

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

May 2015

www.j-a-n-e.org



Before and After

Meet XKC018. He looks a bit neglected. Time as not been nice to him. George Parker recounts the tale of how this C-Type was rescued and restored on page 14. Photo courtesy George Parker.

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The lawn at the Wayside Inn was filled with Jaguars as the weather presented us with a wonderful spring evening and plenty of time and daylight to enjoy our friends and their cats at the April monthly meeting. Once inside, there wasn't a seat to be had as our guest speaker, Michael Gaetano, presented a history of the British Invasion and the new, up and coming British Motorcar Festival this June in Bristol, Rhode Island.

Our Concours judges reported for their annual training on Sunday, the 26th of April, as Dennis and Prebble Eklof opened their garage and home for us to study and take the certification exam. There are several significant changes for the 2015 Concours season, one which covers some consolidation and renaming of classes in both Champion and Driven Divisions. This year we had several new judges whom I want to welcome to our prestigious group. Clifford Lewis and his wife, Anette, are proud owners of a beautiful XK120 DHC and wanted to learn all about the somewhat difficult process that makes our event a success. Linda Mullen was also a first-time, eager participant, as was our club Secretary, Bonnie Getz. All three of these women participated very enthusiastically, and I think they will be a valuable addition to the roster. Also returning after an extended absence from the judging scene was long-time member Dan Graf. I judged with Dan back in the early 90's when we were both competing in Champion Division, and I am glad to see that he is back. We are now up to seven women on the judging roster, making up almost a third of our certified group. This puts our club at the top for the most women participating in the judging process.

The Slalom season is firmly underway for the year. By the time this goes to print, the JCSNE Slalom will have taken place and is always a fun time with our friends. JANE's first Slalom is scheduled for June 20th in North Andover, and our Directors, Rich Kosinski and Glen McLachlan, are sure to put on a great event, and will be looking for as many participants as possible. I would like to thank Lauren MacCarthy for securing sponsorship for our Slalom program through Thompson Speedway Driver's Club. This will enable us to improve our Slalom program in many ways.

The May monthly meeting will be our annual Cars on the Lawn at Larz Anderson Auto Museum, with our new members orientation by Ed Avis. With beautiful weather this provides a wonderful opportunity to enjoy hors d'oeuvres, good music, dinner, and even a few cigars for those so inclined. Last year we set a club record, both in attendance and cars, and I want to see us break that record again this year. Make sure that you register early on the website so that Dean will have an accurate count for food and beverages. It promises to be one of our best meetings of the year.

Rounding out the schedule for the end of May is the Magical Mystery Tour. This has to be one of our most popular events, but also one of the most time-intensive in terms of putting it all together, which is why Dennis and Prebble are able to do it only every other year. No one knows where we will end up at the end of all the sophisticated instructions, questions, and photo ops, but Dennis keeps telling us that the back roads of West Virginia are not all that bad! Confused? I think everyone else is, too, but if you want to participate in a really fun weekend, there might still be a couple of openings left. Last check-in with Prebble, there were 38 cars participating in this Mystery Tour. I am sure there will be plenty of interesting tales to be told when everyone returns.

The Concours is shaping up nicely for this coming August, in Sturbridge, thanks to Jane Murray and the rest of the usual suspects, but we are in need of some additional help with set-up, the silent auction, and raffle. Items are starting to come in, but there is still plenty of room for more. The hotel is open for room reservations

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

and they will go quickly, so make sure that you make your arrangements early and register your car.

I look forward to seeing as many of you as possible over the coming events. Until then be well, be safe, and most of all, have some fun!

