

The **Coventry Cat**

The Newsletter
of the

Jaguar Association
of New England



John and Marte Murphy's 1937 SS100 OTS wowed the crowd and took home several trophies at the 35th annual JANE Concours on Saturday, August 11th. The report starts on Page 8! (Dennis Eklof photo.)

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

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Display Advertising Rates
An ad in *The Coventry Cat* currently reaches over 350 households with excellent demographics. Rates are on an annual basis (12 issues):

Business Card (Members)	\$60
(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

Come On Out!
September 2007

Just when I thought it couldn't get any better than the last event, we pulled off an even finer one—this time, the Concours! Once again, a beautiful day greeted all of the participants at our 35th Annual Concours on the grassy shores of Cedar Lake in Sturbridge. And what a grand event it was! Kudos to Mike Kaleel, Brenda Soussan, and all of the JANE volunteers who worked so hard to make this one of the best all-around events of the year! For one thing, it spans an entire weekend—yes, for those of you who just show up for the car show on Saturday, our Concours actually runs from Friday through Sunday! This one event requires many hours of planning and execution, and it all becomes worthwhile when we get testimonials from attendees such as:

"This is the best Concours we have ever attended..."

"JANE members are so friendly..."

"A first-class event..."

The only disappointment, perhaps, was the relatively low number of cars on the field—60, as opposed to the usual 75 to 85 that we usually get. I urge all members of JANE to make every effort to attend next year's Concours, especially if you have never been to one. Okay, I know that it's sometimes not easy to drive to Central Massachusetts from all parts of New England. But we had one entrant who drove down from north of Toronto! And Ed and Cheryl Avis drove down from Central Maine! Come on, folks—bring your Jaguars! Just display them if you don't want to have them

judged. Believe me, you will enjoy yourselves!

It's difficult to imagine another month like August (Concours, Cruise Night, Drag Races), but September is another fine driving month—and we have some great activities for you! By the time you read this, we will have had our usual Jaguar corral and gathering at the Lime Rock Vintage Festival. If you missed that, you can still come out to the JANE Slalom on Sunday, the 9th, at the Nashoba Valley Ski Area, where you can test out your driving skills at low speeds. And come up to the British Invasion in Stowe, Vermont, the weekend of the 15th, which is a huge British car show combined with touring the back roads of the Green Mountain State. Both events are loads of fun and will have lots of JANE participation, so come on out and join us!

Our September meeting will be held as usual at Skip's Restaurant in Chelmsford, MA, on September 26th. This will be one of our social evenings, where we recap the good times of past events with photos, movie clips, and good cheer.

Life is good! 

Carl

The Pres Sez
By Carl Hanson



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Next Events

JANE Calender of Upcoming Events

DATE - DAY	ACTIVITY OR EVENT	LOCATION
September		
Aug 31 - Sep 3 - Fri-Mon	British Car Corral at the Lime Rock Vintage Festival	Lime Rock Park Race Track
9 - Sun	JANE Autumn Slalom - see Page 5	Westford, MA
14-16 Fri-Sun	15th Annual British Invasion - see Page 5	Stowe, VT
16 - Sun	Jaguar Drivers Club of Long Island Concours	Centerport, Long Island, NY
26 - Wed 7pm	JANE Monthly Meeting - see below	Skip's Restaurant, Chelmsford, MA
28-30 Fri-Sun	7th Annual British Legends Weekend - see Page 5	Falmouth, MA
October		
5-6 Fri-Sat	VSCCA Vintage Races	Lime Rock Park
6-7 Sat-Sun	Owls Head Foreign Car Day in Maine	Owls Head Transportation Museum
7 - Sun	JANE Tour to Chauncey Creek Lobster Pier - see Page 6	Kittery, ME
13 - Sat	JANE Fall Foliage Tour / TSD Rally - see Page 7	Lakes Region, NH
24 - Wed 7pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
November		
10 Sat	Lars Anderson Auto Museum "Platinum Dinner"	Lars Anderson Auto Museum
14 - Wed 7pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
December		
2 - Sun 3pm	JANE Event - AGM and Holiday Party	TBD

Know of something else happening that would be of interest to our members? Have an idea for an event? Want to run an event? Questions about an event? Contact VP/Events Brenda Soussan at ideacounselo@earthlink.net or 617-338-8747.

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CLUB EVENTS!



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Bring Back the Good Times at the September Monthly Meeting

Wednesday, September 26th

The JANE September Monthly Meeting, scheduled for Wednesday, the 26th, starting at 7:00pm at Skip's Restaurant in Chelmsford, MA, will be another of our popular social types of gatherings (that is, not a full business meeting). This

is the kind of laid-back get-together that lets us reminisce over our past events and discuss some future plans. There'll be photos and movie clips up on the screen, and plenty of our trademark JANE congeniality. And the weather should still be plenty warm

enough to bring your Jag for some tire-kicking in the parking lot before and after!

Skip's is easy to find—it's located on Route 110 just south of Exit 34 off I-495 on the right. The address is 116 Chelmsford Street, Chelmsford, MA, and the number

is 978-256-2631.

JANE monthly meetings allow you to get together with like-minded Jaguar lovers in a low-key setting any time you choose to. Why not come out on the 26th and join in the merriment with your Jaguar friends? 🐾

The JANE Autumn Slalom

Sunday, September 9th

What: The JANE 2007 North-east JCNA Slalom #2

When: Sunday, September 9th, rain or shine! Registration and tech inspection 9:00 – 10:00 am; slalom starts at 10:00.

Where: The Nashoba Valley Ski Area is located on Powers Road in Westford, MA, and is well-marked and very easy to find.

- **Boston or Rt. 95/128:** Take Rt. 2 West to Concord Circle, then West on Rt. 2A/119 about 6 miles to Powers Road (on your right)
- **North of Boston:** Take Rt. 495 South to Exit 32 (Westford), left off exit, first right on to Rt. 110 to Powers Road (1 mile on your left).
- **North Shore:** Take Rt. 128 South to Rt. 3 North to Rt. 495 South, Exit 32.
- **South of Boston:** Take Rt. 495 North to Exit 31 (Littleton Common), then East on Rt. 2A/119 about 2 miles to Powers Road (on your left).



