

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

October 2014

[www.j-a-n-e.org](http://www.j-a-n-e.org)



## *The British Are Coming!*

*Though not an official JANE event, the annual British Invasion in Vermont always draws many members. And who can blame them with all the activities going on and the gorgeous vehicles made across the Pond covering the field. For a report and more photos turn to pages 14-17. Photos by Bill Richardson and Dennis Eklof.*



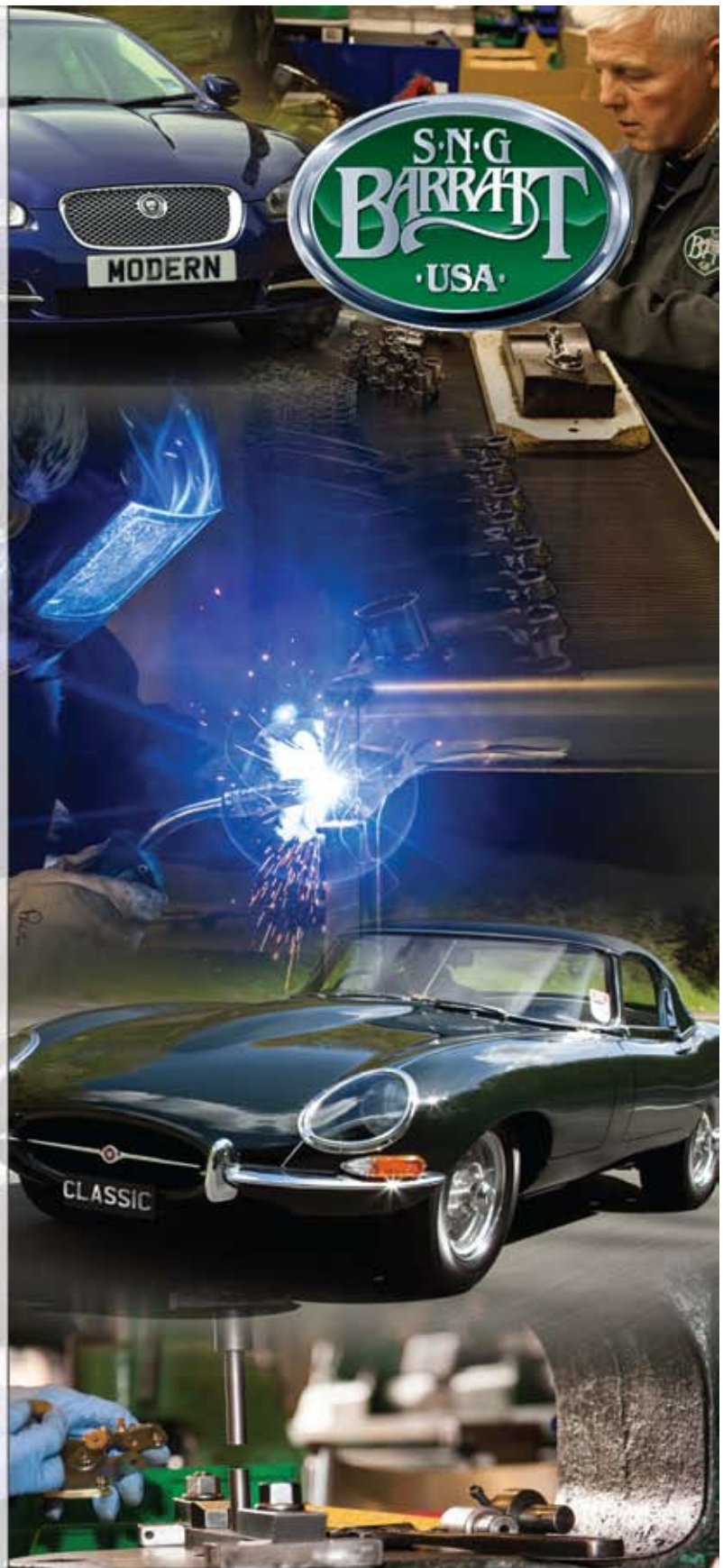
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## Rolling Into Fall

It seems that only a few short weeks ago summer still had a considerable amount of time left on the seasonal calendar. Even on the drive up to Stowe, Vermont, for British Invasion, a little more than a week ago, there was barely a sign of color change in sight. Now a couple of weeks later, the color is starting to pop everywhere, indicating that winter is not far behind.

The month started off with our second slalom of the year at our wonderful facility in North Andover, Massachusetts.

Despite somewhat less than pleasant weather and several of our organizers being out of commission, so to speak, we had in excess of 22 participants, yielding another extremely successful event. I had another chance to drive the Stalker and didn't do quite as well as the last time. Oh well, practice, practice, practice. We are also looking to find a club member to step up and take on the position of Slalom Coordinator. Al and Paul have been doing this for several years and need someone to help take over this event. Rich Kosinski has stepped up already, but also needs an assistant to help plan and prepare one of our most fun events. We have a lot of members who have been sitting on the sidelines, and we really need your support and participation. If you enjoy the activities, then please consider volunteering to help. The Slalom is only twice a year, so it is not that much work.

September also provided the opportunity to attend the 24th annual British Invasion, a standard event in the collector car hobby here in the Northeast. Several JANE members once again rented a house, not more than a stone's throw from the show field and had a great time at "JANE Central." Primary hosts, Dennis and Prebble Eklof, orchestrated a wonderful cookout on Saturday night consisting of steak, corn on the cob, salad, baked potatoes and onions, and dessert. The show event was well attended by many JANE members, with almost everyone walking away with some award. Please read about the award winners elsewhere in this issue of the *Coventry Cat*. The drive home proved to be exceptional, with the weather being more than anyone could have asked for at this time of year, and I found myself asking, "Where is all the color?" Nevertheless, it was an extremely enjoyable drive home.

