

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

September 2015

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







## *2015 JANE Jaguar Festival & Concours d'Elegance*

*The cars! The people! The spectacular weather! The Triple Crown of another successful concours.  
For the details and more photos see Jane Murray's report on page 14. Photos by Bill Richardson,  
Seth Phoenix & Jim Sambold.*

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## August in Review and Beyond

Major sponsorship provided by Jaguar Peabody helped JANE's 43rd annual Concours d'Elegance come to a close once again as another successful event. The weather gods cooperated without blinking an eye as all the committee members arrived midday on Friday to start setting up for the weekend.

Our Concours Chair, Jane Murray, had everything lined up so that things seemed to fall into place without much effort, but we all know that isn't quite how it happens. In fact, it

takes a considerable effort from a small group to make sure that we put on one of the best run events in JCNA.

Gordon and Betsy Taylor-Kennedy were at the helm for the Hospitality Suite for their last year, and we were assured of nothing short of outstanding, with a never-ending supply of food, drink, and great conversation. Tom Finan was once again at his best, laying out the Concours field with such precision and timing that the judging teams had an easy time finding the appropriate classes and participants. Registration was precise and extremely orderly with Jan Gill in charge, as entrants picked up their packets one after the other and proceeded to the show field, where Bill Richardson recorded everyone with his camera.

Prebble Eklof, still hobbling around only a few weeks after hip replacement surgery, with help from Deb Richardson made sure that the silent auction and raffle added to the success of the weekend. Raffle ticket sales were strong given the wide variety of offerings in the gazebo.

I would like to express my sincere appreciation to our friends from JCSNE, as they always come to support our judging efforts and help to make light work of the long list of entrants' cars waiting to be scrutinized every which way to Sunday. The combined teams were done in close to record time and enabled everyone to have a respite before adjourning to the tent for the banquet and trophy presentations.

Margaret Caruolo sponsored the Best in Show trophies for both Champion and Driven. I can only say that this club is deeply grateful for the support Margaret has provided with these trophies for many years. It is well known that all of the many recipients really appreciate the quality and value of these fine pieces. Completing the awards ceremony, it was my privilege to present the James Aldrich Award to Ray and Sanda O'Brien for their contributions to the club over the years. It is extremely unfortunate that Ray had passed only a short time before this year's Concours, and we will miss him.

Many thanks go out to Dave Moulton for hosting this year's Potluck Picnic, Lawn, and Pool party at his home in Groton, Massachusetts. Just a stone's throw from the Eklofs', this beautifully landscaped venue was no less than perfect, combined with ideal weather, great food, drink, and socializing. This annual event is one not to be missed and should continue for many years to come.

Our August monthly social meeting gave us beautiful weather to park our cars on the lawn at the Wayside Inn. Marvin, the bartender, kept us supplied with libations as we perused the evening's display before enjoying the buffet and slide show of the Concours provided by Dennis Eklof.

September is already upon us as we are racing in to the Fall Slalom on Saturday, the 12th, followed by the 25th

*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

**Salom:** 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.hagopian38@gmail.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:** Barbara McLachlan, 508-947-0313, bamclachlan@verizon.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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Visit JANE on the web at  
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JANE is also on facebook at  
[www.facebook.com/JagsNEWall](http://www.facebook.com/JagsNEWall)

*President's Message continued*

Annual British Invasion in Stowe and the Boston Cup. If that isn't enough for one month, we still have the monthly meeting, followed by the Hemmings Concours d'Elegance, and an open house and car show at Pro Shaper Sheet Metal in Charlton, Massachusetts.

The year is quickly coming to a close and we will be looking to fill many positions for 2016. Some of these include Board member positions, event and or committee chairs such as Hospitality, Concours registration, Silent Auction and Raffle, Webmaster, and VP Membership. We are still the largest club in JCNA, and I would ask those of you who have been regular attendees at the monthly events but have not yet taken on any support positions to please consider stepping up to the plate so that we can maintain a smooth transition into our future events with continued success.

Please remember that this is your club and can be only as good as its members' participation. I look forward to seeing you at many of the upcoming events.

*Jim*



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The “Fair Season” is in full swing here in Maine and every little town seems to have some sort of agricultural fair this time of year. And every year, without fail, when I see the fairs I realize that summer’s slipping away and I’ve not made much of a dent in my “to do” list, and that many of the things I wanted to do just won’t get done this year! All those little trips we wanted to take, all the things I wanted to do on the cars, all those home repairs, etc., will just have to wait until next year.

Among the things I haven’t yet accomplished is finding a replacement as the JANE Membership VP. This is a critical position for the club and needs to be filled SOON so I can help the new person through the renewal cycle, show them how 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 for me. 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 September or October at the beginning of the renewal cycle. That way I could assist and explain all the steps along the way. Renewal notices are normally mailed out toward the end of October and they need to be printed and addressed before then. The busiest part of the job is between October 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).