How much: \$20 for JCNA members, \$25 for non-members

Classes: All Jaguars and non-Jaguars welcome

Refreshments: Free lunch at noon provided by Ray Duhaime

Contact: Adrian Curtis, Slalom Chair, at 603-293-4938 or ascurtis@metrocast.net

Never Slalomed Before? Most of us are beginners, anxious to have a little fun in this low-stress,

low-speed competition, one car at a time. We'll show you by walking the course for instruction.

No Helmet? JANE will provide helmets!

Tech Inspection: Don't worry about it! As long as you have brakes, seat belts, a firmly-mounted battery, and no "excessive" leaking, you'll pass!

Bonus: Every registered driver will be entered in a terrific raffle for a bonus prize offered this Fall Slalom only! 🎉



The British Invasion in Stowe, Vermont

September 14th-16th

If you're seeking to discover how many British cars can simultaneously gather in one place, look no further than the annual British Invasion in Stowe, VT, on the weekend of September 14th-16th. Last year, over 640 cars were entered! And JANE

had a total of thirteen winners at this event! This year, we will have our club tent set up on the field in the Jaguar section. In the tent will be refreshments, club regalia available to purchase, membership forms, club photo albums, all of our great friends, and a place to

find some shade from the sun or shelter from the rain (whichever the case may be). The club has made reservations at Ye Olde Pub for dinner at 6:30 pm on Friday, the 14th. Some JANE members stayed here last year, and you might want to reserve soon:

Golden Eagle Resort
511 Mountain Road
Stowe, VT 05672
Phone: 802-253-4811
Toll Free: 800-626-1010
Fax: 802-253-2561

Make sure to add this must-do event to your calendar! 🎉

The Seventh Annual British Legends Weekend

September 28th-30th

The Cape Cod British Car Club will host its seventh annual British Legends Weekend in Falmouth, MA, on Friday, September 28th, through Sunday, the 30th.

The events begin Friday evening with a Meet-and-Greet at

a Falmouth Motel on the water. On Saturday, there will be a back roads tour of Cape Cod, followed by a sightseeing boat ride (with lunch) along the Cape Cod Canal. Sunday will feature a big car show on the green at Marine Park in Falmouth. Goodie bags, food,

pipers, an auto jumble, and tech sessions precede the judging.

In the past few years, there have been over 100 British cars, but the club would like to see more Jaguars, and they hope that many JANE members will venture down to the Cape in this best-of-

all seasons on the coast.

For more information, contact CCBCC President, Paul Hinchcliffe, at 508-946-0179, or check the CCBCC website at www.cape-cod-british-car-club.org. 🎉

MORE EVENTS →

The JANE Chauncey Creek Lobster Tour

Sunday, October 7th

We missed it in 2006, but an annual tour to the Chauncey Creek Lobster Pier has become something of a JANE tradition, and we won't let two years go by without a renewal!

We will most likely meet at the New Hampshire State Liquor Store on the Portsmouth rotary

(intersection of Routes 1 and 4 at Exit 5 of Interstate 95 North from Boston) at about 10:00 am on Sunday, October 7th. We'll take a tour along the seacoast of New Hampshire and Maine, and end up at the Chauncey Creek Lobster Pier at approximately 12:30.

Chauncey Creek Lobster Pier

is an excellent place for lobster or other seafood. It's right on the water and is a great spot to spend a leisurely

afternoon. While they specialize in seafood, there are other items on the menu for folks who prefer other dishes. Chauncey Creek is a BYOB place and you are welcome to bring your own salads, booze, munchies, or whatever. As long as they don't sell it themselves, they don't care!

We will be under a roof, so rain or shine we will prevail!

For more information, visit the Chauncey Creek website at www.chaunceycreek.com, and visit www.j-a-n-e.org for a write-up



of JANE's last visit in 2005 and for the latest details on this year's trip. See you there! 🍷

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The JANE Fall Foliage Rally

Saturday, October 13th

What: Time-Speed-Distance Rally, with an optional Gimmick Kick. Challenge yourself while wandering through the beautiful Lakes Region of New Hampshire. Settle down afterward for some good food, war stories, and awards. Bring your Jaguar, since the rally does not use dirt roads. Experience is not required to participate, have fun, or win!



- Laconia, Lakes Region. Take a left at the light and follow the signs for Gunstock. Go about 7 miles and turn right after the

When: Saturday, October 13, 2007, 12:30 pm. First car off at 1:00. Dinner at about 5:00.

Where: Gilford Town Gazebo, 29 Belknap Mountain, Gilford, NH. (Take I-93 North to Exit 20

Subaru and Hyundai dealers. Go about 3 miles and take the exit for Gilford Village. Take a right at the stop sign. Go about 3 miles and take a right at the flashing yellow light, and then a right at the JANE sign.)

How much: \$20 per vehicle. The dinner will be Dutch Treat.

Want to help? Checkpoint workers are needed—contact the rallymasters.

What to bring:

- A navigator
- Your car in safe condition (brakes, signals, lights, and steering working)
- A working odometer (consistency, not accuracy, counts)
- A watch that indicates seconds
- A calculator
- Pencil or pen and a clipboard
- A cheerful disposition. (This is meant to be fun!)

Rallymasters: Tom Letourneau and Steve Thomas

This is not a high-speed event; rather, it is a driving challenge.

The goal is to follow a laid-out route while controlling your vehicle speed so as to arrive precisely on time at checkpoints set up along the course. The team that most closely matches the calculated time

wins. There will be a separate prize for answering the most Gimmick questions correctly. **Note:** The Gimmick questions are optional and not a part of the official JCNA rally.