Jim

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After four years as Membership VP it's time for me to step aside and offer the opportunity for someone else to take over the job. It does take a bit of work but has been a very rewarding experience. It's one of the best ways I know to become familiar with the JANE membership and the functions of the club. Although the new Membership VP wouldn't officially assume the job until the JANE AGM in December, it would be almost essential to start the transition in August or September at the beginning of the renewal cycle. That way I could assist and explain all the steps along the way. The busiest part of the job is between September and January when renewals are in process. Some important considerations are:

- Good organizational and communication skills
- Familiarity with Microsoft Excel and Outlook
- A desire to help JANE grow
- A friendly attitude
- 2-3 hours per week available most of the year, up to 6-8 hours per week during the renewal period

If you have any questions about taking on the Membership VP role, please call me at 207-737-8258 or email at ed@avisfamily.com.

Cheers,

Ed Avis

Welcome New Members

Adam Parker Boston, MA 2011 XF Supercharged

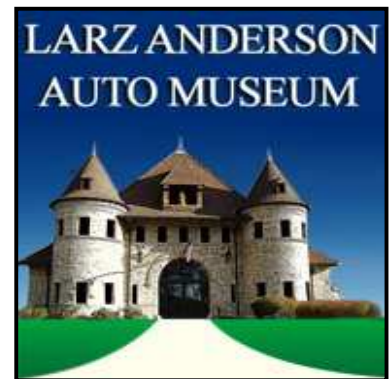
Upcoming Events



JANE Picnic on the Lawn at Larz Anderson

Over the years, JANE's May meeting has traditionally been held at the Larz Anderson Auto Museum in Brookline, Massachusetts. Larz is the oldest car museum in the United States. It is located at **15 Newton Street, Brookline, MA 02130**.

This year this event is on Wednesday, **May 27**. We will start with a **display of our cars on the lawn at 6 p.m.** You may wish to come earlier if you like. We will enjoy cheese, crackers, and grapes, as we socialize and talk Jaguars on the lawn. Bring cigars if you wish. Dean Saluti will bring some extras. This fun on the lawn should not be missed. We look forward to it every year!



At about **7 p.m, we will move into the Museum**, where we will be welcomed by Museum staff. Then, we will have an **Italian buffet** which will include such items as steak tips, sausage and peppers, antipasto salad with lunch meats, and various pastas. **Wine, beer, and soft drinks will be served at no cost**. We can tour this year's new exhibit at the Museum at our leisure.

BRING A DESSERT

Margie Cahn will bring a traditional Italian rum cake. You are encouraged to bring a dessert also if you'd like.

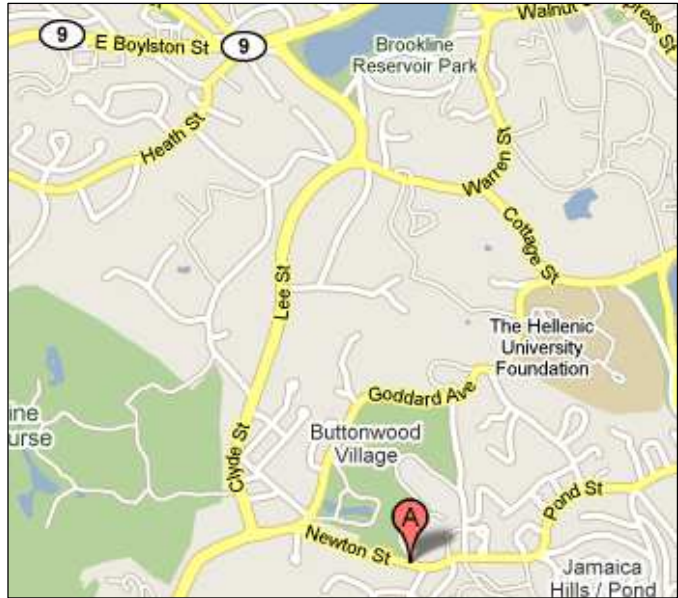
RSVP

The cost of the event **is \$40 for meal and all drinks**. You can pay that evening in cash or with a check made payable to "JANE." RSVP right away, as this event fills up fast. Use the website (www.j-a-n-e.org) to register, or you may RSVP to JANE VP of Events, Dean Saluti, and Margie Cahn at 617-285-6565 or djsaluti@aol.com.

