

The

Coventry Cat

The Newsletter
of the

Jaguar Association
of New England

Vol 13 - Num 9
September 2011

*This 1953 C-Type belonging to Tom Jaycox Sr.
and Tom Jaycox Jr. received a special award from
JANE as the most rare entry
in our 39th Concours d'Elegance.
See story on page 10.*

Photo by John Romano



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Missing a piece?



SUMMER REFLECTIONS

Keep a cool head...

Radiator Assembly	C12672	MKI/MKII	£271	\$417	€266
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Water Hose Kit	All Models	Prices From	£92	\$142	€90
Antifreeze (Blue) 5L	MOR051	Ethylene glycol Based	£20	\$30	€19
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...and an eye on where you have been.

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Interior Mirror	C17757*	E-Type S1 DHC	£30	\$45	€29
Interior Mirror	C20697	E-Type S1 FHC/MK2	£113	\$173	€111
Interior Mirror	C28516/1	E-Type S1.5/S2	£75	\$115	€73
Interior Mirror	C33369	E-Type V12 DHC	£79	\$121	€77
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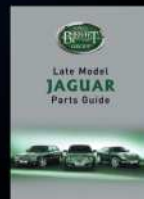
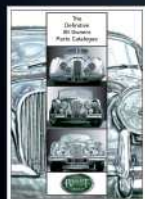
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HOLLAND

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President's Update - September 2011

A Fine Concours we had in August ... and More Fun Events Scheduled for Fall

By Dennis Eklof

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.

JANE Officers

President: Dennis Eklof, 978-448-2566, dennis.eklof@verizon.net

VP Events: Dean Saluti, 617-285-6565, djsaluti@aol.com

VP Membership: Tom Moses, 978-580-7416, tmoses@spillcenter.com

Secretary: Carl Hanson, 781-275-2707, chansonjag@aol.com

Treasurer: Don Holden, 603-673-8167, donholden@rcn.com

Concours Committee:

Ed Avis, 207-737-8258, ed@avisfamily.com
Mike Axford, 978-448-8107, svx97@charter.net
Jim Coull, 978-486-8900, coullman75@verizon.net

Head Judge: Jim Sambold, 603-918-8795, xkjagnut@comcast.net

Slalom Co-Chairs:

Bill Parish, 978-486-9830, wdparish@verizon.net
Tom Parish, 978-692-8090, tparish@carlisle-co.com

Webmaster: Dennis Eklof, 978-448-2566, dennis.eklof@verizon.net

Traveler Contact: Gary Hagopian, 603-763-3093, g.hagopian@yahoo.com

Board Members

Margaret Caruolo • Chuck Centore • Aldo Cipriano
Stu Forer • Ed Hall • Michael Kaleel
Lauren MacCarthy • Ray O'Brien • Dave Randall
Dean Saluti • Francisco Silva • Jennifer Taylor

The Coventry Cat

Editor: Prebble Eklof, 978-448-2566, prebble.eklof@verizon.net

Circulation: Ed Hall, 508-853-8193, eahall@charter.net

Send articles, info, and photos to: prebble.eklof@verizon.net -or-
The Coventry Cat, 31 Ames Road,
Groton, MA 01450-1963

Advertising: Carl Hanson, 781-275-2707, chansonjag@aol.com

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(Non-members)	\$120
Quarter page	\$175
Half page	\$325
Full page	\$600
Inside back cover	\$1200
Inside front cover	\$1000
Back cover half page	\$500

Visit JANE on the web at

www.j-a-n-e.org



JANE's 39th annual Concours is now history, and it was among the best we have ever held. It seemed like everything went just about perfectly. The only element that can be attributed to good luck was the weather, and it, too, was excellent - comfortably warm and sunny.

We had some outstanding cars on the field with Best in Show going to Tom Gould for his beautiful 1976 silver XJ6C SII in the Champion Class and to Scott Meersman in the Driven Class with his 1999 maroon XJ8 Vanden Plas. Three cars tied for the People's Choice award -- Tom Jaycox's very special 1953 BRG C-Type, which he has owned and raced for many years; George Jones's 1966 maroon MK II Saloon; and John Fuller's 1952 silver XK120 OTS racer. Tom Jaycox also received a special award for his C-Type being the most rare entry in this year's Concours.

We also had some outstanding contributions for the silent auction and raffle, and raised over \$3000 from those two activities.

I also want to thank our vendors for their support. SNG Barratt had their usual set-up, selling Jaguar parts and accessories, Wagner Motors brought a couple of cars, Donovan Motors brought a beautiful, almost-completed E-Type restoration to display, and new sponsor Lime Rock Park added to the show. Our thanks to them all for their support.

We closed out the weekend with our usual Sunday morning poker run, thanks to Chuck Centore, and Tom Finan walked away with all the money.


This year the only carry-over from past Concours teams was Brenda Soussan, who pitched in and was a tremendous help to all the new team members. Many thanks to our Concours Committee, Ed Avis, Mike Axford, and Jim Coull; our new Chief Judge, Jim Sambold; our new Hospitality Suite hosts, Gordon Taylor and Betsy Taylor Kennedy; and our new field layout team, Tom Finan and Dean Saluti, for jobs well done! Thanks also to Margaret Caruolo for again donating the Best in Show trophies and for her moving words during their presentation. And thanks to the many others who contributed to making this a great event.

What seemed to be a rather full month when I wrote my notes at the beginning of August turned out not to be. Our SNG Barratt BBQ event was canceled due to the small expected turnout, and the Potluck Picnic and Pool Party at our house fell victim to hurricane Irene. We suffered only minor damage from the storm, but many were not so lucky. An upcoming event, the British Invasion, will certainly be impacted by the extreme devastation in parts of Vermont. Our usual route to that event is up Route 100, but parts of Route 100 certainly will not be opened for some time.

Several JANE members trekked out to Lime Rock for the annual Vintage Festival, and we all had a great time. Mike Kaleel was there racing his XK120. Gary Hagopian was there, first with his red E-Type and then with his "Silver Hammer" E-Type. Gary arrived on Friday but suffered a bearing failure in practice. Not wanting to miss the races, he loaded up the red car, towed it all the way back to his garage in Sunapee, NH, switched a lot of his racing gear to the silver car, and towed it back to Lime Rock, arriving at 4 a.m. on Saturday! Do you think Gary is serious about racing?

