

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

June 2015

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



## *2015 Magical Mystery Tour*

*With a record attendance and spectacular weather it's hard to tell by looking at these photos that just a few months prior MMT coordinators Dennis & Prebble Eklof were mapping out the tour in freezing temperatures and snow. Turn to page 14 for the full MMT report.*

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The summer driving season is finally upon us, as a record turnout for the 5th Magical Mystery Tour provided plenty of fun, and misread directions, all ending at a great venue for the banquet. Mother Nature provided some wonderful weather as the 35 cars in various team configurations left Johnson's to unravel the mystery. Dennis and Prebble put a tremendous effort into bringing this all together and everyone had a great time. I wonder what the 6th MMT, in 2017, will bring.

The club has set another record for event attendance with our annual May meeting with Cars on the Lawn at Larz Anderson. Just over 90 people registered for the meeting and presented just over 40 cars for viewing while enjoying hors d'oeuvres and vintage music. Once again, Dean and Margie put together a wonderful menu for the main course, and club members provided some absolutely great desserts.

The club has also been able to secure several sponsorships for this year's events. Lauren MacCarthy has worked hard to secure sponsorship for our Spring Slalom from The Driver's Club at Thompson Motor Speedway. This will provide us with some valuable resources to help make it a better event. And after many months, I have been able to secure an exclusive sponsorship from Jaguar Peabody to encompass our Concours, the Myopia Polo Event, and 12 months of advertising in *The Coventry Cat*. Jaguar Peabody are very excited to be working with JANE and are looking to become more involved with the club as the dealership grows. I would ask any member who might be considering the purchase of either a new or used Jaguar, or even service on your current car, to consider using Jaguar Peabody as a way of showing appreciation for their support.

June will provide many opportunities to get out and participate, with or without your car. Starting off on Sunday, the 14th, is the JCSNE Concours. Some of our judges will be going down to Connecticut to be part of their teams and help with the exhaustive job of scrutinizing the cars on the field. This is also an opportunity for our club members to show support by registering and putting their cars out on the show field to be judged. We are always grateful for the participation we receive from JCSNE, and it should be reciprocated.

The following Saturday, June 20th, will be our first slalom of the year. Rich Kosinski and Glen McLachlan have been busy preparing to make this a great event. Even if you don't want to run in the slalom, I encourage you to come and observe, have fun, and even offer some support for the drivers.

Wrapping up the month of June will be our monthly meeting at the Inn at Bay Pointe in Quincy. Dean and Margie have once again secured this venue for us to park our Jags on the waterfront and enjoy some social time and another wonderful meal.

Our Concours is only a little more than two months away now, and Jane Murray is still looking for some volunteers to help with a few of the activities for the weekend. There are still a few rooms left at the Sturbridge Host Hotel, so if you are planning to attend and haven't booked your room yet, you might want to get it reserved, and let Jane know if you have a little bit of time to help with the setup once you arrive.

The club is also looking for someone to take over the calendar on the JANE website. The new website is very friendly and easy to use for updating the calendar of events. If anyone has an interest in becoming more

*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:** Bonnie Getz, 603-943-6400, nhbonnie@gmail.com

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

**Concours:** Jane Murray, 781-729-1886, mszahna@hotmail.com

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

**Slalom:** Richard Kosinski, 978-685-4111, richardkosinski@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

#### 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
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Full page	\$600
Inside back cover	\$1200
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Back cover half page	\$500

Visit JANE on the web at  
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JANE is also on facebook at  
**www.facebook.com/JagsNEWall**

*President's Message continued*

involved with the operations and setup of the club activities, this would be a great way to get started, please contact Dennis Eklof.

I hope to see as many of you as possible at the upcoming events, and you can even bring some of your friends. You never know, they may want to become members even if they don't have a Jaguar!

*Jim*

### Help Wanted: Membership VP

**Do you have a little free time that you'd like to dedicate to JANE? The position of Membership VP is open and we'd love to have someone volunteer!**

**If you have any questions about taking on the Membership VP role, please contact Ed Avis 207-737-8258 or email ed@avisfamily.com.**



The JANE membership numbers are slowly climbing upward, but we're a bit behind where I'd like to be at this time of the year. We ended 2014 with 305 member families, but as of June 1st we have only 267 members. We typically lose a few members each year for various reasons, so we need everyone's help to maintain our status of the largest JCNA-affiliated club in North America. Ask your friends who own Jaguars to join, hand out some brochures, and follow up on leads – everyone's a recruiter!

