

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

August 2014

www.j-a-n-e.org



Rule, Britannia!

This F-Type R and a coupe in the same paint scheme can be found at the Jaguar Performance Driving Academy in Monticello, New York. Recently four JANE members enrolled in the academy's Level 1 course. For details read Dave Moulton's report on page 12. Photo by Bonnie Getz.

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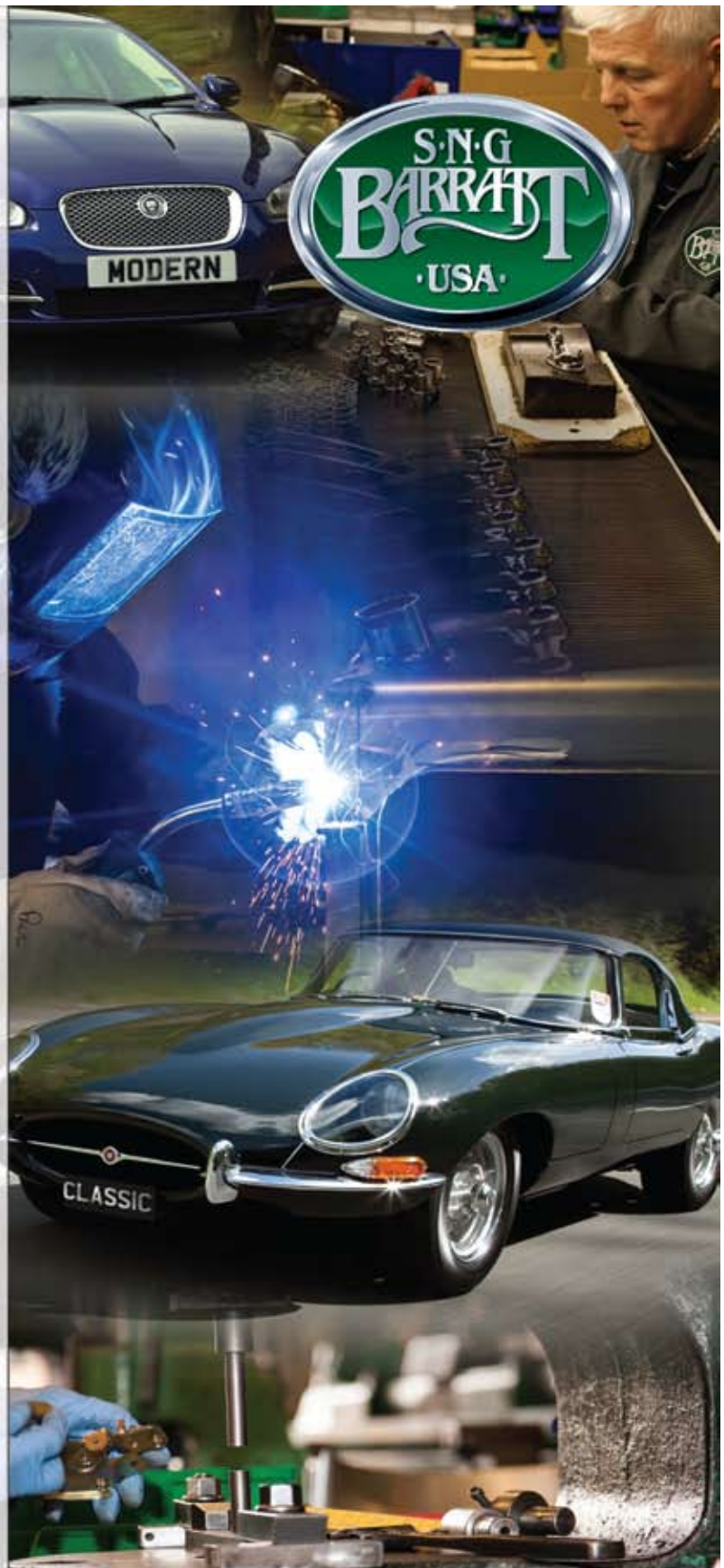
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A Summer Month of Racing for JANE

Following a busy June, and despite a few minor periodic glitches in the weather, JANE members once again availed themselves of a very busy calendar for the month of July. Coming straight out of the 4th of July holiday, several members took advantage of the opportunity provided by Jaguar Cars to learn and track test the latest 2014 R models at the Monticello Motor Club. A very short rain shower looked like it might hinder our fun, but good weather once again prevailed and the track day finished successfully. One of our newer members, Dave Moulton, and a proud owner of

a gorgeous new F-Type convertible, has provided a memorable account elsewhere in this issue of the great fun that was had by Team JANE. It really is a must read!

If that wasn't enough fun for one day, or even a weekend, Dennis Eklof and I stopped off for the JCSNE slalom held at Papa's Dodge on Sunday, the 13th. This was my first time driving the Stalker, and I managed to post my fastest slalom time ever, with Dennis extremely close to besting his fastest time. You can read my interesting account of the clock vs the Stalker with me at the wheel later in this issue. Our semi-professional racers also had the opportunity for an SCDA track day at Lime Rock on the 16th and the 29th. If you have never been, it is a great track to visit and watch our members as they compete.