Prebble and I, along with Sandy Cotterman, were there as spectators and had a very enjoyable weekend. Maybe next year I will be a racer. While at the track I signed up for a three-day Skip Barber racing school in their open-wheel formula cars.

There are several events coming up in September and October that will almost certainly have active JANE participation. Check them out on the Calendar of Upcoming Events on page 4 of this issue of the Cat, and you can get the details for all these events from the JANE website.

Hope to see you soon at one or more of these events. 

Dennis

Calendar of Upcoming Events

September

02-05 Weekend	Lime Rock Historic Festival Presented by Jaguar	Lime Rock, CT
16-18 Weekend	21st British Invasion	Stowe, VT
24 - Sat - 8:30 am	50-Year E-Type Anniversary at Faneuil Hall	Boston, MA
25 - Sun - 1:30 pm	JANE Potluck Picnic, Lawn and Pool Party	Groton, MA ***
28 - Wed - 7 pm	JANE Monthly Meeting	Wayside Inn, Sudbury, MA

October

02 - Sun - 8:30 am	JANE Fall Slalom	Devens (Moore Airfield), Ayer, MA
07-09 Weekend	Cape Cod British Legends Weekend	Falmouth, MA
09 - Sun - 11:30 am	2011 Columbus Day Parade	Boston, MA
08-09 Weekend	Foreign Auto Festival and Antique Aeroplane Show	Owls Head, ME
16 - Sun - 9 am	JCSNE Slalom	Hartford, CT
26 - Wed - 7 pm	JANE Monthly Meeting	Wayside Inn, Sudbury, MA

November

16 - Wed - 7 pm	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
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December

04 - Sun - 3 pm	JANE AGM and Holiday Party	Vesper CC, Tyngsboro, MA
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**CHECK THE JANE WEBSITE OFTEN FOR THE POSTING OF NEW EVENTS
BETWEEN MONTHLY ISSUES OF THE CAT
WWW.J-A-N-E.ORG**

From the Editor



My apologies for a later-than-usual issue of the Cat this month. Dennis and I took in the Lime Rock

Historic Festival over the Labor Day weekend. It was enjoyable, as always, but being there did put me behind schedule with the production of the September Cat.

In addition to the fun of seeing some of our JANE members racing, a special highlight of the weekend was getting to see **Senna**, the documentary on the Brazilian Formula 1 race driver Ayrton Senna, who won the F1 world championship three times before his death at age 34 in 1994. The documentary is incredibly well done and contains a wealth of good racing footage from that era of F1 racing. I highly recommend it. 🏁

Prebble

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Upcoming Events

JANE Monthly Meetings



Longfellow's Wayside Inn

Most of our monthly meetings are held on the fourth Wednesday of each month at Longfellow's Wayside Inn in Sudbury, MA. Our

next meeting will be on

Wednesday, September 28th. Please let Dennis Eklof know no later than Monday, September 26th, if you plan to attend. **Again ... it's very important that you let Dennis know if you plan to attend!** It really helps the Wayside Inn's restaurant staff to serve us better if they know in advance approximately how many to plan for. Our dinner meetings begin at 7 p.m., but many arrive early to stroll the beautiful grounds at the historic Wayside Inn, or to visit with friends in The Old Tavern before dinner. 🇬🇧



L to R: Margie Cahn, Dean Saluti, Prebble Eklof, and Sandy Cotterman enjoy the late afternoon sun on the lawn at the Wayside Inn before our meeting in July.

Mike Cook to Speak at October Meeting

JANE members attending the October meeting (October 26th) are in for a major treat. Our guest speaker that evening will be the legendary Michael (Mike) Cook, the editor of *Jaguar Journal* and *Vintage Triumph Register*, as well as the archivist of the Jaguar Daimler Heritage Trust in the USA.

Mike's background in British cars goes way back to the early days of marketing British cars in America, including the wild years of British Leyland. He knows more about the history of selling Jaguars, Triumphs, MGs, Rovers than anybody in this country. Now serving as the editor of the oldest Jaguar magazine in the world (bet you didn't know that about our *Jaguar Journal*!) and as archivist of JDHT, he can certainly tell us a lot that we don't know about our Jaguars. **Make sure you put the date on your calendar ... and alert Dennis Eklof that you are coming to the meeting.** If you don't let him know, you are likely to sit out in the hall while the rest of us dine with Mike! 🇬🇧

Here are JANE's Carl Hanson and Mike Cook at the Challenge Championship and JCNA Annual Meeting in 2001 in Franklin, Tennessee. They were standing next to a motorcycle once owned by Sir William Lyons.



JANE Fall Slalom

Devens Moore Airfield, Ayer, MA - October 2nd



Bill and Tom Parish
JANE's Slalom Co-Chairs

Now that you are done making your cars *pretty* for our annual Concours, it is time to make them *fast* for the fall JANE slalom. We had a great time at the spring slalom – lots of cars, good weather, and no mishaps – and we're sure that the fall slalom will deliver the same.

For this slalom we will be back to our usual schedule, without the drivers school that we ran in the spring.

9:00 to 10:00 – Registration and Tech Inspection

10:00 – Drivers Meeting (mandatory) and Course Walk (optional)

10:15 – First car off

As usual, every car will get five runs, with “dollar” runs available after the awards ceremony.

As always, we need volunteers for course setup, tech inspection, instruction, timing, starting, course workers, refreshments, etc. We would like to know ahead of time that we have the resources we need, so please sign up by contacting Tom Parish at tparish@carlisle-co.com (978-828-4707) or Bill Parish at wdparish@verizon.net (978-486-9830). 🇬🇧



Paul Bicknell (left) and Al Zanengo (right) on the course at our spring slalom

Directions from 495:

- Take exit 30 for Massachusetts 2A W/MA-110 W
- Turn left at King St/MA-110 W/Massachusetts 2A W
- Continue to follow MA-110 W/Massachusetts 2A W
- At the traffic circle, take the 2nd exit onto Harvard Rd/MA-111 N/Massachusetts 2A W heading to Ayer/Groton
- Continue to follow MA-111 N/Massachusetts 2A W
- Turn right at MA-111 N/Massachusetts 2A W/Park St
- Turn left into Devens/Moore Airfield. Go up the hill and you will see a sign directing you to the left for autocross events.