RSVP to Steve at 603-293-4250 or srt@anlytc.com. (Last minute decisions to just show up are OK.) To get a great feel for what fun rallies are as a way to enjoy your Jaguar, read Tom Letourneau's excellent article entitled "Rallying the JANE Way!" in the February 2007 issue of The Coventry Cat.

The weather WILL be fine and the foliage beautiful! Whether you want to compete seriously or just join other Jaguar owners for a tour around the countryside, the day should be wonderful! See you there! 🍁



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The 35th Annual JANE Concours

By Brenda Soussan



Our concours appears to have been a smashing success! We've received numerous emails saying that our club has the best shows that the entrants have ever attended! Here are some of the reasons why people are raving:

To start, on Friday night Mike and I thanked all of the entrants, volunteers, and judges who assembled in the hospitality suite, accompanied by pizza, salad, and beverages. Steve and Barbara Ring entertained us with a very funny movie about English concours. After the flick, we had quite a few lingerers who needed just one more glass of wine or bottle of beer. In the end, we had to shoo them out of the room at 11:00 pm with a "Good night and we'd better see you at 7:00 am!"

Saturday morning was glorious. The lake was awash in fog and the field was covered in dew. The rains that might have wreaked disaster were nowhere to be seen. After a cup of coffee, it was all hands on deck!

The field was laid out in exacting detail by Chuck Centore and Ed Hall. The club flag was raised and John Chiungos was guarding the gate, lest a stray Cat should wander in unannounced. Carmen Chiungos was devoting all her energies into channeling her

selling karma to her volunteer raffle ticket sales people. Linda Monaghan was invaluable in the behind-the-scenes help—she pitched right in and got all of the picture frames filled. Ed and Cheryl Avis were constantly in motion, making the hospitality suite ready for the coming crowds. Sing and Carl Hanson were challenged with last-minute silent auction items that needed

to be mounted and assigned table space. Dennis and Prebble Eklof had their hands full with the last-minute Concours entries. Aldo Cipriano, our head judge, had his work cut out for him: gathering 28 judges from multiple states is no easy task. The travel time for some was a little more than they had anticipated, but they all soon arrived, to everyone's relief.

The Jaguars that participated

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THE CARS

this year were all beauties. However, one was an absolute stunner: John and Marte Murphy's 1937 SS100 OTS simply thrilled the crowd. This incredible Jag took the first annual People's Choice Award hands-down, as well as placing first in Championship C01 and taking Best in Show. We have since heard that this Jag is apparently going to receive national recognition. We really hope that John and Marte will come back again next year and that more of our members will come to see this exquisite automobile.

The judges, as usual, were tough but reasonable. The tally squad (Patt Centore, Kathy Hall, Prebble Eklof, and Sue Hago-pian) is the perfect cipher team, taking unintelligible squiggles and deciphering the winners. We had more than a few entrants comment that they thought the process was stringent but that the judges were fair.

The raffle was well-attended, and scads of tickets were bought in hopes of winning the unbelievable Jaguar iPods that Woburn Jaguar had donated, as well as many other valuable, interesting, and fun items. Sing Hanson was one of the lucky iPod winners.

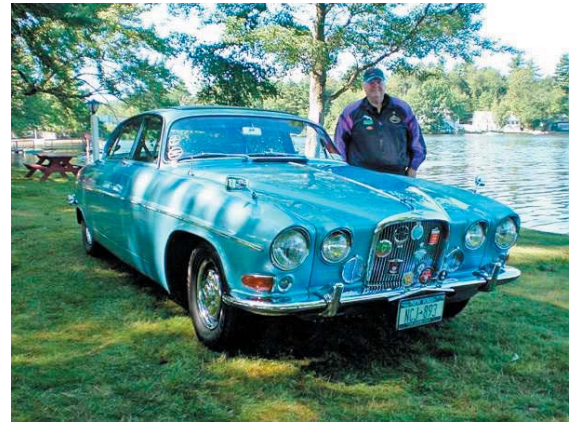
At 4:00 pm, the cocktail hour commenced. All volunteers, entrants, and their passengers were given drink tickets donated by Lincoln Financial for their first tipples. The lakeside tent was filled, with all of the entrants waiting to hear who the winners were. There was great tension and lots of chest-thumping. See the awards pics, which were taken by one of our newest members, Tom Larsen, on the JANE website.

The awards ceremony was followed by a bountiful buffet and dancing under the stars. After

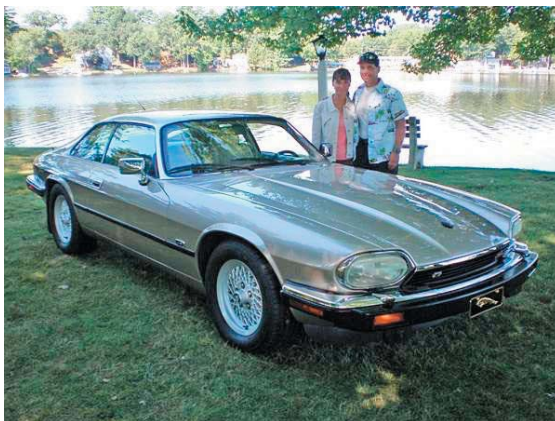
(Continued overleaf...)