A brief respite from the racing provided the opportunity to celebrate 25 years of Jaguar service and restoration by Donovan Motorcars. Brian Donovan has always been a supporter of our club, and we had quite a few members show up for a wonderful event in Lenox, Massachusetts. From our entire membership, we congratulate Brian and his staff for his successful efforts in building his business of 25 years in order to maintain some of our prized possessions, and we wish him many more to come.

The monthly meeting at the Wayside Inn was another great success, with beautiful weather, Jaguars along the driveway, and drinks on the patio. This meeting not only provided us with great weather, but it was the first time that all those in attendance had registered through the JANE website, enabling Dean Saluti to be able to confidently coordinate with the Inn. I think we are the only club in JCNA that has such a versatile website, and the club should be extremely proud of all the time and effort that Dennis has expended to make it work. The speaker for the month was none other than our illustrious past President Michael Kaleel. Maintaining the monthly theme of racing, Michael reported on his adventures at the California Mille. His XK120 performed flawlessly except for one no-start morning, which was quickly rectified with a shot of starting fluid. Isn't that why those of us with the older Jags carry a can of starting fluid in the boot? Thank you for a great presentation, Michael!

Finally, wrapping up the month of July was our 6th annual Jaguar Day at Myopia Polo Club chaired by Aldo Cipriano. This has always been a fun event, and this year's was no exception. It initially looked like the weather would seriously dampen the day's activities, but in true JANE style, most everyone managed to show up with their cars and picnic accessories to wait out the short storm to be able to watch Team USPA defeat Team Brazil. The Jaguar Cup is still missing, but hopefully will soon be replaced. Thanks, Aldo, for keeping the tradition going strong!

The Concours will just about be at our doorstep in early August as this issue comes to press. Bruce McGeoch has done a great job stepping in and picking up the remaining pieces of the puzzle, and we will certainly have

continued on next page



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

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President's Message continued

another great event. The Board of Directors voted at their last meeting to suspend the regular monthly meeting for August, so make sure that you make plans to come to Sturbridge to enjoy the company and the cars of your fellow members. There are plenty of great items showing up for the silent auction and raffle, so this is definitely another good reason to show up and make sure you take something home with you. We also have to look forward to the Potluck Picnic, Lawn and Pool Party at the Eklofs' home on the 23rd.

Ed Avis has also written a short piece elsewhere in this issue about the JCNA survey, which is in your current issue of the *Jaguar Journal*. Please make sure that you read Ed's piece and take the time to do the survey so that we can go forward making JCNA a better organization for both current and future members.

I will be looking forward to seeing many of you at the Concours!

Jim

Oops! Nobody's Perfect -- Correction

It seems that the photo of Victor Cromie's 1930 Austin on page 13 of the July *Coventry Cat* was incorrectly labeled as being piloted by Victor's son-in-law, Steve Heaphy. Actually, it is Victor's daughter and Steve's wife, Anya, at the wheel. The photo was taken from a great distance and low resolution making it hard to figure out exactly who was driving. Had Your Editor been in attendance, this mis-identification would have been avoided. Apologies to Steve and Anna.



If you've received your July-August *Jaguar Journal* you'll find information on page 34 and on the enclosed flysheet about the Survey that the JCNA Membership Committee has developed to help guide their future initiatives. The Committee wants to know the opinion of every JCNA member about what's good and what's not so good about both the local club and the larger JCNA organization. The goals of the Membership Committee are to help all JCNA local clubs create the best possible membership experience; improve member recruitment and retention; and to have fun along the way. The survey is being conducted online only and the URL is <https://surveymonkey.com/s/VJF9MLT>. PLEASE TAKE TIME TO COMPLETE THE SURVEY and respond with your ideas of how we can improve the JCNA to better serve its members. It should take no more than 5-10 minutes of your time.

Welcome New Members

Russ and Carole	Baird	Ridgefield, CT	1974 V12 E-Type OTS
Donald and Julia	Michaelson	Milford, MA	1995 XJ-S
Horace	Wildes	Dartmouth, MA	(none listed)
Andy and Suzanne	Barnett	Bridgewater, MA	1995 XJ-S Conv.

...And Former Members Who Rejoined

Tad and Susan	Lipsky	Marblehead, MA	1989 XJ-S
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Please say hello to these members at the first opportunity!