We’re somewhat behind on our membership numbers for 2015. JANE ended 2014 with 303 active members, making us the largest of the JCNA-affiliated clubs in North America. As of September 3rd we had 275 members, meaning we’d need to recruit 28 new members by year-end just to maintain last year’s number. One factor in the low recruitment numbers is, of all things, the JCNA website. Historically, 69% of our new members have joined JANE via the JCNA website, and most of these were folks who found us – we didn’t have to recruit them! Unfortunately, with the launch of the new JCNA website that capability was lost. The matter is being addressed, but in the meantime we need to work extra hard as recruiters for the club.

However, we are very happy to welcome these new members:

## Welcome New Members

|                   |                   |                               |                                      |
|-------------------|-------------------|-------------------------------|--------------------------------------|
| Ernest<br>William | Sheltry<br>Newell | Plaistow, NH<br>Hopkinton, MA | 2010 XF Premium Luxury<br>New F-Type |
| Jeff & Debi       | Rapson            | Manchester, NH                | 2002 XKR 100 Conv.                   |
| Dennis & Elaine   | Jolicoeur         | Bridgewater, MA               | 2004 XK8 Conv.                       |
| Arturo            | Gutierrez         | Burlington, MA                | 1953 XK-120 Conv., 1994 XJ220        |

Cheers,

Ed Avis

# Upcoming Events

## 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

- 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** 25<sup>th</sup> Annual British Invasion, Stowe, VT
- Sept 20** Third Annual Boston Cup, Boston, MA
- Sept 23** JANE Monthly Meeting, speaker Barry Montgomery, Wayside Inn, Sudbury, MA
- Sept 25-27** Hemmings 9<sup>th</sup> Annual Concours d'Elegance, Saratoga, NY
- Sept 26** Pro Shaper Sheet Metal Open House/Car Show, Charlton, MA
- Sept 26** JCSNE British Wheels on the Green Car Show, Madison, CT
- Oct 7** SCDA Track Day at Thompson Speedway, Thompson, CT
- Oct 18** JCSNE Autumn Slalom, New Britain, CT
- Oct 24** SCDA Experienced Driver Track Day at Lime Rock, Lime Rock Park, CT
- Oct 28** JANE Monthly Meeting, (Program TBD), Sudbury, MA
- Oct 31** SCDA Experienced Driver Track Day at Lime Rock, Lime Rock Park, CT
- Nov 14** SCDA Experienced Driver Track Day at Lime Rock, Lime Rock Park, CT
- Nov 18** JANE Monthly Meeting (Program TBD), Sudbury, MA
- Dec 6** JANE AGM and Holiday Party, Vesper Country Club, Tyngsboro, 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).

### **September Monthly Meeting Wednesday, September 23, 7pm**

**Longfellow's Wayside Inn, Sudbury, MA**

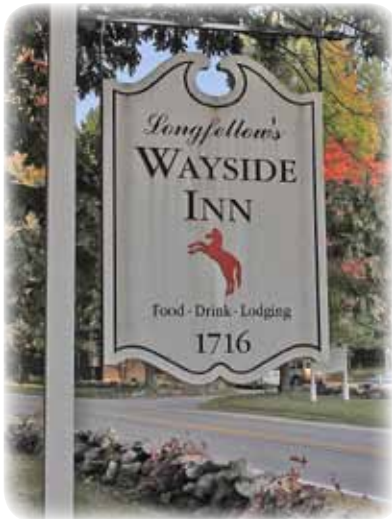
#### **Barry Montgomery's Classic Car Village**

The September 23 Monthly Dinner Meeting at the Wayside Inn will feature long-time JANE member Barry Montgomery. Barry, who joined JANE in the late '70s, has over 20 classic cars, most of them Jaguars. He will be speaking on his latest project, the "Classic Car Village" of Winchester, New Hampshire.

Barry specializes in large-scale "theme" real estate projects. He successfully developed a waterfront "boat theme" village in Greenwich, Connecticut. He now intends to focus on a very interesting "classic car theme" project. His Classic Car Village will feature a 1.5 mile racetrack with driving lessons, private garages for car storage, resident advisor mechanics as well as professional repair and restoration, and, finally, a gorgeous place to live. Assisted living options will also be available. This sounds like "heaven" for a car buff!



Don't miss this presentation, and don't forget to display your Jag on the lawn at the Wayside Inn.



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.



## 2015 JANE Fast Fall Fling

The Jaguar Association of New England (JANE) **invites all its members, plus anyone who has an interest in watching or having some real fun, to the Fast Fall Fling Slalom.** We all know that nothing can be better than racing your Jag (or any other car) around orange cones on some good asphalt with a great food truck supplying sustenance!!

