

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

July 2015

www.j-a-n-e.org



Remembering Ray O'Brien

Long-time JANE member and past president Ray O'Brien passed away June 11, with his wife Sanda by his side, after a brave battle with cancer. Read Aldo Cipriano's moving memorial on page 6.

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A Time of Remembrance in the Middle of a Busy Month

June was a very busy month for JANE members, with events scheduled for every weekend. And mid-month many of us took pause to reflect on the passing of long-time member and past president Ray O'Brien. I had the privilege of knowing Ray as a great friend for just about 25 years, conversing many times on the merits of various Jaguar-related topics. An avid car enthusiast, owning many Jaguars and collecting memorabilia, Ray always had a joke to tell, trying to never let the daily pressures of life get the better of him even in

the midst of troubling times, dealing with his cancer, remaining upbeat and humorous while still looking for the next good deal. We will all miss Ray greatly.

The beginning of the month presented a first-time event hosted by our past president Michael Kaleel, who led 11 XK's on a driving tour around the North Shore with a lunch stop in Newburyport, Massachusetts. I hope Michael will continue to run this event each year to help keep our XK owners actively driving their beautiful Cats.

The following weekend, the first ever British Motorcar Festival was held in Bristol, Rhode Island. The weather allowed an excellent turnout, with a very nice diversity of well-prepared British Motorcars that were judged similarly to our own Concours standards. The winning car was a 1957 Bentley S1 Hooper Saloon for Best of Concours. This is definitely an event to watch in the years to come for the diversity and quality of the cars to be competing.

In keeping with club tradition, on June 14th a contingent of our Concours judges attended the JCSNE Concours down in Connecticut to assist with their day's judging responsibilities. We were treated to beautiful weather and a show field that included five XK150's, an unusual sight at any Concours event. JANE is very fortunate to have such a good working relationship with our sister club, which helps both our Concours events to be huge successes, and this should continue for a very long time.

Our first Slalom of the year was held on June 20th, and our new Slalom Coordinators, Rich Kosinski and Glen McLachlan, did a fine job getting everything organized, including the availability of a great new food truck onsite for the event. Paul Bicknell stepped up to offer a helping hand to make sure everything ran smoothly while the participants remained focused on improving their run times. Kudos go to Lauren MacCarthy for working with the Thompson Drivers Club to obtain sponsorship for our event. As a sponsor they also presented some raffle prizes, including tickets to a track day at the Thompson Motor Speedway.

The Inn at Bay Pointe on the South Shore in Quincy, Massachusetts, was the setting for our June monthly meeting. Many members took advantage of the beautiful weather to bring out their Jags to this lovely setting and to indulge in fine food and camaraderie. The presenters for the evening were Tom Larsen and Rich Doucette, explaining the history of the Boston Cup event and where it might be going in the future. Many thanks to Dean Saluti, our VP of Events, for organizing this venue for the club.

British Car Day at the Larz Anderson Auto Museum was unfortunately rained out on the last Sunday of the month. While the Museum's schedule is usually pretty full, and rain dates are not the norm, they are trying to find an alternative date for those of us who are British fanatics. Keep a close watch on the club calendar. If

continued on next page

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

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JANE is also on facebook at www.facebook.com/JagsNEWall

President's Message continued

they are able to reschedule the event, I am sure that Dennis will post it as soon as we know.

The July monthly meeting on the 22nd will find us back at the Wayside Inn for Jaguars on the Lawn, a few drinks, and great fellowship. This meeting will also be a final update on our Concours and volunteer needs, so please come ready, willing, and able to offer to lend a hand at our big event. Directly following the monthly meeting, on Saturday, the 25th, the British Cars of New Hampshire will be hosting their 19th annual Show of Dreams in Hudson, New Hampshire. This is an all British show that raises money for the Food Bank and New Hampshire High Hopes Foundation. On Sunday of the same weekend, we will have one of our most popular annual events, JANE at the Myopia Hunt Polo Club. This event always fills up fast, so make sure that you go to the website soon and preregister to secure your place.

Be well, be safe, and enjoy the summer, as I hope to see as many of you as possible at the upcoming events.

Jim

Please support our Coventry Cat advertisers.