With the addition of these new members, JANE membership as of July 29th is:

- 285 full members
- 11 associate members

Cheers,

Ed Avis

Upcoming Events



2014 JANE EVENTS CALENDAR

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

Date	Day	Time	Event
August 8-10	Fri-Sun		JANE Annual Concours, Sturbridge Host Hotel, 366 Main Street, Sturbridge, MA
August 23	Sat	2PM	JANE Potluck Picnic, Lawn, and Pool Party at Dennis and Prebble Eklof's Home, 31 Ames Road, Groton, MA Coordinator: Prebble Eklof (prebble.eklof@verizon.net or 617-877-5825)
Sept 13	Sat	8AM	JANE Autumn Slalom, In-Control Driver Training Facility, 1600 Osgood Street, North Andover, MA Coordinator: Al Zanengo (alzanengo@comcast.net or 781-337-3744)
Sept 14	Sun		JDCLI Vanderbilt Concours, Vanderbilt Estate, Centerport, NY Coordinator: Mike Carroll at 516-607-6074
Sept 19-21	Fri-Sun		24 th Annual British Invasion, Stowe, VT Coordinator for JANE: Dennis Eklof (dennis.eklof@verizon.net or 508-878-9510)
Sept 21	Sun	9AM – 2PM	3 rd Annual Boston Cup, Boston Common, Boston, MA Coordinator: JANE Member Tom Larsen (Thomas.larsen@comcast.net or 781-647-9157)
Sept 24	Wed	7PM	JANE Monthly Meeting, Wayside Inn, Sudbury, MA Cars on the Lawn, Social Meeting
Sept 27	Sat	9AM	Autojumble, Warren Cossitt's Shop 1 Westinghouse Plaza, Hyde Park, MA Coordinator: JANE Member John Brady (jbrady5282@aol.com or 781-275-0919)
Oct	TBA	TBA	Columbus Day Parade, East Boston, MA Details: TBA Coordinator: JANE Member Dean Saluti (djsaluti@aol.com or 617-285-6565)
Oct 19	Sun		JCSNE Fall Slalom Papa's Dodge, 585 E. Main St, New Britain, CT Slalom Chair: Ken Haas slalomchair@jcsne.org
Oct 22	Wed	7PM	JANE Monthly Meeting, Location: TBA (Wellesley Paparazzi?) JANE Members participate in a Board Meeting!
Nov 19	Wed	7PM	JANE Monthly Meeting, Wayside Inn, Sudbury, MA Program: TBA
Dec 7	Sun	3PM	JANE Holiday Party at Vesper Country Club 185 Pawtucket Blvd, Tyngsborough, MA 01879 Coordinator: Crin Coull (coullman75@verizon.net or 978-486-8900)

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

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

Upcoming Events

JANE Potluck Picnic, Lawn and Pool Party

Don't forget – there will be a Potluck Picnic, Lawn and Pool Party at Dennis and Prebble Eklof's home in Groton, Massachusetts, on Saturday, August 23rd (rain date Sunday, August 24th). Because of our Concours and Jaguar Festival in Sturbridge in early August, **there will be no regular JANE monthly meeting later in August**, so SAVE THIS POTLUCK PICNIC DATE for a late summer social event with your JANE friends. We can have almost as many cars on the front lawn as will have been at Concours in Sturbridge, but you won't have to prep them for judging again!

There's more information about the event on JANE's website, and you may also add it to your calendar and register online at the JANE Events Calendar online. Be sure to let Prebble Eklof know by around August 18 what you would like to contribute to the Potluck – prebble.eklof@verizon.net or 617-877-5825.



A Message from the JANE Concours Hospitality Suite Hosts

The Hospitality Suite is our club's "family room" during the Concours weekend. There are comfy chairs, cold beverages and only Jaguar-themed videos on the TV. Like any "family" gathering, there is also an assortment of tasty things to eat. We need your donations to help feed the hungry Jaguar enthusiasts. Fruit salad, quick breads, chips, veggies & dip, cookies and cheese & crackers have been popular items at past events. Family recipe or store-bought, it's all good.

The club supplies an assortment of beer, wine, soda and water. You are welcome to bring your favorite beverages to share. If you are joining us for pizza on Friday night, a contribution of salad or dessert would be welcome to help round out the meal.

Refrigerator space will be available.

Please contact Hosts Gordon Taylor and Betsy Taylor-Kennedy at tryfan@taylor-kennedy.com or at 978-779-5213 to let us know what you'll be bringing.

See you there!

The Passion of the Slalom! And Now, the Rest of the Story

By Al Zanengo

I have told you about the weather, and I've told you about heat, I even told you about the betrayal by our beloved food truck, and yet it was JANE's best Slalom ever.

Unlike the sophistication that JCSNE has developed with the utilization of Papa's Dodge as their new venue, we lack an air conditioned facility with a 50's diner, real bathrooms, and cool cars on display as entertainment (and they get utilization for free!). We are wide open blacktop and porta-potties at \$500 a day.

What we did have was the largest turnout ever for a JANE Slalom with, by my count, 21 cars with 22 drivers, to include several new participants and a few first time femmes, as well as a successful experiment in our new "driver's school" to educate the uninitiated. Ours is family style, club style, with families like the Cromies; the Heaphys (a subset of the Cromies); the Murphys, Diane, who started with the driving school, and her husband, Kevin, in their 2004 BMW 325xi; Tony and Tanya Lee, as well as some other unusual suspects.