The third annual Boston Cup also took place on the same weekend as British Invasion. Tough to be in two places at once; if anyone has figured out how to do this, let me know, or we need to have better coordination so that we have the opportunity to attend both. This event is growing in popularity and provided some exceptional cars for viewing.

The month concluded with our club meeting at the Wayside Inn. Our guest speaker was Will Corr, from Hagerty Insurance. Will provided an excellent presentation on the value and benefits of using Hagerty as our collector car insurance company. I know that more than half of our club uses Hagerty, and they are ready, willing, and able to provide as much support to the collector car hobby as necessary. If you are not currently with Hagerty, I suggest that you take the time to review your insurance and compare the benefits and costs. I had a chance to spend some time with Will aside from the meeting time, and he is extremely invested in the car collector hobby and is willing to take the time to help answer anyone's questions. A big "Thank You" to Dean Saluti for organizing this speaker for the monthly meeting.

October is going to start winding down the year as far as activities are concerned. The big event for the month is the JCSNE Slalom on the 19th. Our sister club has always done an incredible job of supporting our events,

*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.

### JANE Officers & Committee Chairs

**President:** Jim Sambold, 603-918-8795, xkjagnut@comcast.net

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

**VP Membership:** Ed Avis, 207-737-8258, ed@avisfamily.com

**Secretary:** Betsy Taylor-Kennedy, 978-779-5213, betsy@taylor-kennedy.com

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

**Concours:** Bruce McGeoch, 802-238-6642, bruce@bluejagconsulting.com

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

**Slalom:** Al Zanengo, 781-337-3744, alzanengo@comcast.net

**Webmaster:** Dennis Eklof, 508-878-9510, dennis.eklof@verizon.net

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

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### The Coventry Cat

**Editor:** Tracey Levasseur, 207-247-3385, sharpei@sacoriver.net

**Assistant Editor:** Prebble Eklof, 617-877-5825, prebble.eklof@verizon.net

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

**Send articles, info, and photos to:**  
sharpei@sacoriver.net -or-  
The Coventry Cat, 329 Ross Corner Rd,  
Shapleigh, ME 04076

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

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### President's Message continued

and we should do the same for them. The location at Papa's Dodge is a fantastic location and everyone who is into slalom should consider signing up.

We will be having an Events Committee meeting soon to put together the calendar for 2015, so if you have any suggestions please contact Dean Saluti, John Brady, or me and explain your ideas. The October monthly meeting will be preceded by a Board of Directors meeting. This meeting will cover next year's calendar of events and nominations for next year's board and leadership. If you have any ideas that you think will be beneficial as far as events, or if you would like to be considered for a board position, please let me or Chuck Centore know so that we can take the appropriate actions regarding your position or proposal. Additionally, we are also planning a trip to David's House in Lebanon, New Hampshire, in early November to represent the club and have a ceremony for presenting a check for the donation that has been an annual tradition for many years for this club. Please watch the calendar for more details.

Finally, the big event for the end of the year is our AGM and Christmas Party. This is a fantastic event, and a good time is always had by all. For all our new members, this is an extremely well-attended event, will fill up rapidly, and is a great opportunity to get to know many of our members. Please go to our calendar section and make sure that you sign up early so as to guarantee your attendance.

The club has had an incredible year; we are continuing to grow thanks to the outstanding efforts of Ed Avis, and we have been able to maintain our position as the largest club in JCNA. This is something that we, as club members, should be extremely proud of and should work to keep going forward. There are many other, smaller clubs in JCNA that look to JANE to see how to be a successful club. We certainly want to be in the leadership position, and the only way we can continue is to get more people involved in participation and leadership.

This is a great group of people with a tremendous amount of experience and information to offer, and I look forward to seeing many more of you at the upcoming events.

*Jim*



The trees are starting to show some color, this year's British Invasion is history, a few leaves are falling, and that means it's time to start thinking about renewing your JANE membership for 2015. You'll receive a notice by mail in the next few weeks, but there's no need to wait – you can renew online at the JANE website NOW (and save JANE the cost of sending you a renewal form)!

Renewals are good for the entire 2015 season, AND if you renew by December 31st you'll receive a \$5 discount. But wait, that's not all – all current members who renew before December 31st will be entered in a drawing to win a refund of your basic membership (\$60) for 2015!! The winning name will be drawn at the JANE social meeting in January.

NOTE: New JANE members who joined after September 1st (or if I've told you your membership is good through 2015) do NOT need to renew and are therefore not eligible for the refund.

The dues structure is unchanged from 2014 and is outlined below:

- \$65 Full membership with online Coventry Cat (after January 1st)
- \$60 Full membership with online Coventry Cat (early renewal discount)
  
- \$80 Full membership with mailed Coventry Cat (after January 1st)
- \$75 Full membership with mailed Coventry Cat (early renewal discount)
  
- \$25 Associate membership with online Coventry Cat
- \$45 Associate membership with mailed Coventry Cat

## Welcome New Members

Alan	Carr-Locke	Walpole, MA	1991 XJ-S, 1974 E-Type
Peter and Carol	Bulla	Shelburne, VT	1964 E-Type OTS

Please say hello to these members at the first opportunity and make them feel welcome!

With the addition of these new members, JANE membership as of September 26th is:

- 295 full members
- 11 associate members

JANE ended 2013 with 300 member families, so we'll show a loss for the year unless we can recruit at least five more new members before the end of the year. So talk to your friends who own Jaguars, make some calls, twist some arms, hand out some flyers, and let's find those five new members! JANE and JCNA membership offers many benefits – we just need to emphasize that to potential members. JANE is the largest of the 65+ JCNA-affiliated clubs in North America – let's keep it that way!