Directions from Route 2:

- Exit onto Ayer Rd/MA-110 E/MA-111 N toward Groton
- At the traffic circle, take the 3rd exit onto Harvard Rd/MA-111 N/Massachusetts 2A W heading to Ayer/Groton
- Continue to follow MA-111 N/Massachusetts 2A W
- Turn right at MA-111 N/Massachusetts 2A W/Park St
- Turn left into Devens/Moore Airfield. Go up the hill and you will see a sign directing you to the left for autocross events.

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Other Happenings



**Bring Your Jag to Faneuil Hall
to Celebrate with JANE
the 50-Year Anniversary of the E-Type**



Come to Boston's Historic Faneuil Hall to Celebrate 50 years of the Jaguar E-Type. This event has been coordinated by JANE members Kurt and Linda Steele. Kurt is the President of the Boston Area MG Club, and in this role he has reserved several weekends at Faneuil Hall Marketplace for displays of various marques. Thanks to Kurt and Linda, JANE members will be able to display their Jags at this exciting venue.

JANE members, display your car at this Historic Boston Landmark, just steps away from the Freedom Trail, the waterfront, great shopping, and wonderful restaurants. No more than 25 Jags can be displayed, so call or email to RSVP with Kurt right away. All models are welcome to celebrate the "E-Type Birthday."

Date: Saturday, September 24, 2011

Time: 8:30 a.m. Line-up Event from 9 a.m. to 3 p.m.

Line-Up Location: Merchants Row, at the Side Gate of Faneuil Hall,
in front of Bertucci's and Clarke's.

Merchants Row is the last right off State Street, before Congress Street and the Old State House with the famous Grasshopper weathervane.

Cost: \$15 Registration Fee -- necessary to reserve your display slot

RSVP: Kurt Steele: kurt.f.steele@gmail.com 508-395-5800

Carl Jay: carl.jay@verizon.net 508-429-3915

Dean Saluti: djsaluti@aol.com 617-285-6565

Woodstock British Car Show

Saturday, October 1
10 a.m. to 4 p.m.

(Rain date Sunday, October 2)

Woodstock, NY-Intersection of Rtes 212 and 375

\$15 Pre-registered or \$20 Day of Event
Goody Bags for all registered cars.
All proceeds from this event benefit
the Woodstock Playhouse

For more information
email Woodstock.British@gmail.com

British Legends Weekend

Friday, October 7 - Sunday, October 9

Friday - 6 p.m.: Meet and Greet
Green Harbor Waterfront Lodging
East Falmouth, MA

Saturday - 9 a.m.: Road Rour - Lunch - Social
Marine Park,

Scranton Avenue, Falmouth, MA

Sunday - 9 a.m.: British Legends
Car and Motorcycle Show

For registration and more information:
<http://www.capecodbritishcarclub.org/Events>



**Foreign Auto Festival and Antique Aeroplane Show
Owls Head, Maine
Saturday and Sunday, October 8 and 9**

Autocross on Saturday

Sunday -- British vehicles of any year, make, or model, as well as all pre-1990 marques

A salute to globalization with vintage vehicles from around the world

Vehicle demonstrations, Model T rides, biplane rides, and family activities

2011 Columbus Day Parade



Come join JANE members Dean Saluti and Marjorie Cahn ('65 3.8A) with your JAGUAR at the annual Columbus Day Parade in Boston. You will be sponsored by the Boston Renaissance Lodge of the Sons of Italy, as Dr. Saluti is the President of this large Boston organization.



Parade Date: Sunday, October 9, 2011

Parade Time: Car Line-Up at 11:30 a.m. Kick-Off at 1 p.m.

OUR CARS WILL LEAD OFF THE PARADE!

Line-up Location:

Boston City Hall Plaza -- In front, Cambridge Street Side

Look for:

Dean Saluti and Marjorie Cahn

Before the Parade:

Free Pizza and drinks will be served

Parade Route:

Our Jags will leave Boston City Hall and we will drive through the Financial District and Faneuil Hall. Then we will drive through Boston's Historic North End, our Little Italy, where the reviewing stand will be on Hanover Street with the TV cameras.

After the Parade:

We will drive to the No Name Restaurant at Boston's Fish Pier, next to the World Trade Center, for an "after the parade" Dutch-Treat Fish Meal (approximately \$11-17). We will have reserved seating. There will be ample safe parking for your Jags.



CONTACT: Dean Saluti or Marjorie Cahn. RSVPs are REQUIRED.

617-285-6565 / 617-285-6564 or Email: djsaluti@aol.com



Event Reports

JANE Concours d'Elegance and Jaguar Festival

By Ed Avis, Jim Coull, Mike Axford, and Brenda Soussan – Photos by John Romano and Dennis Eklof

Those of you who were not at Sturbridge for the 39th JANE Concours and Jaguar Festival missed a GREAT event! The

weather was perfect, the cars were wonderful (as usual), the Hospitality Suite provided great food and drink, the judges were well prepared and professional, the DJ provided terrific

music for listening and dancing, and JANE's reputation for fun and great hospitality was clearly in evidence. The 62 cars in attendance filled the main field to overflowing and wrapped around the hotel. The event seems to get bigger and better every year!



put them in frames, donate items for the raffle and silent auction, organize the Sunday morning Poker Run, bring food for the Hospitality Suite, haul all the boxes of trophies and field setup markers – the list goes on and on, and we won't mention names for fear of missing someone! Mike Kaleel and Brenda Soussan left very large shoes to fill, but

also assisted the new Committee in learning the ropes. Brenda walked us through the preparations and was on hand at Sturbridge to make sure we got it right! With everyone's help the event went off without a hitch and we stayed on schedule. Our thanks to everyone who assisted in making this a successful Concours! A special thanks to everyone who donated items to the silent auction and raffle (and to those who BOUGHT raffle tickets and auction items). JANE raised over \$3000 from the auction and raffle! We also owe a special thanks to our sponsors – Donovan Motor Cars, SNG Barratt, Lime Rock Park, and Margaret Caruolo (who has provided the Best in Show awards for many years).



A row of E-Types on the show field

JANE was pleased to welcome new members Dave Austin, Scott and Ingrid Sweeney, Bill and Deb Richardson, John Egge, and Sam Tanoglu. If you didn't get a chance to meet them, be sure to say hello when you see them at a JANE event.