Since we all love the stats, here they are:

Dave Moulton – F-Type	45.706
Al Zanengo – 1993 XJS	47.939
Paul Bicknell – 2008 S-Type	46.978
Jeff Baker – 2006 X-Type	48.783
Dennis Eklof – Brunton Stalker	41.100
Robert Totten – 1964 Spitfire GT	41.311
Dave Maldavi – Mk 5 Formula V	46.414
Elizabeth Baker – 2007 X-Type	48.892
Victor Cromie – 1956 XK 140	50.118
Anya Heaphy – 1964 Porsche SC	51.210
John Larson – 1977 Jaguar XJ6C	45.875
Larry Shields – 2013 Vette	44.560
Diane Murphy – 2004 BMW 325xi	58.809
Steve Heaphy – 1930 Austin Ulster	50.092
Kevin Murphy – 2004 BMW325xi	52.591
Tony Lee – XF Supercharged	44.464
Rob Gardner – 1962 XKE	47.552
Paul Rikert – Honda Insight	52.551
Gerry Lodge – 1972 MGB	46.460
Robert Eaton -- Vette	DNF
John Feng – Westfield 11	45.833
Dean Cusano – 1984 XJS	39.126

This brings me to the point where I must make some apologies.

First and foremost, let me apologize to the lovely Anya Heaphy, who was labeled as Steve Heaphy in a photo in the July *Coventry Cat* of Anya piloting her dad's wonderful 1930 Austin

Ulster. Perhaps Stevie Wonder was playing editor somewhere in an alternative universe. Also, auto identification, etc., left something to be desired.

I pledge that I will continue to upgrade our event. I have already contacted another food truck in case Bob's "Buns on the Run" is unable or unwilling to join us at our 9/13 Slalom, and Dean Saluti has promised me perfect weather.

Now, I need your help!

Paul Bicknell has informed me that he is facing a possible hip replacement and won't be able to drive, much less help for at least six weeks. Since only Paul and I have been the Slalom committee for the last three years, there may not be a Fast Fall Slalom if we can't find some able-bodied hands. We'll need help packing and transporting the gear on 9/12, as well as set-up, registration, tech inspection, cone support, timing support, clean up, and transporting the gear back to the storage facility on 9/13. Also, let's pray for Paul's speedy recovery. He's concerned that his throttle leg will never be the same!

Finally, special props to John Larson, who drove up from Maryland to join us. John is living proof that JCNA Slalom is addictive for its uniformity and challenge.

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Slalom, an Inside View

By Paul Bicknell – '08 S-Type 4.2l

The day of the JANE Slalom began clear and bright when I headed up to North Andover. After arriving to help with the set-up, and finding that the orange dots of paint marking the locations of the cones had survived the winter, the fun began. Things started with a Drivers' School, where people could make untimed runs with a driving coach in the car. After school was out, the timed runs began.

I drew #3, so I got one of the first runs of the day. I'd driven this car in JANE Slaloms last year and knew it was a handful due to its size and weight. On my first run I concentrated on being smooth and trying to "go with the flow." The result was a 48.05-second run that beat my best time from last year. So far, so good.

On my second run I turned off the traction control and loaded the transmission prior to releasing the brake on the start. That got me pretty impressive wheel spin but caused me to overshoot the first corner so I ended poorly positioned for most of the run. The car also seemed to be in too high a gear when exiting corners, so that when I applied gas the transmission had to downshift. Then I noticed that I had left it in "D" and the car was upshifting every time I took my foot off the gas.

For the third run I put the good old Jaguar "J" shifter in "2" and let it rip. Again, I got wheel spin on the start but was more careful with the gas. I found myself drifting wide on turns, but with the car in a better gear was able to control things and even managed to get some over-steer. I turned 46.98, a whole second+ off my first time.

I was a little over-zealous on run #4, got way out of line, but was able to avoid running over any cones, so I didn't DNF. For my fifth run I really let it hang out, caught a good line, managed braking well (sorry for the tire smoke), and kind of just let the car find its own way around the course. The end result was 46.62 seconds and was a very fine way to finish indeed!

And then for something completely different, Dennis Eklof offered to let me take a run in his Brunton Stalker, a kind of Lotus 7 clone. The car reminded me of the go-carts we used at F1-Boston last spring, just bigger and more threatening. The intimidation starts when you sit down and try to connect the 5-point racing harness (and watch out for where that 5th belt goes...). The engine is loud, you sit very low, the clutch grabs very high, the brakes are manual, and it has tons of power.

Getting it around the course was a struggle between breakaway power, very heavy steering due to the small steering wheel and big fat tires, and the manual brakes. The pavement is also only a few inches away. I worked to keep it under control, managed not to run over any cones, and finished in 45.5, a full second+ ahead of the best time in my car. Wow, just wow!



