

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

March 2018

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*Looking Forward To Spring,  
the Editor's F-Pace Jefe Paces (get it?)  
the Run For Pancakes 'n Syrup*

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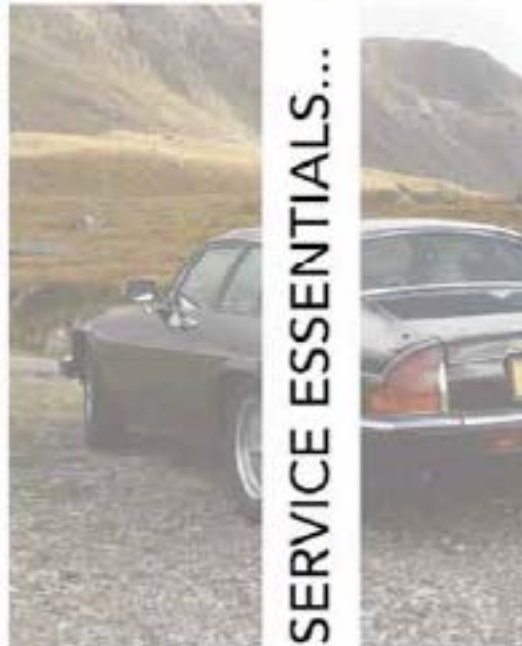
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*The Coventry Cat* is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Clubs of North America (JCNA). JANE is incorporated in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

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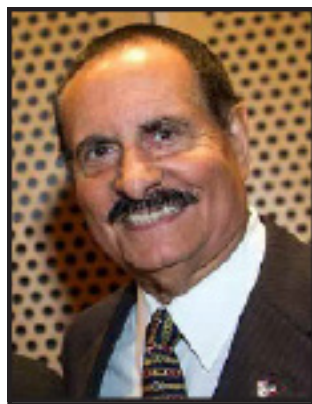
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## From the President Dean Saluti



In March, JANE continued to focus on important activities such as the Concours and our IT development, which we feel will “keep us moving down the road in the right direction.”

Marjorie and I continued working with our Concours Chair, Daniel Graf and his wife Jeanine. We all went to Sturbridge and met with the Sturbridge Host Hotel’s new Sales Manager to discuss this year’s Concours in detail. Daniel

has experience with having a large tent erected for the “Champion Class” cars, where there are usually fewer than 20 entrants. Such a tent would add a lot to the ambiance of the event and Daniel has submitted a proposal to a Sturbridge business association to fund the tent. Speaking of the Concours, JANE Chief Judge, Aldo Cipriano, will be running a Judges’ training session with our new Associate Chief Judge, Sandy Cotterman on Saturday, April 28, and I urge you to sign up for this free training. Here is your chance to help JANE while you learn from the experts how to improve the Jaguars that you love. Stay tuned.

The JANE IT Committee continues its work. Chuck Centore, John Brady, Marjorie Cahn, David Moulton, and now, Bonnie Getz are examining website options. Marjorie Cahn, with a little help from me, is working with Brett Lemoine from Constant Contact on the use of Constant Contact for membership management. As you can see from our meeting and event announcements, Constant Contact is already doing a great job for us. Meanwhile, John Brady has made a good start at defining JANE’s IT strategy and direction and is developing an IT decision and implementation timeline. I will keep you informed.

“We really enjoyed the February issue of the Coventry Cat. There was a picture of a more lethal cat on the cover, and we suspect Bonnie Getz has been helping Dave with these covers. Boy, do they look good! We appreciated the very informative article on XKs from past President Carl Hanson, and enjoyed long-time member Jim Coull’s article on how he’s trying to light up the dashboard of his E-type with LED bulbs. Great reading! My favorite column has been “From The Editor’s Pit,” where we hear from Dave Moulton and enjoy his wit and humor. For those of us who love our hardcopy Cat issues, we again thank Barbara McLachlan

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## President's Message Continued from page 3

and her husband Glen, for their "circulation duties." Thanks to Chuck Centore, the best Jaguar events resource "in North America," we continue to fill up our events calendar. Chuck and Patt hosted the February JANE Dinner Meeting at Longfellow's Wayside Inn. The room was packed – 47 attendees – eating, drinking, smiling, and having a wonderful time. Our speaker, Angus Dykman, from Gooding & Company, introduced us to the high-end auction business.