John and Marte Murphy, 1937 SS 100, 1st in Class C1A and Best-in-Show



Jim Phillips, 1965 Mk X, 1st Place in Class C8



Paul and Maria Ferrante, 1993 XJS, 1st in Class D8B



Steve and Barbara Ring, 1959 XK140, 1st in Class C3



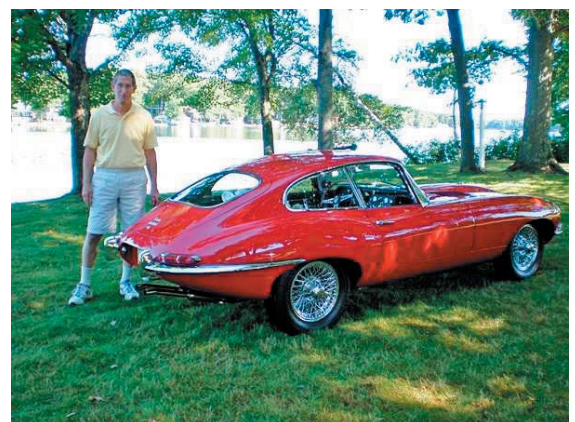
Edward Werner Cook, 1967 420, 1st Place in Class D5



Jerry Robinson, 1951 Mark V, 1st in Class C1B



Ken Haas, 2002 XKR 100, 1st in Class C16A



Alan Wiede, 1966 E-Type Series I, 1st Place Class C5

dinner and dancing, the club retired to the hospitality suite, where there were lots of friendly I-told-you-sos and I'll-get-you-next-times. Again, at 11:00 pm we had to direct the merrymakers back to their rooms.

Sunday morning at the suite is sweet, with hot coffee and morning breads that await the early risers. Our poker rally is the supreme Sunday Concours activity. Twenty Jag lovers went on this highly-profitable and fun-filled ride, yet only one walked away with the loot. Margaret Caruolo's "surprise killer hand" squashed Gary Hagopian's ace-high two-pair hand.

What most entrants liked the best about our Concours were the people from our club who were our volunteers. We can't say enough about the hard work that everyone involved with this event puts in. The pay is lousy and the hours are long, but they still show up each year. Kudos to everyone who is involved!

In the end, our club was the biggest winner. 🍀

[For more on the Concours, including all of the judging results, another perspective by Dennis Eklof, and a lot more photos, visit the JANE website.]



Concours Co-chairs Brenda Soussan and Mike Kaleel celebrate the end of a supremely successful Concours—and also their recent engagement! Congrats, you two!



One of the teams of judges, clad in their spiffy judges' polo shirts, conferring on a scoring issue



Margaret Caruolo presents the Best-in-Show trophy to John Murphy for his beautiful 1937 SS 100. The others are (L-R) Mike Kaleel, Marte Murphy, Brenda Soussan, and Carl Hanson. As she did last year, Margaret graciously provided the two Best-in-Show trophies for both the Champion and Driven classes.



The crowd assembled under the tent, where the awards were presented and dinner was served



For some reason, Brenda's left hand was constantly exposed throughout the weekend, as shown here while chatting with Prebble

THE PEOPLE



Dennis and Prebble Eklof are awarded the James Aldrich Service Award for outstanding service to JANE



Barbara and Steve Ring win a special President's Award for perseverance. The Rings have been coming to the JANE Concours for about 20 years, and each year their story has been the same: "Someday we will bring our car." This was the year their beautiful XK140 FHC was finished, and it won its class.



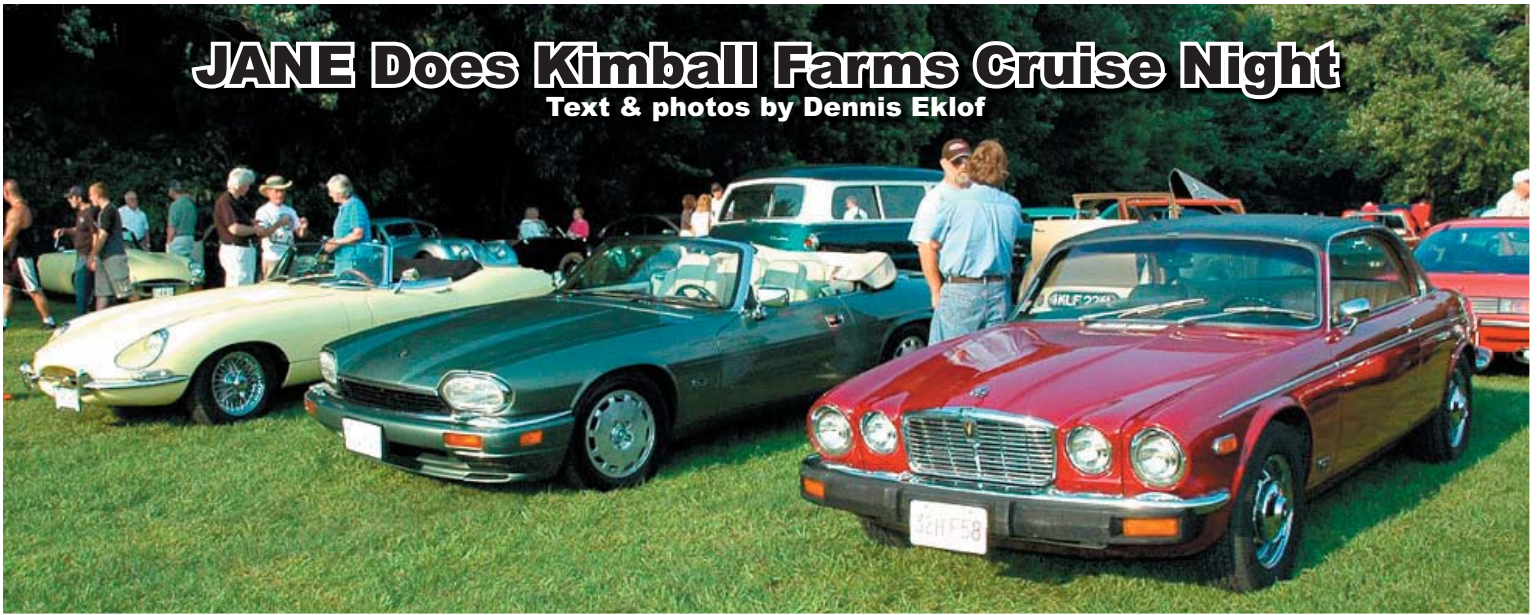
When the judges asked to check his boot, President Carl Hanson (center), slightly hard of hearing, began to shake his booty, resulting in this somewhat blurry photo



Tap, tap, tap—may I cut in?