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And after all was said and done, and as I was getting out of the car, the only thing I could think of was the scene from the movie *Oliver*, when the young lad said "please sir, I want some more...".

A very appropriate way to end a day of Slalom!

Donovan Motorcar Service 25th Anniversary Celebration

By Dean Forsman – Donovan Motorcar Service

What started as a hobby 25 years ago grew into a full-time business, driven by the passion for excellence and expertise in the finest European automobiles, and especially Jaguars. As the demand for Brian's expertise grew, so did the facility, moving to its current location in a former Porsche dealership with six service bays and now 13 full-time highly skilled employees. On Saturday, July 19th, Brian invited 250 loyal customers, all of his employees, his vintage racing drivers, and his long-time supporters to the lawn in Lenox, Massachusetts, to help celebrate. With catered food, chocolates, cookies, and ice cream, the afternoon felt like a catered car show as customer cars provided the perfect backdrop for the party.

Donovan Motorcar Service is proud to be the home of the fastest Jaguar Vintage XKE racecars in the country. Sponsored by Jaguar, they have toured the country from Lime Rock, Connecticut, to Northern California, and they became the victorious team at the 50th Anniversary race in Monterey, California, finishing 1-2-3. Donovan's is also proud of the hundreds of cars they have restored and serviced. They most recently completed a restoration of the very first Jaguar XKE racecar, the only one in existence. And Donovan's has expanded to include American cars from every era and European cars from Audi to Volvo, with every brand in between.

As the day's celebration wound down, Brian gave a wonderful speech to thank everyone and to recognize the loyalty of the customers, who are the reason for 25 successful years. Finally, Brian gave out some special gifts to his supporters, and then he was presented with a framed portrait of the very first Jaguar he owned and still races, #62, the car that started it all!

Among the supporters from JANE who attended the anniversary celebration were Patrick Deluhery, Dennis and Prebble Eklof, Bonnie Getz, Carl Hanson, John and Joan Holobinko, Bruce McGeoch, Glen and Barbara McLachlan, David Moulton, Bruce Murray, and Jim Sambold. In addition to honoring Brian, the event provided the perfect excuse to get out for a lovely summer drive to the Berkshires!



JANE was well represented at Donovan's party, (l to r) Bruce McGeoch, Jim Sambold, Tracey Green of Donovan's, Patrick Deluhery and Carl Hanson.
Photo courtesy Carl Hanson.

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Attending the Jaguar Performance Driving Academy at Monticello Motor Club



Story by Dave Moulton, photos courtesy Bonnie Getz

Four of us JANE members drove down to Monticello, New York, in mid-July to take Level 1 of the Jaguar Performance Driving Academy, held at Monticello Motor Club. Led by our President Jim Sambold, Dennis Eklof, Bonnie Getz, and I presented ourselves at the sumptuous facility for an introduction to high performance driving, utilizing an array of “R” Jags ranging from the XJR right up to the F-Type R coupe; 510 and 550 horsepower were the default settings. Yikes!

Why would one do this? First off, it's a *heap of fun*. Second, the Jags they provided are really good cars for this. Finally, the skills acquired may, should the need arise some day on a public road, *save your bacon*. Learning to drive fast safely is also learning to deal with emergencies safely – it's the same set of sensory, neural, and muscular skills. And successfully evading just one crash will pay for all the tuition bills you can possibly run up, plus a lot more.

Our faculty was excellent, headed by LeMans winner Davy Jones and F1/Indy Car ace Roberto Guerrero. The Monticello facility is stellar, with a great clubhouse and a very interesting and challenging 3.6-mile course of 18 turns plus a *long* back straight. Because it does not provide for spectators, it is more akin to a nice winding road through the countryside than a commercial race track. Hard to memorize, but I really got to like it.

After a nice lunch, we attended a brief but well-presented class dealing with the fundamentals of high-performance driving, including some excellent presentations on looking and how to sit and hold a steering wheel. We were then divided up into teams (JANE was the red team) and sent off to begin our training. Our first stint was at the autocross course, where we flogged F-Types around an extremely tight go-kart track. Bonnie had never done this before, but really did well. Interestingly, her instructor immediately picked up on her equestrian experience and ability to look where she wanted the car (horse) to go, as well as her natural ability to lead the car into corners rather than flogging it like most of us do. Dennis kept muttering that “the F-Type wasn't a Stalker,” while Jim and I both just sort of romped around the track having fun.

Next, we went to the “handling oval.” This was a great exercise, involving driving down a short straight, braking hard, looking to the left at an “exit pylon” and *then* making a 180° turn, trying to get the car smoothly and quickly onto the return straight in a classic “Type 1 Turn” line. The key part of the exercise had to do with looking at the exit pylon *before* turning in. As one instructor put it, “It's so hard to do it until you get it, and then it's so easy.” I wanted an extra hundred reps to really nail it down. We all complained about our failures, but we all did pretty well at least a couple of times. The next day, driving home, I noticed I was doing better at “braking, *then* looking at the turn exit, *then* turning.” Ahhhh. Learning.