This was the first year for three members of your new Concours Committee to plan and execute this event, and it was a STEEP learning curve! Unless you've organized one of these events yourself, it's hard to understand all the work that goes on for almost a year to pull everything together. It would have been impossible to stage this event without the aid of all the volunteers who sell raffle tickets and conduct the raffle, hand out registration packets at the front entrance, tally up the judges' score sheets, set up the parking spaces and direct cars onto the field, host the Hospitality Suite, print and mail out flyers, purchase tee shirts and picture frames and awards, take photos of the cars and have them printed and



Chief Judge Jim Sambold and his team maintained the high standards that have earned JANE such a great reputation for fairness, accuracy, and attention to detail. Given the number of cars on the field and the attention that must be given to each car, the judges did a fantastic job of keeping on time so the scores could be tallied and trophies prepared in time for the awards ceremony.

We were treated to several interesting displays and special cars this year, including Wes Keyes' operational XK engine display, a 1967 E-Type OTS that's under restoration by Donovan Motorcar, an unrestored 1961 E-Type OTS owned by new member Dave Austin ... and a VERY significant 1953 XK120C (C-Type) presented by Tom Jaycox Sr. and Tom Jaycox Jr. A few lucky folks also had a chance to examine the magnificent scale model XK engine that Bruce Murray is building FROM SCRATCH! When completed, this will be a fully operational engine and is truly a work of art and engineering excellence.



Wes Keyes with his XK engine display



1967 E-Type OTS being restored by Donovan Motorcar



Rod Gilbert and Aldo Cipriano look over new member Dave Austin's unrestored '61 E-Type OTS

The quality of the cars at this year's Concours was so good that there was a three-way tie in the People's Choice competition between George Jones's 1966 MK II Saloon, Tom Jaycox's C-Type (on this month's *Coventry Cat* cover), and John Fuller's race-ready XK120 OTS. There were a number of spectators at the event and they certainly appreciated the effort that everyone made to prepare their cars and make them "show ready."

During the Saturday evening awards ceremony Margaret Caruolo presented the Best in Show award in Champion Division to Tom Gould for his 1976 XJ6C SII and Best in Show in Driven Division to Scott Meersman for his 1999 maroon XJ8 VDP. The magnificent 1953 BRG C-Type owned by Tom Jaycox Sr. and Tom Jaycox Jr. was entered in Special Division, and it was awarded a "special award" as the most rare entry at this year's Concours. By far the best summarization of the entire evening was made by Margaret Caruolo when she said (and we paraphrase), *"Every Jaguar is special, and whenever you're driving a Jaguar you ARE the 'Best in Show'."*



Margaret Caruolo, who touched all our hearts when she characterized all of our Jaguars as "Best in Show"

This year's Aldridge Award went to Aldo and Debra Cipriano for their many years of service to the club as Head Judge, organizing JANE's participation in the Myopia Polo Event, providing free legal counsel to the club, and much more. And Carl Hanson received this year's Founder's Award for his many years of service to JANE. Carl has done it all over the years he's been a member.

Now that we're looking at the 2011 Concours "through the rear view mirror," it's time to start thinking about next year's event. The date has been tentatively set for August 11, 2012, the hotel is booked, and planning has already started – all that's needed now is YOU! Next year will mark a special milestone – JANE's 40th Concours. Plan to attend, come down on Friday and enjoy the pizza and fun in the Hospitality Suite, attend Saturday's Awards Banquet (and stay for the dancing), join in on the Sunday morning Poker Run, and volunteer for one of the many small jobs that make this such an enjoyable event. JANE is much more than the cars – its real importance is the friendships that we make and the fun we have together. As some have said, JANE is "a social club with a car problem"! 🇺🇸



Tom Finan (left) with his field set-up crew, Diane and Kevin Murphy, Marjorie Cahn and Dean Saluti



Ed Avis and Bruce Murray taking care of some last-minute registrations



Chief Judge Jim Sambold has a last-minute "round table" meeting with all the judges



**Our score tallyers were ready. Standing: Sue Hagopian
L to R: Peggy Binder, Kathy Hall, and Patt Centore**



Our long-time supporters SNG Barratt were in business on the show field



**There were many raffle items.
Left: Brenda Soussan got a poster. Right: Crin Coull claims a pretty red purse.**





Top Left and Right: George Jones's 1966 maroon MK II Saloon and John Fuller's 1952 silver XK120 OTS racer. They shared the People's Choice Award with Tom Jaycox's 1953 BRG C-Type (see cover of this issue of the *Coventry Cat*).
Middle Left and Right: Best in Show Champion Class, Tom Gould's 1976 silver XJ6C SII, and Best in Show Driven Class, Scott Meersman's 1999 maroon XJ8 VDP.



Upper Left: Aldo Cipriano receives the Aldrich Award from Dennis Eklof and last year's recipients, Cheryl and Ed Avis

Right: Carl Hanson (on the right) receives this year's Founder's Award from President Dennis Eklof

Left: Concours, dinner, and awards are over. TIME TO PARTY!



**TOO MANY PHOTOS FOR THESE PAGES IN THE CAT.
 MANY MORE, ALL IN COLOR,
 ON THE JANE WEBSITE
 AT
 WWW.J-A-N-E.ORG**

Member News

JANE Members at Pebble Beach

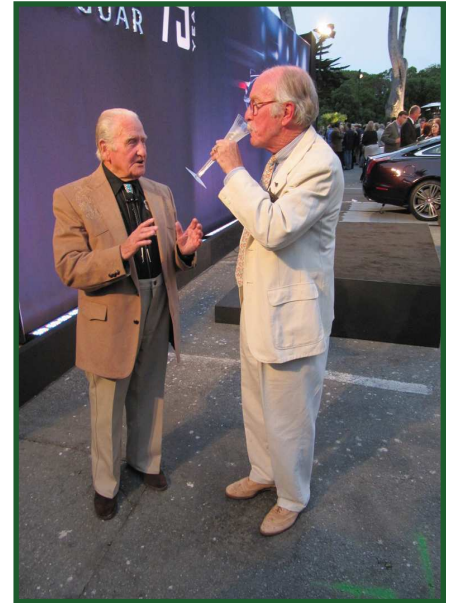
We can almost always count on hearing fascinating stories each year of JANE members' adventures at the Pebble Beach Concours d'Elegance and the Monterey Laguna Seca Histories.