Meanwhile, we can't wait for Jaguar aficionado and legend Dean Cusano to speak at our March Dinner Meeting. Please register right away, as there might not be "room at the Inn." The Wayside Inn promises a great buffet for only \$30 (all inclusive - meal, tax, and tip) and you can come early to enjoy the Jag camaraderie in the Tavern.

Our annual Parker's Maple Sugar Barn Rally is scheduled for early April, hosted by Bruce Whitmore. Thank you, Bruce. We start off having a snack at Johnson's Restaurant in Groton, MA. Then, either led by Bruce's impressive instructions or his "Jaguar Estate Wagon," we wend our way up to Parker's for a full pancake/waffle/syrup-eating festival. We are allowed to go home only after visiting the gift shop for more maple items. Don't forget the maple jelly beans!

This year, we have replaced the Potluck Picnic with a Clambake and Pool Party at the beautiful Kernwood Country Club in Salem, hosted by new members David and Ginger Zeller. Save Sunday, August 26th.

Meanwhile, let's rev our engines and continue making JANE the "biggest and best Jaguar Club in North America."



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## Membership

# JANE Membership Report

*by Howard Kalet*



The weather is turning warmer at least some days and my Jag now gets out on select dry and warm days. Unfortunately, living along the seacoast has been particularly challenging – I've had to redefine dry days to include local flooding and salt spray! Now, this weather appears to be transitioning back to snow with our latest succession of nor'easters! That's winter in New England!

Back to membership – as of March 10, 2018 JANE has a total of 258 paid members. We now have one new member and two rejoining members – more details at the end of this report.

Our annual membership for JCNA has been submitted and paid. JANE continues to be one of the largest JCNA clubs in North America. We will find out more when our JANE members and delegates return from the upcoming AGM meeting.

Our membership is comprised as follows:

241 are Full paid Members of JANE, plus there are 11 Associate Members and 6 lifetime and complimentary members. We also have 9 Guest members that are not included in the membership totals. They receive a free 3 month guest membership, and should all be viewed as potential new JANE members!

Other Info: 108 of our members receive the printed version of the Coventry Cat.

### ***Mail***

There has been no returned mail, unchanged from my last report. Accurate database management is important to minimize mailing costs for JANE and JCNA!

### ***Badges***

No car badges have been sold since my last report. 92 badges are available for sale of the last order of 100. The price is unchanged at \$45 per badge. Please contact me if you would like a badge.

### ***Website Update/Transition***

I now have an expanded role to support the upcoming transitions of our new communication tools and website. I take great care to accurately manage and utilize our membership database. It drives and supports our club activities, communication, registration for events, membership, trip reports, and much more.

### ***Please Welcome Our New and Returning Members***

#### ***New Members***

LARRY AND SHARON HOFFMAN, NATICK, MA  
66 E-TYPE OTS, 2005 X-TYPE ESTATE WAGON

#### ***Returning Members***

MICHAEL FINER, SALEM, MA  
2012 XJL

DAN AND LINDA JONES, EXETER, NH  
1956 XK120 OTS



## UPCOMING EVENTS in MARCH and APRIL

- **MARCH 28 - JANE's March Monthly Meeting at the Wayside Inn in Sudbury.**

**Drinks at 6 PM, Dinner at 7.**

Our speaker will be Dean Cusano, owner of Motorcars Inc. in Plainville, CT. He is also a member of JCSNE Club in Connecticut. In addition, he is one of the most knowledgeable Judges of Jaguar Cars in New England and possibly the Country. He is especially fluent in E-Type Jaguars.



Dean will be speaking about an E-Type Coupe recently featured in Mesh New England Magazine, his restoration project E-Type Enzo Sez.

He'll also tell us about Dream Ride, a fund-raising project in which we all might want to participate. Go to [Dreamride.org](http://Dreamride.org) for some background. And come join your fellow JANE members for a buffet dinner and dessert, and get the whole story about this amazing restoration/recreation. Bring a friend.