JANE Does Kimball Farms Cruise Night

Text & photos by Dennis Eklof

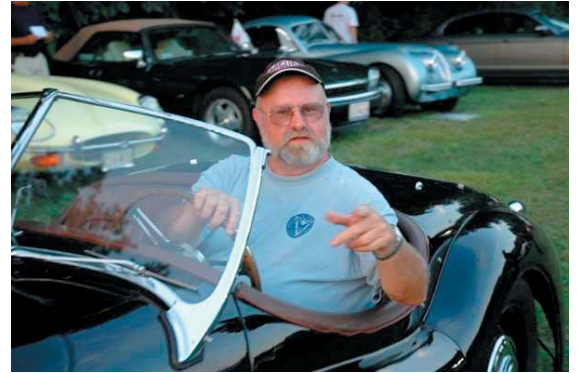


There was a good turnout of JANE members — from the left, these are the Eklofs' E Type, Mike Axford's XJS, and Bill Parish's XJ12C

Want a casual and fun Thursday evening in the summer? Try the Kimball Farms Ultimate Cruise Night! This event is held every Thursday during the summer by Kimball Farms at their Westford, MA, location. There are generally about 300 cars on the field, and the evening features food (a variety of barbecue treats), ice cream, a live band, and lots of interesting and sometimes weird cars.



Ray and Sanda O'Brien's 2004 XKR



Dave Randall makes a final point on his way out



Sing Hanson and Prebble Eklof lingering after dinner



We spotted a nice Series II E Type 2+2



The most unusual car on the field — a Triumph DHC...



...with a rumble seat! How cute is this?

JANE descended on this scene on August 16th at around 5:00 pm with about a dozen JANE cars. Those on hand included (in no particular order) Chuck & Patt Centore, Carl & Sing Hanson, Ray & Sanda O'Brien, John and Carmen Chiungos, Herb Strachman, Dave Randall, Mike Axford, Tom Letourneau, Bill Parish, Allen & Sheila Liberman, and Dennis & Prebble Eklof. My apologies if you were there and I left you out.

We all gawked at the cars, ate too much barbecue and ice cream, and generally enjoyed a casual, relaxed affair. By about 8:30, everyone began wandering out to head home. What a great way to spend a perfect summer evening! 🍷

LOTS MORE PHOTOS AT THE JANE WEBSITE WWW.J-A-N-E.ORG!

JANE's Friday Night at the Drags

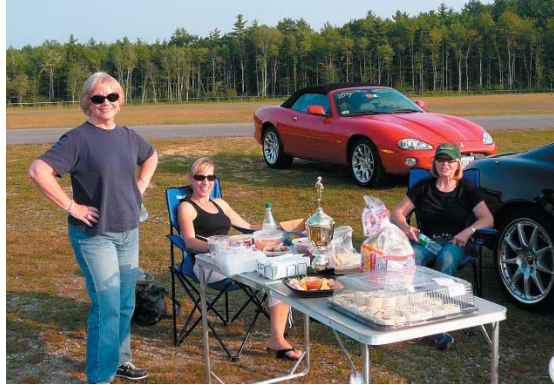
By Brenda Soussan

Jag Drag 2007 had a good showing with nine Jaguars, one Talon, one Porsche, one Cadillac, and one Corvette. We had perfect weather for the races—a little overcast and gentle breezes.

We were given our usual Cat Corral just in front of the tech station so we would have direct access to the racing lanes. Before the trials, we held our highly-anticipated Jag tailgate party with sandwiches, shrimp, dips, pita, candy bars, and bottled water.

After everyone had had their fill of the refreshments, Michael Kaleel clued in all the drivers on the ins and outs of bracket racing. Armed with this information, the racers lined up in our exclusive Jag lane to start the trials. Our drivers got at least two trial runs and were then asked what their dial would be. The track then assigned the cars that would be racing against each other in the eliminations.

Our website has all of the results in the Jag Drag report that can be found there. Suffice it to say, in the last elimination round it was Tom Brady's 1959 Mk 9 against John Berger's 2002 Corvette. The crowd in the stands was cheering! Tom got the green light and floored it. He "flew" down the track, waiting to hear John's car growling up behind him. All the spectators leapt to their feet as Tom was approaching the finish line. The anticipation was unnerving! Would Tom maintain the lead? Could John push the 'Vette to the limit? It



The hospitality suite, with Prebble happily demonstrating that she can again stand without mechanical assistance



Lots of Jaguars in the queue to the timing lights



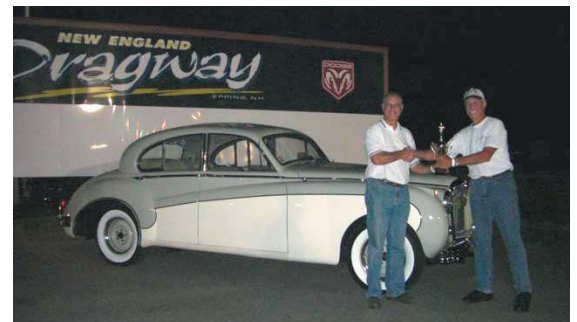
These cars from the 50's may not look like dragsters, but wait till you see them on the strip!



Mike vs. Mike! Mike Curtis's Caddy mixes it up with Mike Kaleel's XKR



The Cats purr while the Caddy's engine cools and the racers compare notes



There's plenty of room for the trophy on the front seat of Tom Brady's Mk 9, being presented by Mike Kaleel

was an unbelievable sight to see Tom's beauty cross that finish line first. The cheers were deafening!

After the picture-taking, we jumped in our cars and beat it to Applebee's, where we toasted the winner—and everyone who raced!

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The Tortoise and the Hare

- OR -

How I Won at the JANE Drag Night

By Tom Brady

On Friday, August 24th, JANE held its annual Drag Night at the New England Dragway in Epping, NH. It was the third time that this event has been held. I ran last year, but chose not to actually compete in the bracket racing segment, not really knowing what to expect of my car and having to drive it 85 miles back home.