As mentioned in last month's Coventry Cat, I've been the Membership VP for four years; it's time for me to step aside and offer the opportunity for someone else to take over the job. I had no response from last month's call, so I'm again asking someone to consider volunteering. It does take a bit of work, but has been a very rewarding experience. It's one of the best ways I know to become familiar with the JANE membership and the functions of the club. Although the new Membership VP wouldn't officially assume the job until the JANE AGM in December, it would be almost essential to start the transition in August or September at the beginning of the renewal cycle. That way I could assist and explain all the steps along the way. The busiest part of the job is between September and January when renewals are in process. Some important considerations are:

- Good organizational and communication skills
- Familiarity with Microsoft Excel and Outlook
- A desire to help JANE grow
- A friendly attitude
- 2-3 hours per week available most of the year, up to 6-8 hours per week during the renewal period

If you have any questions please call me at 207-737-8258 or email at [ed@avisfamily.com](mailto:ed@avisfamily.com).

## Welcome New Members

Rick	Comparetto	North Scituate, RI	1951 XK-120 OTS
Steven	Gilbert	Wayland, MA	1962 E-Type OTS
Bob & Diana	Stanley	Center Barnstead, NH	1983 XJ6
Nick	Grewal	Gilford, NH	1952 XK-120 OTS, 1967 E-Type OTS

Be sure to say hello to these folks and give them a warm JANE welcome!

Cheers,

Ed Avis

## 2015 JANE 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

- June 11-14** First Annual British Motorcar Festival, Bristol, RI
- June 14** JCSNE Annual Concours, Middlefield, CT
- June 16** SCDA Track Day at Thompson Speedway, Thompson, CT
- June 20** JANE Spring Slalom, North Andover, MA
- June 24** JANE Monthly Meeting, Inn at Bay Pointe, Quincy, MA
- June 27** BAMG Faneuil Hall Car Show, Boston, MA
- June 28** LAAM British Car Day
- July 15** SCDA Track Day at Lime Rock, Lime Rock Park, CT
- July 22** JANE Monthly Meeting (Program TBD), Wayside Inn, Sudbury, MA
- July 25** British Cars of New Hampshire Show of Dreams, Hudson, NH
- July 25** BAMG Faneuil Hall Car Show, Boston, MA
- July 26** JANE at the Myopia Polo Club Matches, Hamilton, MA
- August 1** Hemmings Sports & Exotics Car Show, Saratoga, NY
- August 2** Celebration of Life Gathering for Bruce McGeoch, South Burlington, VT
- August 4** SCDA Experienced Driver Track Day at Lime Rock, Lime Rock Park, CT
- August 7-9** JANE Jaguar Festival and Concours d'Elegance, Sturbridge, MA
- August 10** SCDA Track Day at NHMS, Loudon, NH
- August 22** JANE Potluck Picnic, Lawn, and Pool Party, Groton, MA
- August 22** BAMG Faneuil Hall Car Show, Boston, MA
- August 23** Special Olympics Dream Show, Farmington, CT
- August 24** SCDA Track Day at Lime Rock, Lime Rock Park, CT
- August 26** JANE Monthly Meeting (Program TBD), Wayside Inn, Sudbury, MA

\*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](http://www.J-A-N-E.org).

## Upcoming Events

### JANE June Meeting at Inn at Bay Pointe on Quincy Bay

Join us on Wednesday evening, June 24th, for the JANE June dinner meeting. The bar opens at 5 PM and the meeting starts at 7 PM.

We have reserved a function room at one of the “*South Shore’s Hidden Gems*,” the **Inn at Bay Pointe** on Quincy Bay.

This is a popular seafood restaurant, and our dining room will have its own private bar and wraparound floor-to-ceiling windows, with a beautiful view of the marina’s yachts and sailboats, as well as our Jags. Our room opens onto our own outside deck, where we can enjoy the ocean view with our cocktails and cigars. There will be a segregated area for Jaguar parking.



Of course we will have a sumptuous buffet, which will include the Inn’s award-winning clam chowder, house salad, baked haddock, chicken and broccoli Verdicchio, roast potatoes, seasonal vegetables, apple crisp with vanilla ice cream, and coffee and tea. The buffet will cost \$40 per person, which includes tax and tip. There will be a cash bar.



Our speakers will be Rich Doucette, Executive Director of Travel and Tourism for the Commonwealth, and our own JANE celebrity Tom Larsen, founders of The Boston Cup. The Boston Cup is in its fourth year, and has become one of the leading high-profile car events in the country. This JANE meeting will be a sellout, so make your reservations on the JANE website, or email or call Dean Saluti, VP Events, right away!