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If you've visited the JCNA website recently you've undoubtedly noticed the new look. An effort has been underway for the last couple of years to completely revamp the website, and this is the first step in that direction. The old website had become very unwieldy, cluttered, and hard to maintain and navigate. An undertaking of this scope generally has growing pains and the new website is no exception – there are things that aren't working properly at present, including the ability for someone to join a local club through the website, which has hindered our membership effort (73 percent of our new members join via the JCNA website). Although I'm not directly involved, I've been in touch with those working on these issues and expect to see steady improvement over the next few months. Until then, JCNA asks for your patience!

As mentioned previously, I've been the JANE Membership VP for four years and will be stepping aside this fall. I've had no response from last month's call, so I'm again asking someone to consider volunteering for the job. It's critical to have someone in this position to process everyone's annual membership renewals, sign up new members, etc. 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.

Unfortunately, JANE had no new members join in June.

Cheers,

Ed Avis

The JANE Regalia Store is Open!

***Go to the JANE website Home Page and select
Buy Club Regalia.***

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and you'll be amazed at what all you can buy there.***

Go Shopping!

Our Friend Raymond O'Brien



As many of you were aware, longtime club member and former JANE president Ray O'Brien was not well these past few months, particularly after returning from Arizona with Sanda, his lovely wife and soulmate.

Ray, Rod Gilbert and I had monthly get-togethers at our predesignated meeting spot, Legal Seafoods, in Chestnut Hill. We would display British flags or small E-Type models at the bar and call an informal meeting. Our last meeting was in early May, after Ray's return from Arizona, when he said he was undergoing several treatments for what ended up being a terminal disease. Rod kept me informed about Ray's diagnosis, and when I spoke to Ray in mid-May, he was excited about his Concours invite to Bristol, Rhode Island, for the first British Motorcar Festival, and his reservation close to his friend Tom Larsen at the Bristol Harbor Hotel. As May progressed and Ray's condition worsened, it was clear

that he would not make the Bristol event in mid-June. Rod told me we needed to see Ray soon. Sanda approved, and on Sunday, June 7th, we visited Ray at his home in Brookline. He was alert enough to talk about JANE events we all attended together, and we gave him updates on all Jaguar Motorcar happenings. We told him we would see him after Bristol, gave him an event poster, and left him with a smile.

On Thursday, June 11th, less than a week later, on my way to Bristol, Rod called to say that Ray had passed. The pace of the trip to Bristol slowed, and the sun was not quite as bright as I arrived in town.

I can say with all sincerity, Ray loved JANE and the friendships he made over the years. He was proud to have served as President and as Event Coordinator for the JANE Day at LAAM, now an iconic event. He was also quite pleased that JANE has become one of the best-organized JCNA-sanctioned clubs, with more member events than most clubs and a dynamic group of members.

For those of you who were not aware, Raymond was born in England and described his schoolboy days in the manner of "Goodbye Mr. Chips." He owned several Jaguars, including a MK II, MK VII, XJS Convertible, XJ-6 Series III Saloon, his XKR Coupe, and his beloved Series III E-Type V-12 OTS (photo below). Besides JANE, Ray led the Road Tour for the "Brit Boys" (another secret British Car Road Tour Club) to the North Shore and battled to stay in squadron on the Newport, Rhode Island Tour in the summer of 2014.

Raymond was our friend, our close friend, a fellow who would do anything for the members of JANE to make for leisurely, happy events and experiences. In our loss of Ray, we have lost part of our club family. With people like Ray, that is what this car club has become, extended family.

In Ray's name, let's support that friendship and enjoy the camaraderie unparalleled by other car clubs.

Thanks Raymond. Godspeed. You'll always be touring with us and watching over our events.