**Coordinator: Chuck Centore ([cpcentore@comcast.net](mailto:cpcentore@comcast.net))  
978-201-9782.**

- **SUNDAY, APRIL 8 - Parker's Maple Sugar Farm Rally in Mason, NH.**

Meet at Johnson's Drive-In  
164 Boston Road,  
Groton, MA 01450

**Coordinator: Bruce Whitmore  
(cell: 781-307-8560)**

Spring doesn't actually arrive *until* we have our traditional JANE tour to Parker's Maple Sugar Farm, despite what the calendar might suggest. This year the



tour is scheduled for Sunday, April 8th, when the maple sap will be running freely and our Jaguars will also be running (sort of), ready to make "The Run For The Pancakes'nSyrup." Prizes for Tour winners usually include tins of Parker's Maple Syrup, which is legendary for its quality. Don't be surprised if the rally competition turns out to be quite fierce.

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## UPCOMING EVENTS in MARCH and APRIL

Continued from page 6

In order for Parker's to accommodate our group in our very own dining room, the rally doesn't commence until a fully civilized hour is reached. So we will meet at **Johnson's Restaurant and Dairy Bar** in Groton, Massachusetts at 12:30 PM, and be on our way by 1 PM, with our Maple Sugar Rally drivers following two different sets of directions to Parker's. We'll arrive about 2 o'clock, leaving a little time to go on the tour of the sugar house, or else go visit the wonderfully campy gift shop before we are seated in our JANE dining room at around 2:30. And if you don't want to rally, just meet up with everyone at Parkers around 2 PM. Note that rallymaster Bruce Whitmore needs to get a head count (hint: the first 30 people who register will be in our JANE dining room). Others will be seated in the main dining area on a first-come-first-served basis. So please register, either online, by calling Bruce (cell:781-307-8560), or by emailing him, no later than April 4th if you plan to attend.



- **April 25, JANE's April Monthly Meeting at the Wayside Inn in Sudbury. Drinks at 6 PM, Dinner at 7 PM. Our speaker in April will be Daniel Graf, discussing his gorgeous Jaguar Mark IV and its restoration.**

Daniel writes, "In 1965, I purchased my first Jaguar which was a black XK140 DHC with a red interior. It was my daily driver to negotiate the streets of Manhattan. It became immediately apparent that I should get up to speed on the mechanical learning curve. Compared to big American muscle cars in those days, Jaguar style and performance was a real head turner. Ever since then, Jaguars became my primary mode of transportation. As a hobby, the Jaguar Classics always beckoned to my passion, not just in form, but also in function: the challenge of restoring rusty hunks of steel and resurrecting them into beautiful, original sculptures. My joy in restoration is also fueled by history, pre-war, post-war to the present – a kind of time travel."

**Coordinator: Chuck Centore (cpcentore@comcast.net), 978-201-9782.**

- **Saturday, April 28th, at 9:30AM. Judges Training Seminar. Location to be announced. Chaired by Aldo Cipriano.**  
**Coordinator: Chuck Centore (cpcentore@comcast.net), 978-201-9782.**



## February Meeting Report

# Thinking About Warm Florida and Some Hot Cars, at the Wayside Inn

*Text by Brian McMahon and Chuck Centore, photos by Chuck Centore and others.*



***Marvin, the Wayside Inn's legendary bartender, made us feel, oh, so welcome on a cold February night!***

In addition to Marvin, our February 28th monthly dinner meeting featured Angus Dykman as guest speaker, from Gooding & Company, a major high-end car auction firm. He was greeted by a sizable crowd of 45 enthusiastic JANE members, who thoroughly enjoyed his preview of the Amelia Island Auction, which was conducted a week after our meeting.

The evening started with our President, Dr. Dean Saluti, asking our members in attendance to stand and announce their names and the cars they owned. The resulting list was quite an assortment of classic and modern cars, probably larger than the list of cars up for auction by Gooding this year at Amelia. While some of us mentioned *only* one or two cars, many of us went on and on with our lists of Jaguars, Ferraris, Porsches, BMWs, Cobras, the stray Lancia, the improbable Allard, and on and on. All in all, most impressive. And after we finished eating, Chuck Centore introduced our guest speaker, Angus Dykman.

If you've ever daydreamed about attending the Amelia Island classic car auction, listening to Angus would probably have had you ordering airline tickets to Florida for this year's event before you even settled your tab with Marvin or left the Wayside Inn.

Angus highlighted several of Gooding's offerings, including a completely restored '61 Jaguar E-Type OTS (flat floor, external hood latches, welded hood louvers) that was one of the first batch of 300 E-Types produced in Coventry. Their selling price estimate for this unique roadster was \$300,000 to \$400,000. It actually sold for \$320,000.