Cheers,

Ed Avis

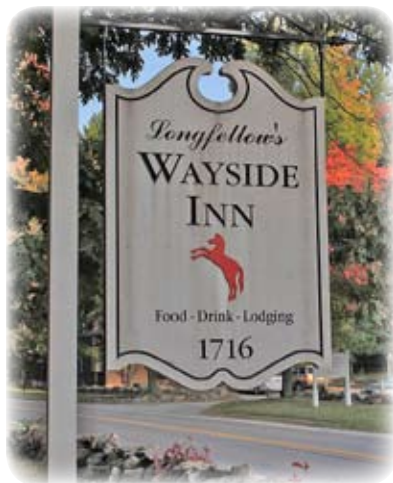
# Upcoming Events



## 2014 JANE EVENTS CALENDAR

You may register for any JANE event online at [www.j-a-n-e.org](http://www.j-a-n-e.org) and pay in advance by credit card or PayPal

Date	Day	Time	Event
Oct	TBA	TBA	Columbus Day Parade, East Boston, MA <b>Details: TBA</b> Coordinator: JANE Member Dean Saluti ( <a href="mailto:djsaluti@aol.com">djsaluti@aol.com</a> or 617-285-6565)
Oct 19	Sun		JCSNE Fall Slalom Papa's Dodge, 585 E. Main St, New Britain, CT Slalom Chair: Ken Haas <a href="mailto:slalomchair@jcsne.org">slalomchair@jcsne.org</a>
Oct 22	Wed	7PM	JANE Monthly Meeting, Wayside Inn, Sudbury, MA  <b>JANE Members participate in a Board Meeting!</b>
Nov 19	Wed	7PM	JANE Monthly Meeting, Wayside Inn, Sudbury, MA  <b>Program: TBA</b>
Dec 7	Sun	3PM	JANE Holiday Party at Vesper Country Club 185 Pawtucket Blvd, Tyngsborough, MA 01879  Coordinator: Crin Coull ( <a href="mailto:coullman80@yahoo.com">coullman80@yahoo.com</a> or 603-213-6216)



### October Monthly Meeting Wednesday, October 22, 7pm

#### Longfellow's 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 Tour to David's House

For a number of years JANE has made annual charitable donations to David's House ([www.davids-house.org](http://www.davids-house.org)) in Lebanon, New Hampshire. David's House is a "home-away-from-home" for families with children receiving treatment through the Children's Hospital at Dartmouth-Hitchcock Medical Center.

It has been quite some time since members from JANE have visited David's House, but we are now planning a tour to Lebanon to visit the facility, the staff, and the patients and their families. It is tentatively scheduled for Saturday, November 1st. More details about the visit will be provided by email as soon as arrangements are completed with David's House.

Home when you can't be home.

*JANE's 2014 Holiday Party  
and Annual General Meeting*

*Sunday, December 7, 2014  
Vesper Country Club  
185 Pawtucket Blvd.  
Tyngsboro, MA 01879*

**Event Schedule**

**3:00 - 4:00 pm - Cocktails (Cash Bar)  
4:00 - 5:30 - Annual General Meeting  
5:45 p.m. - Buffet Dinner  
After Dinner: Yankee Swap**

**Bring a wrapped gift valued at least \$25 to play the game**

**Silly hats are encouraged, Dress is Business Casual (please, no jeans at Vesper)**

**Directions**

**From the North on Route 3: Take Exit 35 and at the bottom of the ramp turn right onto Route 113 East. You'll go straight across the Merrimack River after about 1.3 miles. Immediately after crossing the river, stay on Route 113. Vesper is about 2 miles down on your right.**

**From the South on Route 3: Take Exit 34 and at the bottom of the ramp turn right onto Westford Road. In about 0.8 mile, turn left onto Middlesex Road, and then take Route 113 East across the Merrimack River. Immediately after crossing the river, stay on Route 113. Vesper is about 2 miles down on your right.**

Please consider registering and paying online no later than Monday, December 1.

If you must pay by check, cut here and mail with your check to arrive no later than Monday, December 1, 2014.

.....

Member Name: \_\_\_\_\_

Guest Name(s): \_\_\_\_\_

Dinner per person \$55.00 x \_\_\_\_\_ Total \_\_\_\_\_

**Make checks payable to JANE and mail to: Crin Coull, 2 Fox Run Road, Amherst, NH 03031**



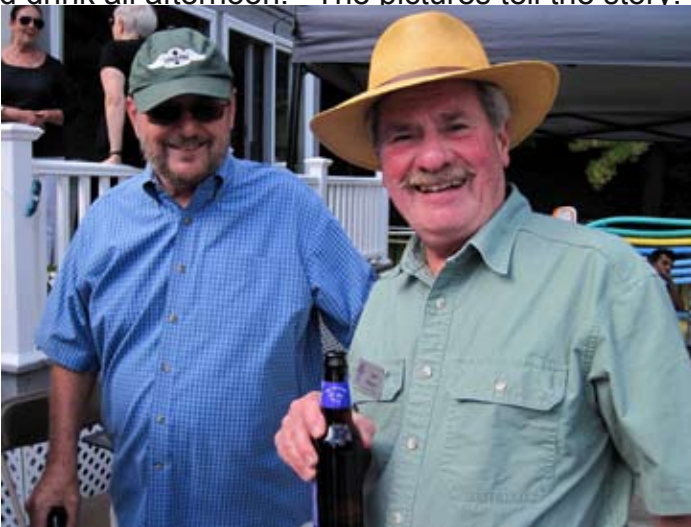
# Event Reports

## JANE Potluck Picnic




On a perfect late summer New England afternoon, more than 50 JANE members drove their Jaguars out to Groton, Massachusetts, for a laid-back, low-key social gathering at Dennis and Prebble Eklof's. The front lawn looked like a Concours d'Elegance was in full swing, but the good thing was that no one even had to prep the cars for judging this time. They were all winners.