DIRECTIONS TO:

Larz Anderson Auto Museum

15 Newton Street
Brookline, MA 02445
Phone: 617-522-6547



From Boston:

Take Route 9 West and take a left on Lee Street (Rt. 9 Reservoir will be on your left). After taking a left at Lee Street follow until the road dead ends at your next set of lights, about 1.5 miles. This will be Newton Street. Take a left at the lights and then immediately bear right. Larz Anderson Park and the entrance to the Museum will be $\frac{1}{4}$ of a mile on the left. Go slowly because the sign is very small and easy to miss.

From Points North:

Take Route 128/95 South to Route 9 East toward Boston. Follow Route 9 about 5 miles until you reach Lee Street. Take a right on Lee Street and follow 1.5 miles until you reach your next set of lights. Take a left at the lights onto Newton Street. Immediately bear to your right and follow $\frac{1}{4}$ mile. On your left will be Larz Anderson Park and the entrance to the Museum. Go slowly because the sign is very small and easy to miss.

From Points South:

Take Route 128/95 North to Route 9 East toward Boston. Follow Route 9 about 5 miles until you reach Lee Street. Take a right on Lee Street and follow 1.5 miles until you reach your next set of lights. Take a left at the lights onto Newton Street. Immediately bear to your right and follow $\frac{1}{4}$ mile. On your left will be Larz Anderson Park and the entrance to the Museum. Go slowly because the sign is very small and easy to miss.

From Points West:

Take Route 90 East until you reach Route 128/95. Take Route 128/95 South to Route 9 East toward Boston. Follow Route 9 about 5 miles until you reach Lee Street. Take a right on Lee Street and follow 1.5 miles until you reach your next set of lights. Take a left at the lights onto Newton Street. Immediately bear to your right and follow $\frac{1}{4}$ mile. On your left will be Larz Anderson Park and the entrance to the Museum. Go slowly because the sign is very small and easy to miss.

Upcoming Events

2015 JANE SPRING SLALOM

Again, the Jaguar Association of New England (JANE) **invites its members and anyone who has an interest in watching or having some real fun to the Super Spring Slalom.** We all know that nothing can be better than racing your Jag (or even a Prius) around orange cones on some good asphalt with a great food truck supplying sustenance!

Help make it a party at the Super Spring Slalom. Here are the details.

DATE: Saturday, June 20, 2015

TIME: 9 AM – Arrival and set up

10:00-11:30 AM – Registration, Tech, and Novice Driving Coaching and Instruction

11:30 AM-4:00 PM – Slalom

PLACE: 1600 Osgood Street, North Andover, Massachusetts
(picture next page)

RSVP: Richard Kosinski
978-685-4111
richardkosinski@comcast.net

Glen McLachlan
508-202-3407
tggmclachlan@verizon.net

Paul Bicknell
617-924-6355
pab@mitre.org

FOOD: We plan that there will be a great Continental Breakfast and Sandwich Truck on site

COST: \$30.00 for JCNA members, \$35.00 for non-members



Directions to Slalom Location, 1600 Osgood Street, North Andover, MA

Location:

Osgood Landing, adjacent to 1650 Osgood Street (farthest North parking area), North Andover, Massachusetts. Enter at the large "Osgood Landing 1600-1650 Osgood Street." (GPS users input 1660 Osgood Street and you should arrive directly in front of the "1600-1650 Osgood Street" sign.)

Getting there:

From the North, South, or West:

Take Route 495 to Exit 48 Ward Hill / Bradford - Route 125.

At the second traffic light, go Right onto Route 125 South.

Continue on Route 125 South for 1.5 miles. 1600 Osgood Street will be on your right.

From the East:

Route 114 West, take a Right onto Route 125 toward North Andover, follow route 125 North for approximately 4 miles. 1600 Osgood Street will be on your left.

Proceed all the way through the parking lots on the right.



