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As I sat by the Infineon tent to keep an eye on the car, I looked across and saw a familiar trailer; that of Jason Len's XK Unlimited. His big bore E type was to his right and my favorite of his cars just to his left. I am referring to his beautifully restored XK 120 fixed head. The work done in and around his engine compartment was as polished as Stephen Cross's 65 E-type roadster (completely restored by Classic Jaguar in Austin, Texas). Both of these cars are painted in what I believe is an Opalescent gunmetal color. I was disappointed that Jason's 120 did not win a trophy at the second annual Marin Concours d'Elegance (two weeks before the Historics).

The other major change in the Historic week end had to do with the scheduling of the races. They made Sunday's schedule more exciting than in the past. The big engine cars took to the track at the end of the day, keeping a lot more people around through the week end. And speaking of big V-8's, Vic Edelbrock Jr's 18 wheel rig was moved across the grandstands on the east side of the drag race track. No problem for viewers as there is now a convenient tunnel that allows you to cross over to visit that side. All the muscle cars were together there.

The most interesting question I was asked all day? Surprisingly, it was posed by a British lady and her husband who stopped to chat with me about the car. "Why is Jay Leno not at this event?" I am still scratching my head and wondering the same thing. He is all over the place during the big Pebble Beach car week!

Getting back to the one who wears two hats, Jason Len. (Owner of XK Unlimited and some time race car driver). For three years in a row I have watched his silver racing E type do its twelve laps.

Every year he shows improvement in his performance. If you just watch his car, you are not aware of how well it gets around the track; but if you watch it run against other powerful cars, you start to be impressed. Jason started out as number 3 in pole position. Behind him was a muscle Mustang. It took that Mustang about 9 laps to pass the big bore E. As I recall, Jason finished 5th in his group.

What makes Saturday so special for some of us is that the excitement of the noise and the intoxication of the fumes do not end at 5 p.m. About 15 show cars and 19 race cars all meet at Gate One, facing highway 120. We pick up our window sticker there, along with two wine glasses and food tickets. About 35 of us enjoy the evening Sonoma charity show and wine tasting each year. And a great part of the fun is the HP guided fast drive up to Sonoma, without stopping

at red lights or four way stop signs. When we arrive, we all drive completely around Sonoma Square to allow the greeting throngs to view the cars. We get applause as well as "ooohs," and "wows." But this year due to all the rain, the show was not held right at the Town Hall grass square. They wanted the grass to dry out more before being trampled. So we drove the half mile to the lovely and imposing Sebastiani Winery. The question each car owner asked? Will this be a quiet show this year, with few viewers? After all, how many will want to work their way over to the winery from the Square? No worries, mates. There were a record number of people there to see the cars, taste the hors d'oeuvres and try the many wines.

The trophy and Korbel gift this year went to the show car I voted for: A perfectly restored 21 window yellow and white VW bus. Love them!

But it's 8 p.m. and time to start our engines to race back towards Infineon. After all, there is still Sunday.

It was a busy and exciting weekend (on the race track too). All toll there were 375 race cars competing in 13 groups throughout the weekend. As for the cars, they ranged from the wild to the wonderful, even giving those who'd thought they'd seen everything new wonders to ponder. Some of the startling surprises that showed up in the paddock area were Peter Mullin's very exotic 1927 Delage ERA driven by David Duthu; the 1939 Lagonda V12 of Richard Morrison's, which was nearly lost forever after it fell victim to a bombing run during WWII; and Dick DeLuna's remarkable 1917 Hall-Scott racer intended for the 1917 Vanderbilt Cup but never built until the end of the 20th Century

On Sunday, at the conclusion of the races, the grand winner was Chris MacAllister of Indianapolis Ind. Chris won the Sonoma Historic Cup "The Phil Hill Trophy" for top overall presentation and performance, with his jet-fast orange 1971 McLaren M8F.

