

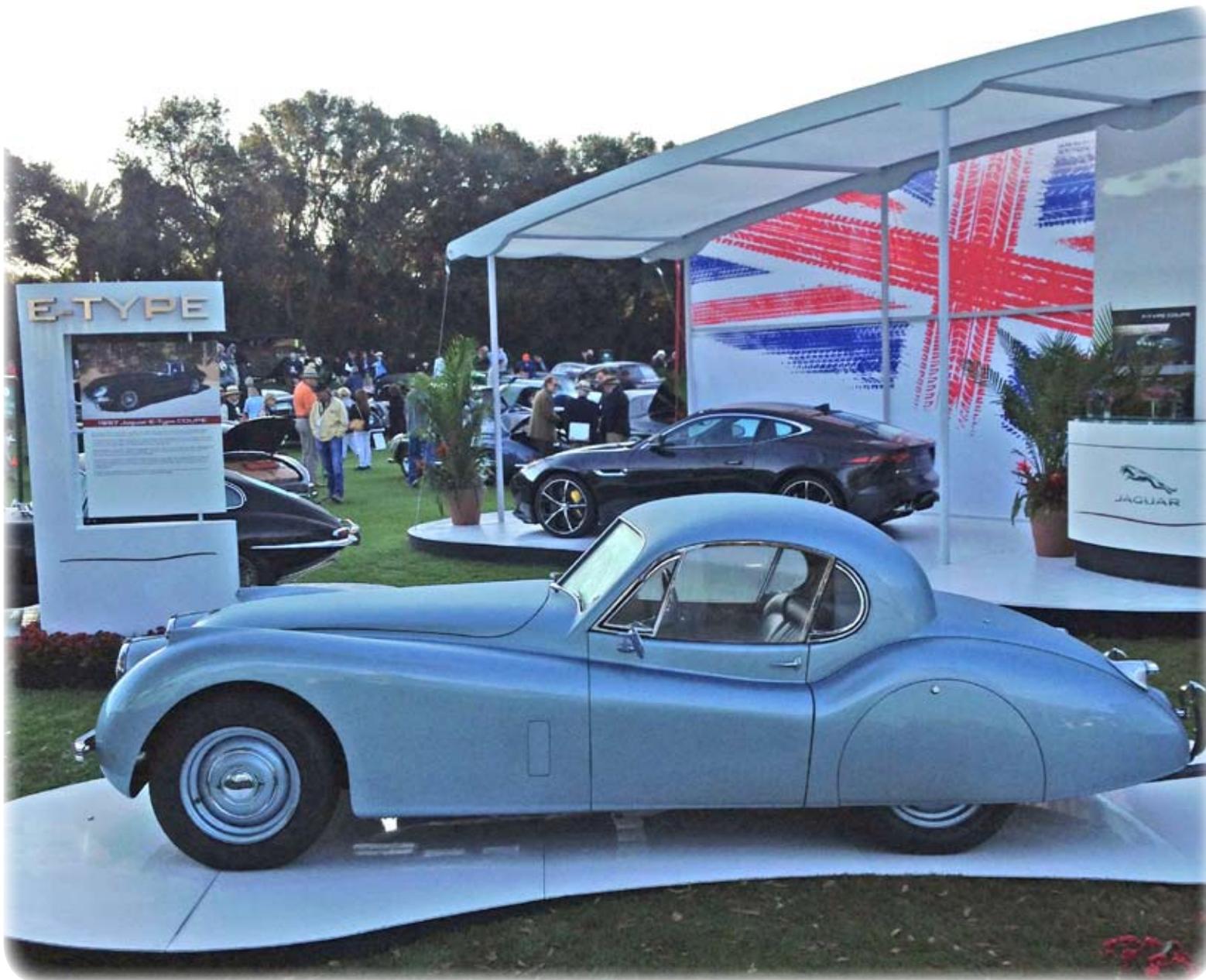
The Coventry Cat



Official Newsletter of the Jaguar Association of New England

April 2014

www.j-a-n-e.org



Blue Moon Over Amelia

JANE's Carl Hanson was invited to attend the 2014 Amelia Island Concours d'Elegance and have his 1951 XK120 FHC "Blue Moon" on display to help promote the new F-Type coupe. For the full story see Carl's article on page 14. Photo courtesy of Ivy Cowles.

NEW
FROM
SNG BARRATT

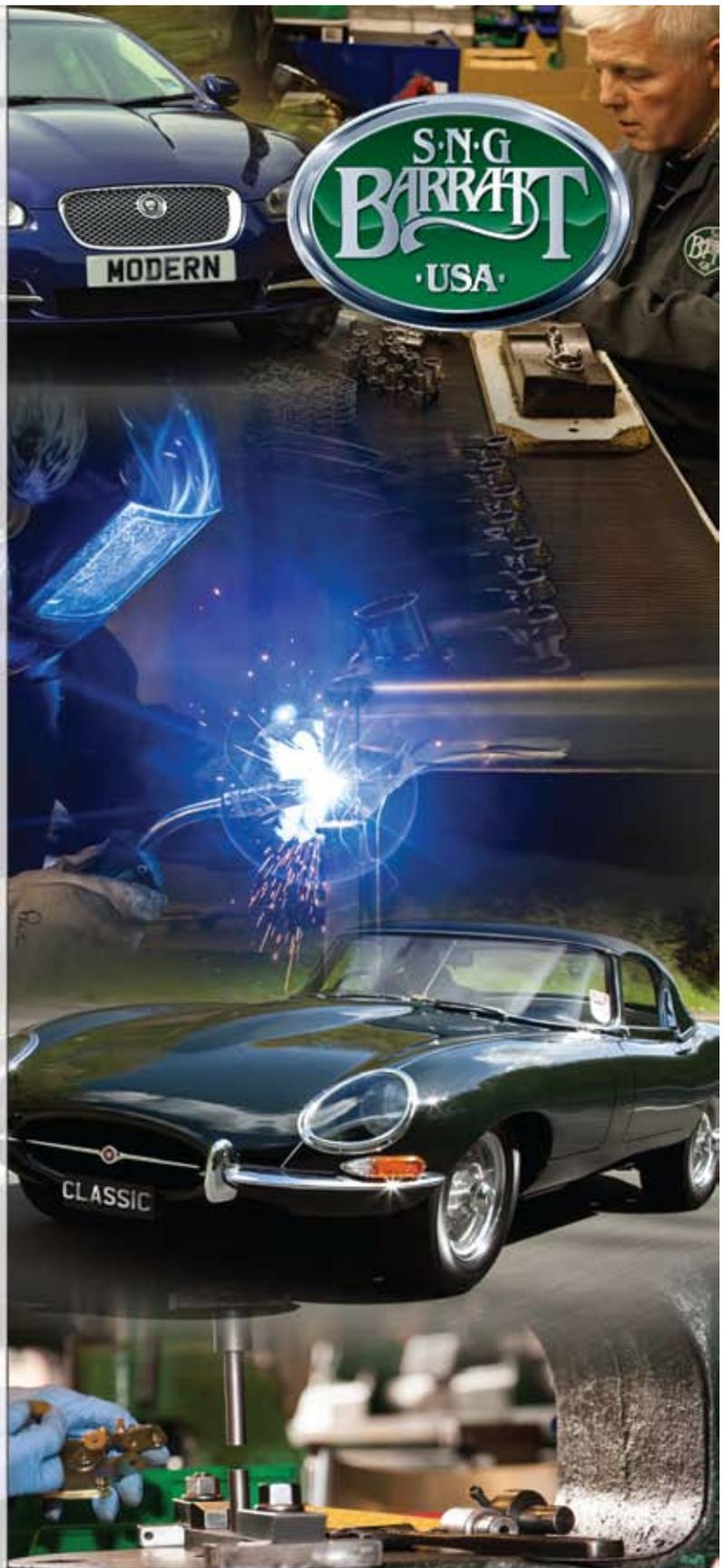
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Showtime in April!