Upcoming Events

2015 JANE Calendar

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

- May 8** SCDA Track Day at NHMS, Loudon, NH
- May 16** Belmont Town Day Car Display, Belmont, MA
- May 23-24** JANE Magical Mystery Tour
- May 27** JANE Picnic on the Lawn at Larz Anderson Auto Museum, Brookline, MA
- May 28** SCDA Track Day at Lime Rock, Lime Rock Park, CT
- May 29-30** Empire Club Drivers School at Lime Rock, Lime Rock Park, CT
- June 7** XK's at Kaleel's, Hamilton, MA
- June 12-14** First Annual British Motorcar Festival, Bristol, RI
- June 14** JCSNE Annual Concours, Middlefield, CT
- June 16** SCDA Track Day at Thompson Speedway, Thompson, CT
- June 20** JANE Spring Slalom, North Andover, MA
- June 24** JANE Monthly Meeting (Program TBD), Wayside Inn, Sudbury, MA
- June 28** LAAM British Car Day
- July 15** SCDA Track Day at Lime Rock, Lime Rock Park, CT
- July 22** JANE Monthly Meeting (Program TBD), Wayside Inn, Sudbury, MA
- July 25** British Cars of New Hampshire Show of Dreams, Hudson, NH
- July 26** JANE at the Myopia Polo Club Matches, Hamilton, MA

JANE Magical Mystery Tour (MMT) May 23 – 24, 2015

A large turnout of 75 intrepid adventurers will depart on JANE's 2015 Magical Mystery Tour on Saturday of the Memorial Day weekend. Dennis and Prebble, the tour organizers, have planned and run the route numerous times, and two JANE members who will not be along on the actual tour weekend have already done the final test run of the route. A few glitches were discovered on the final test run, but these have now been corrected and the route is declared "doable."

Dennis and Prebble will see everyone off on their way from our departure location on Saturday morning, then blitz the short route to the "mystery" destination inn to set up a Hospitality area for welcoming the MMTers as they arrive during the afternoon. We will have a cocktail reception and dinner that evening, during which the stories of the day will be told. Awards will be given based on successfully finding the place without having to resort to bailout envelopes, and having answered the questions and found the pictures along the route. There will also be a Bent Spoke Award for some deserving tourers. Everyone will make their own way home following breakfast at the inn on Sunday morning.

Our destination inn has closed the initial block of rooms they allocated for us. However, if there are any members who have not registered but still want to join the tour, let us know as soon as possible and we will see if there is still space available. Call or email Dennis or Prebble Eklof. Dennis (508-878-9510 – dennis.eklof@verizon.net) or Prebble (617-877-5825 – prebble.eklof@verizon.net).

Upcoming Events

XK's at Kaleel's

Sunday, June 7, 2015

Time to let our cats out, and how better to do this than to take them for a cruise to the shore.

This event is open to early XK owners only, so tell a friend or bring a fellow XK120-140-150 owner with you. This is a day to meet fellow owners of early XK120-140-150 Jaguars in a relaxed social event organized by Michael Kaleel, past president of Jaguar Association of New England.

Preliminary Schedule

Meet at Michael Kaleel's, 7 Erins Way, Hamilton, Massachusetts.

Plan to be there between 9 and 9:15 AM.

- We'll be providing a light breakfast of coffee, tea, donuts, toasted bagels, and homemade egg burritos.
- Tour departs promptly at 10:30 AM – for two reasons:
 - we want to avoid traffic so we can make our way as a group and find enough parking for everyone at a couple of pre-planned stops; and
 - so those coming from a far distance can be home at a reasonable hour.

This will be a nice Sunday tour that begins in Hamilton, goes around the North Shore through Manchester-by-the-Sea and other waterfront towns, like Gloucester, ultimately taking us to the Newburyport area for lunch around 1:30-ish, after which all go their own way.

Two Ways to Sign Up

Register online at the JANE website, www.j-a-n-e.org, or email Michael Kaleel at mkaleel@kaleel.company.com.