#### **Directions to the Inn at Bay Pointe from North and West:**

The Inn at Bay Pointe is located at 64 Washington Court, Quincy, Massachusetts. The main number 617-472-3200.

Proceed down 95/93 (the old Route 128). At the “split” bear right to take Route 3 South to Exit 7 toward Braintree/ Cape Cod. Merge onto Burgin Parkway via Exit 19 toward Quincy Center and follow for about 2 miles. Turn right onto Walter J. Hannon Parkway and follow for approximately 0.5 miles. Walter J. Hannon Parkway becomes Mayor Thomas McGrath Highway. Follow this street for approximately 1 mile. Turn right onto Washington Street/Route 3A and follow for about 1.2 miles. Look for the blue oval “Inn at Bay Pointe” sign (just past Wild Wiley’s Burgers on the left). Turn left onto Washington Court. Follow Washington Court into the Bay Pointe Marina.

## Upcoming Events

### JANE Super Spring Slalom



Our first slalom of the year will be held on June 20, the Saturday before Father's Day, and we are pleased to announce that the event will be sponsored by Thompson Speedway Motorsports Park and their private Drivers Club. JANE invites its members and anyone who has an interest in watching or having some real fun, to our Super Spring Slalom. We all know that nothing can be better than racing your Jag (or even a Prius) around orange cones on some good asphalt, with a great food truck standing by to supply sustenance!

Rich Kosinski, Glen McLachlan and Paul Bicknell have been working to make this a great event for everyone. We have the same great place in North Andover,

In-Control Driver Training Facility, 1600 Osgood Street, and this year we have a food truck coming with gourmet Panini sandwiches. So take the opportunity to get out with your friends and/or make this a family event. You don't need any special equipment or training at this low-speed, timed competition, just the desire to have some fun. And with Thompson Speedway sponsoring our event this time, we will even be awarding prizes to the competitors.

So whether you are a Dad looking to treat yourself, or want to find a special gift for a Dad, the Spring Slalom is the perfect choice!

You can get all the details on the JANE website, and you may pre-register at the website also: \$30 for JCNA members and \$35 non-members.

**DATE:** Saturday, June 20, 2015

**TIME:** 9 AM – Arrival and setup

10:00-11:30 AM – Registration, Tech, Novice Driving Coaching and Instruction

11:30 AM-4:00 PM – Slalom

**PLACE:** 1600 Osgood Street, North Andover, Massachusetts (far, back parking lot)

**RSVP:** Richard Kosinski

Glen McLachlan

Paul Bicknell

978-685-4111

508-202-3407

617-924-6355

richardkosinski@comcast.net

tggmclachlan@verizon.net

pab@mitre.org

**FOOD:** There will be a Continental Breakfast and Sandwich Truck onsite

**COST:** \$30 for JCNA members. \$35.00 for non-members.

**LOCATION:** Osgood Landing, in North Andover, Massachusetts. Enter at the large "Osgood Landing 1600-1650 Osgood Street" sign, and go around to the far, back parking lot.

#### GETTING THERE:

##### From the North, South, or West:

Take Route 495 to Exit 48 Ward Hill / Bradford – Route 125. At the second traffic light, go right onto Route 125 South. Continue on Route 125 for 1.5 miles. 1600 Osgood Street will be on your right.

##### From the East:

Route 114 West, then take a Right onto Route 125 toward North Andover. Follow Route 125 North for approximately 4 miles. 1600 Osgood Street will be on your left.

**Proceed all the way through the parking lots on the right.**





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## Upcoming Events

### JANE Jaguar Cup at Myopia Polo Sunday, July 26

As this past cruel winter has now faded into summer, we are all looking forward to JANE's day at the Myopia Polo and Hunt Club in Hamilton, Massachusetts. A new Jaguar Cup has been created for us courtesy of our good friends at Myopia. Thank you Steve Willett and Dan Sears.

This is a no-cost event to JANE members, as it has been underwritten by sponsors for the past several years. Make your reservation for the event soon, however, as our reserved field area can accommodate only approximately 35 Jaguars.

For JANE members, family, and friends, the gates will open at 12:30 p.m., and socializing will continue until 3 p.m., when the World Class Polo Match gets underway. Picnic lunches from your Jaguar boot, the "Ladies of JANE" in their fine Ascot Park-style hats, the excitement of Polo competition, and the now classic field parade of Jaguars with trophy presentation are all planned.