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***1961 Jaguar E-Type, sold at auction.***

Two other Jaguars are also in this year's catalog: an original '52 XK-120 (steel wheels with spats) offered in the \$120,000 to \$150,000 range brought \$93,500, and a restored '53 XK-120 SE with some performance modifications was for sale in the \$120,000 to \$140,000 range, but realized \$110,000.



***1952 Jaguar XK-120, auctioned***



***1953 Jaguar XK-120 SE also sold at auction.***

Some JANE members asked Mr. Dykman about the disparity in auction values between Jaguar XK-120s and

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Porsche 356s of similar vintages. The Gooding catalog that circulated at our meeting showed a restored '59 Porsche 356A cabriolet (with detachable hardtop) asking \$175,000 to \$225,000 (sold for \$132,000), a rebuilt '57 Speedster offered for \$550,000 to \$675,000 (bringing in \$572,000) and an extremely rough '53 356 1500 Super coupe with a replacement engine for \$70,000 to \$90,000 that found a new home for \$88,000.



**1957 Porsche Speedster successfully auctioned.**

Some members contended that Jaguar XK-120s are faster, as well as more stylish and comfortable than Porsche 356s, which one member derided as little better than Volkswagens of the era. Much like the E-type a dozen years later, the Jaguar XK-120 was an automotive sensation at the time, with its grace, space and pace making it a success on many levels. General Motors saw the interest Americans had in this British sports car and were convinced that they could also create a stylish 2-seater to add to their Futurama tour across America. That car was the original 6-cylinder Corvette, but its sluggish performance and poor build quality quickly scuttled any comparisons with the XK-120. After a few years of declining sales, GM strongly considered cancelling further production of America's Sports Car. Further irritating XK-120 fans, today's asking prices for restored '53 Corvettes range from \$250,000 to \$500,000. Well, they do have automatic transmissions.

Given the Jaguar XK-120's panache, as well as its success in the showroom and on the race track, it seems reasonable to expect that values today should be much higher than the market seems to support. Pressed for an explanation, Angus suggested that Porsche has *always* been competitive in sports car racing and this may attract new, younger buyers, while the Jaguar victories at Le Mans in 1951, 1953, 1955, 1956 and 1957 are remembered only by a dwindling cohort of gear-heads of, shall we say, a

certain age. Perhaps this will encourage Jaguar to rekindle its interest in racing.

Mr. Dykman was asked how to become a qualified bidder at Amelia Island or the other two auctions supported by Gooding. "It's simple," he said. "You contact our office and express your interest, and then send us a letter from your bank certifying that you have sufficient funds to make a purchase of a specified size."

Generally, cars under \$250,000 in value are auctioned with no "reserve", meaning that *any* highest bid buys the car. Over \$250,000 there is often a reserve specified, meaning that the seller is not obligated to accept any bid less than the reserve amount. On the day before the auction, qualified bidders can inspect any car and even start the engine, but test drives are rarely permitted. Buyer and seller each pay the auction house 10% of the selling price.

Angus also spoke about a pair of special cars that were featured on *Barn Find Hunter* and entered in this year's auction: a 1967 Shelby 427 Cobra with a more tractable though less powerful original "428" CID Ford engine that sold for \$1,045,000 and a 1966 Ferrari 275 GTB2/4 "Long Nose" that brought \$2,530,000.

Angus finished up his presentation and fielded many questions until the staff gently advised us that the dining room had closed. It was truly a wonderful evening full of camaraderie and fellowship. And the food was really good as well.

So, get your trip to the Amelia Island Auction organized, and remember not to sneeze or wave to a fellow JANE member in the audience after the bidding starts, or you might have to make room in your garage for an additional toy.



**Thanks, Angus!**

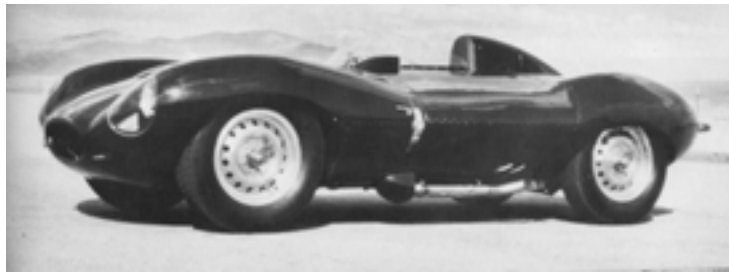
## A Member Reminisces

### *Memories of a Very Special D-Type Jaguar*

*Text by Frank Grimaldi. Photos by Andrew Whyte/other.*

Every so often, someone or something jogs my memory. This time I'm taken back more than 60 years to driving my father's 1953 XK120M as a teenager. He owned a restaurant in Boston and seldom took the Jaguar to work. Somehow he allowed me to drive that car the minute I got my license.