Keith Carlson goes out every year. Keith says, "Last year Jaguar's 75th anniversary was a special event at the always-spectacular Monterey/Pebble Beach Week, and this year the 50th anniversary of the E-Type brought an even better display at the track. They were hard to count, as they were spread around, but there were about a dozen D-Types, seven (or more) C-Types, three XKSSs, an E2A, and several XJRs! A large pavilion exhibited most of these, but others were in the paddock, as several Ds and Cs raced, this year the D-Types competing quite well. A special race of E-Types (only) was dominated by Brian Donovan's stable, the three leading the pack throughout, although spread out over almost a mile.

There was no similar display at the Concours (pretty hard to compete with the track's group), only the entered cars, including a very sweet '34 SS1, an equally perfect SS100, and the original New York Auto Show E-Type coupe, which, along with the original Geneva coupe, had been at the track.

The first car to be seen as one entered the field was SLR 722 in an exceptional release from its captivity in the Mercedes Benz Museum. Yes, its driver was also there (Stirling Moss, of course), but with his retirement from racing, we missed him on the track. He was a judge at the Concours.

Another fabulous week ... come on out next year!" 🇬🇧



Keith Carlson goes to Pebble Beach just about every year. Here he is last year talking with Norman Dewis.

“The Pebble Beach experience was all that I envisioned ... and more!” said Sandy Cotterman of her first trip to the event.

What made it especially special for me was enjoying fellow JANE members and seeing them everywhere. Keith Carlson was able to secure an invitation, with much effort and grace, to the coveted Jaguar Land Rover North America, LLC joint event with Pebble Beach. We missed seeing fellow JANE members Becky and Dave Randall in the crowds, but we snapped a terrific picture next to one of the birthday E-Types.

I wish I had the picture ingrained in my mind of this shiny blue XK120 rolling through the Laguna Seca paddock with the driver waving. It was JANE's famous driver Michael Kaleel after his Friday afternoon practice. I was so surprised! The consolation ... a photo with Jay Leno when I returned on Saturday.

There were many highlights during the trip, but brushing elbows with Stirling Moss had to top my list. I felt like I was standing next to history ... which I was! 🇬🇧



Photo opportunities galore!

Left: Here's Sandy Cotterman with Jay Leno in front of the Jaguar display entering Laguna Seca paddock.

Right: Sandy with Sir Stirling Moss on the grounds at Pebble Beach during the early morning Concours judging.



Michael Kaleel spent a week in Monterey during Auction Week, Pebble Beach Concours Week, and the Monterey Historic Races at Laguna Seca. Michael's 1954 Jaguar XK120 was not only accepted into the Monterey Histories, but was invited into the Pre-Reunion races as well. It was a very busy week.

Laguna Seca is a prestigious 2.2-mile track that keeps the driver very busy with lots of turns. Michael says it has 11 turns and is an exciting track to drive. In the big Sunday race Michael began in 19th position in a field of 42, and had a great start. The series of photos below shows him following a white T-Bird at the top of the "signature" Corkscrew turn on the track. Then he is shown in the middle of the Corkscrew, having passed the T-Bird. Next you see him all alone at the bottom of the Corkscrew. Michael's son, Mosa, describes the roar of the engine getting out of that turn as "deafening." After a few laps, Michael had moved up into 12th position and was pulling away from a gaggle of other Jaguars. On turn 11, going into the straight and preparing to move into 11th position, he broke his clutch.

Everyone associated with the event was very friendly, and they did a terrific job of organizing other activities for the participants. Because of it being a Jaguar anniversary year, there was a track session exclusively for Jaguars. They were also honored with a police escort into Monterey for dinner one evening. He enjoyed a trip to a winery in the area and took in an auction while there. And very special was the opportunity to meet John Morton, a racecar driver he has admired over the years. "It was a wonderful week, just too many things going on all week to take them all in," says Michael. 🇬🇧



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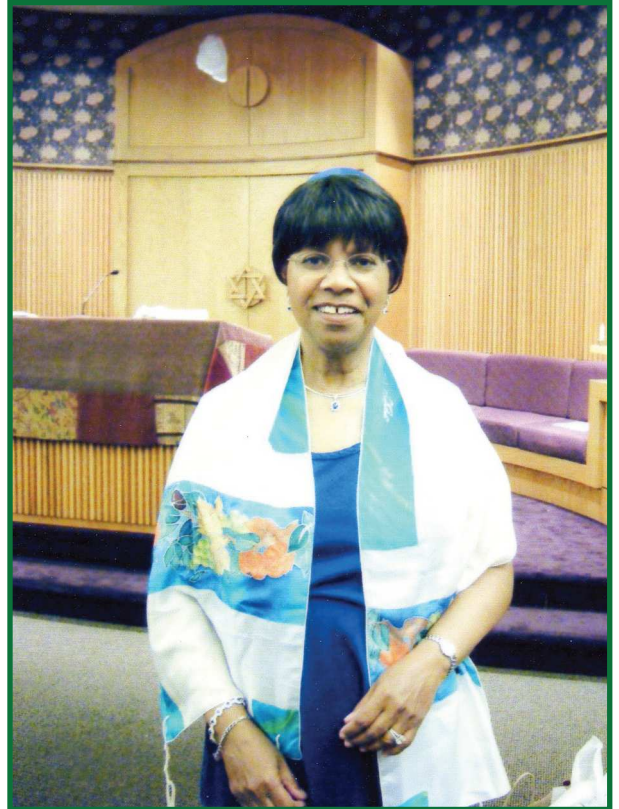
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Margaret Caruolo's Bat Mitzvah

Margaret Caruolo owns some of the most lovely Jaguars in JANE, and she drives them on a daily basis. But what some may not know is that also in her day-to-day life, Margaret identifies as a Native American Indian of Narragansett heritage. She has been an official member of the tribe of Abraham for 37 years. She was a camp counselor for many years and is honored to be declared Clan Mother of two groups of Dighton Intertribal Council and the Algonquin Medicine Society. In this capacity she is one of the spiritual leaders of these people.

A few years ago Margaret began asking questions, the answers to which she could not accept, and her Spirit Guide led her to seek another way, Judaism, where she discovered that Indians and Jews are tribal people and have more in common than people might realize.