JANE 2015 Jaguar Festival and Concours d'Elegance

Hello JANE members:

During this never-ending winter, it was hard to imagine summer returning. But the August Concours is not that far away - I hope you are planning to come! The Sturbridge Host Hotel is ready to take your reservations for the weekend of August 7th and 8th. Call at 508-347-7393 and be sure to mention JANE for your discount. The judges have completed their annual update on all the newest details from JCNA, and many of the positions to run the event are filled. But we do need volunteers – please get in touch with me to see how we can match your talents with the jobs that need doing.

Jane Murray, Concours Chairman, mszahna@hotmail.com, 781-729-1886

April Monthly Meeting

JANE's April monthly meeting was held at the Wayside Inn in Sudbury, Massachusetts, and was attended by over 40 people. Our evening's program featured JANE member Michael Gaetano. Michael is approaching his 25th anniversary as the founder and organizer (with Chris Francis) of the British Invasion held each September in Stowe, Vermont.

Michael showed an interesting promotional video from one of the earliest years of the British Invasion, told us about what's planned for the 25th anniversary of the event, and also told us about what is planned for his new event, the British Motorcar Festival to be held June 12-14, 2015, in Bristol, Rhode Island.

You can get information about both events from the calendar on the JANE website.



Gaetano I presume? Decked out in full Brit fashion, Michael Gaetano receives a thank you plaque from President Jim Sambold at the April meeting. Photo courtesy Dennis Eklof.



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JANE Judges Training

JANE's annual Judges Training Seminar was held on April 26. While we had hoped to secure a venue at a Jaguar dealership, that did not work out, so the event was held at the home of Dennis and Prebble Eklof in Groton, Massachusetts.

Our Judges Training is more important than ever, since 2015 JCNA Concours rules now require that all members of a judging team be JCNA Certified Judges. In the past, it was permissible to have some apprentice judges as part of a judging team, but no more. The new requirement was promulgated by JCNA to promote more even and comparable judging standards across all JCNA member clubs. Qualified and discriminating judging has always been a hallmark of JANE, and this year's excellent turnout for the seminar continues that tradition.

The session was scheduled to start at 10:00, but Prebble Eklof had prepared coffee and a delicious home-baked coffee cake, so the first 30 minutes were taken up by the associated socializing in the Eklofs' kitchen. Training finally got started at 10:30 through 1:00, when there was a lunch break featuring excellent pizza from Bruno's Pizzeria in Groton. Everything finished up about 3:00, and we are now in good shape for the JANE Concours coming up in August. Don't miss it!

JANE's judges fill the Eklofs' cellar "classroom" as Chief Judge Jim Sambold presides over the training. From the left are Mark Cioffi, Bob Doyle, Francisco Silva, Aldo Cipriano, Dan Graf, Clifford Lewis, Don Holden, Tracey Levasseur (hidden), Bonnie Getz, Anette Lewis (hidden), Stu Forer (also hidden), Linda Mullen, Jennifer Taylor (hidden), and Jan Gill. Photo courtesy Dennis Eklof.



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The Young Man and the C ...

Story and photos by George Parker

It was almost midnight when the telephone rang. It was in the late 1970s and the recipient of that call was a young man by the name of Bill Tracy, the very same that we know today as Jaguar enthusiast extraordinaire and purveyor of Jaguar parts. The voice on the other end of the line belonged to a Ferrari dealer in New Jersey, a dealer from whom Bill had purchased several cars in the past, including a Ferrari 275 GTB 4-cam. The voice said, "Bill, if you've still got that 275 I sold you a while ago I'd love to buy it back. I've got a client who's looking for one. How about it?"

Since it was a somewhat special car, with an outside fuel filler not fitted to many 275's, Bill's response was negative. But the voice was undeterred, "Well, if I can't buy a car from you maybe I can sell you one. How would you like to buy a Jaguar C-Type? There's one for sale."