Our February monthly meeting was held just about the time the March issue of the *Coventry Cat* was going to press, so it is only now that I can report that it was held at the British Beer Company in Walpole, Massachusetts, with 42 members in attendance. The room was exceptional, almost as if it was designed for our meetings, with our own bar and two bartenders. I think most everyone who was there will agree that there will definitely be more meetings at the BBC in the future.

March is now coming to a quick close after having a very cold, but active month for our members. The beginning of the month started off with a group of 14 going racing at F1 Boston, and boy did we have a blast. You can read more about our racing adventures on page 18. Bruce Whitmore wrapped up the month by hosting our 13th annual Maple Syrup Run to Parker's Maple Barn for brunch. Can you say triskaidekaphobia? You can read more about the day's event at Parker's on page 10.

April is normally a quiet month for JANE members, but as I sat down to write this for the *Cat*, I realized that we are only a few short weeks away from kicking off the biggest venture our club has ever undertaken, the JCNA Annual General Meeting. Somehow it doesn't seem that it was three years ago when Dennis Eklof came back from the AGM in Richmond, Virginia, with the news that JANE was accepted to be the host club for 2014. While some considered us crazy for entertaining thoughts of doing such an event in Boston, the committee started off with great zest and enthusiasm to put together a program that we hope will leave the attendees wanting more and will be remembered for years to come.

Our club has been extremely fortunate to have such talented and dedicated members who are willing to put in the time and effort over an extended period of time to bring such an event to fruition. Everyone on the committee has done a tremendous job with every aspect of the program, from the venues, the food, the seminars, to all the non-delegate tours and places of interest for our guests. I am glad to have had the privilege of being a part of this committee and helping the process unfold.

For only a fleeting moment I will put the hard work aside, as we need to take every opportunity to thank our sponsors, without whose support the quality of this event would not be possible. Tony Lee and the crew at SNG Barrett were the earliest of our strong sponsors, followed by Herb Chambers, Brian Donovan, Boston Interiors, XKs Unlimited, and of course Jaguar Land Rover. There are many more sponsors and supporters than I have just mentioned, but they can all be confident that they have helped us put on an extremely high quality event. All of our members should make sure that whenever considering purchasing parts or service, first look to our sponsors as a way of showing appreciation for their participation and support.

Just about the time we will be winding down from the AGM, May will be off like a rocket to start the summer season with the Judges' Training Session. It is becoming increasingly more important for our judges to maintain their level of certification and competency. We are always looking for more judges, and anyone with even a little interest is encouraged to sign up and see what the judges have to do in order to present an effective presence at our annual Concours. This training session will be followed up with our trek to Bar Harbor, hosted by Ed Avis and partly sponsored by Jaguar of Scarborough. This will be a great event, so plan on signing up and bringing your Jag. Wrapping up May, we will have our Picnic on the Lawn at Larz Anderson Auto Museum for

continued on next page



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

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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 is also on facebook at

www.facebook.com/JagsNEWall

President's Message continued

our monthly meeting and then a track day at Lime Rock Park.

Before I close this month's update, I want to take the time to wish our VP of Events, Dean "The Energizer Bunny" Saluti, a speedy recovery as he recharges his battery after some major surgery. We all wish you well, Dean, and look forward to having you back as soon as possible.

I hope that as many JANE members as possible will attend at least one or more of the AGM events and get to know some of the attending members from clubs across the country. This will not likely be repeated for some time to come, so why not take advantage of it while it is happening in your own back yard.

Let's drive those Jags.

Jim

JANE Member Recovering After Near Fatal Accident

Don Factor, who lives in Bangor, Maine, was hit by a tractor trailer truck while crossing a street in Brewer, Maine, just before Christmas. Don had significant, life-threatening injuries and has only recently regained consciousness from an induced coma for much of the last two months.

Don faces a very difficult rehabilitation, and it is anticipated that he may remain in the Boston Spaulding Rehabilitation Hospital for several months. The positive news is that he does enjoy receiving humorous cards from friends. If you would like to help brighten these long days for Don, you may send them to him at:

Don Factor
Boston Spaulding Rehabilitation Hospital
300 First Avenue
Charlestown, MA 02129



Last month I introduced the concept of a “sponsorship” program that I’d like to initiate, where existing JANE members would contact new members and act as their “sponsors” (mentors, advisors, coaches, etc.). The idea is that someone would contact our new members, welcome them to the club, and help answer any questions they might have about JANE and our activities. Quoting from last month’s article:

“Think back to when you first joined JANE – did anyone ‘take you under their wing’ and show you the ropes? Did someone contact you personally and invite you to a social meeting? Did someone explain why the MMT’s are so much fun? Did someone explain the difference between a slalom and a concours? Most of all, did someone make you feel like a valued part of the team and get you involved? These are the sort of things that could make all the difference between new members fading away or becoming active participants in JANE. Remember, any of these new members have the POTENTIAL to become the future officers, Board members, Concours chairs, Presidents, or Membership chairs. Any organization like ours needs new blood to keep it alive, growing, and interesting.”

