

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

October 2017

www.j-a-n-e.org



British Invasion 2017

Again this year several JANE members made the pilgrimage to Stowe, Vermont, and the annual British Invasion. From Friday night to Sunday afternoon there were crowds gathered, music playing and automobiles galore. Details start on page 14. Photo by Brian McMahon.

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October 2017 Volume 19 Number 10

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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www.j-a-n-e.org

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



JANE membership as of September 27, 2017, has grown to 297, which includes 278 full and 12 associate members. My vision of 300 members for 2017 is so, so very close. One member suggested that I simply round the number up!

The British Invasion was a great success for all who attended, and there was a fun-filled evening gathering at “the house,” with 42 attendees enjoying a great steak dinner. We had superb weather, that is no rain but maybe a bit too hot. Upcoming is the Fall Slalom, followed by the Lobster Tour in my neighborhood. Yes, I coordinate that event, but why not go on one of our driving tours while the good weather is still with us. For planning purposes, there is yet another driving tour on the North Shore in early November.

We continue to have potential new members who have guest memberships as they get to know more about JANE online, and even better by attending our events. We now have 28 “guests” with 90-day

memberships. JCNA also sends contact information for Jaguar owners looking for a local club, and copies of those emails also come to me for follow-up.

Renewals

Yes, that time of year is coming up fast. We already have 17 members who have renewed for 2018! Early renewals are really great for JANE by minimizing mailings and YES, much appreciated by your Membership Chairman.

Mailing

Just a reminder, “snow birds” now have the option to add a winter mailing address to their profiles. This can be done by each member online or by advising your Membership Chairman. This feature will be included on next year’s renewal forms, when it may be easier to enter “snow bird” mailing addresses.

Car Badges

Please contact me directly to order your new Car Badges. Remember that Car Badges make great gifts. They are available at the price of \$45 each, unchanged from the past. I always bring a few to our club meetings as well. Two badges have been purchased in the last month.

Name Badges

And for clarification, any member desiring a Name Badge, please contact Ed Avis, eavis46015@roadrunner.com, or 207-737-8258. Ed can provide a badge if you are a new member or an existing member requesting a replacement name badge.

Cheers,
Howard Kalet

Welcome New Members

Paul & Alyse Bettinger
Charles Giroux

Keene, NH
Arlington, MA

2018 F-Type Convertible
1990 XJS Coupe

Upcoming Events

2017 JANE Events 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

Date	Event	Location
October 7	JANE Road and Lobster Tour	Portsmouth, NH
October 12-14	JCNA 2017 International Jaguar Festival	Lanier Island, GA
October 14	JANE Fall Slalom	North Andover, MA
October 25	JANE Monthly Meeting – Joanne Price	Wayside Inn, Sudbury, MA
October 28	Open House at Don Moore's Garage	Wakefield, MA
November 4	JANE North Shore Tour	Salem, MA
November 15	JANE Monthly Meeting – Thanksgiving Dinner	Wayside Inn, Sudbury, MA
December 3	JANE AGM and Holiday Party	Vesper Country Club, Tyngsboro, MA
	2018	
January 24	JANE Monthly Meeting – Russ Rocknak	Wayside Inn, Sudbury, MA



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Upcoming Events

October Monthly Meeting Wednesday, October 25, 7pm

Longfellow's Wayside Inn, Sudbury, MA

Join your fellow JANE members for dinner and a great guest speaker, Joanne Price, from Color Plus, who will enlighten us as to the correct method of restoring worn and tired leather in your classic cars.

Color Plus is widely recognized as a leader in the leather restoration and refinishing products business. Many JANE members have used her products with great success, and we have had many requests to try to have Joanne back for another presentation. We've got her for October!

More information on the calendar on the JANE website, and you may also register there to attend.



JANE Road and Lobster Tour Saturday, October 7, 2017

The Lobster Tour trip is scheduled for Saturday, October 7. We should all plan to meet at 9:30 at the Portsmouth Traffic Circle (see JANE website for directions) to begin our tour south along the scenic New Hampshire coastline.

After touring along the ocean and beautiful coastal homes, we will turn northward onto back roads of North Hampton and Rye. The tour will then pass through downtown Portsmouth and cross along the southern Maine coastline. Unfortunately, it will probably be a bit early to catch the beginning of the fall foliage season, it all depends on the ever changing New England weather! The tour will continue up the coastline through Kittery and York to the Nubble Lighthouse. We will gather for lunch at Fox's Lobster House. Of course, local Maine lobster, haddock, scallops and chowdah, as well as other local favorites, will be available.

One new addition for this year's tour will be a trip to the beautiful Fuller Gardens in North Hampton. The Gardens are a short drive south after lunch and promise to add a wow factor to the trip.

Other after-lunch options include shopping at the Kittery Outlets, or wandering through picturesque downtown Portsmouth. Additionally, for those interested in staying in the area until dinner, there are great restaurants in Portsmouth.

Upcoming Events

2017 JANE Fast Fall Slalom

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 Fall 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 yummy snacks supplying sustenance.

Help make the Fall Slalom a party. Here are the details:

DATE: Saturday, October 14 (**rescheduled from September 23**)

TIME: 10:00-11:00 AM – Registration, Tech, Course Walkthrough, and Instruction
11:00 AM-4:00 PM – Slalom

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

RSVP: Paul Bicknell: 617-924-6355 or pab@mitre.org
Richard Kosinski: 978-685-4111 or richardkosinski@comcast.net
Glen McLachlan: 508-947-0313 or ggmclachlan@verizon.net

FOOD: We plan that there will be coffee/donuts in the morning and a sandwich platter for lunch

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



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Upcoming Events

Open House - Don Moore's Garage Custom Transportation, Wakefield, Massachusetts October 28, 2017 - 9am to 11am

Come join fellow JANE members for Cars & Coffee at Don Moore's shop, "Custom Transportation," at 145 Foundry Street, Wakefield, Massachusetts, on October 28.