**Help make it a party on Saturday, September 12, 2015,** at the Fast Fall Fling Slalom. Here are the details:

**DATE:** Saturday, September 12, 2015

**TIME:** 9 AM – Arrival and set up

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

11:30 AM-4:00 PM – Slalom

**PLACE:** **1600 Osgood Street, North Andover, MA (far back parking lot)**  
**(picture below)**

**RSVP:** Richard Kosinski  
978-685-4111  
richardkosinski@comcast.net

T. G. Glen McLachlan  
508-947-0313  
tggmclachlan@verizon.net

Paul Bicknell  
617-924-6355  
pab@mitre.org

**FOOD:** We plan that there will be a great Continental Breakfast and Sandwich Truck on site

**COST:** \$30.00 for JCNA members, \$35.00 for non-members



## Directions to Slalom Location, 1600 Osgood Street, North Andover, MA

### Location:

Osgood Landing, adjacent to 1650 Osgood Street (farthest North parking area), North Andover, MA. Enter at the large "Osgood Landing 1600-1650 Osgood Street". (GPS users input 1660 Osgood Street and you should arrive directly in front of the "1600-1650 Osgood Street" sign.

### 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 South for 1.5 miles. 1600 Osgood Street will be on your right.

#### From the East:

Route 114 West take a Right onto Route 125 towards 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.**



## Upcoming Events



## In Memoriam

It is once again a sad occasion as I figuratively put pen to paper to write about the passing of one of our long-time members, Robert W. "Bob" Alexander, on August 12, 2015.

I met Bob in my first few months of being a JANE member in the mid-1980's, as he had joined just a short period of time before me. Bob was a practicing attorney in Massachusetts, having been admitted to the Bar in 1971, and was a strong presence in any room. We became friends immediately as we shared Jaguar stories and details of his love of the Mk2. An avid car collector, he owned many different vintage makes and models, of which his favorites were various Corvettes and Mk2's. A very active member in JANE, Bob was also active with the Bay State Antique Auto Club for many years. We most often saw Bob in his favorite Mk2 driver, the "Eight Ball," modified with a later 4.2 liter engine.

In the mid 1990's Bob embarked on a special project to recreate the 1960 Golden Jaguar. The original car, a 3.8 liter Mk2, was prepared by Jaguar for the 1960 New York Auto Show at the Coliseum during the week of April 16-24, 1960. (See copy of the original Jaguar Press Release with this article.) Every place on a production car that there was chrome, it had been replaced with gold plating, painted a brilliant white with white glove leather interior. It was estimated at that time by Jaguar that if such a car were available for purchase, it might cost \$25,000.00 (equivalent to \$200,000 today).

After many months of preparation, Bob unveiled his recreation on the evening of March 10, 1998, at an invitation-only event at Lee Jaguar in Wellesley, Massachusetts. Every little detail had been duplicated, from the gold cover that was placed on the original show car to the dress that was worn by the original model in 1960, and showcased by his wife, Paula, at the private unveiling. I was extremely fortunate to have been a part of this event and will remember it for a long time to come. (See accompanying photos.)

After several other Mk2 restorations, Bob began to look for another interesting project, and as luck would have it he came across the HK Special. In 1957, Gordon Parker, a wealthy Englishman, commissioned Herbert Kingsbury, an engineer, to create the HK Special Jaguar, a custom body powered by an XK120 3.5 liter engine with two Arnott superchargers with a very unique intake manifold producing over 400 horsepower. Ignition was provided by a Lucas magneto, a 4-speed Wilson pre-selector gearbox, independent front and rear deDion suspension, and Alfin drum brakes.



Jim Sambold & Bob Alexander

*continued on page 12*

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This car resulted in the realization of one man's dream to set the fastest time at the Brighton Speed Trials. After setting the speed record, the car was raced in hill climbs for several years before being sold to a French collector who raced it at the LeMans Speed Trials in 1971. The car was then retired and put on display in the LeMans Museum for several years. At some point it was removed from the museum and went into private store, where it was purchased in 2001 in a complete but very deplorable state.

Upon completing a five-year restoration in 2006, the HK Special was shown in class at the 2008 Meadow Brook Concours d'Elegance in Oakland, California. (See accompanying photos.)

We thank you, Bob, for being a great friend, for preserving some of Jaguar's heritage, and leaving us with some great memories.

Jim Sambold



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Above: Restored 1958 Jaguar HK Special. Opposite page clockwise from far right: The original Jaguar press release of the Golden Jaguar. Bob Alexander's repro Golden Jaguar wire spoked wheels. Bob and his wife, Paula, with his Golden Jaguar. Bob and Paula before the golden cover was removed. All photos courtesy Jim Sambold.