Whoa! Now this was a whole new ball game! Bill said, "Sure, I'd love to buy it. Who's got it? Where is it?" "Well, I don't have all the details, but I know that it's in South America. As soon as I know more I'll let you know."

Bill didn't need to wait on the dealer – he knew already! He had a list of all the existing C-Types, who had them, and where they were located. There was only one in South America. It was XKC018. The provenance of all C-Types is well documented, so Bill knew that the original owner was none other than Juan Fangio. That was the good news, but the bad news was that Fangio never drove it, at least not in any competition. He was driving for Alfa Romeo at the time he bought the car, and his contract would not allow him to drive a Jaguar. So he shipped it to Argentina, where it was raced at various South American venues by other drivers, eventually ending up in storage somewhere in a sad state of disrepair. And there was a big problem -- it was still in Argentina!

Argentina was notorious for being a difficult country to get anything out of, particularly British, in light of the Falklands War that was raging at that time. Things were not looking good. But then Bill thought of a dealer in Fort Lauderdale named Ed Waterman, who he knew had done some dealings in South America and had been successful in getting cars exported to the US. When Bill contacted Ed he was in luck. Ed was from Argentina himself, knew how to get cars out of the country, and had done it several times in the past. He could do it for Bill. So Bill agreed to buy the car if Ed would make all the arrangements to get the car out of Argentina and shipped to Bill. Bill was adamant that he would have nothing to do with the process of importing or shipping. It had to be delivered to his driveway. It took about six months, but one day a truck arrived and he was the new owner of XKC018.



Now it was time for Bill to take inventory of what he had bought sight unseen. He knew that it was in need of a complete restoration, so its poor condition on arrival was no surprise. At some point it had been fitted with a headrest – that would be the first thing to go. And it also had been fitted with a passenger side door that would have to be eliminated. Most of the original mechanical pieces, with the all-important numbers, were there, except that all the internal pieces of the motor – pistons, con rods, valves, etc. – were missing. All the mechanicals were XK120, so easily replaceable. The instruments, dash, and steering wheel were all incorrect and would have to be replaced. As far as the bodywork was concerned, the worst was the bonnet. It had been beat on a lot over the years and would be difficult to restore in such a way that everything would fit properly – grille, headlamp covers, etc. There were problems, but it was a straightforward restoration project that Bill was familiar with and anxious to get underway!

The most significant item to be replaced was the bonnet. Bill concluded that it would be too difficult to restore the origi-

nal, so he found someone in the UK with the proper tooling to make a new one to the original specs. Then there was the steering wheel. Bill knew that it had originally been fitted with the same wheel as an MG TC. While at Hershey he spotted a vendor selling MG parts, and there was a TC steering wheel! Another problem solved.

After a couple of years' work it was ready for painting. When the car had arrived it was a dirty white. Bill knew that it was the only C-Type originally painted bronze. But he didn't like bronze. Instead, he painted it red, the same color as all the XK120's that he had previously restored. Then, after final assembly it was time to have fun. Bill took the car to shows and to track events. But since the car didn't have a roll bar, and he had no intention of installing one, Bill had to run in the limited-speed novice class at track events, not really racing, but having fun anyway!



Then Bill had an exciting idea. Jaguar was to be the featured marque at Pebble Beach and Jaguar Cars would have a display there. And he learned that the man himself, Juan Fangio, would be there. Wouldn't it be great to have a reunion of Fangio and his C-Type? And it would be a super addition to the Jaguar display. So Bill, on his own, without prior consultation with Jaguar Cars, shipped the car to the Laguna Seca race track, where it was put in the tent with the other race cars. When Bill arrived he approached the woman who was in charge of the Jaguar Cars display, with the suggestion, "I'm the owner of Juan Fangio's C-Type and I have it here. He's here, too. I thought it might be interesting to have a reunion of Fangio and his C-Type right here as part of your display."