I’m happy to report that a few members have stepped forward and volunteered to serve as sponsors (including the entire JANE Board of Directors). Rather than leaving it to chance that someone would make the contact, it would be best to assign a dedicated sponsor to each new member. It’s likely that any single sponsor would have only 1-2 new members per year. In case of extended travel, work conflicts, etc., sponsors would always have the opportunity to decline any specific assignment.

So, if you’d like to be a part of this new initiative and help someone “learn the ropes” please let me know, and I’ll gladly add you to the list of sponsors. You can always reach me at ed@avisfamily.com or 207-737-8258. Who knows, the new member you mentor today might someday be one of the leaders of JANE and/or JCNA!

Cheers,

Ed Avis

Welcome New Members

Greg and Debbie	Ward	Manchester, MA	1967 E-Type OTS, 1998 XK8, 2004 XJR
Dick and Susan	Dane	Mashpee, MA	1967 E-Type
David	Rosenberg	Lowell, MA	None yet, but looking!
Brian & Martha	McMahon	Burlington, MA	2013 XJL
John & Nancy	Loftus	Rye, NH	1938 SS100 (Suffolk reproduction)
Jody Baker & Roger	Teese	Charlotte, VT	None at present

Welcome Back Former Members!

Todd Stuart Cambridge, MA 1986 XJ-S Cab., 2001 XKR Conv.

Upcoming Events



2014 JANE EVENTS CALENDAR

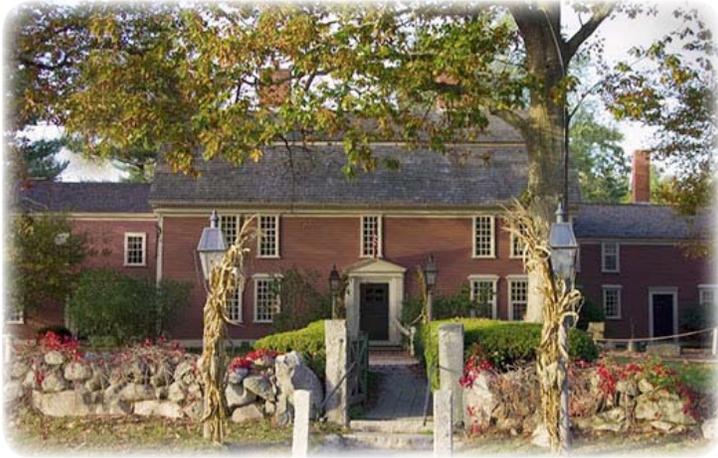
You may register for any JANE event online at www.j-a-n-e.org and pay in advance by credit card or PayPal

Date	Day	Time	Event
April 4-6	Fri-Sun	9AM	JCNA AGM Hyatt Regency Cambridge, 44 Memorial Drive, Cambridge, MA JANE Members Register for all AGM events at http://www.j-a-n-e.org/AGM2014.html
	Fri	6PM	JCNA AGM Welcome Party , MIT Museum, 265 Massachusetts Ave, Cambridge, MA
	Sat	9AM	JCNA AGM Hyatt Regency Cambridge, 44 Memorial Drive, Cambridge, MA
		7PM	JCNA National Awards Banquet Hyatt Regency Cambridge, 44 Memorial Drive, Cambridge, MA
	Sun	10AM	JCNA AGM Jazz Brunch at Larz Anderson Auto Museum – All JANE Members Invited – Display your car on the Lawn!
April 23	Wed	7PM	JANE Monthly Meeting, Wayside Inn, Sudbury, MA Program: TBA
May 3-4	Sat-Sun		Mid-Maine Sports Club Motoring Weekend Owls Head Museum, 117 Museum St., Owls Head, ME Coordinator: Ed Avis (ed@avisfamily.com or 207-737-8258)
May 4	Sun	10AM	JANE Concours Judges' Training Session Jaguar of Exeter, 158 Epping Road, Exeter, NH Coordinator: Jim Sambold (xkjagnut@comcast.net or 603-929-0419)
May 15 to 18	Thurs-Sun		Bar Harbor and Acadia National Park Tour, Bar Harbor, ME Coordinator: Ed Avis (ed@avisfamily.com or 207-737-8258)
May 28	Wed	5:30PM	JANE Jags on the Lawn and Dinner at Larz Anderson Larz Anderson Auto Museum, Brookline, MA
May 29	Thurs	8AM-6PM	SCDA Track Day at Lime Rock, 60 White Hollow Rd., Salisbury, CT Coordinator: Ian Prout (ian@scda1.com or 203-913-4232)
May 30-31	Fri-Sat	8AM	Empire Club Driver's School at Lime Rock 60 White Hollow Rd., Salisbury, CT Coordinator: Charles Bordin (cbordin123@aol.com or 914-968-5700)

June 8	Sun	9:30AM	JCSNE Annual Concours, Lyman Orchards @ Jct of Rts 147 & 157, South Street Extension, Middlefield, CT
June 22	Sun	10AM	British Car Day on the Lawn at Larz Anderson Larz Anderson Auto Museum, Brookline, MA
June 25	Wed	7PM	JANE Monthly Meeting, Cars on the Ocean, Venezia Restaurant , Quincy, MA. Program TBA
June 28	Sat	8AM	JANE Spring Slalom, In-Control Driver Training Facility, 1600 Osgood Street, North Andover, MA Coordinator: Al Zanengo (alzanengo@comcast.net or 781-799-6868)

*Dates above are only those confirmed at time of publishing.

Check this page for updates each month and for the most current events check the Calendar page at www.J-A-N-E.org.



Longfellow's Wayside Inn

April Monthly Meeting Wednesday, April 23, 7pm

Wayside Inn, Sudbury, MA

The Wayside Inn is the oldest operating inn in the country and a Massachusetts historic landmark, well worth a visit even separate from JANE's monthly meetings there. The Inn's Old Bar is its oldest room, and it's still in use today. On the evenings when we have our meetings at the Inn, you'll always find members already gathered in the Old Bar well before dinner meetings begin at 7pm. It's always the perfect gathering place to visit with fellow members.

JANE NEEDS A CONCOURS CHAIR

All of you know that every year, our biggest event is usually our Concours. JANE has one of the most successful Concours within JCNA, and this event not only allows us to showcase our Jags, but also provides us with the opportunity to make some charitable donations.