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JAGUAR WILL DISPLAY LATEST MODELS  
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"GOLDEN JAGUAR" TO BE BIG FEATURE



NEW YORK DATELINE. . . . A "Golden Jaguar" will dominate the 1960 showing of Jaguar cars on display at the International Automobile Show in the New York Coliseum April 16 - 24, it was announced here today by Jaguar Cars Inc., U. S. subsidiary of Jaguar Cars Ltd., of Coventry, England.

The "Golden Jaguar", one of Jaguar's new 3.8 Sedans specially prepared for the show, will be genuine gold plate wherever chrome usually appears -- that is, it will have gold trim throughout, gold wire wheels, gold bumpers front and rear, gold window dividers, gold radiator grille and gold door handles.

The car itself will have a hand-finished white body and English glove leather, white upholstery.

Estimated value, if such a car were available to buyers? About \$25,000.

The "Golden Jaguar" is expected to set the theme of Jaguar's display of eight 1960 models, which will be seen in a setting of English flower gardens, Tudor architecture and towering heraldic emblems.

In addition to its 3.8 Sedans, Jaguar will show the latest versions of the Mark IX luxury Sedans and the famous XK 150 line of sports Convertibles and hardtop Coupes.

- more -

APR 9 1960



## 2015 JANE Jaguar Concours d'Elegance

By Jane Murray. Photos by Bill Richardson, Seth Phoenix & Jim Sambold



Saloons were well represented at this year's concours, as seen in this line-up.

Perfect weather leads the list of what made our 2015 Concours such a success! Coming in a close second were the organizations who were major sponsors of the Concours and, by extension, our Club. Jaguar Peabody, part of the Lyons-Waugh Group, is a new sponsor, and we are very glad to have made their acquaintance. SNG Barratt is a long-time sponsor and we were most happy to have them join us once again. Donovan Motors brought two beautiful cars to the event, as well as sponsorship. Jaguar Cars also responded to Jim Sambold's fund-raising efforts.

Neither the weather nor the sponsors would have made a difference, though, without the hard work cheerfully done by so many, many volunteers. It is hard to begin to thank them

all enough! The week leading up to the Concours I tried to check details by thinking through all that happens through the weekend. Here goes the list: My deepest thanks to Ed Hall for repainting many of our field signs and for storing – every year - all the bits and pieces needed for the event; Jan Gill for being the registrar; Don Holden for his work as treasurer of the Club and therefore of the Concours; Sandy Cotterman and Bruce Murray for filling all those goody bags; Tom Finan and his Cape parking team for setting up the field; Sing Hanson and her team of parking referees; Bill Richardson for his photos of all the cars; Betsy and Gordon Taylor-Kennedy for the huge job of managing the hospitality suite; Jim Sambold and his crack team of judges; Prebble Eklof and Deb Richardson for the raffle and silent auction success; the ladies of the scoring team – Patt Centore, Sue Hagopian, Peggy Binder, and Deb Richardson; Bruce for managing all the important numbers from the judging; Richard Gill and Paul Bicknell for an enjoyable roundup of the raffle; Margaret Caruolo for her continued donation of the



Tom & Mary Finan not only volunteer at the concours but they also enter. Here Mary scrutinizes Tom's wheel cleaning abilities on her XF.

awards for Best in Show and Best Driven; Rich Kosinski for another successful Poker Run; Dennis Eklof for all his help packing and driving.

Three of the people mentioned above will not be returning to the tasks they have done so ably for so long. Betsy and Gordon have done such a great job with the hospitality suite for many years, and now it is time to hand the job over to new people. Jan Gill has been an able and organized registrar and we will miss them – she and Richard are moving from Massachusetts.

Many regular attendees were not at the Concours this



Jim Sambold presenting this year's Aldrich Award to Sanda O'Brien for all the contributions she and late husband Ray did for JANE.

year for a variety of reasons. But we had many new attendees from as far away as Pennsylvania. One of these people sent me an email after the weekend saying how impressed he and his wife were with the entire event and particularly with the friendliness and hospitality of our members – they will be back again next year.

This year the Aldrich award was given to Sanda O'Brien and her daughter, Sara, in memory of Ray O'Brien and everything he 'was' to the Club. It was lovely to see Sanda and a fitting tribute to Ray.

Taking home the Best in Show Champion trophy was Bryan Edwards with his 1974 Series III E-Type, and Best in Show Driven was Scott Hansen with his maroon 1950 Mark V DHC. Congratulations Bryan and Scott and all the Class winners. Bill Richardson did the formal photos, of course, and a number of the other photos were taken by JANE member Seth Phoenix, from Vermont. Several are included in this issue, many more are up on JANE's website. Check them out!

Please mark your calendars for the Saturday, August 13th, 2016, Concours. Bonnie Getz has volunteered to be the new registrar. We are looking for a couple who wish to run the hospitality suite.

Looking forward to seeing you next year.