Her reply was curt. "Sorry, but our representative here is Stirling Moss, and we don't want Mr. Fangio to upstage his role in our display. So we have no interest in your suggestion." Wow, what a put down! So that idea was shot down in no uncertain terms. But Bill soldiered on undaunted. If Jaguar Cars wouldn't facilitate a reunion he'd do it himself. He approached Fangio on the show field, and through an interpreter, since Fangio spoke no English, he asked if he would be interested in a reunion with his old C-Type. The great man agreed to take a look at the car. But since he had no real connection with the car, never having driven it, merely having bought it and shipped it to Argentina, the "reunion" was rather anticlimactic. The whole episode turned out to be somewhat of a fiasco, and Bill had to ship the car home without accomplishing the kind of reunion that he had envisioned.

All adventures come to an end. For Bill, this C-Type adventure ended with his retirement. While all this fun with the C-Type was taking place Bill was living in Virginia and working as an airline pilot. Now it was the early 1990s and he was ready to retire. The tidy profit that he would enjoy from the sale of the C-Type would go a long way toward funding the acquisition of his retirement home in sunny Florida. So it was done, and Bill's ownership of XKC018 was over.

Epilogue: XKC018 was returned to its original bronze livery by a subsequent owner. If the reader would like to see it as it appears today go to *Driving a Jaguar C-Type on the Mille Miglia* - Chris Harris, on YouTube.



Previous page: XKC018 as it came off the truck with headrest. Note the XKSS in the background, but that's another story! This page, above: As arrived, sans headrest. Right: XKC018 restored in Bill's favorite color, red!

A Mk VII in Margate



Story and photos by David Churcher

Margate is a small town in Tasmania about 40 kilometers south of Hobart. It is home to my friend of 50 years, Tas Groombridge, and also where I finally found a steady supply of Chalk Hill Barbera. On a recent Thursday morning, as Tas and I headed to Banjo's for our daily Flat White (coffee), I noticed a magnificent Mk VII parked in front of the local dog groomer salon. On my trips I am always looking for Jaguar material for my friend Tracey Levasseur, so I approached the driver with a request for a few photos. Geoff Leake is an Austin Healy enthusiast and has traveled in the U.S. with an Australian Healy group. Geoff commented on what a fine time they had and noted the hospitality of U.S. enthusiasts. Geoff and I chatted about Jaguars, and this conversation just shows that Healy enthusiasts and Porsche enthusiasts also appreciate a fine Jaguar.

The first weekend in March is an Australian long weekend and years ago was the day of the races at the old Longford circuit. The weekend of March 7-9, 2015, a gathering of Jaguars from across Australia was hosted by The Jaguar Club of Tasmania. The weekend included a rally, a tour of the Tamar Valley, a display at Royal Park in Launceston ... and on the Sunday a track meet at the Symmons Plains circuit near Launceston.

The conversation with Geoff in Margate prompted me to plan a visit to Symmons Plains on Sunday. The track holds some sentiment for me because I used to visit there in the early 1960s, and it is where I took my first published motor sport photograph, in 1962.

Once at the track I abandoned my two colleagues, Tas and Vince, took my two Nikons and indulged in Jaguars and a needed motor sport and photography fix. Motor sport fans in Australia are not too different from those in the U.S. ... the only notable difference is their steering wheel is on the wrong side of the car! I must comment on the wonderful consideration given to a photographer. On a number of occasions I was aware of a car stopped just outside of my field of view as I focused the Nikon. Drivers stopped for me while I took my photo! And when I tried to find a place at the rail on the roof of the pits, people stepped back and invited me in. A lady standing nearby while I was shooting stepped back and called to me: "Yell if I am in your way."

During my drool and shoot session of the C-Type and D-Type Geoff Leake chatted with me and called Ian Cummins over. Ian is a patron of The Jaguar Drivers Club of Australia and owner of the C-Type, the D-Type, and a beauti-



ful white E-Type he has owned for 25 plus years. I was drawn to the D-Type and asked Ian if it was real or a replica. The following story unfolded.