The weather was perfect and a few people even took to the pool. David Moulton ran regular golf cart tours through the woods over to his place next door for people to see his beautiful gardens. Thanks to all who came and brought such terrific contributions to the Potluck Picnic. There was an amazing array of good food and drink all afternoon. The pictures tell the story!



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Previous page top: Jaguars as far as the eye can see on the Eklofs' front lawn. Bottom left to right: The pause and the refreshments, David Moulton and Carl Hanson stop to smile for the camera. (L to R) Stu Forer, Kevin Murphy and Chuck Centore deep in conversation.



This page, above: Margarita Meister Alec Hay whipping up several refreshing Margaritas which he then passed around. Right: Linda & Paul Bicknell, are you going to share that bottle of wine? Below: new members David, Donita and Phoebe Rardin arrived in their 2002 XK8. Yes, Phoebe fits in the "back seat." All photos by Bonnie Getz.



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## And Then the Cavalry Showed Up! Fall Slalom Report

Words by Al Zanengo, photos by Bill Richardson

As you may have guessed, when I first learned that Paul Bicknell was abandoning Slalom as the result of an impending procedure I was devastated, demoralized, and distraught. No one man, no matter how talented, confident, and self-assured could tame the wild beast known as Slalom by himself. Prickly or not, Paul was nevertheless as reliable as Amtrak, and we had together honed the drill to a science that never hinted at the blood, sweat, and tears that made Slalom work.



My first thought was to find beer into which I could cry copiously! And then the hard stuff for the big tears. Though a necessary catharsis, I realized that beer alone was not going to deliver our Jaguar jihad. I must call in favors. Little favors, big favors, it was a crap shoot, but by golly, Slalom's brave heart would not be denied!

My first challenge was to find someone to help pack equipment on the Friday before our 9/13 event date so that we could transport it via rental truck to the course site and get me back to my car. Rich Kosinski, "Mr. Poker Run," said "I'll be there," and then I got a call from Dennis Eklof, who took the long drive out to North Andover to help make easy work

of Phase One.

The next day was 50 Shades of Gray and slightly raw, and it didn't change much. When I got there at 8:45 there were already participants, volunteers, and supplicants eager to lend a hand. Again, Dennis was there, this time with his wonderful wife, Prebble, who did yeoman's service at the registration desk and timing table. Tony Lee, of SNG Barratt, brought his 15-year-old son, Jeremy, to chase cones. Jim Sambold, our hardworking "hands on" president was working hard. Everyone was great, and made it a great day for everyone. More and many thanks to Rich Gill, Dave Moulton, Bill Richardson, the entire Cromie clan to include the Heaphy's, as





well as Gary Hagopian, Bob Totten, Bob Lang, the Wells-Murphys, etc.

As it was coming to a close, Rich Kosinski showed up to help Dennis, Jim, and me get the equipment back to the storage facility and return the rental truck. Afterwards, I suggested a visit to "The Loft" for a couple of well-deserved rounds, to which Rich, Dennis, and Jim reluctantly agreed.



Next month I'll tell you who actually participated in the event and the times they turned.

And no one was hurt!

Previous page top: Eager entrants filling out their forms. Middle: Faithful participant Bob Totten in his quick Triumph Spitfire. Bottom: Newly addicted slalom-going Tony Lee of SNG Barratt in his XF Supercharged.



This page top: Dave Moulton launches his F-Type through the cones. Middle: The only casualties of slalom: the cones. Bottom: That's Richard Gill in his XKR with the top down but the windows up!



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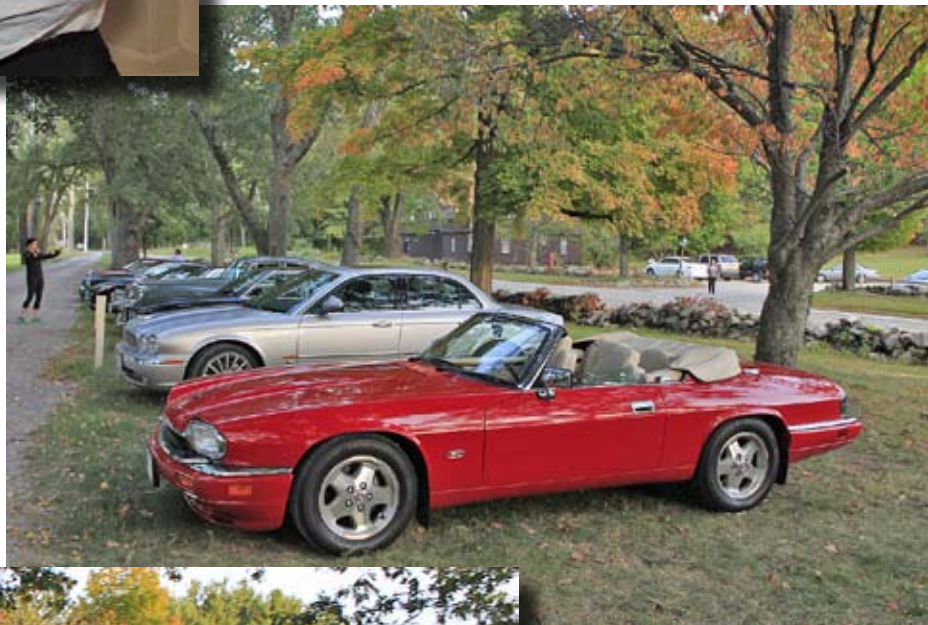
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### JANE September Monthly Meeting