Since Margaret did not get to have a Bat Mitzvah ceremony as a young person, she felt somewhat incomplete. So when adult B'nai Mitzvah classes were offered, she signed up, and in June of this year Margaret had her Bat Mitzvah ceremony. In addition to Margaret Eileen, she now has the Jewish name of Rut (or in English, Ruth), along with her Indian name ... Whippoorwill. 🇺🇸



Margaret Caruolo at her Bat Mitzvah ceremony in June

Mary Finan's Tennis Team Wins Again

JANE member Mary Finan is the Captain of her Cape Cod Super Senior (over 60) ladies doubles tennis team, which competes in a series of U.S. Tennis Association tournaments throughout the year. Last year, representing the New England Region, the team made it all the way to the USTA Super Seniors National Championships, losing only in the championship match to the Florida team, giving them second place in the nation honors.

Mary missed JANE's Concours in August because the team was again playing in the New England sectionals that weekend. The Super Seniors won their third straight New England title that weekend and will now travel to Arizona again for the National Competition in April of 2012. 🇺🇸



Mary Finan, on the right, with her winning Cape Cod Super Senior ladies doubles tennis team

Gary Hagopian at Pittsburgh Vintage Grand Prix

The PVGP was a mixed bag this year ... 110 degrees when we arrived on Thursday, then 5 degrees cooler each day. My car ran strangely ... idling smoothly, but sputtering and skipping on track. Float levels came to mind, so I checked 'em all, and not knowing the measurement, confirmed that all were the same, with the top of the floats parallel to the lid when the needle valve closed off. Back on track, I discovered that I had full power as long as I was in a left sweeper, or in a left turn (right-hand course, of course!). When turning right, it sputtered and stuttered until the car was straight again. I checked all wiring, changed the air correctors, and headed for the grid for the Qualifying race.

While waiting the 20 minutes in the grid, a spectator drew my attention, saying that he thought my left rear tire looked soft. I ignored this, since I had just checked the pressures before going to the grid. When we were released on track, I immediately felt the thing pulling left and knew the tire was bad. I was 2.3 miles behind the pace car on pins-and-needles, but I made it back to the grid under the double yellow without a flatbed. I changed the tire as fast as I could, hoping to get a couple hot laps in for qualifying before they called the next group, but I failed to get out and qualify. Therefore, I started the feature race in front of 150,000 spectators from the very back! By the time I arrived to take the green flag, the front-runners were half a mile ahead of me. I ran as hard as the car would allow, passing 17 cars in 8 laps! Some were cars I had lapped, but I never got a glimpse of the leaders.

However, I gave the spectators a good show for their money (free admission)! I finished happy, but still haven't seen any published results. We sweated a lot and worked the car a lot. The bad part was the 12-hour tow in each direction! The good part was that my grandson Dean Otey, an up-and-coming race driver/Jaguar enthusiast, was my crew for the event. We had a great time! 🇬🇧



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The Jaguar R Performance Academy

By Gethyn Timothy



Gethyn Timothy

One of the benefits that come with a new XFR or XKR is a free day of training at the Jaguar R Performance Academy. The academy is held twice a year on the East Coast and twice a year on the West Coast. This year the locations are in Florida and New York, with two events in Nevada. The academy is held for several days at each location, with the attendance capped at 20 students each day for the basic course, and at 6 students each day for the advanced course.

Students must have successfully completed the basic course before being eligible for the advanced course. There is a “pay-to-play” option for non-owners of new XFRs and XKRs, subject to the availability of space.

Rita and I drove down to Middletown, New York, in late June so that I could attend the academy at the Monticello Motor Club. Monticello is a beautiful private course located about 45 minutes north of Manhattan. Jaguar had arranged for a block of rooms at a special rate at the Middletown Marriott Courtyard. The evening before my day of training, Jaguar held a reception with dinner so that we could become acquainted with the instructors and meet our fellow students. The instructors were extremely friendly and told us, “Do not try to impress us. You will not impress us, but you will frighten us.” All of the instructors had outstanding qualifications, and included Davy Jones (Chief Instructor), who won the Le Mans 24 Hour race in 1996; Roberto Guerrero, who held the Indianapolis 500 qualifying speed record from 1992 through 1996; and Adam Andretti, nephew of Mario Andretti.

Rita, as a registered guest, was able to attend the reception, given a ride to the track, allowed to attend the instruction lecture, view close up the track events, have lunch, and offered a hot lap with one of the instructors.

It turned out that two of the students from New Jersey each had an XKR175. So, together with Margaret Caruolo’s car, I now know the locations of four of the 175 XKR175s in the United States.

The next morning we were driven by van to the racetrack. During the drive we encountered the most tremendous thunderstorm, with several periods of torrential rain. The rain had subsided by the time that we arrived at the track but continued intermittently throughout the day, increasing as the day went along.

The day started with an instruction lecture that lasted about 45 minutes.

Three key issues were covered. First, your driving position. You must sit correctly in your car. You need to be able to push the brake all the way to the floor, while still keeping your knee flexed. You must also be able to hold the wheel, with your arms slightly flexed, and your hands at the 9 o’clock and 3 o’clock positions. This gives you maximum flexibility for making turns, and also is perfect for using the shift paddles.

You must position yourself to comfortably look about 100 feet ahead. At 60 mph (88 feet per second) this equates to just over a second of reaction time. Most drivers look only about 40 feet in front; drunk drivers look only about 10 feet in front. This explained to me why, when we are traveling in the middle lane on Route 24, many drivers overtake in the slow lane, only to be blocked by slower-moving vehicles several hundred feet ahead of them. Act early, not fast. Always act rather than react.

Second, turn your head and look where you want to go. The car will go where you are looking. This explains why drivers in a panic hit a solitary tree or utility pole that has several hundred feet of open space on either side.

Third, do not ask your tires to do more than one thing at a time. Brake, turn, or accelerate. Most accidents happen when you are trying to turn too fast.

With these thoughts in mind, we headed out to start driving. Jaguar had provided twelve steel-bodied XFR sedans and twelve aluminum-bodied XKR coupes for our use. We were encouraged to shift between the models during the day. The cars were stock in all regards, except that all the tire pressures were raised about 8 psi above the recommended levels in order to minimize edge scuffing on the corners.