Top right: Jim Sambold awards Best in Show Champion trophy to Bryan Edwards. Bottom right: Bryan Edwards' winning 1974 Series III E-Type. Top left: Best in Show Driven trophy goes to Scott Hansen. Below: Scott Hansen's 1950 Mark V DHC.



**See more Concours photos on page 16**

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## More Concours



**For more JANE Concours & Poker Run photos visit [www.J-A-N-E.org](http://www.J-A-N-E.org)**



## Jaguars at the Larz Anderson Auto Museum's British Car Day

By Carl Hanson. Photos by Bill Richardson

British Car Day at the LAAM is usually a June event, but this year foul weather required a postponement to August 15th. "What?" you say. British cars are born in a country known for foul weather! Let's just say that the cars may be willing, but the owners have an abundance of caution. Besides, the LAAM likes to keep its lawn pristine. So, thanks to the generosity of the organizers of MG Day, we were able to share their event on a hot Saturday in August.

Hot, it certainly was, especially out on the lawn in the direct sun. Because MG's had priority ... after all it was their day ... they got the shaded section under the big trees usually claimed by JANE's early risers and Brookline residents Rod Gilbert and Ray O'Brien. However, in keeping with tradition, Rod secured a place under one of the two small trees that struggle to grow along



the driveway. He was there with his S1 E-Type holding fort with the usual bagels and fixin's. Next to him, also in the shade of the puny tree, was Ray O'Brien's S3 E-Type, brought to the event in memory of Ray, by his friend, John McClain. It sort of felt like keeping up the tradition.



I didn't count, but someone told me there were 40 Jaguars there, clearly an excellent turnout despite the postponement. We were probably outnumbered by the MGs, but not by much. JANE was well represented, as usual, and I will just mention a few. Besides me with my XK120 coupe, John Brady drove up from The Cape in his XK120 drophead. Victor Cromie drove in with his XK140 roadster, Dan Graf and John Darack brought their red XK150 roadsters. Lots of E-Types showed up, including the previously mentioned ones of Rod and Ray. Bruce Murray held court with his much improved Mark 2. XJSs were in abundance, as were modern saloons. Dean and Margie Saluti showed up in their new (to them) XK8 coupe. But what may have been the show stopper

was new member Arthur Gutierrez' XJ220 SuperSport! One doesn't see many of these cars on the road, and here we had one that he drove to the show. Wow! Is all I can say.

Next year let's hope the weather gods look on British Car Day with favor in June. It's an event not to be missed!

**In the end, three JANE members came away with awards. John Brady's XK120 DHC (above, left) won "Best Jaguar." Carl Hanson's XK120 FHC (above, right) won "Museum Choice." And, of course, new member Arthur Gutierrez' XJ220 SuperSport (right) won "People's Choice."**



### Oh No, Not Another EBay Car

Story & photos by Dennis Eklof

After two major disappointments buying cars on EBay, I swore I would never do it again, so it was with much trepidation that Prebble and I boarded the Jet Blue flight to Charleston, South Carolina, on August 29, to try our EBay luck one more time. At least this time we had only a deposit at risk, and if the car failed to meet our expectations we could always lick our wounds and get back on a plane home.

And while the flight got away fine, otherwise the trip started off badly – Prebble clobbered me in our Gin Rummy games on the way down!

So what prompted us to tempt fate once again? Three months of unsuccessful looking for an XK in the local market, and then a beautiful 2007 Indigo Blue over Caramel XK convertible with only 35k miles and an extended warranty through 64k miles. I had been watching the car for a week or so and put in a low bid on the last day of the listing. To my surprise, it was immediately accepted. We were both at our desks in our office when this happened, and I said “I think I just bought a car.” We won’t go into Prebble’s reaction. Anyway, we booked a Jet Blue flight as soon as we could get away – five days later.

In the meantime I began getting even more nervous after email exchanges with the seller. First, he tells me he is not really the owner of the car, it is owned by his father (Rich kid’s abused toy? Bad news. Son helping aged parent sell family treasure? Good news.), so could I have the check made out to Dad. The seller says he will pick us up at the airport. Then in a subsequent email the seller tells me he is going to be out of town over the weekend and his father will handle the deal, and could we please take a cab to where the car is. Well, what else weird is going to happen?

The next email I get is a very friendly one from the seller’s father, Elham Farzan, saying he will pick us up at the airport. I’m feeling a little better.



Our XKs previous owner  
Elham Farzan – what a  
great guy.

Our flight south was uneventful (and yes, Jet Blue does have more room in coach than most airlines), and after a quick call to Elham, he pulls up to the curb in an immaculate high-end Land Rover, so maybe Elham is a car guy. Both Prebble and I quickly warm to Elham, who is immediately welcoming and friendly. He is going to take us to see and drive the car, and then he insists on taking us to lunch – even before we have agreed to buy the car.