This year, I competed in the whole event, which entailed running the three dial-in runs to determine the time that your car would be capable of running, as well as the final bracket elimination runs. There were 14 cars in the Jaguar club field, including Joe Rizzi's modified Corvette Z06 with a 550 HP Lingenfelter engine, and Mark Curtis's hot Cadillac CTS-V. The Corvette ran around 120 MPH in the quarter in 12.6 seconds, while the Caddy ran around 103 MPH.

It was a hot, steamy night with the temperature somewhere in the 80s, which led to slow times by all. My first qualifying run was against Joe Rizzi's Corvette. I was asleep at the wheel and was beaten badly from start to finish. In my other two qualifying runs, I ran against Mike Axford's 1995 XJS. I took the XJS off the line twice and had him for a good part of the race, but was just barely beaten at the end. Based on these qualifying runs, I set my dial-in time at 17.4 seconds.

I then proceeded to race in the bracket event. The dial-in number allows cars of all capabilities to race on an even par, with slower cars given a head start based upon the comparative dial-in numbers. A car with a 17-second dial-in would be given a 2-second head start over a car with a 15-second dial-in. The race is then won by the reaction time of the driver and the consistency of the car to run its dial-in time. If you run under your dial-in time, you are disqualified (to prevent sandbagging). I then proceeded to win each elimination run with decent reaction times of around 0.2 seconds and elapsed times of 17.4 to 17.6 seconds. A couple of the cars I raced against

red-lighted (left before the green light came on) and were disqualified. My car ran flawlessly and became a crowd-pleaser, with the announcer talking it up pretty good when I was staging for each run. My name also has some notoriety, but he pointed out that I was not the quarterback.

The final run was against the Lingenfelter Corvette—totally outrageous—the slowest car against the fastest. I had a 5-second head start due to the dial-in times. I was using a power brake technique and waited for the Corvette to stage. The lights started and I let it rip, with a 0.2-second reaction time and a 79 MPH run. The car burned rubber on the start and wound to five grand between shifts. The much-maligned DG 250 transmission shifted with a tremendous surge between gears. The 'Vette passed me as I was slowing down after the finish line, and I had the trophy. What a blast—I had won the event! When I reached the Jag group, everyone was ecstatic to see a Jag win the Jag-sponsored event.

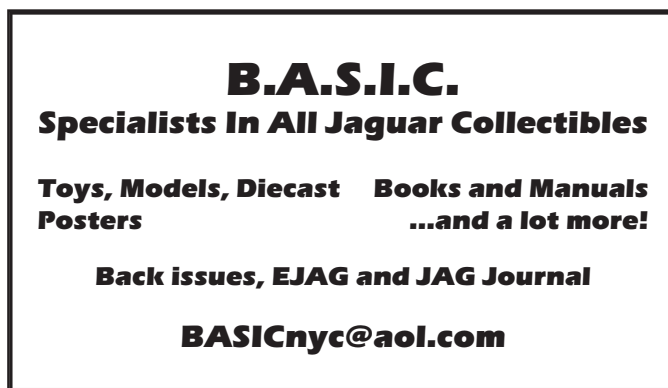
My personal goal was to run a 17-second quarter and I had removed the spare tire, spats, hubcaps, and rear seat cushion, increasing the power-to-weight ratio as much as possible. The ambient temperature did not cooperate with that goal, and I only matched my best time of last October, 17.4 seconds at 79 MPH. All of the other folks who competed last fall had similarly slower times.

So basically the whole deal comes down to reaction time and consistency—something I had realized after thoroughly reading the rules the week before the event. Some of the guys with the hot cars seemed a little miffed that they had lost, making it even more enjoyable for me.

I drank in the cool midnight air as I drove the 85 miles home with the trophy propped up beside me in the passenger seat and no brake or signal lights—I had blown a fuse in that circuit with the all-out performance of the car. 🏆



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Thoughts on the Vanderbilt Concours

By Aldo Cipriano

Learning some time ago of the premiere Vanderbilt Concours in Newport, RI, I decided that this was an event not to miss. Scheduled for July 27-29 by the illustrious Preservation Society of Newport County, the event was intended as a blending of an educational event, a museum experience, and the first significant collection of concours motorcars and vintage racers on the East Coast. Proudly, the media package announced that, in part, the event was created to honor William K. Vanderbilt, Jr., an icon of American motorsports. After a full three days in attendance, with generous media access, I can confirm that this concours event will become Pebble Beach East—or maybe Pebble Beach will eventually become Newport West!

I motored down with fellow club member Rod Gilbert, he in his '62 E Type OTS and I in my XJ-40 V-12 Saloon. Parking the



Preparing Stu Forer's XK 120 for the Tour d' Elegance

V-12 for the evening events only, Rod and I assembled with his E Type at Glen Farm—the polo fields of Portsmouth, home of Newport International Polo (well-known to me)—together with 60-plus classic cars for the first Tour D'Elegance,

with Stu Forer and Ken Loring in squadron with their XK 120s. We awaited the pre-war cars' departure. Oh, those Bentleys, Rolls Royces, Packards, and Duensbergs—quite elegant!

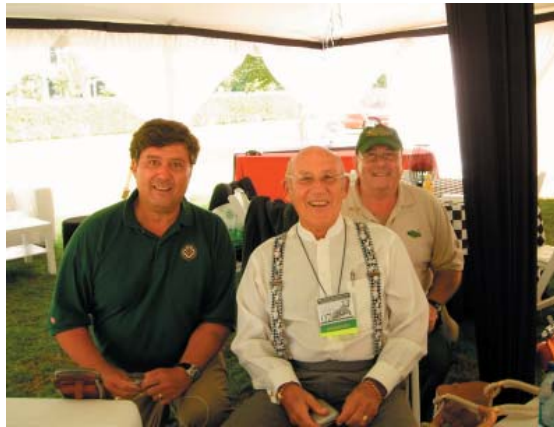
Then the post-war group departed, with Rod Gilbert's '62 E Type the lead-off Jag. There were four in all, including Ken, Stu, and Todd Wilson, a fine fellow from Illinois in an XK 120M.