At a recent lunch with a group of old racing friends someone asked if anyone remembered the D-Jaguar that Auto Engineering owned in the mid '50s. Now, Auto Engineering in Lexington MA was a favorite destination for my joy rides with the XK120M. I spent a lot of hours visiting that shop and lusting over that D-Type whenever it was in Lexington between races. It was D-Type Jaguar XKD#529, a gorgeous British Racing Green 1955 short-nose model.



**1955 Short Nose D-Type Jaguar, "Jaguar Sports Racing & Works Competition Cars from 1954" Andrew Whyte 1987**



**Jaguar Mk VII, Jaguar D Type, Jaguar XK140 FHC "Jaguar Sports Racing & Works Competition Cars from 1954" Andrew Whyte 1987**

Every D-Type was built specifically for international race competition. All were right-hand drive with a faired-in headrest behind the driver. When compared to the other Jaguar models, the stunning D-Type was much lower and more streamlined than even the sporty XK140. Later D-Types had a large vertical fin rising from the headrest to help stabilize the car at maximum speed. Some said the fin was more important for providing a vertical surface on which to mount the racing numbers! Regardless, D-Type Jaguars succeeded in international racing with and without that fin. The Auto Engineering D-Type was being raced by rising star Walt Hansgen. I saw many of his races in 1956 and 1957 when he won 7 of 11 races. Briggs

Cunningham then made him a member of his famous racing team and Hansgen continued dominating races in the white and blue Cunningham D-Type and Lister Jaguars.



**Walt Hansgen, on his way to a victory in 1957, in one of Briggs Cunningham's D-Type Jaguars.**

Later, in 1959, I crossed paths with XKD529 in a very strange way. My high school years had been spent pumping gas at a local Gulf station, playing high school sports, hot rodding a '40 Ford Coupe bought from a hockey teammate for \$50 and of course driving my father's XK120M. Needless to say, I had little time for study and, as a result, no college accepted my application.

As soon as I graduated from high school my father sent me to Chauncey Hall Prep School on Boylston Street in Boston hoping I would get enough credits in their summer term to get into a college. Vacant parking meters were readily available early in the morning so I drove to school in my hot rod Ford. When the weather forecast was favorable I even took the XK120M. I never worried about leaving it at a parking meter all day and fortunately nothing bad ever happened to it!

One morning after parking on Clarendon Street I rounded the corner and froze in my tracks, for a British Racing Green D-Type Jaguar was parked at the curb directly in front of Chauncy Hall. I knew immediately that it was the Auto Engineering D-Type and wondered if one of my professors was a racing enthusiast. I was shocked to learn it was owned by Tom Rutherford, a classmate I hardly knew. He told me that in order to get that car licensed for the road, his mother had to post a sizable bond. No insurance company would take a chance on the liability of a no-holds barred race car being driven on the street!

I wasn't too good at math, and my really neat drawings of race cars in my school books were not worth much academic credit, so I did not last long at Chauncy Hall. Before the term ended I went down Boylston Street to Wentworth Institute and did well enough to start

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## Memories - Continued from page IO

Northeastern's 5-year program in its second year. After leaving Chauncy Hall I lost track of Tom Rutherford, but learned that he had taken XKD529 to Bonneville and, at over 185 mph, set a Jaguar record that stood for more than 50 years. Tom's girlfriend was part of that success – before each run she filled every seam on the D-Type body with polishing wax for better aerodynamics.



**Tom Rutherford with XKD529, at Bonneville Salt Flats where he exceeded 185 mph. Note Wheel Covers and Exhaust "Jaguar Sports Racing & Works Competition Cars from 1954" Andrew Whyte 1987**

In 2005 Gooding & Company auctioned XKD529 at Pebble Beach, where it sold for \$1.8 million dollars. It was noted that the car had done little after Rutherford's record run, except survive a tornado!