We get the car out of the dark garage at Elham’s condo, and as soon as it is in the light I am smitten. It is beautiful and nearly flawless. A little curb rash on three of the wheels, which the seller had disclosed, and just about nothing else. I knew we were buying it within about two minutes. We followed Elham’s LR for a short drive around some city streets and up onto a highway for a few miles, and the car drives magnificently. I am already in love.

The drive ends at a nice little bistro that Elham says is his favorite restaurant. Prebble and I both take Elham’s recommendation of a southern specialty - shrimp and grit cakes in a sweet barbecue sauce, followed by brandied bread pudding. Both are excellent.

During the lengthy lunch we talked about families, kids, and cars, and I can honestly say that we have never made a new acquaintance who so rapidly became a friend. Elham mentioned possibly visiting Boston in the near future with his fiancée; they have an open invitation to stay with us, and we hope they do.

It turns out Elham owns his own engineering consulting company in Charleston, and he bought the car for his son, who

works for his company. Recently his son has gotten into home remodeling and needed a pickup, hence the sale of the XK. Elham didn't even know it was for sale until his son asked him to handle the closure. After lunch we close the deal and agree to split the estimated cost of refinishing the wheels.

As we are leaving the bistro, Elham says he always buys a car with a full tank, and tells us to follow him to a nearby station, where he fills our tank before we depart. How's that for a buying experience – a great new car, a wonderful lunch, a new friend, and he even fills the tank! Oh, and he insists that we keep his tags and insurance coverage until we get back to Boston. I had brought plates off of our BMW and proof of insurance, but if we got stopped somewhere I wasn't relishing the idea of trying to explain why I had the wrong plates for the car.

While Elham is filling the car, he returns a call from his son, and tells him we thought the car was a piece of crap and he was taking us back to the airport!

After farewells, we begin our trip home, top down and loving it. But little did we know that our day's adventures were just beginning. About 20 miles into our journey I decide I need to apply some sunscreen, which is in my black bag on the back seat (OK, I admit it – it's a purse). I reach around and fetch the bag and there is an immediate flutter of papers, and we see in the rearview mirror pages flying out of the car. The bag was holding down the folder of papers, including the title, bill of sale, registration, etc. Traffic is heavy so it takes me a little while to maneuver to the side of the road. I retrieve the folder from the back seat and it is almost empty. Missing are the really vital things – the title and bill of sale. There is nothing to do but walk back and try to retrieve them, so off I go along the side of a six-lane freeway, examining every piece of flotsam and jetsam, looking for our missing papers. After about an hour and about three miles I have seen nothing. At that point I was sure I had gone back well beyond where I think the papers blew out, so I cross to the median and begin the trek back to the car.

Meanwhile, Prebble is still sitting in the XK on the side of the road, by now reading the car's manual to see how to put the top up. Sitting still, it was quite hot with the top down. She also wanted to back up a ways to try to make my return to the car a little shorter. But every time she put the car in reverse, it gave some sort of warning message and would not move. She eventually figured that out from the manual, but it turns out there was a busy entrance ramp to the freeway a few hundred yards back, making it unsafe to try to back the car across that anyway. Of course, my cell phone is still in the door pocket, so no way to call me. One person did stop and back up to where the car was parked to see if she was in trouble and needed help.

About halfway back to the car I get my first visitor, a young man who pulled onto the median about  $\frac{1}{4}$  mile from where I was walking. As he approaches, I say "Well I guess Saturday is the day to walk on freeways in South Carolina." He says he stopped to see if I was OK. He works with elderly people suffering from Alzheimer's and dementia and they are often found wandering where they are not supposed to be. I explain things and tell him to come back in a few years and maybe I will need him.

My next visitor is, appropriately, a Jaguar, a white Vanden Plas, whose driver is also curious about why I am walking up the median.

My final visitor was one I was expecting all along, a South Carolina state trooper, who tells me I cannot walk where I am walking. I explain my situation to him and he proposes that we drive along the inside breakdown lane slowly, with lights flashing, while we look for the missing papers. Sure enough, we stumble upon one of the papers from the folder, unfortunately one of little value. No sign of the title or bill of sale.

When we get back to the XK it is an hour and a half since I had set out, and we have nothing. I am having visions of going back to Elham and asking him to file for a duplicate title and process the entire sale again. Meanwhile, the British Invasion will have come and gone with the XK unregistered in our garage. Boo Hiss.

*continued on page 20*

Out of desperation and lack of any other obvious alternative I move Prebble's seat forward, and lo and behold, I see a bit of white. It turns out that while some of the papers did indeed blow out of the car, the important ones had blown under the front passenger seat! At the time, in the rearview mirror it looked like there were literally tens of pages blowing out over the boot, and the possibility they had blown through the tiny gap (you know how XKs are) in front of the back seat and completely under the front seat never occurred to either of us.