The tour itself was memorable. The streets of Newport were lined with people—adults cheering and children jumping with joy as the tour went by. As we passed through one intersection, I heard someone in the crowd say, "Look—here come the Jags—look at those lines."

The tour entered the Chateau-sur-Mer mansion on Bellevue Avenue, the weekend home of this inaugural Concours. I was impressed at how much attention, affection, and respect the E Type received. Incredibly, Rod's was the only E Type in the show, on display in the VIP area, or even touring the streets of Newport during the Concours.

Stu Forer broke squadron and

cut off to the Breakers mansion for assembly with the classic racers. We retreated (or advanced) to the VIP hospitality tent, gener-



Aldo Cipriano and Rod Gilbert with Sir Stirling Moss, socializing in the VIP tent

ously sponsored all weekend by Fireman's Fund Insurance Co., which did an outstanding job in keeping the racing and concours theme of the event.

A walk-around found old friends proudly displaying the best Jags on the East Coast. Jerry Robinson's 1951 Mk V stood out, even in close proximity to Bentleys and Rolls Royces of a similar era. Paul McCallum was also present with his XK 120 Alloy, looking better than ever. We also met R. Meyers with an outstanding XK 140C, replete with dual exhausts and original Dunlop square-letter race tires—a car that would easily qualify as a contender in Preservation Class due to its unrestored authenticity and condition.

Then it was time to visit Stu Forer with the classic racers,

which included several Gurney/Moss examples and other classic F-1 and AAR racecars. But now, the real treat of the day: Next to Stu were two vintage Jag racers owned by Tommy Jaycox of Stony Brook, NY. First was a BRG XK 120M, dispatched in August of 1954, that has been owned by Tommy since 1969 and is raced to this day at such venues as Lime Rock. Next in the line was the stallion—an authentic right-hand-drive 1953 C Type Le Mans racer designated XKC 034. The true heritage of Jaguar just a few feet away!

The legends were also there: Gurney, Rutherford, Dave Piper, Hobbs, Luigi Chinetti, and a host of others, including Janet Guthrie and—oh, yes—Sir Stirling Moss. With media access, we were permitted to attend the cocktail party at Marble House (black tie, of course), where we were given access to the legends.

Timing myself appropriately, I approached Sir Stirling and his wife at a free moment as he sat on his riding stick, sipping a cocktail. JCNA blue blazer on, I shook his hand (I may have half-bowed; I don't recall), and told him that it was a great honor to meet him and



One of the Dunlop square-letter race tires

that I was a member of JANE. He took the lead in the conversation and stated how wonderful it was to see those XK 120s in the show,

bered those C Type engines and recalled that she had done valve jobs on 120s in the earliest years.

The weekend rounded out on Sunday with another gathering in the Fireman Fund's VIP tent—splendid with racing motif and lovely couches—and then, in comes Sir Stirling again. Rod and I thought, "It doesn't get bet-



Johnny Rutherford, Janet Guthrie, and Paul Hobbs at a Vanderbilt Concours press conference

ter than this." Lady Moss insisted on taking our picture with Stirling. We flanked him as he sat, telling him that Jaguar Association of New England guys had him surrounded, and he jokingly responded, "Better Jag than those Ferrari boys near your pockets."

Our thanks go out to the organizers of this event, the Preservation Society of Newport County, and the lady who gave the vision a reality, Cynthia Gibson. As we departed, the volunteers asked that we "bring more E Type convertibles next year...in red." I turned and

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Aldo trying Stu Forer's XK 120 on for size

said, "For certain, the Jaguars will return." 🇺🇸

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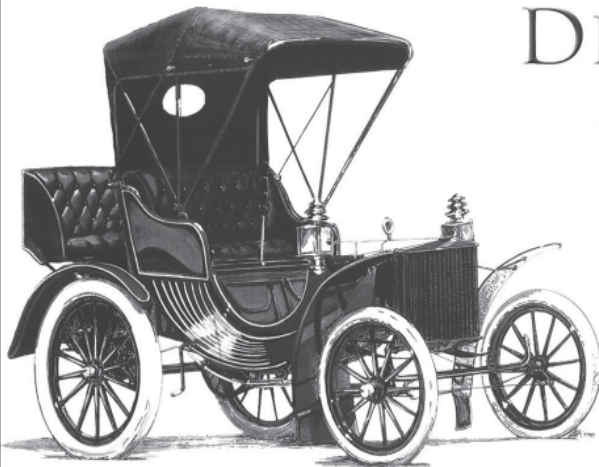
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To: Chansonjag@aol.com
Cc: ideacounselo@earthlink.net
Sent: Mon, 20 Aug 2007 2:07 pm
Subject: Jane and the Magnificent Concours

Carl,

Marte and I want you and the whole of the JANE organization to know how we feel about your club and the 2007 concours in Sturbridge. Never have we experienced such a well-organized gathering of car enthusiasts, nor felt more welcome, than at this event. The venue, the weather, the dinner, the gifts, and the genuine warmth of your club members will be remembered for quite some time to come. Of course, heading home laden with three top prizes had its merit as well!

We will be sure to pass along to Charlie Olson, our club president, our thoughts on the thoroughness of your planning, the quality of your gifts and prizes, the great activities surrounding the event, and, mostly, on the warmth and generosity you extend to Jag lovers outside your own organization.

You should be proud of everyone involved in putting this show together and of all your members who have been so gracious. We hope you'll find a way to pass this message along to them all.