If you have not previously attended this event, go to the JANE website to view prior Jaguar Cup events. You may also register online for the Jaguar Cup Myopia Polo event on the JANE website. Your registration should be made as soon as possible, and no later than June 19, so that we may properly plan all aspects of this fun and elegant event.

If you have any questions, call or email Aldo Cipriano at 508-481-8806 or Cipriani62@yahoo.com.



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## Upcoming Events

### JANE 2015 Jaguar Festival and Concours d'Elegance

June is here – August is fast approaching. Planning for this year's Concours is well underway. We have received major sponsorship from Jaguar Peabody (part of the Lyon-Waugh Group) and also from SNG Barratt, who are back once again and will have a display and sales table on the show field.

Some reminders: If you have any items for the silent auction or the raffle, please contact Prebble Eklof at [prebble.eklof@verizon.net](mailto:prebble.eklof@verizon.net) or 617-877-5825. If you have a DVD you would like to show in the Hospitality Suite, do bring it with you.

It helps with our planning if you register early. A late fee of \$15 will be applied by early in August and also to walk-in registrations.

Dennis Eklof will be coordinating the poker run this year. I am sure he could use some help, as could Prebble with the auction and raffle. Other jobs will be appearing as the event approaches – please think of what you could do to help the Club.

Any questions, please contact Jane Murray at [mszahna@hotmail.com](mailto:mszahna@hotmail.com) or 781-729-1886.



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Contact Ed Avis at [ed@avisfamily.com](mailto:ed@avisfamily.com) or (207) 737-8258 if you have any questions.

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## JANE's Annual Picnic on the Lawn at Larz Anderson Auto Museum May 27, 2015

Photos by Bill Richardson

Editor's note: Although no write-up on this event came in at press time Bill's great photos speak volumes.



### 2015 Magical Mystery Tour The Buildup - How Did We Get It Done?

By Prebble Eklof

JANE's 2015 Magical Mystery Tour was run over the Memorial Day weekend, May 23rd, but it actually began way back in January when we took off from Groton on Thursday, January 8, to check out our first choice mystery destination inn. It was bright and sunny, but very cold, never above 15 degrees that day. We reached agreement with the inn and headed home, thinking we were off to an excellent start. We announced the date of the event and reservations began to come in. The inn had agreed to give us from 28 to 35 rooms, but when we reached 28 reservations, yet knew that more would want to participate, the inn decided they could give us no more than 28 rooms. We got our deposit back and began the inn search all over again.

On Tuesday, February 17, we took off from Groton again to check out more inns on our list. It was another cold day, a high temperature that day of 20, but a low of -3 degrees for a while! We checked out one place that we gave a "no," and we did a mere drive-by of another place, a definite "no" without even going in. Then we met with Colleen Clifton Palmer, the event planner at Barrows House in Dorset, Vermont. They were initially reluctant to give us a one-night stay over the Memorial Day weekend, so we were still without a destination. Then on Thursday, March 5th, we got a call from Colleen saying "we've given your event more thought, and you may have as many as 42 rooms for that one night over Memorial Day weekend." We were set.

Unlike other MMT's, we had actually spent only two days on the road scouting inns, had spoken by phone with another inn, and actually visited three inns, traveling a total of only 540 miles (compared to planning for the 2013 MMT when we traveled 1,380 miles visiting 11 inns before finalizing our destination).

On Friday, March 13, we went back to Dorset, finalized all the arrangements with Colleen, and paid our deposit. Because of the size of our group, it was determined that we would have to use both Barrows House and Dorset Inn, only two blocks apart, and owned by the same people. We then stayed the night at Dorset Inn, and we used Saturday to scout some roads in the area for potential use on the tour. We stayed a second night also and returned home on Sunday. It was a 344-mile weekend.



Take a look at this photo taken on one of the Eklofs' early route scouting trips. Is that building falling over? Photo by Dennis Eklof.

Dennis began to work out a preliminary route for the event on his computer, and on Easter Sunday, April 5, we left home at 8:30am to try the first run of his proposed route. We had snow flurries that day, and at one point we arrived at a dead end straight ahead and dirt roads both right and left. We had to back-track and rework that section of the route. The first run of the route is always the most tedious, as we have to make all the stops along the way and decide on the clues for instructions, and come up with questions to be answered. We arrived at the inn at 6pm, took a very quick break, and 12 minutes later we were back in the car and headed home by our blitz route. We were home a bit before 9pm -- so a little over 12 hours and another 327 miles.