Needless to say it was a sheepish and embarrassed return walk to the trooper's car. He was quite gracious, gave us two certificates for free Chick-fil-A sandwiches (how weird is that), and went on his way, but I can only imagine what he had to say to himself or to his colleagues after he left.

By now it is five o'clock and we began thinking about how far we would travel that night, so we stopped at the next rest stop to reconnoiter possible Bed and Breakfast Inns. After two "fully booked" responses to phone calls, we dialed *Rosewood Manor House* in Marion, South Carolina. "Hi, this is Gary," came the response, and indeed, Gary had a room available, but Gary said he was out running errands and would not be back at the inn until about 7pm. Perfect, our GPS said it would take us until 7pm to get there anyway. Off we go toward Marion.



Innkeepers Gary McKeel and John Cunningham with Prebble at breakfast.

As we are driving past the inn looking for the driveway, the phone rings and it is Gary, asking where we are and saying they would be at the inn in five minutes. Sure enough, at about 7:05 an Equus (Hundai's answer to Lexus/Infiniti) pulls up and out steps Gary and John, our innkeepers. We found out later that Gary was not running errands, he and John had been to the beach for the day and were on their way home.

Prebble and I have stayed in many bed and breakfast inns over the years – it is our preference for overnight accommodations – but this one was really unique in every respect. John and Gary welcomed us like family (we were the only guests that evening). Gary immediately opened a very nice bottle of red wine and poured glasses for the four of us. Then it was off for the house tour, and it was spectacular (see photos). We went through the parlor, the library, the salon, the

dining room, the kitchen, and each of the five guest rooms on the second floor. Each room was beautifully decorated and loaded with all manner of *Objet D'art*, with a heavy emphasis on Chinese and Vietnamese items. The walls were hung with some magnificent art work, including some originals by Marc Chagall and other notable artists. It was almost overwhelming. You could spend hours in any of the rooms just trying to take in the plethora of wonderful art objects. Definitely not your usual B&B décor.

Marion being a relatively small town, there were not a lot of dining options, and since we didn't book ahead, Gary, who acts as the chef, was not in a position to prepare a meal. In the end John proposed to get some carry-out from the best local restaurant and we would all dine together at the inn.

During dinner, which ran until 10:30 over considerable wine intake, we learned a lot more about Gary and John. Gary is a chiropractor with a practice in Greensboro, North Carolina, and John is a furniture designer and interior decorator, whose main business is in High Point, North Carolina. They spend their weekends in Marion. John spends about four months each year



Two interior views, the parlor, and the main entry hall from the second floor.

in China and Vietnam, where his company has furniture manufacturing facilities, and during these trips he shops for antiques and art objects of all kinds. John also moonlights as an interior decorator and has decorated many high-end houses across the East Coast. The conversation over dinner ranged from families (both have grown children, as we do), through travels, and how they started their current business. The Inn had been operated as a B&B for some time, but John and Gary bought it only in 2014 and spent the next 47 weeks completely renovating the place before reopening early in 2015. Oh, and we also talked about cars. Gary owns an 87 XJS V12 TWR edition that he says needs restoration, and they even had a really cool original painting of a MkIV leaper. Gary said there was no white paint used in it, just many shades on white canvas.



**Prebble and I with Gary before departure, in front of the inn.**

On Sunday morning we had a late, leisurely, and absolutely delicious breakfast prepared by Gary as we continued to visit in the kitchen while he cooked, and we didn't really get on our way until about 11:00 o'clock. It was a fabulous way to spend an evening and morning. They were greatly amused by our story of our official papers fluttering out the car, and made a big deal of making sure the folder was securely under our bags in the boot when we left Sunday morning. Gary packed us some delicious homemade banana bread to munch during our travels.

The rest of the trip was for the most part relatively uneventful. We got back on I95 north, but things were not so pleasant. Sunday afternoon traffic was heavy and building, and driving was a royal PITA – so we blew it off. I knew of I81, which runs along the western edge of Virginia, West Virginia, and into Pennsylvania, so we took off across Virginia on secondary roads headed for I81. During the drive we get a call from Elham, just checking to see if we were doing OK with the XK. Add that to your used-car-buying-never-happens list.

The drive through rural Virginia was wonderful and the XK an absolute dream. Another B&B in Waynesboro, Virginia, accounted for Sunday night.

On Monday morning we decided to play tourists and made a stop at nearby Monticello, and a leisurely run up Skyline Drive in Shenandoah National Park took up the afternoon. If you are ever in that area, the Skyline Drive is a windy, hilly, limited access park road that runs along the top of the Appalachian mountains for about 105 miles (Waynesboro to Front Royal) and is absolutely beautiful. And on a Monday it was nearly deserted and a blast to drive.