In most organizations it takes more than just a few individuals, "it takes a village," as they say, to make things run successfully. The more you become involved, the more the club will have to offer, and the more enjoyment will be had by all.

The Concours Chair is more a coordinator than a planner, as our event is consistent every year, with many of the major components being handled by the respective leaders of hospitality, judging, registration, venue, and trophies.

There are many members who are willing to assist with whatever tasks have to be accomplished. Ed Avis and I are also ready, willing, and able to guide anyone who is willing to step forward to accept the responsibilities of coordinating our Concours event.

This year's Concours is scheduled for August 8-10, a mere four months away, so coordination of the event needs to begin quickly. Please consider taking on this position in our club and showing us how your talents and expertise can help to make this event a continued success.

Jim Sambold
xkjagnut@comcast.net
603-918-8795

Bar Harbor and Acadia National Park Tour May 15-18, 2014

It's not too late to join your fellow JANE members on our adventure to Bar Harbor, Maine. The cutoff date for the discounted rate has passed, but since we have had a couple of cancellations you may still be able to get in. If you would like to be part of this fun weekend, **please register online at the JANE website or complete and return the attached registration form to verify your attendance.**

We'll be staying at the Bar Harbor Inn for the nights of 15-17 May. **See the note below if you'd like to extend your stay.** For those not familiar with the area, the Bar Harbor Inn (<http://www.barharborinn.com/>) is one of the premier properties in town and is located on the oceanfront right in the downtown area within easy walking distance of all the shops, restaurants, tour boats, pubs, and other attractions. We will be staying in the Oceanfront Lodge right at the water's edge. A Complimentary Continental Breakfast is served each morning in the Oceanfront Lodge Lobby from 7:00am-11:00am. There are several other breakfast options within a five-minute walk.

Reserve your room NOW at 800-248-3351 and mention that you're part of the Jaguar Association of New England. Be sure to let Ed know if you plan to attend and have reserved your room.

You can reach Ed at 207-737-8258/ed@avisfamily.com.

(Other less expensive lodging options are available off the waterfront or just out of town, but you would be separated from the group. Contact Ed for more information if you'd like to pursue this option.)

Tentative Schedule:

Thursday, May 15th: Drive to Bar Harbor. Everyone should plan to arrive in Bar Harbor in time for a late afternoon reception at the Ivy Manor Inn (<http://www.ivymanor.com>). **Jaguar Scarborough (Maine)/Goodwin Motor Group has graciously offered to sponsor the reception (cash bar not included, but available). Jaguar Scarborough will also have some of the newest model Jaguars available for a close-up look.** There are no formal dinner plans for Thursday, but the Ivy Manor Inn also has a fine restaurant where members may wish to dine (menu available on their website).

Friday, May 16th: Scenic drive across Mt. Desert Island for a tour of the Seal Cove Auto Museum (<http://www.sealcoveautomuseum.org>), a small but significant collection of "brass era" electric, steam- and gasoline-powered cars and motorcycles. The afternoon and evening will be free to explore Bar Harbor, visit the shops, and take in the scenery. An afternoon or evening cruise on the windjammer *Margaret Todd* (<http://downeastwindjammer.com/>) is another option I'm working on. Dinner on your own or in small groups.

Saturday, May 17th: Scenic drive around the Park Loop Road at Acadia National Park (<http://www.nps.gov/acad/index.htm>), with stops at vistas such as "Thunder Hole," "Otter Cliffs," and "Sand Beach" as well as a drive up Cadillac Mountain and lunch at Jordan Pond. Individual payments required at park entrance.

Group dinner/banquet in Bar Harbor.

Sunday, May 18th: Depart at your leisure.

**REGISTRATION FORM: BAR HARBOR / ACADIA NATIONAL PARK TOUR
THURSDAY P.M. – SUNDAY A.M. MAY 15-18, 2014
Sponsored by the Jaguar Association of New England**

Driver's Name: _____

Address: _____

Driver's Email: _____

Driver's Cell Phone: _____ **Driver's Home Phone:** _____

Driver's Car: Make/Model _____ Year _____

Passenger #1: Name _____	Passenger #3: Name _____
Passenger #2: Name _____	Passenger #4: Name _____

I/we will be staying at the Bar Harbor Inn on the nights of May _____	Contracted rate is \$169/night + 8% tax = \$182.52 Make your reservations directly with the hotel at 800-248-3351 (cutoff date is March 15, 2014)
I/we will be staying at _____ _____ on the nights of May _____ and will meet up with the group.	Make sure Ed Avis has your cell phone number in case of late arrival or a change in tour plans.

Send completed form and check payable to Ed Avis (amount calculated below) **before May 1**, 2014 to:

Ed Avis, JANE Bar Harbor Tour, 252 Upper Pond Road, Litchfield, ME 04350

Contacts: Ed Avis, ed@avisfamily.com, 207-737-8258 (H) or 207-751-9446 (M)

Host Hotel for the Tour: The Bar Harbor Inn, Newport Drive, Bar Harbor, ME 04609 <http://www.barharborinn.com/>

	Price	Subtotal
Driver's Registration (includes one rally plate)	\$25	\$25
Passenger Registration(s) (DO NOT COUNT THE DRIVER AGAIN)	_____ @ \$20	\$
Thursday 05/15 reception NOTE: Everything except the cash bar provided courtesy of Jaguar Scarborough (Maine)	_____ participants	\$0
Saturday banquet (individual checks)	_____ participants	N / A
Grand Total		\$

NOTE: Group dinner on May 17th will be on individual checks.

2014 MAPLE SYRUP RUN

By Bruce Whitmore

According to our club records March 23, 2014, was the 13th running of this event, and it went well in spite of chilly temps. The sun was out, and luckily the roads were clear for our annual “dust-off” event. Yes, Spring is officially here, we had the Maple Syrup Run.

Twenty-four hearty souls showed up from all over, even coming from Cape Cod to join us. We also had two guest non-members join in and add their own brand of fun to the event. Rose Perry drove up in her 2012 Lotus Elise, and why not -- it's British, isn't it? Lee Klein, who owns an MGB but is looking to buy an XJS, decided to tag along to see what our club is all about. I hope they enjoyed the event, and hope to see them both again in the future.