Now to the track itself for lead-follow exercises. This is how we really learn what a car feels like at speed, quickly and safely. Our instructor first loaded us all into an XJR and took us slowly around the course, pointing out all the guide pylons and their significance. Then we each climbed into our very own XJR and followed our instructor, single file around the course while she discussed with us why we were doing what we were doing at any given moment, as well as critiquing our performance *in her rear-view mirror* (“Dave, you’re a little slow coming out of the carousel. Close up, please.”) as she drove at increasing rates of speed around the track. At this point, the skies opened and we had a full-bore rain shower for about fifteen minutes to add to the fun. A really useful teaching moment, as our instructor let us feel just how much wet-weather grip we actually had with these cars at speed.

After the XJRs, we were handed off to another instructor and XFRs for another session of lead-follow, now at higher speeds. By now we knew a little about the course, it was beginning to dry, and it was time for some fun. The long back straight began to yield speeds of over 100 mph, we started to learn about the art of braking, and all those guide pylons were beginning to be *really* useful. Each lap we would shuffle our order so everybody got a chance to follow the instructor close up and see how it is done.

We repeated this in XKRs and went even faster. Finally, we got Roberto Guerrero as instructor and our own private F-Type Rs for some really invigorating lapping. Very cool!

Following these lead-follow exercises, we were finally exposed to hot laps (also known as “taxi rides”). Now the instructors got to show us the difference between driving around the track moderately quickly (what *we’d* been doing) and driving around the track at *Sweet Jesus speed* (what *they* do for a living). Where we had been touching 110-120 mph on the back straight, the instructors were getting north of 150 mph; where we had been carefully attending to driving line, turn-in and apex pylons, they just went flat-out, treating the faster turns as more interesting straights. And here we finally got to meet the brakes in all their glory, especially as we approached the corkscrew at the end of that long back straight. It all makes ya humble.

That pretty much covered it, except for questionnaires, swag bags, autographs, photos, and a pitch to join the Academy again for Levels 2 and 3 in October (I’m signed up already), which will include more personalized instruction, greater depth, and much more track time. Level 1 will also be available then, too. Oh boy!

Then gently back onto public roads to begin the trek home. Dennis and Jim set out for Hartford to run in the JCSNE slalom the next day, putting their newly acquired skills to the test. Me? I just took all back roads home. Ahhh.



Previous page: JANE’s Bonnie Getz, Dave Moulton, Jim Sambold and Dennis Eklof with the Jaguar Performance Driving Academy instructors and an F-Type R. Above: At the Academy Dave, Bonnie, Jim and Dennis pose between an F-Type coupe and convertible painted in the Union Jack.

How to Have a Blast in Less Than 45 Seconds

By Jim Sambold

Upon completing the Level 1 Jaguar Performance Driving School on Saturday, July 12th, at the Monticello Motor Club, Dennis Eklof and I left the track and headed back toward Connecticut for him to check into the hotel in preparation for the JCSNE slalom the next day. I had planned on driving home that night so that on Sunday I could deal with the reality of working on the Concours, as there was still a lot to do. During the drive back, we talked about the slalom and how we could get more JANE members to participate in their events. Arriving back at Motorcars Inc., where we had left the Stalker the day before, Dennis asked if I wouldn't consider staying and going to the slalom. He then offered to let me drive the venerable Stalker, to which I replied "Why Not?", and off we went in search of a good meal, a few drinks, and then to sleep.

Bright and early the next morning we met Dean Cusano back at Motorcars to pick up the Stalker, get some gas, and then off to Papa's Dodge for the slalom. Registration was quick, as was Tech for the cars. We were assigned the driving numbers 5 and 12. Dennis assisted me in getting set up with my seat and belt positions so that I had an idea of where everything needed to be when it was my turn to drive.

Many of you are already somewhat familiar with the Stalker and its potential for speed, but only a few have had the opportunity to actually run it in the slalom. The Brunton Stalker is very light weight, somewhere in the 1,300 lb. range, with a 3.4L, 200hp motor. Now you might think that a motor of that size wouldn't be much of a powerhouse, but consider the power to weight ratio and you have a real winning combination. I have driven many different variations of the XJ Jags and even my own XK140 in the slalom over the years, but this would be my first time driving something that was actually built for speed.

The first set of runs started in a timely manner, and as my #12 was getting closer, I strapped myself into the cockpit. Dennis gave me a quick check, and I asked if there was anything I should know before I left the starting line. He wisely expressed to me that I didn't want to get on the gas too early coming out of a corner, otherwise the rear end would start to come around and break away on me. I nodded in agreement, and with my previous slalom experience and a day's track training with Jaguar, I was off for the first run in the Stalker.