*At the September 24 meeting JANE welcomed Will Corr (photo at left, far left with Jim Sambold) of Hagerty Insurance. A healthy number of members was in attendance judging from the many fine Jags on the lawn of the Wayside Inn (photo below). Despite the splash of autumnal colors on the trees, the evening was comfortable enough for sitting outside and kicking some tires (photo bottom). All photos courtesy Bill Richardson.*

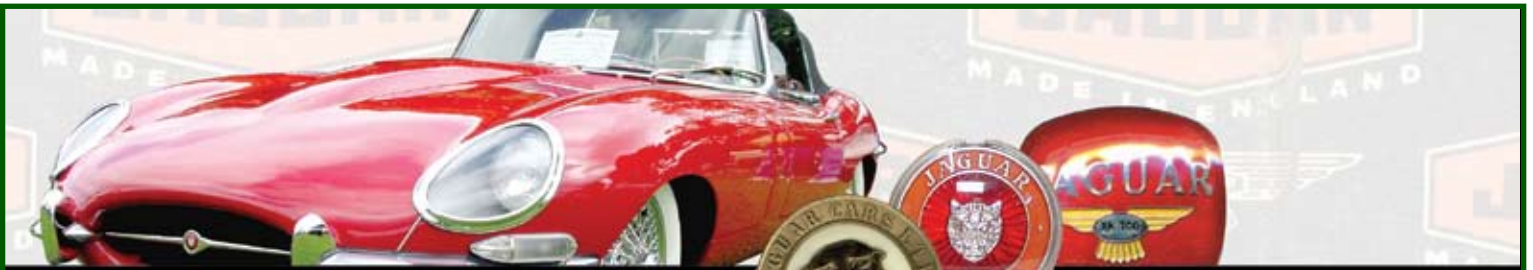




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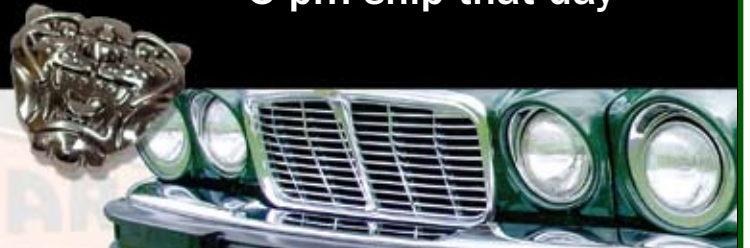
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# The British are Coming!

## The 24th Annual British Invasion

By Dennis Eklof

As usual, JANE members were out in force at the 24th Annual British Invasion in Stowe, Vermont, on the weekend of September 20th, both on the field and in the awards ceremonies.



As we have done for the last several years, a group of JANE members including Prebble and I (Vanden Plas), Carl and Sing Hanson (XK120 FHC), Bruce and Cyndy McGeoch (S2 E-Type), Jim Sambold, Dave Moulton (F-Type), Bonnie Getz, and Sandy Cotterman (XK8) rented the Birch Glen House at the Stowe Motel for the weekend of good friends and partying. This tradition was started a number of years ago by Tom Brady and Theresa Gassner, and Prebble and I continued the tradition a few years ago. The mix of house residents changes some from year to year, but it is always a good time.

The partying started on Thursday evening at the house with a delicious lasagna dinner courtesy of Prebble, and apple pie courtesy of Bruce and Cyndy, and continued all weekend. On Friday we opted to forgo the Block Party in Stowe, and after cocktails at the house, nine of us went to a delicious and laughter-filled dinner at the Trapp Family Lodge – did you know they have crispy chicken thighs on

the menu?

Saturday was of course show time, and while it was a bit cloudy and chilly, at least it did not rain. And there were many JANE entrants and great opportunities to see distant Jaguar friends from all over the East Coast. I'm sure I will forget someone, but in addition to those at the house I had a chance to talk with Bill Richardson (XJS), Tom (Mk IX) and John (XK120 DHC) Brady, John Feng (XK120 OTS), Ed Avis (XK120 OTS), Mark Lenci (E-Type), Gordon and Betsy Taylor (XJS), David Reilly (S1 E-Type), Rod Gilbert (S1 E-Type), new member Peter Bulla (S1 E-Type), Bruce and Jane Murray (S2 E-Type), Dave DeBlois (S2 E-Type), Ray and Diane Crook (XJS), Peter Bachand (TR3), Adrian Curtis, Twister and Anne Collins, Bruce and Donna Cunningham, Gus Niewenhaus (Rolls), Rich Hartwell and Pat Brosseau from the South Florida Jaguar Club, Aldo Cipriano (Chief Judge), and of course Mike Gaetano, the head honcho.

*See results on page 16*







Preceding page top to bottom: "The Crew" at the Birch Glen House. A Mark IV passes by the winners podium. Photos by Dennis Eklof.



This page clockwise from top: Gus Niewenhaus & Michelle Dickson dressed as royalty for the Friday Night Block Party in downtown Stowe. Stowe closed off the streets as the British cars assembled for an informal show 'n shine. Several E-Types take a bow during the actual concours Saturday. If you're waiting for the judge or bored (never!) you can always visit the vendors stocked to the ceiling with car-related goodies. British Invasion attracts all sorts of colorful folks! Photos by Bill Richardson.



## British Invasion 2014

When all the judging and People's Choice voting was done, there were a lot of JANE winners:

Bruce and Jane Murray	2nd Place in Concours Modern Sports Cars Class
Peter Bulla (new member)	3rd Place in Concours Modern Sports Cars Class
John Brady	1st Place XK120, 140, 150s
Carl Hanson	3rd Place XK120, 140, 150s
Tom Brady	1st Place Early Saloons
David Reilly	1st Place S1 E-Types
David Moulton	2nd Place F-Types
Dennis and Prebble Eklof	1st Place Late Saloons

Oh, and the judges really got it right in the Concours – the Best in Show was a stunning 1955 Arnolt-Bristol Bolide belonging to Vermonter Walter Scott.