So several diehard Jaguar owners brought out their beloved cats. Tom and Mary Finan drove up from the Cape in their 2009 XF; Frank and Ann Grimaldi were in their Caddy; Glen and Barbara McLachlan in their 2000 Vanden Plas; long-time member Bonnie Getz in her '67 E-Type; el Presidente, Jim Sambold, showed up in his Volvo (really, Jim?); Francisco and Arlyn Silva drove their BMW 540i T wagon wearing the license plate “F TYPE” ... hmmm. Dennis and Prebble Eklof drove their '67 E-Type OTS cleverly disguised as an Infiniti SUV; Don and Carol Holden, their son David and grandson Henry somehow all squeezed into a 1956 OTS, an XK140, I presume; Dennis and Susan Casey brought their '84 XJ6, cleverly disguised as a Honda Civic, Richard and Linda Kosinski arrived in style in their new, 2013 XK-R Special Edition convertible, stunning! Our guest Rose Perry was in her 2012 BRG Lotus Elise. Oh, and I almost forgot me ... Bruce Whitmore and my daughter, Victoria, brought the '88 XJ-SC Cabriolet.

We used only one route this year, as there weren't many at the starting line, so the new route that Carl Hanson and I worked on was the one we took. Along with the directions were the usual questions, to test the tourers on how well they pay attention to their surroundings. The results were as follows: perfect score goes to Dennis and Prebble Eklof, who are the recipients of this year's coveted and much-sought-after “Tin of Light Amber Grade A Maple Syrup” – congrats to Dennis and Prebble. With only 1/3 of a question wrong, 2nd place goes to our two guests, Rose Perry and Lee Klein. Third place goes to our intrepid travelers from the Cape, Tom and Mary Finan, with only one wrong answer. The “Broken Spoke” award, which is awarded for mechanical breakdowns, accidents, getting hopelessly lost, arriving last, etc., goes to our two guests, Rose and Lee, who in their enthusiasm to get all the answers to all the questions, showed up last after having their own question and answer quiz with the Brookline, NH, P.D. They got off with only a warning.

So our 13th annual Maple Syrup Run has come and gone and now is part of history. It went without a hitch, no superstitions here. In the event of a tie on the quiz there is always a tie-breaker question. Luckily, we didn't have to use it, because the answer was “Triskaidekaphobia.”

Happy Motoring,

Bruce

Out of Darkness

Story & photos by Robert Silvestri, JCSNE

Light-emitting diodes, or LEDs, are solid-state semiconductors that produce light when exposed to a current. While such technology has been around for a long time, it is only in the past few years that LED use as a replacement for traditional vacuum/filament incandescent light bulbs has really taken off. This is due, in part, to the drop in the price of semiconductor materials, which in turn makes LED bulbs more cost-effective.

LEDs have several advantages over conventional incandescent lamps:

- They don't have a filament that will burn out, so they last much longer. Life times of 50,000 hours or so are not uncommon.
- Their efficiency is top notch, as unlike conventional incandescent bulbs that generate a lot of heat due to warming of the filament, LEDs generate very little heat. Therefore, a much higher percentage of the electrical power goes directly to generating light, thereby considerably reducing the electricity demand.
- Per-watt, LEDs output more lumens of light than regular incandescent bulbs.

While much of the recent LED bulb use has been geared toward replacement residential lighting, retrofit usage in automobiles is catching up.

I recently read an automotive article written by David Reilly, founder and editor of *The International Jaguar 'S'-type Register*, about the work he performed in changing the Lucas interior and gauge light bulbs in his S-Type to LEDs. I became intrigued and followed David's methodology to successfully change the interior incandescent bulbs in my 1964 3.8 S-Type to LEDs. The difference was amazing and brought the interior out of darkness. But winter was still upon me and I needed another project, so I then turned my attention to the interior gauge bulbs on my 1971 Series III E-Type 2+2.

Because the work will occur with and in the vicinity of potentially live circuitry, it's always a good idea to disconnect the battery before starting such a project.

The center instrument panel on my E-Type contains, from left to right, the ammeter, the oil pressure gauge, the clock, the water temperature gauge, and the fuel gauge. The panel is secured in place with two thumb screws, one each in the uppermost left and right corners of the panel. The bulbs for the gauges on this panel are the easiest to change, by releasing the thumb screws and then slowly lowering the panel to reveal the back of the gauges. I used care in lowering this panel to avoid disconnecting some of the wiring behind it that was tucked away for fear that the wiring did not have a lot of slack.

Each gauge on the center instrument panel has one bulb, as does the clock. On my E-Type, three of the four gauge bulbs were 986 12V 2.2W OSRAMs, while the fourth was a 1446 USA counterpart. Because the clock bulb is narrower in diameter, it wasn't changed during this project, as a suitable LED is still being sought.

All of the gauge bulbs are 10mm screw base. I used white LED E10 5 5050 SMT bulbs as replacements. These bulbs have individual LEDs. While the screw base is round, the surface on which the LEDs are mounted resembles a small cube or tower. The individual LEDs are mounted one on each side of the cube and one on the top. Such

a setting is referred to as "surface mount technology," or SMT, which appears in the bulb's identifying number. Each SMT LED has an output of about 14 lumens, so one LED bulb has an output close to 70 lumens. Compare that to the 3.77 lumen output of a 1446 incandescent bulb and the difference is – well – like day and night. Out of darkness. And

continued on next page



The thumb screws are in the upper corners of the center instrument panel.

LEDs use a small fraction of the current.



Traditional incandescent bulb (top) and LED E10 5 5050 SMT (bottom)

By withdrawing the bulb holders from the gauges, the old bulbs can be unscrewed and the new LEDs screwed into place. The holders can then be reinserted into the back of each gauge and voilà - job complete after repositioning the center instrument panel and fastening with the thumb screws. But I did not want to stop here.

My E-Type also had 986 12V 2.2W OSRAMs in both the speedometer and the tachometer. Two were in each meter, located at roughly 9 o'clock and 3 o'clock as one faces the meters. These bulbs are more difficult to replace, as they cannot be accessed from the bottom of the dashboard without removing a number of components. However, having the center instrument panel open provides ready access to key fasteners to remove the top of the dashboard. I opted to remove the dashboard top to access the backs of these meters.

Inside the center instrument panel and underneath the dashboard are four fasteners that anchor the dashboard top in place. Two of these fasteners are screw bolts that extend from the bottom of the dashboard through brackets. These bolts are located on the upper left and right sides and are held in place by 5/16" nuts and lock washers. The other two fasteners are screws that secure the front edges on the dashboard. Care must be exercised when removing and installing these fasteners, as a dropped item will be lost forever within the center instrument panel compartment. The photograph below provides the location of the fasteners on the left side of the panel.