Aldo Cipriani



2015 JANE Calendar

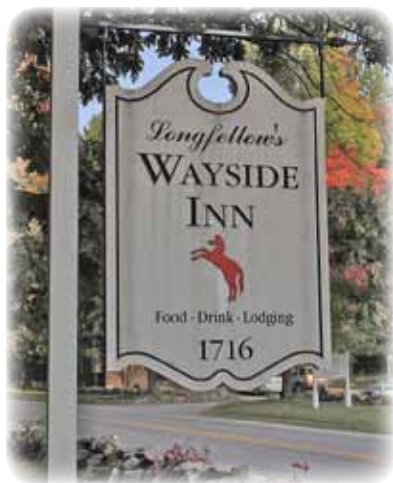
You may register for any JANE event online at www.j-a-n-e.org
and pay in advance by credit card or PayPal

- July 15** SCDA Track Day at Lime Rock, Lime Rock Park, CT
- July 22** JANE Monthly Meeting, Social Gathering on the Lawn & Dinner, 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
- Sept 4-7** VSCCA Lime Rock Vintage Festival, Lime Rock Park, CT
- Sept 10** SCDA Track Day at Lime Rock, Lime Rock Park, CT
- Sept 12** JANE Autumn Slalom, North Andover, MA
- Sept 13** Vanderbilt Concours d'Elegance, Centerport, NY
- Sept 18-20** 25th Annual British Invasion, Stowe, VT
- Sept 20** Third Annual Boston Cup, Boston, MA
- Sept 23** JANE Monthly Meeting (Program TBD), Wayside Inn, Sudbury, MA
- Sept 25-27** Hemmings 9th Annual Concours d'Elegance, Saratoga, NY
- Sept 26** JANE Autojumble (Tentative), Norwood, MA
- Sept 26** JCSNE British Wheels on the Green Car Show, Madison, CT

*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.

Upcoming Events



July Monthly Meeting Wednesday, July 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.



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Upcoming Events

JANE Jaguar Cup at Myopia Polo Grounds July 26

The 6th Annual JANE Jaguar Cup at Myopia will occur on Sunday, July 26, 2015. For JANE club members the gates will open at 12:30pm, which is one hour prior to access by the general public. No access can occur before 12:30pm.

As a club-subsidized event through our new sponsor, Jaguar/Land Rover of Peabody, the Lyons Waugh Group, secured by JANE Club officials earlier this year, this will be a no-cost event to club members who pre-register. We have again reserved the premium side of the polo grounds for club Jaguars, and we encourage all-afternoon picnicking out of your boot!

Those ladies who display Ascot Park style hats will be rewarded with a bottle of fine wine, pre-selected by my wine agent and negociant. The members' Jaguars will be permitted to parade onto the Polo field post-match and surround the winning team for the trophy presentation with the newly-recreated JANE Jaguar Cup. In recognition of the new collaboration amongst the Myopia Polo and Hunt club, JANE, and Jaguar/Land Rover of Peabody, a photo presentation of the new cup from Myopia to JANE occurred earlier in June.

Jaguar/Land Rover Peabody will have several new Jaguars on display near the Club Pavilion.

For those who are interested in attending, please email me at Cipriani62@yahoo.com no later than July 17, 2015, or better yet, just go to the JANE website, www.j-a-n-e.org, and register online.

Aldo Cipriano, Event Coordinator



Left: Aldo Cipriano with Steve Willett of Myopia Polo and Hunt Club with the new JANE trophy. Right: A new Jaguar XF courtesy of Jaguar/Land Rover Peabody. Photos courtesy Aldo Cipriano



Upcoming Events

JANE's 2015 Jaguar Festival and Concours d'Elegance

It is hard to believe that our Concours d'Elegance is now only a month away!

The registration process has changed this year and is now incorporated in the JANE website. What this means is you can go on the website and register for the Concours as you can do for any other JANE event. Dennis Eklof has done a great job incorporating some of the aspects of the JCNA Event Manager that we have used over the past few years. As well as entering for the Concours, you may also pay online. For those who prefer, we can mail you an entry form which you can return – with a personal check – to me at 60 Oxford Street, Winchester, Massachusetts 01890-2423. Registering before the Concours is a plus for all who are working on the event.

As you may have heard, there has been a consolidation of some of the classes. See page 11 for a list of these changes. The website has information on the classes, and Ed Hall is preparing new signs for the classes to be used on the field.

Prebble Eklof is looking for items for the silent auction and the raffle. Please be in touch with her if you have something special to donate: prebble.eklof@verizon.net or 617-877-5825.