We will tell you now that the initial route actually took you into New York State and did a loop that came back into Vermont and approached Dorset from the north. We had a feeling that might be too long a route, so we left home on Saturday, April 11, at 8:30am, with the intention to try an alternate, shorter route, giving our participants a choice of routes. At the split-off point, at which tourers would decide to do the "long route" or the "short route," we split off and ran the shorter route, avoiding New York State. We got to Barrows House

around 3:30, stayed the night there and had dinner at Barrows. Sunday morning, April 12, we intended to back-track to the split-off point and rerun the last section of the proposed longer route. But along that back-track, we rediscovered the Stratton Mountain Road and decided to try that. After it came back into Route 100, we also rediscovered that mountainous loop outside Dover, Vermont, which we had used on a previous MMT. We tried that loop, and decided that both were pretty drives and good roads, and we abandoned the longer New York route in favor of the one route that we eventually used. Since we had just run these two new loops backwards, we turned around and reran them back to the inn, making notes of clues and questions, and snapping a few photos. We then blitzed home, arriving around 3:30 that Sunday afternoon, another 385 miles for the weekend. But we had our route!

Two days later, on April 14, while it was still fresh in our minds, we reran the route for one more check of our instructions and clues. This was a pretty quick trip. We left at 10 in the morning and were home by 6pm, another 270 miles.

All of the route instructions, questions to be answered along the way, and all the photos to be identified were finalized on Dennis's computer, and then on Friday, May 1st, Tom Brady and Bruce Whitmore did the trial run of the route, with Dennis riding "shotgun" in the back seat to make sure they never got way off track because of some obscure instruction, and to correct anything that would really have thrown them off. And there actually were some mistakes that Tom and Bruce uncovered, but they ran the route successfully in a little over five hours, and that included time for lunch. We thank Tom and Bruce for volunteering a day of their time to do this. Add one more day and approximately another 270 miles.

Those of you who have done MMT's in the past, you know we always have three different routes for about the first 10 to 20 miles from the departure point. On Wednesday, May 13, we ran these short, "out of town routes," making up the instructions and clues along the way. It was at this time that we discovered one of our photo shots was gone. We went back and forth four times looking for it, but the old, rusty bulldozer had indeed been moved in the time since Tom and Bruce did the trial run. This was another two to three hours, and another 50 or so miles to get it all right and recorded. On Thursday, May 14, we did another quick finalizing run of these short, alternate routes out of town, only 34 miles this time.

I still had nagging concerns about one of these short alternate routes, so I reran it on Wednesday, May 20, and sure enough, a barrel that we had used as a landmark had been removed! A green correction sheet was made up for the packages for those doing Route A.

But all the packages were stuffed by Wednesday, May 20th, the rally plates were finished, and Saturday, May 23rd, dawned beautiful, and we were off for the 2015 Magical Mystery Tour.

One other note -- our dog, Mattie, made every trip that we did putting this together, sitting on the center console of the car between us, but of course had to stay behind on the actual MMT weekend.



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## The 2015 Magical Mystery Tour Is Now History



The façade of the Dorset Inn.

By Dennis Eklof

On Saturday morning, May 23, 35 cars and 73 people started from Johnson's Restaurant and Dairy Bar in Groton, Massachusetts, armed with route instructions that contained no road names, town names, or route numbers, and headed for an unknown destination. Some participants opted to compete as multi-car teams, while others chose to go their own way. In total, 23 team/individual entries competed for the "valuable" prizes to be awarded at the evening's banquet.

of the 23 entries found the inn, the Barrows House in Dorset, Vermont, without resorting to the "Envelope of Shame" containing maps and explicit directions.

You can view the three alternative routes (they differed only in the first few miles), now complete with street references and question answers, by going to this event report on the JANE website. The photo sheets can be downloaded from there as well.

It was after 6pm when the last of the cars rolled into the inn, and then the evening festivities began with a cocktail reception at the Dorset Inn, the second of the two inns we booked for the event (only a couple blocks away from Barrows House), followed by a delicious dinner and a riotous awards ceremony. After the official events concluded, there were late night gatherings at the inns' bars and some of the guest houses. The weekend wrapped up with a hearty breakfast on Sunday morning.

Based on our conversations with many entrants after the run, most of the route difficulties were associated with the following instructions (the three numbers correspond to line numbers in Routes A, B, and C respectively)

- (Rt. C only, Line 3): Several cars failed to make the right turn where MA 225 splits from MA 111 and goes West, requiring a right turn. Continuing on Rt 111 put them into Ayer, Massachusetts. Some successfully back-tracked and corrected their error.
- (20, 17, 8): The clue was to head for HHF (Hollis Hills Farm), which meant going straight ahead at the intersection of Northfield Road and New West Townsend Road. The "Do" did not say to GO to Hollis Hills Farm. About 0.5 miles after the intersection, Marshall Road goes to the left, and HHF is actually on Marshall Road. There was no instruction to turn onto Marshall Road, but some did anyway. I guess they are fond of apple blossoms.