Best wishes,
John and Marte Murphy
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CARS FOR SALE

1964 Jaguar 3.8 S-Type Project Car - This S-Type is a 4-speed with overdrive, wire wheels, less than 30,000 miles. Virtually rust-free body. Wood has been professionally refinished (\$2300), chrome replated (\$5500), 5 new Dayton wire wheels, 5 new Avon radial tires, 5 new knock-offs (\$2000). Front end all rebuilt with new parts. Thousands of dollars worth of new parts including 4 sill plates, rubber kit for the entire car, all aluminum parts polished. Pick your color combination, car needs interior and paint and lots of assembly. I have spent over \$10,000 in new parts. Asking \$12,000 or best offer. Robert Alexander, Allston MA, 617-783-1196, rnina3344@hotmail.com (7/07)



1973 XKE Roadster - Series III V12. 46,525 miles, 2nd owner, purchased 18 years ago. Excellent condition, 4 years in the Glen, NH museum. Signal Red with Black interior, hand carved mahogany dash, all original interior, radio, trim, etc. Have original title, and all service records since new. E-photos available. \$39,650 firm. Don Fitzgerald, New Hampshire, 904-461-5758, p4t@adelphia.net (2/07)



1988 XJS V12 - Red with black top, interior & boot, all original, wire wheels, Italian headlights. Body in great shape; always serviced by Jaguar mechanics. Nardi touring package. Everything works. New Pirelli tires; heated leather seats; power antenna. H & E version one of 800 built, only 300 left; 67,000 miles; original manuals & books. Asking \$16,000; appraised for much more. Russ, 603-666-0737 (8/06)



1996 XJS6 Convertible - NEW PRICE 3/07! White with tan leather and tan top. In excellent condition. 60,878 genuine miles. Stored during winters and meticulously maintained by Jag technicians. Asking \$15,000. Photos available. Harold, Acton MA, 978-263-9978, shandhh@verizon.net (4/06)

PARTS FOR SALE

1969 Series II Jaguar Bonnet - "Brand New". This front end sheet metal was purchased over twenty years ago from a parts dealer in RI. It is new and in near perfect condition aside from a couple of dings from being in a garage for so long. I have plenty of photos to share upon your request. Serious inquiries only please. Best fair offer takes it. Chris Kielb, 413-734-4544 or 413-531-7580, advance-welding@comcast.net (6/06)

Windscreen - For XKE Series III Roadster. This is an aftermarket windscreen. There are no pits or cracks. It is used, though. \$80. Ray, Norwell MA, 781-659-4024, crookjag@comcast.net (2/07)

Mystery Driveshaft - I have a driveshaft, maybe from an XJ6, left over from a lot of parts that came and went years ago. It is a two-piecer with a square mounting plate in the middle. If you would like it, I'll accept any offer, especially a Dunkin Donuts gift card in any denomination, to make it go away! John, Wayland MA, 508-653-5094, dpisland@galaplanet.com (2/07)

Coco Mats - A set of blue Coco mats for a Series 3 E Type, nearly NOS, from the 70's, slightly used, in great condition, \$25. Ray O'Brien, Brookline MA, 617-734-5949, raymondobrien@comcast.net (7/07)

E-Type 4.2 Starter - When I rebuilt my E-Type, I substituted an aftermarket gear-reduction starter, so I have a spare original for sale. It was working perfectly when I got the car in 2004, and has been sitting on a shelf in my garage since then. Photos on request. \$125. Dennis, Boston area, 781-641-3537, dennis.eklof@verizon.net (7/07)

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. The sale includes a high-quality aftermarket fan that is attached to the front of the radiator. Photos on request. \$400. Dennis, Boston area, 781-641-3537, dennis.eklof@verizon.net (7/07)

E-Type Restoration Parts Left Over - Four 15" chrome wire wheels, fair condition, serviceable, rust mostly on spoke nipples, some spots on rims. AMCO boot lid luggage carrier, excellent condition, straight, no rust, chrome good. AMCO front & rear bumper guards, fair condition, a few minor dents, scrape marks on bottom of front bottom bar. Make me an offer. I want the parts to go away, but don't want to throw them away. Rod, Quechee VT, 802-295-5659, rodfisher@mac.com (7/07)

XJ-6 Vanden Plas Interior - A complete, mint interior that includes door panels, center console, etc. (less seats) from a 1986 XJ-6 Vanden Plas. The color is a medium dark maroonish red. Best offer - cash or

swap for something Jaguar! (Must be picked up.) Tom Letourneau, Cumberland RI, 401-334-3315 (home), 401-651-3346 (cell), AlfaRacer1@cox.net (8/07)

1.8HP Gear-Reduction Starter - Fits ONLY XK 150 Automatics, Mk VII, VIII, and IX Automatics, and Mk I and II Series 2.4, 3.4 and 3.8 Automatics. Does not fit any 4.2 liter cars, or any manual transmission cars. Custom made by Gustafson Engineering of Gloucester, MA, and used on only a few occasions for testing. You will be amazed at how much faster your Jag will turn over and start with one of these starter motors! Cost \$245 plus shipping; asking \$195 plus S&H, or will deliver if close by. Tom Letourneau, Cumberland RI, 401-334-3315 (home), 401-651-3346 (cell), AlfaRacer1@cox.net (8/07)



Snow Tires and Wheels - 5 Pirelli Sotto Zero Winter 240, 255/40R19 tires mounted on Jaguar wheels. Purchased for 2006 Jaguar Super V8. Used less than 1000 miles. \$5000. Linda McCabe, Weston MA, 781-891-5382, lindabillmccabe@comcast.net (9/07)



XJS Wheels - Set of five 15" starfish wheels from an '87 XJS conv. Four have good P235-60R15 glass belt radials mounted w/lots of tread. The spare rim has an original Pirelli mounted w/no tread (it holds air). Some chrome pitting on the inside rims, but they are not dented and are in good shape. \$300 for the set. Mike, Eastham MA (Cape Cod), 508-633-5633, MAshcettin@aol.com (9/07)

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WANTED

XK140 Roadster - In good condition and a good driver. David, 617-332-6400 X14, 617-232-9595 (6/07)

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