Gordon and Betsy Taylor-Kennedy are looking for donations to the Hospitality Suite. Please let them know what you might bring: tryfan@taylor-kennedy.com or 978-779-5213.

Let's all work together to make this year's Concours another success. I look forward to seeing everyone in August.



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Official 2015 JCNA Concours d'Elegance Competition Classes

Champion Division Classes

C1A, C1B	C1/PRE:	Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)
C2	C2/120:	XK 120 (1948-54)
C3	C3/140:	XK 140 (1955-57)
C4	C4/150:	XK 150 (1957-61)
C5	C5/E1:	E-Types, Series 1 (1961-67)
C6	C6/E2:	E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)
C7	C7/E3:	E-Types, Series 3 (1971-75)
C8, C9	C8/SLS:	Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70), MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
C10, C11, C12	C9/XJ:	XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1
C13	C10/XJ:	XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1
C14	C11/J8:	XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) Note 1
C15A	C12/JS:	XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
C15B	C13/JS:	XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
C16A	C14/K8:	XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
C16B	C15/XK:	XK and XKR Coupe and Conv. (2007-On)
C17, C18	C16/SX:	S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)
C19A	C17/PN:	Preservation Class (more than 35 years old)
C19B	C18/PN:	Preservation Class (20 to 35 years old)
C20, C21	C19/FJ:	XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On)
C22	C20/F:	F-TYPE (2013-On)

Driven Division Classes

D1	D1/PRE:	All Classics (Pre-XK engine) and XK 120, XK 140, XK 150
D2	D2/E1:	E-Types (1961-67)
D3	D3/E2:	E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)
D4	D4/E3:	Series 3 E-Types (1971-75)
D5	D5/SLS:	Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
D6	D6/XJ:	XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 2
D7	D7/XJ:	XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 2
D8A	D8/XJS:	XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
D8B	D9/XJS:	XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
D9A	D10/K8:	XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
D9B	D11/XK:	New XK and XKR Coupe and Conv. (2007-On)
D10	D12/J8:	XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) Note 2
D11	D13/SX:	S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)
D12, D13	D14/FJ:	XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On)
D14	D15/F:	F-TYPE (2013-On)

Special Division Classes

S1, S2	S1/PD:	Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition
S3	S2/MOD:	Modified
S4	S3/REP:	Replica (non-production, Jaguar powered)

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes ~~10, 11, 12~~, **C9/XJ** and ~~13~~ **C10/XJ** according to their years, engines, and body styles. (Class Changes 2015 AGM)

Note 2: Majestic, Daimler Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes ~~6, 7~~ **D6/XJ** and ~~10~~ **D12/J8** according to their years, engines, and body styles. (Class Changes 2015 AGM)

Upcoming Events

Country Cats Seek City Cats, Suburban Cats, Urban Cats, and even Noncats for Potluck Party in Cat Country



Cat owners welcome, too! Owners will be fed and lubricated as needed. Heated hydration bay available for those owners who bring hydration suits and towels. Electric Golfing Noncat available for owner's lawn and forest excursions where Cats shouldn't go.

Brought to you by the "Ames Road Team" (Dennis, Jim, Dave, Prebble, and Bonnie), at 39 Ames Road, Groton, Massachusetts (Dave's house, right next door to the Eklofs' house).

Mark your maintenance schedules now, Cats:

It's Saturday, August 22 (Sunday the 23rd if it rains).

If your clock works, it starts around 2 - 2:30 PM and ends whenever the police start handing out tickets.

Remember to remind your owners that this is your day to hang out and purr with your pals! Also, tell them to bring some tasty treats (whatever they are), too!

**For more information contact Dennis or Prebble
at 617-877-5825 or by email at prebble.eklof@verizon.net.**

RSVP by Monday, August 17, and let The Team know what food or drink item you plan to bring so we know we'll have some of everything!

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The badges come with two threaded, removable rods, a backing plate and nuts suitable for mounting the badge on a car grille or badge bar. The threaded rods are spaced approximately 1 ½ inches apart. Due to the variations in mounting locations and methods that buyers may choose for different cars, I know of no "universal" mount. Therefore, it may be necessary to fabricate a simple bracket to adapt the badge to your particular car or badge bar.