The top of my dashboard also has two vent slots, to the far left and far right, that have two screws each. I found that the screws do not hold the dash in place, but only secure the decorative vent slots.

Once the fasteners are removed, the dashboard can be lifted and adjusted to provide access to the back of the speedometer and the tachometer. Changing the bulbs for these meters uses the same procedure: Withdraw the bulb holders from the meters, unscrew the old bulbs, screw in the new LEDs, and reinsert the holders. The dashboard top is reinstalled using the reverse of the removal procedure, and the center instrument panel is returned to its upright position and fastened with the two thumb screws. Reconnecting the battery completes the job.



Inside the center instrument panel and underneath the dashboard. This view is of the left side. Note 5/16" retaining nut on vertical screw and Phillips head screw at upper rear. The right side is identical. All four must be removed in order to lift out the dashboard.

The style of LED bulbs used is up to the individual. If one prefers a more traditional-looking bulb, short round LEDs or tall round LEDs can also be used. While the bulbs themselves are not noticeable after being installed, I personally like the SMTs.



Truly Out of Darkness!



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Blue Moon Shines on Amelia

Story & photos by Carl Hanson

“Jaguar Land Rover North America (JLR) wants Blue Moon¹ at the Amelia Island Concours!” That was the message from Dennis Eklof on my cell phone. What? Is this real? Yes, it was true! Fred Hammond, the PR man for JLR, called to confirm it. He said JLR would like the earliest coupe in the country to be displayed next to the latest coupe. In return for using our XK120 FHC in the Jaguar display at the Concours, Sing and I would be awarded an all-expense-paid trip to the event in Florida! It doesn’t get any better than that, folks, especially this winter!

Fred’s call was followed by an email from Jessica Hanson (no relation), who made all the arrangements for the car to be picked up and delivered to Amelia Island in care of “Manny” and “Ryan” at the Ritz parking garage. I didn’t even have to clean it up. Only thing I had to do was to make sure it was in running condition. No problem. She awakened from her winter hibernation and started up immediately.



Carl’s XK120 as it’s loaded into the Reliable Carrier semi.

The week of the Concours, a bright orange enclosed semi from Reliable Carriers rumbled up to the front of our house. Eric Raymond, the driver, had called to advise us on the arrival time, so we were ready. Many friends gathered to watch the circus. Watching our car being swallowed up inside that big truck gave me a moment of concern ... it was the first time it had been out of my control in ten years!

Leaving the house on a cold Thursday morning (minus 8 degrees!) was a pleasure only in that we knew it would be much warmer where we were going.

Not as much as we had hoped, it turned out. Pouring rain and 50 degrees greeted us as we landed in Jacksonville. At least it was not snowing. JLR treated us very kindly, thanks to the efforts of Fred Hammond and Lindsay Conroy. Lanyards with tickets for the Concours arrived as soon as we checked in. Our luxurious accommodations were in a villa at the OMNI Amelia Island Plantation Hotel and Conference Center... a spacious condo with separate bedroom, living room, kitchen, and balcony overlooking the beach.

Weather didn’t improve much on Friday morning; in fact, tornadoes were forecast, causing big concern for the people running the various auctions with valuable cars parked under tents near the hotels. Thankfully, by Friday afternoon the storm had passed and the RM tent opened at the Ritz for viewing the auction cars, both there and in the ballroom. High-end cars were in the ballroom, of course.



If Carl looks a bit nervous it’s because he’s just driven a new F-Type with famous race driver Roberto Guerrero (at left) riding shotgun.

JLR had a “You-drive-it” program set up in front of the Ritz, where one could drive any of the new Jaguars ...

1 Our 1951 XK120 Fixed Head Coupe was given the name “Blue Moon” by JANE member Joe MacPhee during its first Magical Mystery Tour. Why? Because (1) it is blue, and (2) a fixed head XK120 is rare.

with a staff member in the passenger seat, of course. My big thrill was to be able to drive an F-Type roadster. And who should be my passenger? None other than Roberto Guerrero, famous F1 and Indy Car driver! Talk about being nervous ... driving a new car with a noted race driver next to me? Besides Guerrero, the Jaguar field staff included motorsports stars Davy Jones and Doug Van Den Brink. All were very friendly and expressed a high opinion of the competition possibilities of the new F-Type Coupe. Slalom drivers, take note!

Saturday dawned bright and sunny, a beautiful Florida day! A sigh of relief was exhaled by the event organizers and could be heard for miles. Today was auction day ... RM Auction at the Ritz, Gooding and Festival of Speed at the OMNI ... plus a "Cars and Coffee" show on the fairway at the Ritz, the latter a gathering of the fine cars owned by club members throughout the Southeast. Oh, and if that was not enough, there was another car show on the main street of Fernandina Beach! The auctions required a fee, but the car shows were free. I wandered around the Ritz car show and enjoyed chatting with owners. My kind of people ... owners who drive



Blue Moon sits in repose on its display pad for all the world to admire.

their cars! Middle of the field was the set-up for the Jaguar display, including pedestals and markers for our XK120 and the Series I E-Type. By mid-afternoon the course was cleared for setting up the main event, the Concours D'Elegance to be held on Sunday. Sitting on top of a hill, I observed the positioning of the beautiful show cars one by one. Then suddenly a familiar blue coupe appeared, driving across the fairway ... our Blue Moon! I chased it across the fairway to meet up with Manny and Ryan, the JLR car guys!



The ornate display sign explaining Blue Moon's importance was sent to Carl after the concours as a memento.

Sunday morning, all was in place for the show. The sun was shining and an excellent day was forecast. Early morning photographers, including JANE's Peter Bourassa, were snapping pictures quickly before the crowds arrived. The Jaguar display was striking ... a background screen featured the British flag, cleverly depicted by red and blue tire treads. Heritage was the theme ... Blue Moon, the earliest XK120 coupe in the US, was shining proudly on its pedestal. Beside it was the next generation Series I E-Type coupe, and on the stage was the latest F-Type coupe. Kudos to the design firm, "Access," from Massachusetts no less. Mark Carter and his staff did a beautiful job.

What can I say about the Concours? Show cars were stunning, both beautiful and unusual. Spectators massing shoulder to shoulder, or maybe better described as "camera to camera." Manufacturer displays were impressive. The latest examples of each marque, and in some cases vintage examples as well. I thoroughly enjoyed my time standing near our XK120 and talking with Jaguar fans. The day was a blur ... and it continued well into the evening with a celebratory dinner with fellow JANE members and friends.