That note jogged my memory about a 1990 visit I had with George Boyd in Urbana, Illinois. George had accumulated dozens of interesting cars while a Snap-On

Tools salesman. We spent the better part of a day in his barn and he mentioned that his original barn had been destroyed in a tornado. He had wonderful stories about each of the USAC Midgets, Indy cars, and SCCA Trans-Am cars parked among dozens of early American classics. He showed me the beautiful tube frame Jaguar special he had built and raced in the early '50s and, almost as an afterthought, mentioned that he had owned a D-Type Jaguar in the '70s.

When I learned that the Rutherford D-Type had survived a tornado I was certain it must have been in George's original barn. I contacted George, now 83, and he confirmed that his D-Type was the Tom Rutherford car. He described how he had seen the tornado coming across the fields and watched as it picked his barn high into the air and deposited pieces of it all over the country side. None of the cars in the barn were lifted away but many, including the Rutherford D-Type, suffered damage from falling debris. George later sold the car to a noted Jaguar collector in Florida where it was repaired and restored to the exact configuration Tom Rutherford used at Bonneville.

The history for XKD529 in Andrew Whyte's 1987 book 'Jaguar Sports Racing & Works Competition Cars From 1954' contains another interesting tidbit. The Auto Engineering D-Type also survived a serious "identity crisis" when one of two other D-Types, both found to have been created from parts of XKD523, claimed to be XKD529.

*XKD529 is certainly a Very Special D-Type Jaguar.*

## Classified Ads

### Part for Sale

XJ6 Big Valve cylinder head. Totally rebuilt with new valves, springs, tappets and seals. Seats are recut. Has tappet guild hold-down kit installed on exhaust side. Gasket face is resurfaced. Has late XK6 4-bolt cams installed. Alternate cams installed by request. Front of head can be polished to resemble early head. More pictures can be seen at JAGFIX.com or by request. Location: York, Maine.



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# The XK70 Jaguar Festival

Organised by the XK Club

Saturday 9 - Sunday 10 June 2018



As momentum for the XK70 Jaguar Festival gathers apace, our preparations are in full swing.

With activities to suit all tastes – from panels, forums, displays and personalities to vintage fashion, fairground attractions, live theatre and family fun – this promises to be a truly spectacular Jaguar celebration.

We are now delighted to announce our latest additions to the festivities.



## XK70 Driving School

Thursday 7 June 2018

On Thursday 7th June, and as the perfect prelude to the XK70 Jaguar Festival weekend, we are offering the opportunity to take part in a special Driving School. This will enable you to get the best from your car if you choose to enter the hillclimb competition at the Weekend.

You will start the day with an overview about competitive hillclimbing, followed by a drivers' briefing before starting out on the track. The day will be conducted under the supervision of highly experienced instructors who are seasoned hillclimb competitors.

The cost of £195 per participant includes breakfast, lunch and afternoon tea.

Guests will be welcome – we just ask for £30 per guest for catering during the day.

Please note that places are limited and will be on a first come-first serve basis



## XK70 Hillclimb

Saturday 9 June 2018

One of the main features of XK70 will be the timed runs at Shelsley Walsh Hillclimb. With a unique history, competing at Shelsley is very special. Dating back to 1905, pre-war there were three main venues for motor racing in Britain: Brooklands, Donington Park and Shelsley Walsh.

Anyone taking part will be driving in the wheel tracks of such motor racing giants as Sir Malcolm Campbell, Raymond Mays, Stirling Moss, Peter Collins and 1951 Le Mans winner Peter Walker who broke the Sports Car record in a works C-type.

Entries are now open to all XK-engined cars.

If over-subscribed, preference will be given to cars with a competition history. Classes will be decided when all entries have been received. Entry is limited to 80 cars.

Entry includes four runs for £120 per person.

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Email: [louise@e-typeclub.com](mailto:louise@e-typeclub.com) Book online or download a booking form at [www.xk70.co.uk](http://www.xk70.co.uk)

# 2018 CALENDAR OF EVENTS

Note: this calendar only lists dates, times, events, locations and some speakers. For details, see the separate, more detailed event announcements as they are posted in the Cat and on the website. At this point, you will also see that we still have some tentative or undetermined dates. Stay tuned.

