

NOTES FROM THE EDITOR'S DESK

While on holiday in England during July, my thoughts for this page were on the proposed changes to our tax law, and how they would adversely affect America's industry. But with the President undergoing cancer surgery, Congress deadlocked on deficit reduction and the budget on the back burner, nothing new was being said or done regarding a new tax law. Therefore, with nothing of import to our industry to reflect upon, I decided to share an experience that I thought would be of interest.

A few years ago, an English friend of mine, Iain Exeter, bought a company called B.L.E. Engineering, manufacturer of modified and racing versions of Jaguar automobiles, known as Lister Jaguars. During my visit, he secured a racing track at Bruntingthorpe for some of his friends and customers, and for my wife and me to put some cars through their paces, under simulated semi-race conditions.

The day was atypical in every way, from the clear blue skies and sunshine (remember, this was in England) to the startling array of motorcars: an XJ13 Style Invicta Racer, powered by a 5.7 liter V12 440HP engine with 6 dual downdraft Webbers sitting behind the driver, driven through a Z-F transaxle; a Jaguar XJS Lister Racer with a 5.7 liter 400HP engine, which was to race the next day at Donnington; a 5.7 XKE Lister with 6 dual downdraft Webbers; a TVR 350i, (a fast and beautiful car which we don't see in the U.S.); a Ferrari 512BB Boxer and other, more "normal" cars.

For about six hours we roared around the track, trying to push these cars to their limit. I did some circuits in the Invicta with Roger Mac, the celebrated race driver at the wheel, to get an idea of what the limit is really like:

Marsha Goldstein driving the XJ13 Invicta



Iain Exeter and M. G. with XJ Lister Racer

unbearable heat, the smell of burning rubber, the deafening roar of the engine, and the tires operating at the limit of their ability to stick to the ground — exhilarating! Iain's son Tim lost control of the XJS Racer, with me as a passenger, and we wound up in a wheat field, but fortunately there were no serious injuries.

Dr. Pooler and the boys at Ford have their Cobras, the guys at Chevy their 'Vettes, and Chrysler their muscle cars, but it's a rare opportunity to drive some of Europe's exotica.

Good fun was had by everyone — a most enjoyable and unforgettable day. Thanks, Iain!

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