A lineup of cars at Johnson's Restaurant, awaiting departure on the tour.

- (21, 18, 9): The clue was "Avoid hydrants, then do it again." There are two yellow fire hydrants on the right as you approach Pearl Hill Road, so you were to go left. Then there is a single yellow hydrant on Pearl Hill Rd. just past the Fischer Rd. intersection, so you were to go Right onto Fischer Road. If you missed the second part of this clue, you got lost in Fitchburg.



- (24, 21, 12): The clue was L at Betty. At the indicated mileage there was a road sign on the left for Crocker Road, so left on Crocker road was the correct action. The sign for Crocker Road was a bit difficult to see coming from the direction of the route, but it was there at the specified mileage. Some contestants passed Crocker Road and instead of back-tracking to find it, they continued on Rindge Road, eventually finding Crocker Elementary School, but that was miles from where the turn should have been made.
- (44, 41, 32): You would have been on NH 32 headed North. The clue was TT "4 Corners" at the intersection of NH 119 and NH 32. At the intersection, on the far side of Rt. 119 and on the left of NH 32 was an old building with a sign saying "4 Corners," hence a left turn was called for. Some contestants interpreted the instruction as Go Toward "4 Corners," and continued straight (North) on NH 32, getting lost in Keene, New Hampshire. Had the route continued straight North on 32, there would not have been an instruction, as the default is to always continue on your current path unless advised otherwise.
- (60, 57, 48): The clue was Dutch Treat Time, and at the indicated mileage there was a road sign pointing right to Holland Road. Some missed it and continued on to VT 100.
- (82, 79, 70): The clue was TAF "Artist," indicating a turn to the right. From there it was only about 5 miles to the Barrows House. During every prior test run of the route, there was a permanent-looking sign hung from a permanent wood frame set in concrete and advertising some artist's studio. On Saturday, it was gone! Fortunately (I thought) I had brought some signboard material, so I quickly back-tracked and attached a replacement sign from the same sign frame, complete with a note on the bottom asking that the sign not be removed before 6 p.m. and explaining the reason. Unfortunately, someone was not amused, and sometime after 2 p.m. the temporary sign was removed. Most drivers guessed correctly and headed north, the general direction in which the route had been heading. Unfortunately, at least one team headed south and got lost looking for a post office in Manchester.



One of the group from BCNH had a sense of humor, the Jaguar Leaper on their Triumph.

As far as awards, they were to be awarded in four categories: Multi-car Team Photos Identified Correctly, Single Car Photos Identified Correctly, Multi-car Questions Answered Correctly and Single Car Questions Answered Correctly.

With no multi-car teams completing the route (I should highlight that the 7-car team made up of our friends from British Cars of New Hampshire was sunk only by the missing "Artist" sign), winning awards were made only to individual car contestants as follows:

	Questions	Photos
1st Place	Rob & Leslie Gardner Steve & Angela Hill Dave Moulton & Bonnie Getz Bruce & Jane Murray	Rob & Leslie Gardner Steve & Angela Hill Dave Moulton & Bonnie Getz
2nd Place	Richard & Jan Gill	Glen & Barbara McLachlan
3rd Place	George & Janet Jones	George & Janet Jones Bruce & Jane Murray

Honorable Mention Awards went to:

- The BCNH Team (Don & Karen Irving, Paul & Doris Karle, Norma Karle & Rod Folia, Bill & Sue MacDuff,

*continued on page 18*

Wayne & Cindy MacLeay, Bob Mitchell & Joyce Heck, and Bob & Diana Stanley), both for trying to coordinate a 7-car team, and for failing to finish only because of the missing Artist sign.

- Carl & Sing Hanson and Ed & Cheryl Avis for also getting within 5 miles of finishing, and for coping with mechanical issues with Ed's beautiful new Mk II.
- Rob Hathaway and Linda Tuzzio for having the most interesting debate on what does FHNR mean (does the H stand for higher numerically, or higher up on the related sign post?), and for the most creative (though incorrect) answer to "Where do you find Jefferson Davis" (in a cemetery).
- A final Honorable Mention was overlooked on Saturday, and will go to Jim and Crin Coull, who are the only people who have participated in all five Magical Mystery Tours. Hats off to Jim and Crin for being great competitors and even greater friends.