DATE TIME	EVENT	LOCATION
Thurs-Sun. March 22-25	JCNA AGM & International Jaguar Festival,	San Antonio, TX
Wed. March 28 - 6PM	JANE Monthly Meeting, Speaker: Dean Cusano	Wayside Inn, Sudbury
Sun. April 8 - 12:30PM	JANE Parker's Maple Syrup Barn Rally	Mason, NH
Wed. April 25 - 6PM	JANE April Mtg. Speaker: Daniel Graf	Inn at Bay Point, Quincy, MA
April date TBA	Tech Session	
Sun. April 28	Concours Judges Training Session	location TBA
May date TBA	Belmont Day Display your car	Belmont Center
Wed. May 23 - 5:30PM	JANE May Mtg. Jags on the Lawn and Dinner	Larz Anderson Museum
Fri & Sat. June 1&2	Empire Drivers, Inc. Two days of track time	Lime Rock Park
Sun. June 3 - 10AM	Larz Anderson Museum Members Day	Larz Anderson Museum
Fri-Sun. June 8-10	3rd Annual Bristol British Motorcar Festival	Bristol, Rhode Island
Sun. June TBA	JCSNE Annual Concours	Lyman Orchards, Jct of Rts 147 & 157
Sat. June 16 - 10:30AM tentative	JANE Spring Slalom	In-Control Driver Training Facility, Andover, MA
Sun. June 24 - 10AM	Larz Anderson Museum British Car Day	Larz Anderson Museum
Wed. July 25 - 6PM	JANE Monthly Meeting, Display Your Jag,	Wayside Inn, Sudbury
Sun. July 29 - 1PM	JANE at Myopia Polo Club Matches	
Sun. August 10 - 10AM	Larz Anderson Museum Tutto Italiano Day	Larz Anderson Museum
Fri-Sun. August 10-12	JANE Annual Concours	Sturbridge Host Hotel Sturbridge, MA
Sun. August 26 tentatve	North Shore Clam Bake	Swampscott, MA
Wed-Sat. September 6-8 tentative	Road Trip To The Glen	
Fri-Sun. September 14-16	27 <sup>th</sup> Annual British Invasion	Stowe, VT
Sat. September 22 - 10:30AM	JANE Autumn Slalom	In-Control Driver Training Facility, Andover, MA
Sun. September 23 - 9AM-2PM	7 <sup>th</sup> Annual Boston Cup	Boston Common, Boston, MA
Wed. September. 26 - 6PM	JANE September Meeting, Speaker: TBA	Wayside Inn, Sudbury
Sun. October 7	Columbus Day Parade	East Boston
Fri-Sun. October 12-14	Martha's Vineyard Weekend	
Wed. October 24 - 6PM	JANE October Meeting, Speaker: TBA	Wayside Inn, Sudbury
November date TBA	Tech Session	
Wed. November 14 - 7PM	JANE Monthly Meeting, Speaker: Innkeeper	Wayside Inn, Sudbury
Sun. December 2	JANE AGM and Holiday Party	Location TBA



## A Member Reminisces

### *The Saga of a Racing XK120*

Text by Stu Forer, photos by Stu Forer and Ed Hyman

Back in 1974 I was racing an ELVA Formula Junior with the Vintage Sports Car Club of America (VSCCA). However, in 1976, my wife and I moved to Chicago where I got a job with The Quaker Oats Company. Unfortunately, there were many fewer venues to race vintage cars in the Midwest than here in the Northeast and my driving time really fell off. But it happened that my fraternity brother and roommate at Penn, Dudley Cunningham, with whom I had raced in the SCCA, had an Aston Martin DB2/4 MKIII. So, we swapped cars, which meant that then I could also have fun driving the Aston on the street. A few years later, in 1978, I returned to Rhode Island and bought a Toyota Dealership. During that period, I raced the Aston occasionally with the VSCCA.

In 1998, my son Edward graduated from high school. For a graduation gift, I gave him a gift of the Skip Barber racing school and series. We then decided to jointly drive the Aston at the annual Aston Martin Owners Club event at Lime Rock. Now, the Aston was known to have weak rear axles. When I checked up on the car's preparation, I saw that there were new competition axles waiting to be installed, sitting on the mechanic's bench. When we got to Lime Rock we assumed, of course, that those new axles had in fact been installed. I went out first and the car felt good. My son went out next and the axle broke, the left rear wheel came off and the car flipped twice. The aluminum car was squashed (see the before and after pictures below). My son was 17 and made of rubber. He was uninjured. If I had been the driver, at 56 years of age, I would have needed an orthopedic surgeon, maybe several!