Some time back, Ian and colleagues had access to several “damaged” and incomplete D-Types and decided to pool the parts to build two complete and perfect cars. Ian had sold his copy to a British enthusiast, and while visiting the Goodwood Revival he saw his old car. The two rebuilt D-Types had received a lot of praise in the UK for being so complete and so immaculate. Ian became sentimental and bought his car and returned it to Australia. The D-Type now spends a lot of its time on show in the Automotive Museum in Launceston, but Ian does take it for a spin. He related to me an occasion wherein he was out for a spin at Symmons Plains and had promised his wife “not to do anything silly” out there. But ... at the hairpin he found he was (in Ian’s own words) “going in a bit hard” and under braking he had tapped the gas pedal. He had to think quick and elected not to fight it, but to go into the gravel.

Tracey has asked me to write my account of my Jaguar experience using U.S. English and some Australian English. We are two countries divided by a common language (I think Churchill was first to make this comment), and I feel this because I have lived in New Hampshire for 30 years but make regular visits back to Australia. I have a foot in each country and consider myself very fortunate to be able to live such a life. The Australian/Tasmanian accents and terms of speech are colourful and usually filled with enthusiasm and friendliness. Tasmanians are the friendliest people on the planet and welcome U.S. visitors with open arms. Although once a friendly relationship is established you may find yourself being referred to as “a bloody Yank,” but this is an endearment and not an insult. Tasmanians are a bunch of beaut blokes, and, lovely ladies.

Previous page above: Geoff Leake’s Mk VII in front of the dog groomers. Below: Ian Cummins with his D-Type. This page below: Just a sampling of the many lovely Jaguars gathered at the Symmons Plains Raceway in Launceston, Tasmania.





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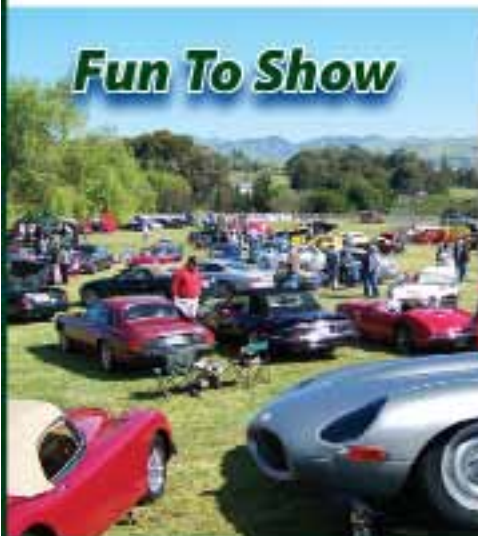
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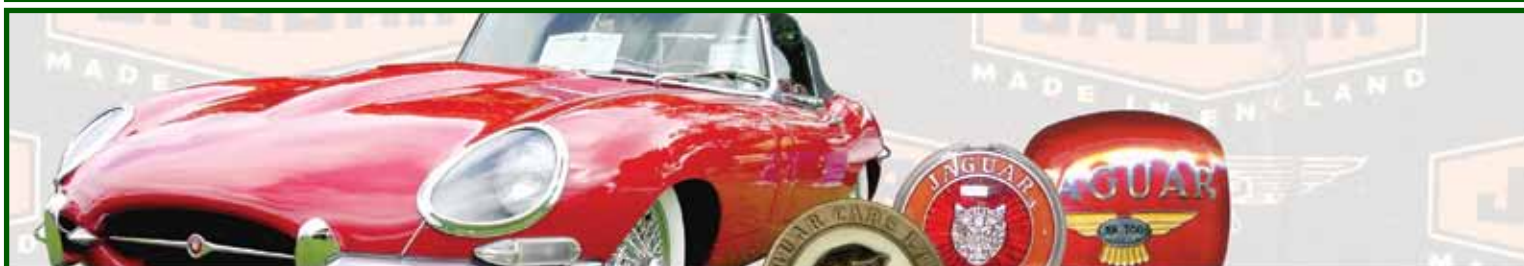
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