We were instructed to use the gearbox in *Sport mode*. This holds each gear to the red line unless shifted using the paddles. The transmission was placed in *Dynamic mode*. This tightens up the suspension and steering, and also speeds up gear shifts. Lastly, the *Dynamic Stability Control (DSC)* was set either to trac-mode, which allows much greater braking and turning forces before automatically applying the brakes, or to off. With DSC off, you are on your own!

The rain had somewhat subsided when we started driving. We started on the Mushroom Course, a small undulating autocross section of the South Course. Detailed course maps can be found on the web at www.monticellomotorclub.com. We each took two laps on this course, the first to get familiar, and the second to be timed. The goal was to retake the course at the end of the day to see how much we had improved. This turned out not to be possible, as the increasingly heavy rain prevented the use of the electronic timing equipment.



With an XKR on the figure-of-eight course

Next we moved to the helipad, where two figure-of-eight courses had been set up. We each took turns with an instructor for a number of laps with DSC in either trac-mode or off. I found it quite difficult to stop the rear end from sliding out when accelerating out of the turn with DSC off. Rita noticed that one of the circles was smaller in diameter, which explained why I was having sliding problems accelerating out of this circle. It turned out that this was Adam Andretti’s favorite exercise. He proceeded to demonstrate a series of 360-degree drifting turns with the rear end of his car covered in heavy blue smoke. I am sure that he has an excellent relationship with his tire supplier!

After the figure-of-eight course we moved to a high-speed oval that had been set up on a short section of the South Course. The course had

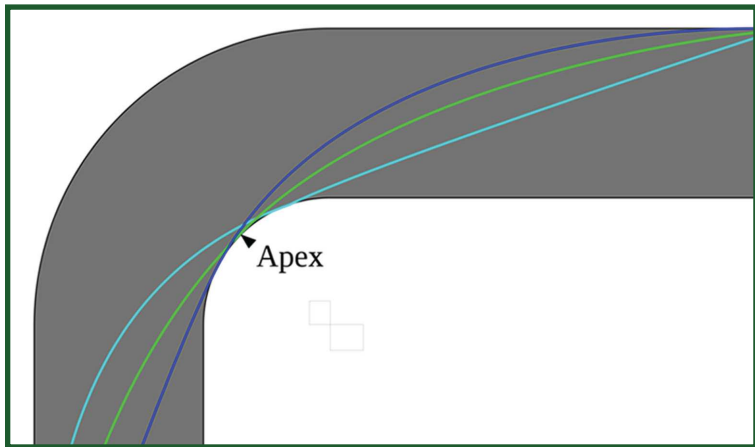
been well designed and drained well, but puddles remained on some of the corners.

Each 180-degree corner of the oval was marked with three cones ... an entry cone, an apex cone, and an exit cone. Accompanied by an instructor, we were required to accelerate hard and brake hard on the short straight section between the exit and entry cones, and to maintain the correct course through each curve. This meant staying within one foot of the entry cone on the outside of the track, within one foot of the apex cone on the inside of the track, and within one foot of the exit cone on the outside of the track. Starting the turn too early or too late quickly led to problems after passing the apex cone.

I initially found the braking requirement on the track to be counter intuitive. On the road I start to brake slowly, increasing the brake pressure in order to come to a smooth stop at the appropriate point. On the track the requirement is to brake as hard as possible initially in a straight line, and then to ease off into the corner. After several laps I began to become familiar with the track technique. We each completed a number of circuits in both directions around the oval course.



Starting on the high-speed course



The middle line shows the correct route through the turn

Following the drive on the high-speed oval, Jaguar gave each of us a helmet and we began a number of laps in order to become familiar with the South Course. The South Course is 1.6 miles in length with 12 turns including uphill and downhill sections. The back straight is part of the old Monticello airport runway. We each completed several laps accompanied by an instructor before breaking for lunch in the modern clubhouse. During these laps I was extremely impressed by the speed and handling of the XFR. It is truly an outstanding sports sedan.

After an excellent lunch, we had an hour for rest and discussion. During this time we each had our official picture taken. I had found while driv-

ing that it was far easier to keep the car on the track than to stay laterally located in my seat, even with my left foot pushed hard against the rest. I made a comment to this effect, and Adam Andretti kindly offered to find me a set of chains to hold me in my seat. I politely declined his offer.

Following the break, we resumed driving on the South track. Because of the wet conditions we all stayed in DSC trac mode. We each took several more laps accompanied by an instructor. We then were grouped into sets of three or four vehicles, driving alone but following an instructor. We each had a radio in the car so that we could follow the instructor's directions. After two or three laps, the first student was told to pull to the right of the track on the straight section, the other students then closed up, and the student to the right rejoined the group at the back. In this way we were all able in turn to follow directly behind the instructor. I found this to be particularly useful, seeing exactly where the instructor braked, and, more importantly, where he did not brake. Also, given the wet track conditions it was possible to follow exactly in the instructor's tire tracks.

We continued driving throughout the afternoon until we were forced by the rain to stop. I then had my hot lap with Davy Jones driving. I came away with a total respect both for the physical stamina of the instructors, and for the road holding capabilities of the car. It made a taxi ride in a four-man bobsled down the Olympia Bob Run in St. Moritz seem like a picnic in the park! On the back straight we hit a large puddle of water and hydroplaned for a short distance. Davy Jones advised the other instructors by radio, and then we repeated the hot lap to verify the track conditions.

We finished up by receiving a copy of our official photograph, a certificate of successful completion signed by Davy Jones, and a Performance Academy polo style golf shirt and cap.

Since the cost of the Performance Academy is included in the sticker price of a new XFR or XKR, purchasers of these cars really should take the time to attend the course. I believe that, given the quality of the instructors, even those who already have track experience would benefit from the course. I know that I came away with a much better understanding of my 500+ horsepower XKR, and how best to use it safely on the road. Given the opportunity of a "pay-to-play" option in 2012, I would certainly try to take it up. I know that I really need a second day on the basic course before even considering the advanced course.