*The Aston-Martin  
BEFORE*



*The  
Aston  
Martin  
AFTER*

Meanwhile, I had invited JANE member John Fuller, who was also interested in racing with the VSCCA, to the event. Pondering my future, I decided that my next race car would be totally restored for vintage racing. At dinner, John & I were sitting with Ali Lugo, a Jaguar mechanic and restorer, and he offered to build us both vintage XK120 race cars. He had a 120 that he sold to John, while I found a restoration candidate that was owned by David Sturdevant, an ex-SCCA and semi-professional racing car driver. It was a 1951 XK120.

John and I both wanted cars built from scratch, that is, no two parts touching each other before beginning the build. Neither of us wanted cars that might have mechanical malfunctions that could hurt us at our advanced ages (we thought of ourselves as the dirt brothers, older than dirt). We had the engines, gearboxes and rear axle assemblies built by Tivvy Shenton, a Jaguar racer, engine builder and restorer. We asked Tivvy to build us engines that were streetable as well as raceable.



*Stu's restoration  
candidate's frame*



*Miscellaneous body parts  
of Stu's restoration  
candidate*

My Jag was completed during the summer of 2004. Its first event was a VSCCA Rallye, during which the car ran flawlessly. I then entered it in its first competition event, the 2004 Rolex Vintage Festival at Lime Rock. I had previously tried to enter the event in my 1958 Turner 950S (I

Continued on page 16

Continued from page 15

didn't expect the Jag to be completed in time), but that entry was denied because they were very picky about the cars in those days. (Now, of course, they will accept anything that looks old and has four wheels – sometimes even just three wheels.) They were delighted to accept the Jag.

My friend and ex-JANE member Steve Gordon attended the 2004 event with me. After Saturday's race, when we were cleaning the car, he suggested that I enter the concours on Sunday. I told him that I was not a concours person, but I ended up entering it anyway because there was no racing on Sunday. To my surprise, the car won both its class and also best raced car. I also won a driver's award which was presented by Indy car champion, Bobby Rahal.

Since then, I've raced the car from 2004 right up to the present. It is race prepared and serviced by KTR of Ayer, Massachusetts. I have had no DNFs in the approximately sixty races that I have entered. I attribute the success of the car to the ruggedness of the Jaguar XK120 and the excellent service by KTR. They also race prepare the cars of numerous JANE members, including John Fuller, John Feng and Michael Kaleel, as well as servicing the cars of JANE members Tom Moses and others.



*Stu having fun*



*Stu having more fun*

At 76, I have come full circle. I still race with John Fuller and Dudley Cunningham, friends of more than fifty years. The next custodian of my XK120 will be my son Edward.

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## from The Editor's Pit

In this issue, I hope you have enjoyed Frank Grimaldi's tale of the "Rutherford" D-Type and Stu Forer's vintage racing memories. In April, as promised, we'll have a hilarious tale by David Clark (Floodplain Sports Cars, Putney, VT) about cruising through the heartland in a V-12 E-Type in the '70s, as well as Gary Hagopian's introduction to the *Vintage Racer's Mantra*, which I now think of as "The Hagopian Four-Step."

In May, Paul Bicknell will write about license plate restoration (really!), Tony and Kathy Fontaine of Yarmouth, Maine will introduce themselves and their 1976 XJ6C, and Don La Haye of Waitsfield, VT will reminisce about his XK8. Should be a great issue.



"The editor, thinking about the hooligan exhaust racket of a V-8 F-Type."

After that, the article bin is open, except for a wonky and dreary article on *The Zen of Making Driving Mistakes*, by your humble editor (I've been saving it for an emergency). So, to head off dreary wonkdom, I invite you to refill the bin. You'll never get a better (easier!) opportunity to become a world-renowned author. Give me a call (978-448-6828) or email me (d18@moultonlabs.com) to discuss your ideas and intentions. Still no pressure. Still much fame!

Also, feel free to complain to me about anything at d18@moultonlabs.com. And once again, thanks for helping out and thanks


for reading this stuff!

See you again in a couple of weeks.

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