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

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SPRING SLALOM SUCCESS

By Rich Kosinski, photos by Seth Phoenix



The first 2015 Slalom for JANE was held under beautiful blue skies on Saturday, June 20th. We had 19 participants running a wide assortment of current, classic, and specialty cars out to compete for some very nice prizes.

The Slalom Committee – Rich Kosinski, Glen McLaughlin, and Paul Bicknell – were setting out cones at 8am, and by the time the first entrant arrived at 9:30, we had the course set and the registration desk set up with coffee, pastries and fruit available.

For the first time, we had a sponsor for the Slalom, The Drivers Club at Thompson Speedway, and their banner greeted everyone as they arrived. John Reed, Thompson's media representative, was there with his Guards Red Porsche Cayman, and he set up banners and provided information brochures for everyone about the Drivers Club. John had a busy day, as he not only ran his Porsche, but many of the slalom participants wanted to know more about the track day and the race events held at Thompson, which is located just south of Worcester in northern Connecticut, less than an hour's drive for many of our members.

As nine of the entries were new/novice participants who had never run a slalom or autocross course, several took advantage of the training runs we held before the official start. Walking the course first, then having an experienced driver ride along in their car for a trial run helped familiarize them with the course and how to set a line around the cones. The day's results proved this to be very beneficial, as there was only one disqualified lap due to the driver taking a wrong line around the course.



After two runs, it was noon and time for a lunch break. Everyone took advantage of the great Artisan Panini's that were offered by The Food Train (www.thefoodtrain-ma.com), and commented that the fresh and delicious lunch items were a real improvement to our slalom event.

Then back to running the cones, each driver trying to shave milliseconds off their time. It was neck and neck between one of JANE's seasoned pros, Dennis Eklof, and a complete novice, Jeff Maldari in a very nimble Formula V. Other notable cars included the E-Types of Tom Moses, Rob Gardner, and Tom Parish (a former JANE Slalom Chair). Bob Totten ran his full-race Triumph GT6.



After the final run, we held an awards ceremony and prizes were awarded as follows:

Fastest Novice – Bob Schenk in his MGB
Fastest Overall – Dennis Eklof in his Brunton Stalker
Grand Prize Drawing - Jeff Maldari in his Formula V

We all had a great time preparing and running the Spring Slalom, but this was really a team effort by several JANE members. Special thanks go to Dennis and Prebble Eklof, who as always pitch in to make every JANE event a success, and to Lauren MacCarthy, who initiated and completed the sponsorship by The Drivers Club at Thompson Speedway.



Previous page clockwise from top: A menacing XKR weaves through the cones. Drivers Club media rep John Reed ran the course in his Porsche Cayman. Fastest Novice went to Bob Schenk who drove this MGB.

This page above left: Jeff Maldari zips around the course in his Formula V. Dennis Eklof took home Fastest Overall prize in his Brunton Stalker.

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Slalom photos visit
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A Cacophony of Cats?

By Michael Kaleel & Linda Mullen



On the contrary, it was a splendid melody from purring XK120, 140, and 150 engines, 11 of them to be exact. It was unanimous that “it was the PERFECT day” to drive these cars, and they all hummed along spectacularly!

We started at our home in Hamilton with a light breakfast of egg burritos and bagels (thank you Marc). Everyone was on time (thank you All), and this enabled us to have ample time for seconds and to get re-acquainted with each other and our respective Cats.

We cruised through the North Shore, stopping a couple of times to take in the scenic shore and to breathe the incredibly exhilarating seaside air. We drove through Prides Crossing, Manchester-by-the-Sea, and into Gloucester bringing big smiles, waving hands, and plenty of commentary and picture-taking from passersby. The cars were magnificent!

They ran beautifully, also appreciating the pleasant day and cooperating from start to finish, as if knowing that they were to be on their best behavior. Our destination was the Nix’s Restaurant in Newburyport. Chelsea, the Assistant GM, arranged to have a corner parking lot ribboned off just for our Cats. The cars – all colors were represented, red, green, white, blue, and black – made a beautiful display, and arranged in a semi-circle allowed the summer sightseers to see them up close and personal.