We closed out Saturday with a steak dinner party at the Birch Glen House, and on Sunday we all headed home after a hearty breakfast. It was a terrific weekend.



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The advertisement features a white Jaguar car in the background. In the bottom left corner, there are small inset images showing various car parts and services, including a tire, a wheel, and a car's interior.





Preceding page top to bottom: The Best in Show, a 1955 Arnolt-Bristol. Photo by Dennis Eklof. JANE's own judge Aldo Cipriano queuing up an E-Type for the awards. Photo by Robert Doyle.

This page clockwise from top: A stunning Mark 2 from Ontario. Photo by Robert Doyle. Hey, haven't we seen this couple before! Good thing Gus Niewenhaus & Michelle Dickson brought the Rolls Royce to carry around all their costumes and paraphernalia. An early XK120 in creamy grey. Some people really know how to tailgate! Look at the spread flowing from the boot of that Bentley. Photos by Bill Richardson.





### A Brief Reflection on Modern Cars and Roads: Comparing a Jaguar F-Type to a Morgan Aero 8 Part 1

Words and photos by Dave Moulton

As some of you may know, I was an “early adopter” of the new Jaguar F-Type and wrote about my early adventures with it in the Cat last fall. As others of you may know, I also own a “modern” Morgan Aero 8. Driving both cars on a daily basis has been an interesting experience, and I think it reveals a lot about our driving world today.

Spoiler alert: this is not a car review or shootout. If it were, the Jag would win, easily. So relax.



Figure 1. A typical 2014 Jaguar F-Type.  
Nice!



Figure 2. A typical 2005 Morgan Aero 8 (if there even is such a thing).

It is interesting to note how similar the origins of Jaguar and Morgan actually are (both originating in the world of motorcycles – sidecars vs. trikes, both starting around the First World War, both located in the midlands of England, both underfinanced startups), as well as how similar the F-Type and the Aero 8 are in each company’s portfolio and product development paths (both new sports cars after a period of no performance car development, both intended to rejuvenate the company and its brand).

Both cars cost about the same, a lot (ca. \$100K). Each has a hefty and highly tuned V8 engine, is made out of superformed aluminum, accelerates to 60 mph in about 4 seconds, is a 2-seat roadster, and has a very small trunk. The cars are manufactured within 100 miles of each other. Both are marketed to a “sporting” clientele. Both have models suitable for competition and/or GT motoring.

Meanwhile, the two companies have some very big differences:

- Jaguar has, since the 1960s, passed through the hands of numerous large corporate owners, now being owned by Tata Motors of India. Tata appears to be treating Jaguar as a halo brand and to be giving them both capital support and considerable autonomy. On the other hand, Morgan has been owned only by the founder, H.F.S. Morgan, and his descendants, who have also run the company until very recently (it is still owned by the Morgan family and is now operated by long-time insiders). Morgan is very much a “family” business with a very small, skilled, and stable workforce of about 170 people.
- Jaguar built more than 75,000 cars in 2013, while Morgan has only recently built more than 1,000 cars ever in a year and has always deliberately limited growth.
- Jaguar designs and manufactures its own engines, and those engines have achieved great renown. Mor-

gan, as a fundamental business principle, has always outsourced its engines.

So, two very distinctive British roadsters.

We'll start with the Mog.

The Aero 8 was informally “designed and developed” during the period between 1995-2002, beginning as a racing project to make the Morgan Plus 8 more competitive through replacing the elderly steel ladder chassis with a bonded aluminum tub plus developing a new suspension by Chris Lawrence, aided and abetted by H.F.S.

Morgan's grandson, Charles Morgan, who became

managing director after his father, Peter Morgan, died. There's a story that when Lawrence and Morgan first won a race with the new chassis, Charles said, “Good. Our chassis and suspension development work for a new Morgan model has now been completed.” At the same time, Charles, with an education that included art school, did the Aero 8's styling. How's that for keeping it all in the family? The engine, meanwhile, was a 4.4 liter V8 (now 4.8 liters), sourced from the BMW 6 Series sedans.



Figure 3: The Mog: retro sweeping lines, side exhausts, really cool!

Design goals were typical traditional Morgan ones: light weight, high performance, simplicity, cost reduction, ease of hand-built manufacture. The result is a very retro looking roadster weighing less than 2500 pounds, with 340 horsepower and 320 foot/pounds of torque. Much BMW hardware and software finds its way into the car. Some of it is a little jarring (the BMW steering wheel and switches), some of it is inappropriate (the very light drive-by-wire throttle), and some of it works very well (the BMW fuel injection and engine performance mapping software). There is a very light, precise Getrag 6-speed manual transmission. In the finest British tradition, the top is raised and lowered by hand, with some, ah, difficulty. Fortunately, it is fairly, er, weather-proof.

How does it drive? It depends. This is a car that is fairly hard to drive when you first climb in, but reasonably



Figure 4. The Mog's tight little cockpit and machined aluminum dash with minimalist instrumentation.

easy to drive very well once you've gotten the hang of it. The sensory qualities are fiercely visceral and no-nonsense (I think of it as sort of like a modern, highly developed 289 Cobra). The side exhausts are very quiet at idle, but with a fierce loud bark when downshifting, and a very pronounced “Lakes pipe” V8 sound rapping out under hard acceleration, sort of like a flock of Harleys taking off at full toot from a roadhouse after too many pitchers. Naturally, almost no engineering resources have been devoted to NVH (Noise, Vibration, and Harshness), so the car jiggles, rattles, clanks, and thunks, just like any self-respecting light-weight sports or race car should.

