weights suspended from bolts drilled into his skull.

Eight years before, when Brian returned to Spa for the first time after his accident there, he had made a point of setting fastest lap "because I didn't want to be beaten by whatever fate had dealt me." Once again, it was time fate had to be shown who was boss, and Brian entered the first race he could. This was Sebring, 1978. In a nondescript Porsche 935, with Charles Mendez and Bob Garretson co-driving, he won. Only this time, his comeback hit an unexpected dead end. Brian was now 41, and after Sebring he had trouble getting rides. One year went by, then another. In 1980, he emigrated to the U.S. and to make ends meet he went to work for Carl Haas selling Lolas. Depressed by the bleakness of his future, he realized he would have to create an opportunity of his own. With his eye on a car that could exploit new IMSA rules designed to end the Porsche dominance of the GTX class, he managed to arrange a partnership of Roy Woods and Ralph Kent Cooke to run a Lola T-600 in the 1981 season.

The car was bright yellow, suggesting that after four dark years the sun was once again shining on Brian Redman. And it was, although at the very first race he came close to disaster when a rear hub nut worked loose, breaking the safety clip and leaving the car lurching all over the track. Brian was falling back through the pack when the rotation of the wheel began to tighten the nut back up. He won. And he would win another four races, along with the championship. I happened to co-drive with Brian at Elkhart Lake, where he clinched the championship, and at the party afterward he was his inimitable best as he went from table to table finishing off any drinks he could get his hands on, all the while with a spoon hanging miraculously from his nose.

It was a bittersweet moment because Brian knew the team was being disbanded. The Lola was followed by a murky patchwork of rides, a few isolated wins, and stretches of semiretirement. There was another discouraging attempt to work at a dealership. But even as Brian's racing career was unraveling, a previously obscure form of the sport-vintage racing-was beginning to flourish. The vintage world was made up of people who really knew their racing history, and the more they knew, the more often Brian's name came up. He was an expert on the very cars they were interested in: GT40s, 917s, Lolas, Lotuses, Ferraris, he'd driven them all! And he had an inexhaustible supply of anecdotes, which made him the perfect after-dinner speaker. All at once, Brian was being reincarnated, this

time as a Major Hero, and he responded with zest.

Seeing that there were vintage drivers who wanted more track time and a less hectic atmosphere, he created a limited membership club called Targa Sixty Six, which is now in its eighth year. Next, working with his son James, who showed an organizational flair, Brian organized a series for Merrill Lynch, including the Merrill Lynch/Brian Redman International Challenge, which last year attracted more than 500 cars and 40,000 spectators to Road America. A Brian Redman book has appeared. Brian Redman hats are hot items at concession stands. Best of all, most weekends include Mr. Redman himself winning the big race with the very same Chevron B 19 he had run in the Springbok Series when he won six in a row and realized that his plan to retire would never work.

Brian has been racing now for 40 years, a life that has brought full measures of success and pain. Recently, he was dining with Marion on the outdoor patio of a restaurant near their home. It was evening, and the heat of the Florida day had cooled. Marion was in a reflective mood.

"All in all, Brian," she said, "you've been very lucky."

ROAD & TRACK, February 2000

JANE Night at New England Dragway



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The 'plan' is for JANE to meet in the pits, run our cars 'till 10 PM, go out for burgers and beers, and call it a night no worse for wear. Co-drivers are allowed on Fridays- bring your wives. Lady drivers, bring your best guy. Great way to start the 2004 driving season!

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M2226	JAGUAR	1990	XJS	2DR CPE	\$ 11,900.00	70K	SILVR/TAN	OPTIONAL
M2242	JAGUAR	1990	SOV	4DR SDN	\$ 6,995.00	106K	WHITE/TAN	OPTIONAL
AB1991	JAGUAR	1991	SOV	4DR SDN	\$ 6,995.00	108K	SIL/BLU	OPTIONAL
M2176	JAGUAR	1991	VDP	4 DR SDN	\$ 7,800.00	139K	BLU/CRM	OPTIONAL
M2129	JAGUAR	1991	SOV	4DR SDN	\$ 7,900.00	105K	GRN/TAN	OPTIONAL
M2212	JAGUAR	1991	SOV	4DR SDN	\$ 7,900.00	125K	GRAY/TAN	OPTIONAL
M2230	JAGUAR	1994	XJ12	4DR SDN	\$ 13,500.00	66K	GOLD/TAN	OPTIONAL
M2264	JAGUAR	1995	XJ12	4DR SDN	\$ 16,900.00	79K	BLK/BLK	OPTIONAL
M1967	JAGUAR	1995	XJ12/R	4DR SDN	\$ 19,900.00	75K	BURG/TAN	OPTIONAL
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BS1998	JAGUAR	1998	XKB/R	CONVTBLE	\$ 36,900.00	44K	RED/TAN	OPTIONAL
M2254	JAGUAR	1998	XJB-L	4DR SDN	\$ 22,300.00	54K	BLU/TAN	OPTIONAL
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M2171C	JAGUAR	2000	XJB	4DR SDN	\$ 27,900.00	40K	GRY/TAUPE	OPTIONAL
M2172H	JAGUAR	2000	XJB	4 DR SDN	\$ 27,500.00	47K	GRY/TAUPE	OPTIONAL
M2249	JAGUAR	2000	S-TYPE	4DR SDN	\$ 26,900.00	45K	GRN/TAN	OPTIONAL
M2250	JAGUAR	2000	XJ8L	4DR SDN	\$ 31,900.00	23K	BLU/TAN	OPTIONAL
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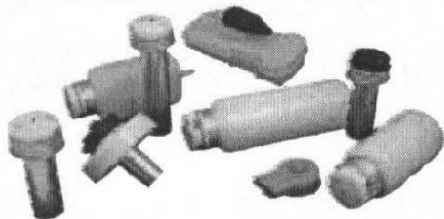
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