John Feng, watching from the dining room above, saw that a girl was positioning herself behind his car so as to appear as if she were driving it, so he quickly ran out and offered to have her sit in it for a real experience. As you know, it feels grand to have an opportunity to share a little of yourself in some way, and this was, for us, a “reach out and touch someone” experience. The people along the way made it very clear they enjoyed our commitment and efforts in caring for these historic cars.



Participants:

1. Carl and Sing Hanson
 2. Keith Carlson
 3. Ken Loring (Mal was tending a new grandbaby)
 4. Marc Cendron and Donald Colman
 5. Bill and Phyllis Powell
 6. Victor and Gabrielle Cromie
 7. John Feng and Clifford Lewis (Anette Lewis was tending an XK 120)
 8. John Brady and Brother Don
 9. Ed Hall and Davis Harris
 10. Ed Avis
 11. Michael and Linda
- Lauren Gagnan



The “Farthest Driver Award” went to Ed Avis, who came all the way from Maine. And honorable mention went to Keith Carlson, who, although he could not stay with us all day, made it a point to participate. Thank you, too, to Dennis and Prebble Eklof for literally “herding” a couple of cats that strayed in the earlier part of the tour ... you’re the best!

Previous page top: Eleven XKs heading out on a tour of the North Shore. Bottom: It’s not every day you see a parking lot full of XKs, which would explain all the people mulling around admiring them. Photos by Dennis Eklof.

This page above: Not only were all three XK variants represented, but just about every color as well. Below: The XK Crew gather in front of the famous fishermen memorial in Gloucester, Massachusetts. Photos by Linda Mullen.



Chasing a Vibration (for years!)

Story & photos by Adrian Curtis, 1953 XK120 DHC, 1955 MkVIIM



The vibrating car, Adrian's MkVIIM.

It's hard to remember the timeline – I've owned my MkVII for over ten years. It probably always had some vibration, but that seemed to me to be the way of an old Jaguar, so I didn't think too much about it. After an engine rebuild due to a racing adventure, the vibration became noticeable at mid-range RPMs. After a tire swap to Michelin MXV4s, the vibration became unbearable. I planned freeway trips for the higher speeds, but I love the car, and my rough rides around town continued – I started thinking that I just owned a nice MkVII with a lot going for it and one very BAD feature.

Each year since the tire swap I've tried different fixes to the car, all to the good, but really to no avail. The first step was to check the Internet for relevant information about vibration analysis and cures. There's a lot written! Flow charts, step-by-step actions to take, shops to contact. It all made sense but didn't all apply. "Is the vibration in the seat, or in the steering wheel?" "Under load?" "What gear?" "Tire rim runout?" "Burrs on the companion flange?" "Clutch disc?" And

any number of other things to check.

So I checked. A lot. The first step was to eliminate the engine and mounts. I got the car up to vibration speed, in neutral, clutch pedal in or out, engine running or no, and the vibration continued. At a local car show one of the guys swore that I needed new rear wheel bearings, so I changed them. I changed U-joints. I changed the carrier bearing on the 2-piece driveshaft. The engine mounts were new and were good. Two different reputable mechanics put the car on lifts and drove it at speed. They both suggested tires. I almost ordered a new set. But in a stroke of pure, non-OSHA approved genius, I disconnected the driveshaft from the rear diff flange, tied it up out of the way, and rolled down a long hill at speed. Voila, no vibration! From this and other tests – yokes in alignment, slip joint not loose or worn, etc. – I concluded (correctly as it turns out) that I had an out-of-balance driveshaft.

I removed the driveshaft assembly, not an easy job with the car on jack stands, and took it to a shop in Manchester that has a very good reputation. While I waited they replaced the rear flange, one U-joint, and balanced the shafts. Added quite a bit of weight, too, which surprised me. The guy swore all was good to go, so with excitement I drove home, hooked her up, and took a ride. Still vibrated! The driveshaft came out again and went back to the shop. The technician swore that at 1200 RPM, his machine's usual test speed, there was no vibration. Onto the balance machine it went again, this time at an increased speed of 2,000. He added more weights, changed another U-joint, did some straightening of the rear shaft, charged me good \$\$, and sent me packing. The Jaguar still vibrated badly in the speed range of 2,000-2500 RPMs. I didn't have a clue at that point, but drove to the British Invasion in Stowe. Rick Holland went for a ride with me and in two shakes (pun) said it was a high-speed vibration, not wheels, tires, drums, or anything else that didn't rotate at engine RPMs. My car is a 4-spd O/D. That's one of the reasons I like it so much ... in fourth the output shaft spins at 1:1. Armed with that info I downloaded a counting App, went for a ride, put the phone on the floor, and tried to verify the frequency. Didn't work. Car got stored for the winter.