As a postscript, our XK120 is now safely home in our garage, having been transported North by the same friendly Reliable driver who knew the way to our house. Blue Moon now awaits a second Spring and a new driving season.

More Amelia Island 2014



Although Your Editor could not make it to Amelia this year she asked friends who were going to get some nice shots to share with JANE members.

This page top to bottom: A seascape with Detroit steel. A pair of race-ready BMWs. First place in British class went to this 1974 Range Rover 109 owned by Your Editor's friends the Cowles (pictured with the Rover).

Following page top to bottom: A very rare Tojeiro Jaguar. A bedewed white XK150 shines in the morning light. This stunning early Corvette looks showroom fresh. A very glossy Lola.

All photos by David Churcher.





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JANE Does F1 Boston Again!



By Jim Sambold

I firmly believe that we all harbor a secret desire to go fast and bring out our most competitive abilities without any risk to our beloved Jaguars. With that in mind, and thanks to the efforts of Tom Parish, JANE had the opportunity to go racing at F1 Boston on Sunday, March 2. After having missed the first time our club went to F1 several years ago, I wasn't about to miss this one.

Starting at 12 noon, 14 members of our club showed up at 290 Wood Road in Braintree, Massachusetts, to get prepared to take on the clock and each other on Track 1, known as the City Course. After getting our wrist bands, signing the appropriate paperwork, and sitting through a 20-minute education on the course protocol, we headed down to suit up and begin our racing adventure. Our gear consisted of a full-body racing suit, head sock, neck brace, and a certified full-face racing helmet complete with visor. Talk about being protected, some of us felt that we were a bit smothered and uncomfortable, but the forthcoming adventure of speed seemed to be well worth it for all in attendance. We even had a couple of veteran racers in our group with considerable racing experience compared to us regular guys, Dennis Eklof and Michael Kaleel. Once everyone was suited up, it was "let the challenge begin"!

F1 usually fields no more than ten carts in any given race, and since there were 14 in our group they graciously gave us an extra race for a total of four qualifying races and a 5th final race for the top 10. Everyone had the opportunity to race in three out of the four qualifying races. Each of the qualifying races consisted of ten laps on the ¼-mile course, with an average speed of 35 to 37 mph, yielding individual average lap times of 24 to 35 seconds. The fifth and final race consisted of 15 laps with the top ten qualifiers, an average speed of 38 mph, with individual lap times 24 to 26 seconds. This was really kind of fast and furious, as we barely had four or five minutes between each race and the final, just enough to change the drivers in each race and we were off once again. The entire series of five races took only 45 to 50 minutes to complete, and we all ended being completely exhausted.

The results of the day were presented, with a recap of all five races, and trophies were awarded to the top three finishers. Robert Lang finished in first place with a best lap time of 20.459 seconds, followed by Rich Kosinski in second place, and the veteran racer Michael Kaleel in third. My own personal results were, if nothing else, pretty consistent, as I averaged 6th place in my three qualifying races and finished 7th overall in the final. This was my first time out on the track and I felt pretty good about coming in right behind several veteran vintage racers, and I along with everyone else had an absolute BLAST! The conclusion of the day's event was complimented by a nice lunch and great conversation.

Once again, I would like to give a great "THANK YOU" to Tom Parish for taking the time to make the arrangements for our club to race at F1 Boston, and we are all looking forward to doing it again.

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A Schoolboy's Story

Contributed by Bruce Murray

The story below, by one Tony Parish, was by a man who attended my school, and it may be of interest to JANE members.

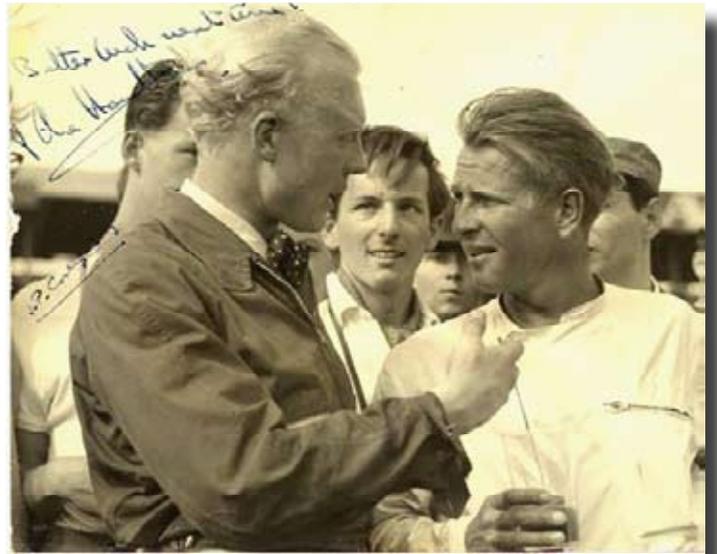
By way of explanation and introduction, Beaumont College was a Jesuit public school in Old Windsor, England, that I attended from 1950 to 1955. In case some may not know, this was a fee-paying private boarding school with religious overtones (to say the least!). Senior year boys slept in a four-per-room arrangement with convenient window and drainpipe access.

Motor racing was not a widely-followed activity in my school, and those who tinkered with old cars were definitely in the minority. Only a few seniors were allowed to have them at the school. Regrettably for me, Tony Parish was three years behind me so I never met him; being this distant in time he might as well have been from another planet. However, I did attend Goodwood regularly in those years, and as well as seeing Mike Hawthorn and Stirling Moss race there, my overriding nostalgia is for the bouquet of Castrol R racing oil.

This is written by Tony Parish about an adventure whilst at Beaumont College

I recently met your cousin Anthony Outred, and of course we ended up talking about the “good old days” over a plate of Spaghetti alla Putanesca and Prosecco di Valdobbiadine.

He was entertained by some of my “feats” accomplished at Beaumont, especially the Formula 1 GP escapade to Silverstone in 1958. This photo (right) sums it up: between the winner, Mike Hawthorn (Ferrari), and second-placed Peter Collins (Ferrari), there is an admiring school boy, Tony Parish.



I had to climb out of the window at six o'clock in the morning and slide down the drain pipes in order to meet my friend Sir John Whitmore (later to become a successful racing driver). He took me to Silverstone in his TR3, and I had to arrange for pals to cover me up during the school activities of that Saturday. Notwithstanding all the perfect organization (I even scored in a rugby match on the Runnymede), next morning I was caught out because that photo appeared on the *Sunday Times*! George Stanton (1958) tried to take the newspaper away from Fr Costigan, but it was all too late, he saw it sliding under the door!