I challenged the clock with a time of 44.451 seconds. Not bad, I thought, considering that all my previous slalom times, in much heavier cars, were 49 seconds plus. The second run for #12 came up again rather quickly, and I posted a time of 43.101 seconds. By now my competitive spirit started to kick in, and by the time the third run came up I was confidently looking to make it into the 42's. As the flag dropped, I was off the starting line, heading into the hourglass of run #3 more smoothly than I had done the previous two runs. I could sense a growing control of the Stalker as the figure 8 section was upon me and I was about to enter the last lap for the oval. It was right then and there that I committed the very mistake that Dennis had warned



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me about. In my confidence, I started to push for that last lap and got my foot into the gas just a tiny bit earlier than I should have. The rear end immediately broke away, providing the opportunity to complete two full doughnuts just as I was heading for the last corner. Needless to say, I ended up with a DNF. My last two runs clocked me at 43.750 and a 44.240, and even though I wasn't able to break into the 42-second range, I still had a blast in less than 45 seconds several times during that afternoon.

Many thanks to Dennis for allowing me the opportunity to test myself and the Stalker in the JCSNE slalom.

Jim Sambold behind the wheel of Dennis Eklof's Stalker at JCSNE's recent slalom.
Photo courtesy Dennis Eklof.



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Other Musings

JANE's July 23 meeting was well attended, in part due to the splendid weather but most likely because Michael Kaleel talked about his experience at California Mille 2014. And with all those members in attendance, not one submitted a report to publish in The Cat. Only Bill Richardson sent photos. Here's a photo essay of the evening.



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Next Month in The Cat...

The August issue of *The Cat* was going to press just as the Myopia Polo match wrapped up. Look for Aldo Cipriano's coverage of the event as well as great photos by our own Bill "Santa" Richardson. Until then, here is a little taste of Jaguar Day at Myopia:



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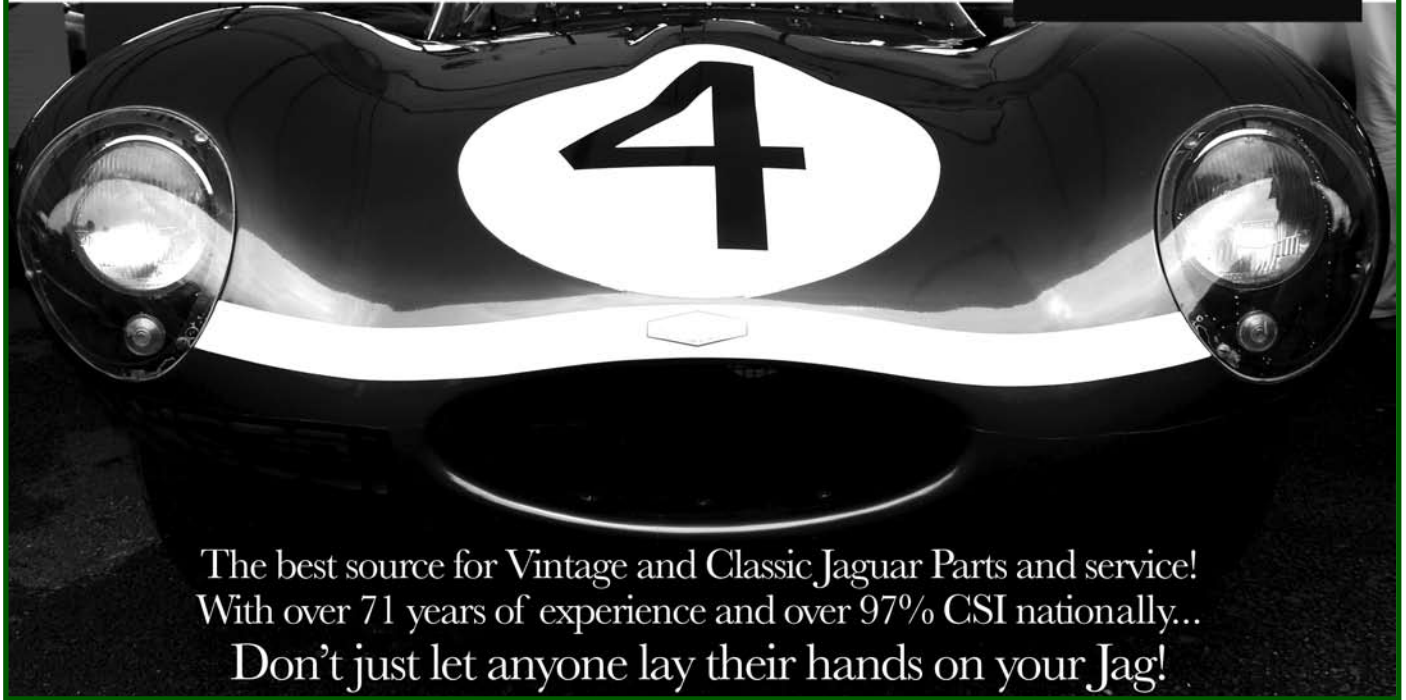
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Cars For Sale