This spring I made a final attempt so that Sue and I could drive to LAAM in comfort for JANE's May meeting. Didn't make it, but with Gary Hagopian's help by phone, I embarked on a step-by-step program to find the

vibration's cause. With the front tires blocked and rear end on lift stands, I drove the car in 4th, watched the rear tires jump around, and then in turn removed each tire and brake drum looking for anything out-of-balance. Nothing. I rolled down the hill again with the same smooth result. I checked the driveshaft runout with a dial indicator borrowed from Steve Thomas, and even bought a simple dial inclinometer to check the angular relationship of the diff rear flange to the output shaft flange on the overdrive. All checked out. Then I called George Jones, another guru IMO. George said to get a second opinion of the driveshaft balance. I was suspicious of all the weights the first shop added, but I paid good money, and nobody had anything bad to say about them. PLUS, drive line balance shops are rare and hard to find!



The out-of-balance driveshaft assembly plus old rear flange and O/D tail mounting rubber.

After a lot of phone calls, with Sue's help I wound up at Montrose Machine, Inc. in Wakefield, Massachusetts.

Talked to Bob. They're a Hot Rod shop that builds driveshafts all the time. And they spin up to 3300 RPMs! Out came my driveshaft for the third time. I'm no better at it than I was the first time. It's a horrible, messy operation. I liked Bob, though, liked the machinery, and left my driveshaft in his hands with confidence on a Thursday. He called the next afternoon and said "Your driveshaft was a disaster! It started rocking at 1800, and by 2500 revs was trying to break out of the balancer." Bob ground off all the weights and wound up adding two very small weights, one to each shaft, changed the center U-joint, verified that the other two plus the center bearing and mounting rubbers were good, and spun it at 3300 "like a top"! Greased it, painted it, and called me at 3:45 PM on Friday. All the traffic was northbound, and Sue and I flew south. By 5:45 we had the driveshaft in the back of our Volvo and headed north to Portsmouth for dinner. Up at 6 Saturday morning, installed the shaft, and took a test drive by 9. Perfect. The way Jaguars were meant to be. Sue loves the ride, and I'm very satisfied.

This story took a long time to finish. I would like to have written this two years ago, but I couldn't. Thanks to Rick Holland, Gary, George, Bob at Montrose, and anyone else who tried to help me figure this out. Put Montrose Machine in Wakefield in your address book, they have my recommendation! Finally, on to my next project.



The next HUGE project.

Jaguar C-type, D-type, Lightweight E-type Register by Terry Larson

This 240 page, 8 3/4 x 11 5/8 inch, softbound book contains a full listing of all C-type, D-type and Lightweight E-type Jaguars by chassis number. It is the result of years of research by compilers Terry Larson, Penny Woodley, Den Carlow and Paul Skilleter. Edited by Anders Clausager, the individual history of each car is recorded in considerable detail including chassis, engine, gearbox and body numbers, original colour, dispatch date, owners, racing career and 'where is it now'.

With over 200 illustrations augment the text and tables, many of which will be of great interest, this is a book for the owner and serious enthusiast; it is bound to become the standard reference work on these cars.

It is important that the history of these cars in motoring history is recorded as accurately as possible to protect the marque. This Register has been compiled from an exhaustive amount of research and effort from many dedicated enthusiasts worldwide.

The individual car histories are based on information provided by former or current owners of the individual cars, or as researched by the compilers. Chassis numbers and other identifying information listed in this register have been provided by the car owners or have come from several other sources.