Finally, the coveted "Bent Spoke" awards went to:

- Kevin Murphy and Diane Wells-Murphy, whose "Engine Failure" light came on fairly early in the route (they did get to the inn, but traveled main roads in case their car died).
- Cynthia Dareshori and Phillip Zachary for being the last to reach the inn and for requiring the most telephone coaching along the way.
- Wayne and Cindy MacLeay, who started the route in Norma Karle's TR6, but had to swap it for their BMW Z4 when the Triumph did what old British cars sometimes do.
- I did not know it at the time, but George and Janet Jones should have received a Bent Spoke award in addition to their 3rd place prizes. At breakfast on Sunday George told me they had covered 230 miles on the route Saturday. The actual route distance was 136 miles.

One final note, Kevin Murphy awoke feeling kind of rocky on Sunday morning, displaying symptoms of a heart problem (he has had bypass surgery and a couple of stents in the past). We opted for a conservative approach, and he was taken by ambulance from the Inn to a hospital in Bennington. I am delighted to report that after some tests and rest, Kevin was released at around 3:30pm, they spent a restful night at a nice Bennington hotel, and he and Diane had a leisurely drive home Monday morning.



Prebble and I want to thank all of you who participated in this year's MMT for making all our efforts worthwhile. We had a terrific time over the weekend being with our many friends and sharing the good times. We hope each of you did as well, even if you did get lost.



Clockwise from top: Andy Picariello, Patt Centore, Eileen DeVito, Chuck Centore, and Dick DeVito in one of the gathering rooms at the inn during the cocktail hour.

New members Phillip Zachary and Cynthia Dareshori prepare to leave Johnson's to begin the tour. Nice photo, Cynthia, but unfortunately, it is 10 miles off the MMT route!



**For more MMT Event photos go to [www.j-a-n-e.org](http://www.j-a-n-e.org).**

### I Could Easily Have Been Born in a Jaguar!

By Clive Stewart

*[Mr. Stewart was born and grew up in Scotland. His family has a connection with the marque going back to the Swallow Sidecar days. In the late 1960s his professional life took him to Nigeria. He and his wife emigrated to the U.S. in 1997 and settled in Florida. They are members of the Sun Coast Jaguar Club in St. Petersburg, Florida – George Parker]*

But alas, I am told that at the time of my birth my father's then Jaguar was the victim of a collision with a tank barrier, which had been set into a rural Scottish country road to prevent or deter the mobility of German militia should an invasion by the enemy forces have manifested itself at that time. The year was 1941, but more of that later.

Now, let's go back a good ten years to the end of the Roaring Twenties, when by then my father had developed a deep-rooted interest in motorcycles and, of course, the speed related to them. About this time there came on the scene a pretty young woman who later was to become my mother. This therefore changed the complexion of his interest, and the motorcycle required another wheel and something that would provide a modicum of weather protection – in other words, a sidecar. But what was available in those days was very utilitarian and not in any way suited to being attached to a sporty Norton motorcycle, with perhaps one exception. A young man by the name of William Lyons was producing a striking, sporty sidecar in his company called Swallow Sidecars, and my father decided that one of those would suit his purposes perfectly. The photograph above shows the combination and the reason for its acquisition. It is easy to see that the sleek lines were the forerunner of some of the beautiful creations to come.



Fast forward to 1937 and my father was now married, my elder brother up and running, and a real car absolutely a necessity. Of course, it had to reflect the same ethos as the Swallow sidecar, so it was easy for Father to see that in the latest product from the Swallow Company. He settled on the latest 2.5-litre four-door saloon with side-mounted spare wheel, now called the SS Jaguar. No one knows for sure what the SS represented, as it could have been Super Swallow or Standard Swallow, as Standard engines formed the basis of the SS's power. William Lyons would never admit the true definition. This car is featured with the proud owner in the photo to the left. It was actually badly damaged in an accident in France, subsequently repaired,

and kept in use until 1939 when my father realized that with the war imminent he should get himself a new car before it was too late. He therefore phoned Henleys, who were the main distributors for the marque, and they said they were sorry but the only one they had was one of the smaller 1.5-litre models. However, this one had been on the SS stand at the Olympia British Motor Show. My father told them that he wanted it, and they duly drove it to Scotland and Father took delivery. Regrettably, I have no pictures of this car. This is the car that was damaged in the collision with the tank barrier early in the Second World War. My father, being the owner-operator of a thriving construction company, was in the fortunate position of not having to go to war, as his