Another B&B in Greencastle, Pennsylvania, on Monday night, and the next day it was time to head for home, up I81 to Scranton and then I84 to the Mass Pike. As we neared home late Tuesday afternoon the phone rings, and it is Gary inquiring about how our trip has gone since Sunday morning. We arrived home around 5:30pm after a total of about 1350 miles, and we did it all with the top down except about 100 miles across I84 in Connecticut, where traffic was miserable and it was 94 degrees.

And whoever thought the XK was not an economy car? Running in the high 70s we averaged over 27 MPG – our most economical car! Now all we have to do is come up with a name to go with Victoria (2001 VDP) and Elizabeth (1967 E-Type).



**Prebble and I with the Tree Street Inn's mascot on Monday morning.**



Should you ever be in the area, we can highly recommend the *Rosewood Manor House* in Marion, South Carolina ([www.rosewoodmanor.com](http://www.rosewoodmanor.com) – tell Gary we sent you), the *Tree Streets Inn* in Waynesboro, Virginia ([www.treestreetsinn.com](http://www.treestreetsinn.com)), and the *White Hall Manor* in Greencastle, Pennsylvania ([www.whitehallmanorbb.com](http://www.whitehallmanorbb.com)).

See you at the British Invasion next week.



Beautiful car, beautiful scenery, beautiful weather, and almost no cars on the Skyline Drive in Shenandoah National Park on Monday afternoon.

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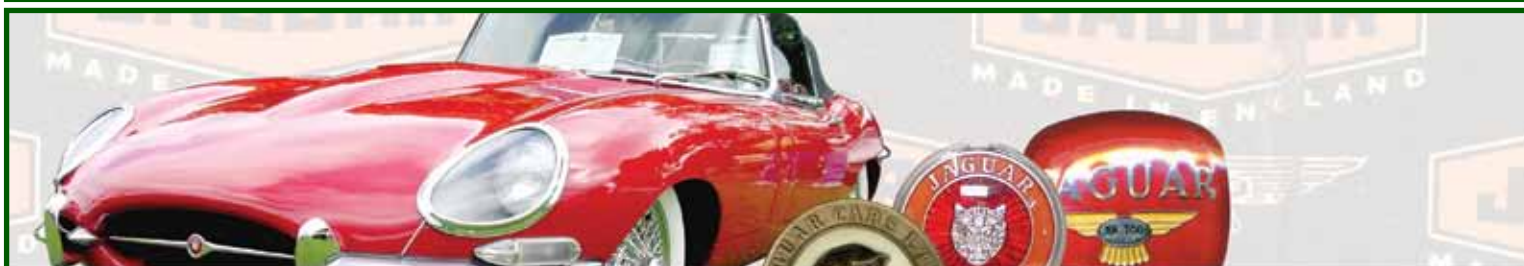
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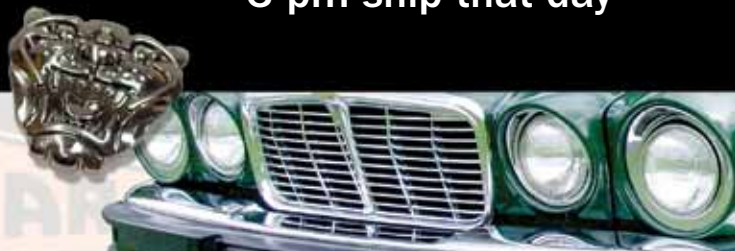
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## Cars For Sale



**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@lxblaw.com](mailto:swlang@lxblaw.com). (7/15-9/15)



**1971 Series III E-Type - Price reduced!** 2-door coupe. V12, manual gearbox, 52,572 miles, new tires, many spare parts. Regency Red with black interior. This car has won many JCNA trophies as best in class. \$50,000. Ad placed by Ben Sava, 43 Windmill Lane, Arlington, MA. Phone: 781-641-0507. (12/14)



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**1968 E-Type OTS** - Beige, brown cloth top, beige interior. JDHT certificate. Converted to covered headlights & triple SU's. New paint over straight body, good shut lines, new weather stripping. Excellent chrome front & rear, original chrome doors & wind screen, very good. Chrome wire wheels, red line tires, spare included. Seats, soft & supple, no rips or tears, rugs good. Starts easily runs strong and cool. Some

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**1973 Series III E-Type OTS** - 5.3L, same owner for 20 years, beautiful paint & interior, 2001, 2012, just had major service in 2015 by Brookline Jaguar, all awards, maintenance records available, specific manuals, charts, diagrams, etc. go with car. Asking \$100,000. Location: Brookline, MA. Ad placed by Sanda O'Brien. Email: [sanda.obrien@comcast.net](mailto:sanda.obrien@comcast.net). Phone: 617-899-5070. (8/15)



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