It has been argued that because the D-type cannot function without its body, then the body should have equal claim to the car's identity. This

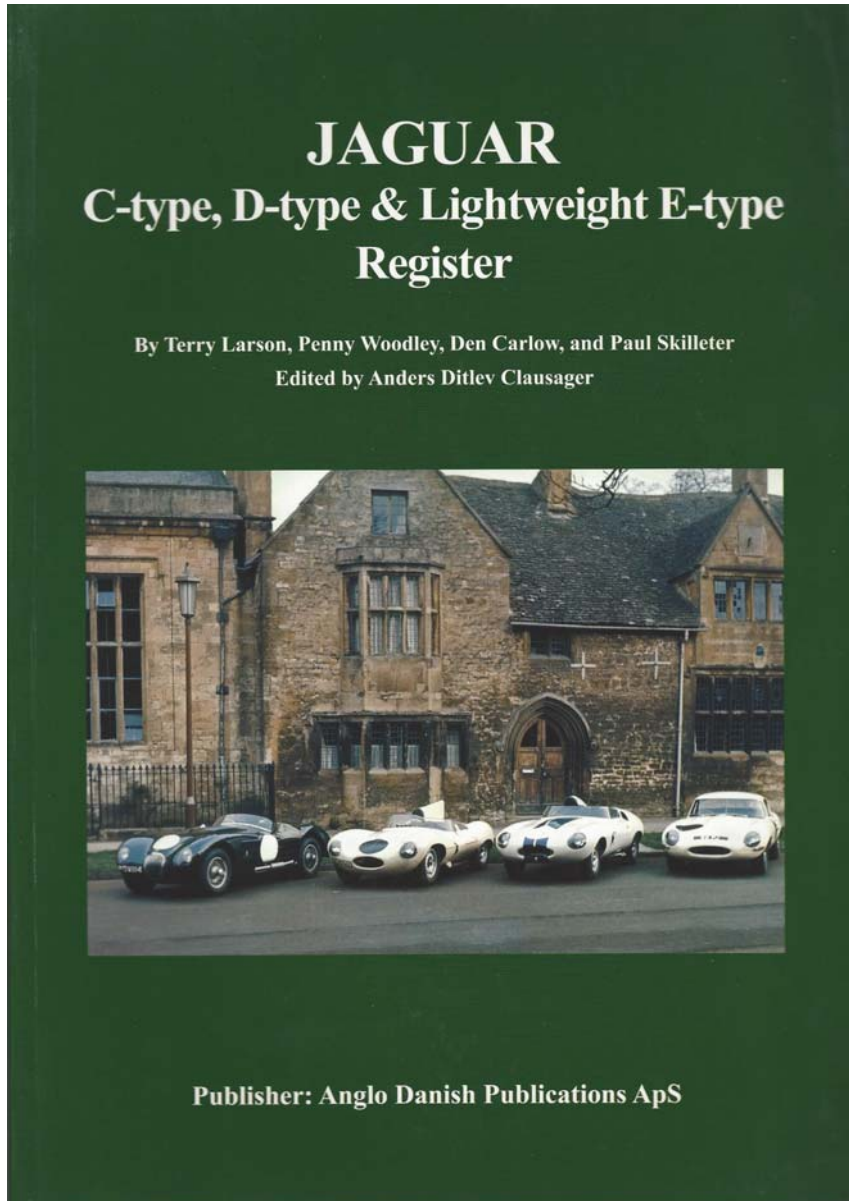
approach has sometimes caused disputes when frame and body have been separated and built into rival claimants to the same identity. However, the facts are quite clear: Jaguar invested the frame with the car's legal identity – as has long been accepted by the motor trade (and now the classic car trade) as being the case with any car with a detachable

chassis (*see* Brewer v. Mann, Court of Appeal 2012). That a D-type cannot function without its body is irrelevant; neither can it function without wheels or many other components.

Old cars, especially old racing cars, suffer from age and accident damage, often resulting in the replacement of major components. Provided a car has a proven continuous history from new, then even if frame and body have been replaced with original-specification components, then it is accepted practice within the classic car trade and the enthusiast

movement that such a car will continue to carry its original identity.

Individual copies can be purchased from www.jaguarbooksite.com for \$80 including shipping, however, a special Club Price is being offered at \$65 each, including shipping, when purchasing 10 copies and shipping them to one address. Contact Steve Kennedy to order, skennedy@ecentral.com, 303-489-3955.





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