Getting in and out is, ah, not too hard, just not too easy either, especially with the top up. The pedal well is very small, and narrow shoes are called for in order to be able to operate brake and throttle independently, which is actually quite important. Seat adjustment

*continued on next page*



is minimal (4" fore/aft), but the seats are surprisingly comfortable. The steering wheel is quite close to you and so you usually have a lot of elbows flying about. Aside from the steering column stalks, there are only ten buttons, three rotary knobs, and five gauges, plus a distant clock. That's it! More than you'll ever need.

Getting under way (the launch) can be tough. I often get a case of happy feet in first gear – my right foot keeps bouncing on and off the very light throttle, causing the car to proceed down the road in a series of less-than-totally-dignified whooping hops – this has now become an involuntary flinch for me. The calm, dignified (and equally fast) way to launch is to use second gear, easing the clutch out until the car starts rolling on idle and then smoothly adding however much throttle you want. You can do sedate with about 1/4 throttle, gently burbling up to 20 mph, where you ease into third and proceed on your way. You can do moderate with about half throttle, winding it up with mild brio to about 35 mph, where you shift into third after having attracted the attention of most everyone nearby. Or, you can do hooligan: as you launch you bring the throttle to close to full open and hold it that way to 60 mph (it takes about four seconds) with the side pipes really blaring and everyone living in your town or city looking out their windows for the apparent arrival of Marlon Brando and his Wild Ones. You then shift to third gear and either maintain the accelerating mayhem or else back off and gently rumble on out of town and toward the horizon.

Roadholding is excellent – the car is easy to place and hold on a line through a turn and it remains stable, neutral, flat, and civilized, on all surfaces – this is not the buckboard ride of traditional Mogs. After about ten minutes of winding road, I usually find I have once again become one with the car. Part of this is due to the very light weight and excellent weight distribution, partly due to the thoroughly modern suspension and big Pirelli P-Zero tires, and partly due to the extremely stiff chassis structure. Sitting far back in the chassis and looking out over that long bonnet doesn't hurt, either.

AP Racing brakes round out the picture. The car simply stops when asked. Don't invoke the antilock system, just press the pedal for the maximum sensation of slowing – sensing how hard your sunglasses are trying to slide down your nose is a useful calibration tool for braking urgency.

In summary, the Morgan Aero 8 is rude and crude, just like many British roadsters. It doesn't suffer fools and it makes little provision for the trials and tribulations of modern motoring – it thinks those are your problem. Depending on your route, the weather, and the traffic, when you arrive at your destination you may feel (a) exhilarated, (b) abused, (c) suffering from hypo or hyperthermia, (d) partially deaf, or (e) all of the above.

Which brings us to the F-Type.

To be continued next month



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# JAGUAR TAKES OVER LONDON TO GLOBALLY LAUNCH THE NEW XE

From interactivejaguar.com



- Jaguar lit up London to mark the unveiling of the new Jaguar XE
- The Jaguar XE was dramatically delivered to Earls Court by helicopter and high-speed landing craft down the Thames, then escorted by 1960's Mark II Jaguar Police cars
- Emeli Sandé premiered her crowd sourced Jaguar FEEL XE track 'Feels Like', performing live from the middle of the Thames
- Performances by Great British talent included Emeli Sandé, The Kaiser Chiefs, Eliza Doolittle and the Royal Ballet
- Star-studded show at Earls Court revealed the new Jaguar XE to an audience of 3000 V.I.P.s narrated by actor John Hannah celebrating the past, present and

future of Jaguar; audience included Stella McCartney, David Gandy, Sam Riley and Brian Johnson

- The Jaguar XE S features a 340hp supercharged 3.0-liter V6 engine with a 0-60 mph time of 4.9 seconds and an electronically limited top speed of 155 mph
- The XE will launch in the UK in 2015 and U.S. in 2016

(MAHWAH, N.J.) – September 8, 2014 – Today, Jaguar held special events across London at iconic locations to mark the world premiere of the new Jaguar XE, the brand's new sports sedan. With live performances by multi-platinum, British singer songwriter Emeli Sandé, The Kaiser Chiefs, Eliza Doolittle and the Royal Ballet, and exhilarating stunts on the River Thames and at Earls Court, Jaguar celebrated British creativity and innovation as part of the dramatic unveiling of the Jaguar XE.

A true driver's car, the Jaguar XE redefines the concept of the sports sedan thanks to its advanced lightweight construction, streamlined styling, luxurious interior, and outstanding ride and handling. The Jaguar XE S, which sits at the top of the model line-up, provides responsiveness and refinement from a supercharged 3.0-liter V6. Accelerating from 0-60 mph in 4.9 seconds, the XE S has an electronically-limited top speed of 155 mph. The XE goes on sale in 2015 in the UK and in 2016 in the U.S.

"The Jaguar XE is a really exciting car. It will be a true driver's car that looks great and the entry price makes it a very attainable Jaguar," said Phil Popham, Group Marketing Director of Jaguar Land Rover. "Such a significant car for Jaguar deserved a suitably fitting world premiere here in Britain where the car is designed, engineered and manufactured."

Jaguar has been working with Sandé to create a FEEL XE track which has been inspired by the public through social media. Fans were asked "What makes you feel Exhilarated?" using #FEELXE.

Sandé premiered the new track, 'Feels Like', live on the Thames as part of an exclusive 45-minute set on a floating stage positioned in the middle of the river with the London Eye and County Hall as a backdrop.

A crowd of 300 fans watched from a nearby boat, and assembled crowds were treated to a projection-mapping spectacle on County Hall that included the public's social media insights that inspired the song. To create a truly stunning setting, landmarks including The London Eye, County Hall and Shell Building were turned red, while a series of red flares were launched along the river to turn the skyline red during the performance.