*continued on page 20*

services were required to maintain all the local home defenses. All his men and equipment, trucks, etc., were commandeered by the Government, and he was left with a minimum infrastructure to enable him to perform his required function. The damaged Jaguar lay unrepaired until after the war was over. Eventually, in 1947, it



was exchanged for the latest 3.5-litre six-cylinder edition, which today we probably call the MKIV. This car was still basically of prewar design and did not yet benefit from the twin overhead cam engine, but it would still attain almost 100mph, as I know from personal experience with my father at the wheel. This car is shown on the left, with me on the front bumper and my younger brother and my father in attendance. Actually this is the first Jaguar I got behind the wheel of, although I was only just tall enough to do some steering. But if you look closely at the next photo (below right), with my older brother sitting on the front bumper, you will see a cheeky chappie behind the wheel! Apologies for the poor quality of the photos, but they are old and well traveled.

This car served the family well until 1953, when it was traded up for the latest 3.5-litre Mark VII, which of course had the twin cam XK engine and truly was a lovely motor car. Again unfortunately I have not been able to unearth a picture of that car either. However, I recall that during my summer holidays from boarding school I was allowed to drive this car to one of my father's sites, which was maybe 40 miles away. These site visits were usually weekly, and I could not wait for the trips to come around. I was only 15 years old, and I think that Father had to stretch across to dip the clutch, as it was a longish, heavy travel. However, he did let me drive and usually did not say very much until we got home, when he would then tell me what and where I had gone wrong. I also recall that not long after we acquired the car we were all sitting in it listening to its radio and the famous Jaguar C-Type victory that year in the Le Mans 24 hour race. That car stayed with the family until 1957, when unfortunately my father's business went into liquidation and the bailiffs arrived, and not only relieved us of the family home but also the Mk VII. I am afraid that that was the end of my father's ownership of Jaguars, but of course not of his interest, which he had most certainly passed on to his three sons.



We now have to fast forward another decade when I, by this time, found myself living and working in Nigeria and coming to the end of my first "tour." I started to think about my upcoming three-month vacation to which I was entitled, and to what I should use for wheels during that period. I had heard from my father that my younger brother was dabbling in the repair and renovation of Jaguar cars and had in his possession a recently rebuilt Mark 1 saloon, which he needed to dispose of due to the acquisition of a wife and baby son. These cars were supplied with a 3.4 engine, but this one had a beautifully and lovingly restored 3.8 litre. My brother and I exchanged money for the car and I became the proud owner of my first Jaguar! I loved that car, and with a little encouragement from me it went like a dream. I recall on one occasion seeing 130 mph on the clock whilst my then girlfriend was busying herself applying lipstick, as we were just

a little late for a dinner invitation. My brother told me that maybe the speedometer was a little optimistic, but it was still plenty quick for rural Scottish roads! The picture at the left is of said car with Scottish snow and my

father in attendance. I actually enjoyed that car for two of my holidays in Scotland. On the next visit my brother had in his possession a white 3.4 Mark 2 which needed a home, so once again money changed hands and I acquired this model. The only picture I could find was this grainy one of both the same Mark 1 and the Mark 2, with myself and my brother in attendance (right). I enjoyed that car also and kept that for two of my vacations. But upon reflection, despite its quirky handling due to the rear wheels being slightly narrower than the front, I preferred the bigger-engined Mark 1.



By this time I had joined the ranks of married men and was starting my own family, and I am afraid that my ownership of Jaguars had to take a back seat to children's education and all the good things that go hand-in-hand with that financially-stimulating part of life! However, my younger brother continued resurrecting various Jaguars, and during my trips back to Scotland I was able to borrow whatever he had available, which varied from a MK IX, Mark 10, 420, 420G, one of the original S-Types, and also a Daimler, which had the 2.5-litre V8 engine in what was basically a Mark 2 saloon body shell – a lovely little car. I also had occasion to visit my older brother, who had emigrated to South Africa. He had acquired a Series 2 E-Type convertible, which he had lovingly restored at great expense, and which really was a beautiful example of that classic car!

Fast forward a few decades until Christmas 2004, and with children now grown up and my wife and I semi-retired in Florida, I decided that it was time to treat myself and look for a nice Jaguar with which to play. I ended up with a 1997 XK8 convertible, which continues to give me great amounts of pleasure. A couple of years later I needed a couple more seats, so I found a very nice 2003 4.2-litre S-Type, which I also still have and which I use more often than not when my wife is in attendance.

I am still trying to pass on this heritage to my son, but so far he has not seen the light, but who knows what the future will bring!



Today Clive resides in Florida with his wife, a 1997 XK8 and a 2003 S-Type.



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