At Beaumont I was known as Ferrari-Parish since I was nuts about Ferrari. I even thought I was a Ferrari and would fool around pretending to be one. My love for these cars stemmed from the fact that I had been several times with my father to visit Maranello. I remember being taken down a narrow highway in a 5-liter 375 Ferrari sports car that was being prepared for the 1954 Le Mans 24 hour race. My father supplied Maserati with Ferodo brake linings (drum brakes in those days), while Ferrari used Girtings, but he was on good terms with both teams and was always going down to Modena for test sessions. I was taken along when on holiday, and

continued on next page

on one occasion I met Stirling Moss. Ferodo had a well-equipped assistance van, and when they came to Italy they would take me along with them to the races at Monza. I was put in charge of the tea service, so I was able to meet all the racing drivers of the time. At Silverstone I had a mechanic's pass, so I was able to get around the pits with ease, and as soon as the race ended I was first to get to the race winners (I had learnt the tactics at Monza).

Anyhow, the event made quite an impression at Beaumont and I became an instant hero. Fr Costigan didn't really know how to punish me; he even signed the photo! But he couldn't let me get away with it, and at the same time he didn't want me to become a martyr. He made me an offer in typical Jesuit style, an offer I couldn't refuse. I had to volunteer to go on a retreat in St John's Wood, and it was term's end anyway, so off I went for a whole week. Great time, but that's another story.

But that's not the end of this story.

On January 25, 1959, Sir Stirling Moss wrote an obituary on Mike Hawthorn in the *Sunday Times* in which he mentioned the photo: *"Clearly framed between the two drivers was an ecstatically happy and admiring school boy ... he had played truant from his public school to be at the grand prix but had been caught fair and square when his headmaster opened the Sunday Times. The boy made no complaint about this, but asked if he could have a copy of the picture. We decided to go one better and have both drivers to sign it. Mike roared with laughter at the story and wrote on the photograph, 'better luck next time!' Now I am afraid*



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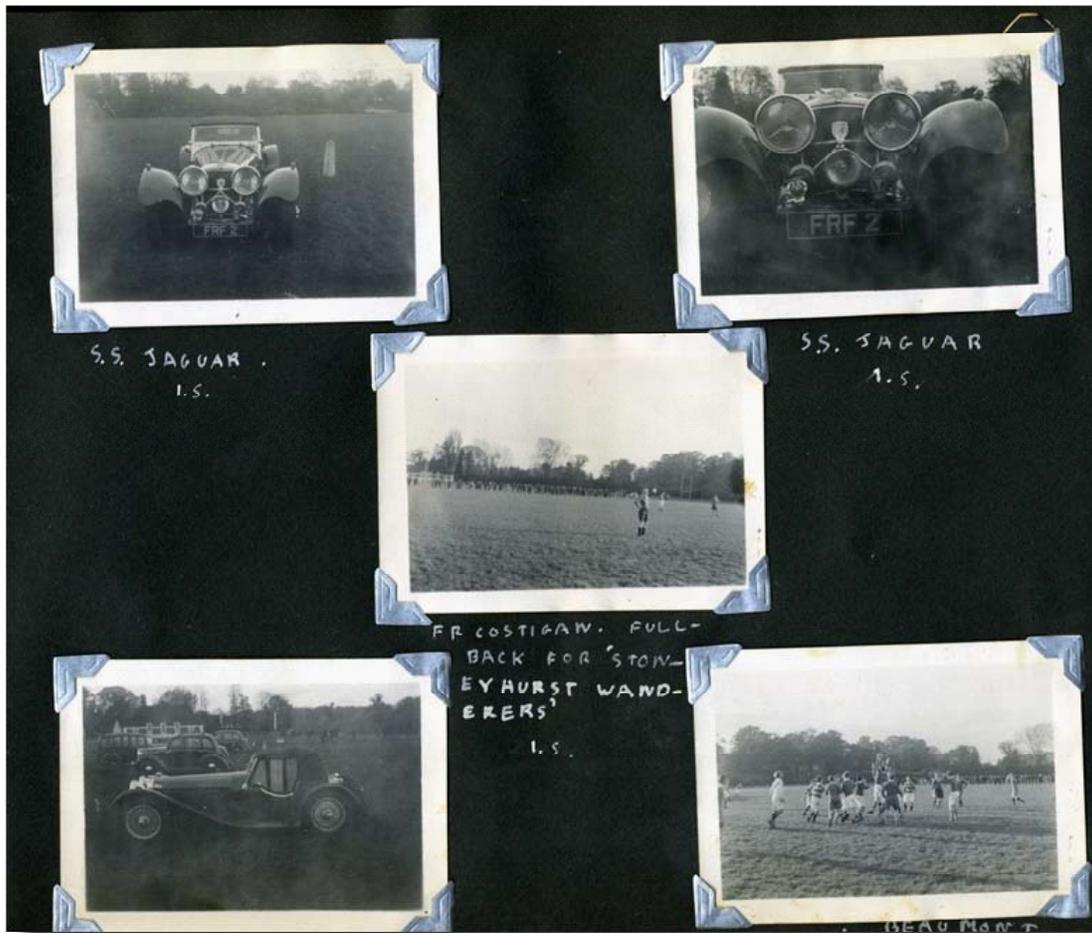
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the picture will be doubly tragic for the schoolboy enthusiast."

I never got the second signature because Peter Collins died at the Nurburgring soon after.

PS by Bruce M

Parish mentions Runnymede, Fr Costigan, the headmaster, and rugby, so I thought I would add a page from my photo album (below) taken during a rugby game on Runnymede c.1953. From this you will see that I was more interested in the Jaguar SS100 than the game!



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1985 Series III XJ6 - Dark Grey, 11,800 original miles. Purchased this car new, it has never been exposed to the rain. Location: New Bedford, MA. Price \$22,500. Ad placed by Susan Forgue Weiner. Phone: 508-992-1270 Email: swlang@xblaw.com. (12/13)

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X300 Wheels - Four 1997 MY X300 OEM wheels. Location: Essex, CT. Price: A bottle of nice wine or port! Ad placed by R. Hathaway. Phone: 860-757-6521. E-Mail: rthathaway@snet.net. (9/13)

Snow tires - Four Mastercraft Glacier Grip II, 205/60 R15. Less than 1,000 miles use. \$65/pair. Ad placed by Keith Carlson. Phone: 617-333-9660. Email: kfc-bhlmlilton@comcast.net. (11/11)

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