1987 Series III XJ6 – A rare find. Dorchester Gray with Mulberry interior. Originally a California car. Has just been fully serviced, everything works as it should, interior and exterior all original. This car was in new movie *The Equalizer*. Asking \$7500. Ray O'Brien 617-460-2970. Email ray.obrien2000@gmail.com. (07/13)



1996 XJ6 - Just over 30K miles. Silver with beige interior. Outstanding car that has always been babied and properly maintained. Location: Eastern New York. Price \$10,000. Phone: 845-594-2113 Email: harleybob1970@aol.com. (1/14)



1997 Jaguar XK8 - Convertible ready to go for summer cruising. Topaz (gold) with Cashmere leather interior. Maintained by Jaguar technician for the last ten years. Recent complete rebuild of transmission, all systems and equipment works as it should. Car is located in Boston. \$8995 or best offer. Ray O'Brien 617-460-2970. Email ray.obrien2000@gmail.com. (7/13)

Cars/Parts Wanted

Car Wanted: Series 1 Coupe/OTS - Hoping to find a Series 1 Coupe/OTS in good operating and original condition for long term ownership. Now completing the nut and bolt restoration of my 1958 XK150S OTS LHD, which I've owned since 1974. E-type should not require a restoration, but I'm happy to do mechanical work, e.g. brakes, if condition disclosed in advance. Numbers matching, please. Thanks for any and all help. Ad placed by J. Collins. Phone: 413-256-0966. Mobile: 413-548-6096. Email: jamesgerardcollins@comcast.net. (9/13)



1995 Jaguar Vanden Plas - Robin's Egg Blue, 100,000 miles. One of a kind – A true treasure, eye catching. Numerous upgrades: modified headlights, spoke wheels, chrome trim package including wheel well trim. Professionally maintained, always inside storage, never driven in winter. "One Woman Owned and Babied." \$5000. Jean Kydd. Chelmsford, MA. Phone 978-430-0625. Email jkydd@comcast.net. (6/14-8/14)

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

Car Wanted: XK150 - Nice Driver. XK150 Roadster in good condition and a good driver. Ad placed by David Zussman. Phone: 617-332-6400, ext. 14, or 617-232-9595. (9/13)

2001 XK8 - Less than 75,000 miles. Anthracite with tan interior. Never used in New England winter. This had been my son's car in California. It had 63,500 miles on it when it arrived in Massachusetts in 2009 and has been garaged each winter that it has been here. Location: South Dartmouth, MA. Price: \$12,000 Ad placed by Bonanza80DC. Phone: 617-742-0050. Email: richardbjacobs@aol.com. (9/13)

Parts Wanted: Hard Top Chrome - I'm looking for the chrome pieces for both door openings for a Series 1 hardtop. Mine are missing and I'd like to find both prior to refinishing the top. Ad placed by J. Brown. Phone: 508-842-2685. Email: jeffrey.brown@townisp.com. (9/13)



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



Tires wanted - Good and serviceable Pirelli P5 Cinturato tires 215VR15 rated with or without the kent style wheels as shown. Ad placed by Aldo Cipriano. Phone: 508-320-1679. Email: cipriani62@yahoo.com. (3/14)

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Jaguar XKE Engine, Ready to bolt in - 1986 Jaguar XJ6 S3 4.2L engine converted to XKE S2 (or earlier). Removed from running, 60,000 mi car and stored indoors with oil and turned regularly. XKE oil pan and oiling system, intake manifold and carburetors installed. The XJ6 S3 engine has larger diameter intake and exhaust valves. Also larger and better flowing intake and exhaust ports. Get more HP for your E-type. Install a set of Bill Terry cams for even more power. Location: Littleton, MA 01460 Price: \$1500.00 or B.O. Ad placed by B. Parish. Phone: 978-486-9830. E-Mail: wdparish@verizon.net. (9/13)

X300 Wheels - Four 1997 MY X300 OEM wheels. Location: Essex, CT. Price: A bottle of nice wine or port! Ad placed by R. Hathaway. Phone: 860-757-6521. E-Mail: rhathaway@snet.net. (9/13)

Snow tires - Four Mastercraft Glacier Grip II, 205/60 R15. Less than 1,000 miles use. \$65/pair. Ad placed by Keith Carlson. Phone: 617-333-9660. Email: kfc-bhlmilton@comcast.net. (11/11)

Snow tires - Two pairs of Michelin Artic-Alpine 215/55 R16. Less than 10,000 miles. 5mm tread depth. Location: Milton MA. Price: \$50/pair. Ad placed by KCarlson. Phone: 617-333-9660. Email: kfc-bhlmilton@comcast.net. (9/13)

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Series 1 exhaust system - Complete Jaguar Series 1 exhaust system in excellent condition. System is complete from the headers back. Location: Merrimack NH. Price: \$275.00. Ad placed by M. Myette. Phone: 603-429-4926. E-Mail: mmyette@earthlink.net. (9/13)

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Miscellaneous



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



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