Jaguar and the staff of the Performance Academy are to be congratulated for providing a highly informative and totally enjoyable day on the track. 🇬🇧



My official photograph (me in the center) with the, still happy, instructors



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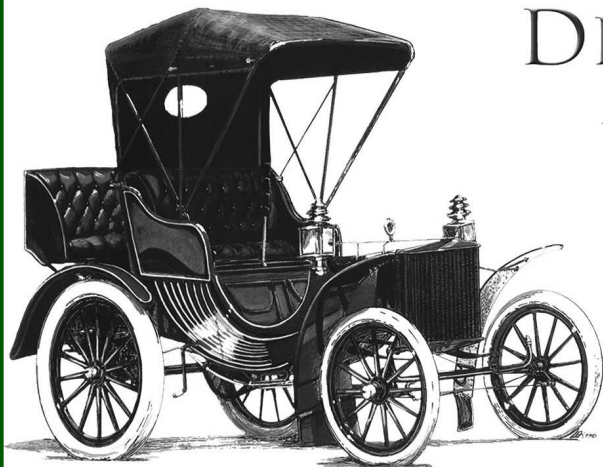
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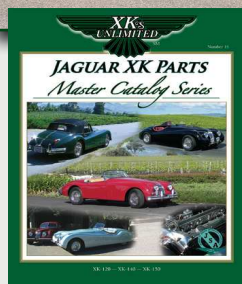
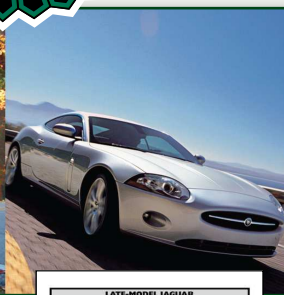
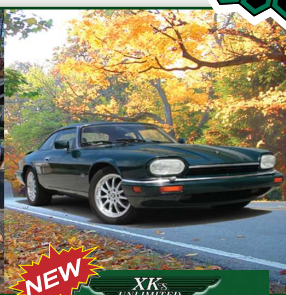
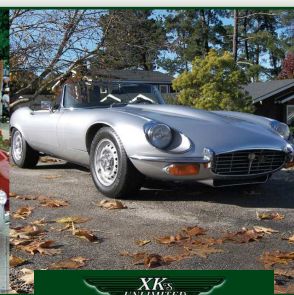
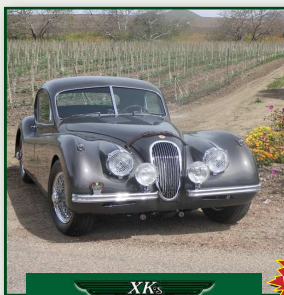
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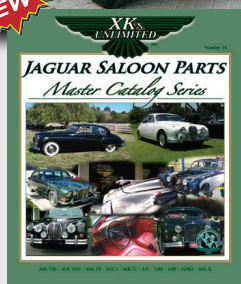
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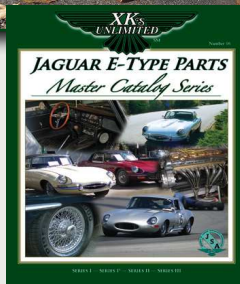
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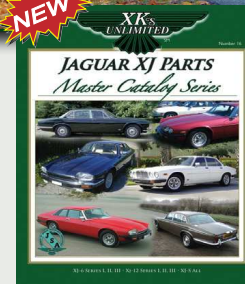
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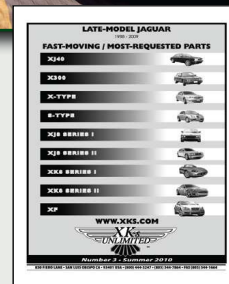
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1969 E-Type 2+2 automatic - Regency red with biscuit interior. Mechanically sorted with new tires, ser 3 Dayton wire wheels and new knock-offs. New brakes all around, rebuilt carbs, Pertronix, Magnacore wires, new shocks and bushings, CoolCat fans and fan switch. New Webasto sun roof in matching color, new headliner and repro steering wheel. Older restoration on Western car. Many small details have been done as well. Waterproof car cover, owners manual, and new jack bag included. \$18,000 or best reasonable offer. Ad placed by Bob Aldridge. Call Bob at 860-402-9848, or cell 860-605-8489, or email bobtype22@optonline.net. (10/09)

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E-Type Series I Radiator - When I rebuilt my '67 E-Type 4.2, I replaced the radiator with one of aluminum, so the original is surplus. Previous owner said it had been recored, but I cannot vouch for that. I never drove the car prior to the conversion to aluminum, so I have no experience with this radiator. Sale includes a high-quality aftermarket fan that is attached to the front of the radiator. Photos on request. \$400. Ad placed by Dennis Eklof. Phone: 978-448-2566. Email: dennis.eklof@verizon.net. (7/07)

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Literature and Manuals - I am thinning my collection of owners and service manuals and some brochures of mostly duplicates. Please contact me with your wants or needs. All items are factory originals, no reprints. Items only through 1968. Location: Hampton, NH. Ad placed by Jim Sambold. Phone: 603-918-8795. E-Mail: xkjagnut@comcast.net. (6/10)

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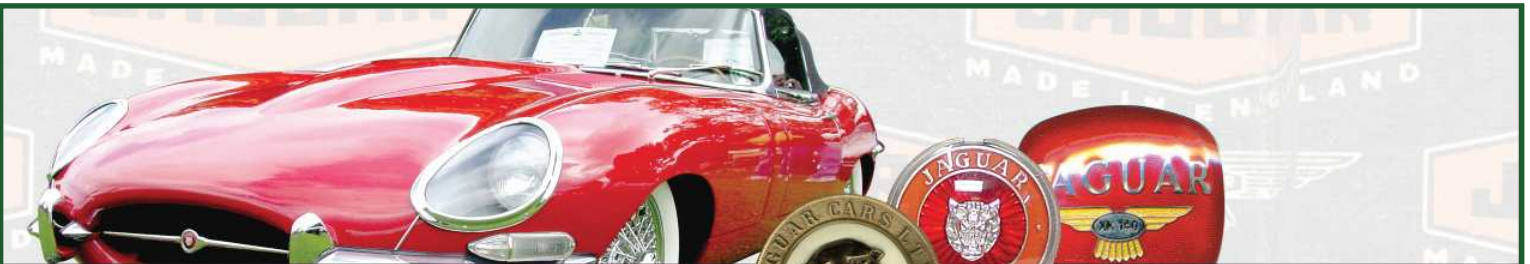


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