“This unique collaboration with Jaguar has been a great experience,” said Sandé. “Being able to interact and engage with my fans to create this song is something that I am immensely proud of. It’s even more special to have had the opportunity to perform it live for the first time in such a breathtaking setting as part of the Jaguar XE celebrations.”

Jaguar began its celebrations earlier with a star-studded event at Earls Court, the home of 14 Jaguar debuts since 1935. An audience of over 3,000 VIP guests were in attendance, including Stella McCartney, David Gandy, Sam Riley and Brian Johnson.

The show was narrated by actor John Hannah and included additional performances by members of the London Philharmonic Orchestra and Max Milner from The Voice. Each performance brought to life significant moments in the history of Jaguar, from the launch of the SS100 in 1935 to the global success of the current Jaguar line-up. The show culminated in a spectacular reveal of the Jaguar XE, showing its dramatic journey from the new XE manufacturing facility in Solihull, UK to Earls Court.

The journey began with 1,000 employees at Solihull forming an ‘XE’ shape as the Red Arrows flew past in formation as the car was air-lifted by helicopter to start its journey to London. The helicopter carried the car along the Thames to Tower Bridge before being placed on a high-speed landing craft to continue its journey to Chelsea Harbour. The final leg from Battersea Bridge saw the XE escorted by two 1960’s Mark II Jaguar Police Cars into the Earls Court Arena. Six manufacturing Robots formed a Guard of Honour to reveal the car to the seated audience watching live and the thousands watching online around the world.

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## Cars For Sale



**1996 XJ6** - Just over 30K miles. Silver with beige interior. Outstanding car that has always been babied and properly maintained. Location: Eastern New York. Price \$10,000. Phone: 845-594-2113 Email: [harleybob1970@aol.com](mailto:harleybob1970@aol.com). (1/14)

**2001 XK8** - Less than 75,000 miles. Anthracite with tan interior. Never used in New England winter. This had been my son's car in California. It had 63,500 miles on it when it arrived in Massachusetts in 2009 and has been garaged each winter that it has been here. Location: South Dartmouth, MA. Price: \$12,000 Ad placed by Bonanza80DC. Phone: 617-742-0050. Email: [richardbjacobs@aol.com](mailto:richardbjacobs@aol.com). (9/13)



**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@ixblaw.com](mailto:swlang@ixblaw.com). (12/13)

## Cars/Parts Wanted

**Car Wanted: Series 1 Coupe/OTS** - Hoping to find a Series 1 Coupe/OTS in good operating and original condition for long term ownership. Now completing the nut and bolt restoration of my 1958 XK150S OTS LHD, which I've owned since 1974. E-type should not require a restoration, but I'm happy to do mechanical work, e.g. brakes, if condition disclosed in advance. Numbers matching, please. Thanks for any and all help. Ad placed by J. Collins. Phone: 413-256-0966. Mobile: 413-548-6096. Email: [jamesgerardcollins@comcast.net](mailto:jamesgerardcollins@comcast.net). (9/13)

**Car Wanted: E-type & XK's** - Running or Not. I am looking for XKE's and XK's in any condition. Will travel. Please call or email me at 617-838-3728. Ad placed by R. Crook. Phone: 617-838-3728. Email: [crookjag@comcast.net](mailto:crookjag@comcast.net). (9/13)

**Car Wanted: XK150** - Nice Driver. XK150 Roadster in good condition and a good driver. Ad placed by David Zussman. Phone: 617-332-6400, ext. 14, or 617-232-9595. (9/13)

**Parts Wanted: Hard Top Chrome** - I'm looking for the chrome pieces for both door openings for a Series 1 hardtop. Mine are missing and I'd like to find both prior to refinishing the top. Ad placed by J. Brown. Phone: 508-842-2685. Email: [jeffrey.brown@townisp.com](mailto:jeffrey.brown@townisp.com). (9/13)



**Tires wanted** - Good and serviceable Pirelli P5 Cinturato tires 215VR15 rated with or without the kent style wheels as shown. Ad placed by Aldo Cipriano. Phone: 508-320-1679. Email: [cipriani62@yahoo.com](mailto:cipriani62@yahoo.com). (3/14)

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**CLASSIC JAGUAR PARTS** - Buying and selling Jaguar parts for XKs, E-Types, and Saloon models. Please contact John Brady (781-454-9706, [jbrady5282@aol.com](mailto:jbrady5282@aol.com)) or Tom Brady (617-901-6988, [tbrady312@aol.com](mailto:tbrady312@aol.com)) for our current parts/price list or if you are interested in selling parts or tools. Interested in large and small lots. Located in Bedford and Brockton, MA. (8/09)

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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](mailto: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-bhlmilton@comcast.net](mailto:kfc-bhlmilton@comcast.net). (11/11)

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**JAGUAR COLLECTIBLES** - I Buy, Sell and Trade Jaguar Toys, Models, DieCast, Posters, Manuals, Books, Brochures, EJAG Mag...more and much more. Location: Southampton, New York. Ad placed by S. Ring. Phone: 631-259-2604. Email: basicnyc@aol.com. (9/13)



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## **Jaguar Foundation**

Tom Krefetz, a member of the Board of Directors for the Jaguar Foundation, is pleased to announce his support for the recently established Jaguar Foundation. The Foundation has been created by passionate Jaguar people who donate their time, resources, and services with the goal of better serving the Jaguar Heritage and preserving the marque for future generations. We aim to leave a legacy for our children's children so that they will be able to appreciate and continue on with the work that we started.

The foundation is anticipating opening two museums, one for each coast, where Jaguar cars, books, memorabilia, and related material will be housed and viewed by the public. We are requesting that JCNA members donate any classic Jaguar-related items they can to help form these new museums.

The Jaguar Foundation will give back to the Jaguar community in many ways:

- Provide annual scholarships for students interested in Jaguar Automotive Restoration to help cover the cost of tuition and training.
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