Don has been servicing and refurbishing vintage Jaguars for years. Whether it's a full engine rebuild or changing the gear ratio on your E-Type's differential, Don is the go-to guy. If you haven't been to Don's, this will be a great opportunity to evaluate his services without making a commitment.

Don has extensive experience in these and many other repair areas in servicing classic Jaguars.

Come join us for a couple of hours and see for yourself, talk to Don about his current projects and others he has completed. You might even get a look at Tom Larsen's' 1964 Shelby 289 Cobra. We are sure you will be impressed.





JANE North Shore Tour Saturday, November 4, 2017

JANE member Biff Michaud has planned an exciting driving tour of the North Shore for us, with a special event exclusively for the members of JANE. This tour is one for which reservations are a must, as we are going to need to know exactly how many will be attending. So please register ASAP if you plan to participate.

Because of the intricate itinerary handbook that we will be following, each driver should have a navigator for the tour. Biff, who is the CEO of the Salem Witch Museum, has planned the tour up the historic coastal route through Beverly Farms, Manchester by the Sea, to Essex, Massachusetts. The tour includes:

- Private tour of the Salem Witch Museum. <https://www.salemwitchmuseum.com/>
- Drive by historic mansions and points of significant interest between Salem and Essex.
- Tour Paul Russell Company. Paul Russell is one of the world's top restorers of such vintage automobiles as Mercedes, Ferrari, and Bugatti. <https://paulrussell.com/>
- Lunch at Woodman's of Essex, known for their fried clams, lobster, and other seafood delicacies. (You may pay your food and drink bill separately.) <http://www.woodmans.com/>

It is important to note that Paul Russell rarely opens his shop for club tours, but Biff has arranged this for us. As an acknowledgement of Mr. Russell's welcoming JANE members, we want to do something to show our appreciation. Mr. Russell is on the Board of Directors of McPherson College in Kansas. For more information see www.mcpherson.edu. This is a place where future restoration professionals can receive a well-rounded education and guidance in correct restoration techniques for automobiles like ours. Your contribution of \$10 per person and an additional amount from JANE's treasury will fund a scholarship for a deserving student on behalf of JANE and Paul Russell.

If time and interest is great enough, some may want to continue on to see Biff's collection of beautiful classics, up the coast in Salisbury. This is an option that we have enjoyed before. It would add about an extra hour to your day.

This is a full day's event. We have to be in Salem at the Salem Witch Museum no later than 9:15am, as the day begins with a private tour of the museum, hosted by Biff. The Salem Witch Museum is Salem's most-visited museum and the third most-visited museum in Massachusetts.

See you in Salem in November!



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Upcoming Events

JANE 2017 Holiday Party & Annual General Meeting

Sunday, December 3, 2017

**Vesper Country Club
185 Pawtucket Blvd.
Tyngsboro, MA 01879**



Event Schedule

3:00 - 4:00 pm - Cocktails (Cash Bar)

4:00 - 5:30 - Annual General Meeting

5:45 p.m. - Buffet Dinner

After Dinner: Yankee Swap

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

Dress is Business Casual (please, no jeans at Vesper)

*Online registration will be available toward the end of October, as soon as all the final plans are made with Vesper, which will confirm the cost of the dinner this year.

A Conversation with Tom Larsen

Words by Chuck Centore, photos by Bill Richardson

JANE's September monthly meeting at the Wayside Inn again drew record numbers to listen to one of our members talk about collecting vintage cars. Tom Larsen sat before 60 members and spoke about how he started collecting. While at the time I am sure he had no idea what was to come in his life, Tom coveted his neighbor's '55 Thunderbird. After discussing his desire to purchase it, he acquired the car with some cash and a small loan. This was the beginning of the journey that Tom has been on for quite some years.

While we were planning to have Tom talk about only several of the special cars in his 15-car collection – the Aston Martin DB4 Coupe, the Austin Healey BNI, and the Gunmetal Gray 1967 Jaguar E-Type – one story led to another, and I believe he eventually spoke a bit about most of the cars in his collection. We had the audience hooked listening to Tom spin yarn after yarn.

Tom had an interesting story about his 1964 Shelby Cobra. It turns out the car was a movie star, as it was used in the Anne Francis "Honey West" television series in the '60s. The Cobra had a five-digit CX VIN number and Tom wondered if he could possibly find a 1964 five-digit plate with the same number. He did some checking and found that there was a plate that someone owned, but he could not get anyone to tell him who or where in Massachusetts it was. He pulled some proverbial strings and found the owner only a few miles away. He called and asked if they would be interested in selling the plate. They said they might and were willing to discuss. Tom and Nancy, loaded with good intentions and some homemade cookies, went to see this fellow, and after explaining why he wanted the plate, they agreed to pass it on to Tom. When he asked how much, they smiled and said they did not want anything for the plate and were happy to help.

Just about every one of the cars in Tom's collection has the correct year of manufacture plate. He claims he collects vintage license plates.

Tom also spoke a little about why there are only 15 cars in his collection . . . Space, space, space! Tom has several very well kept climate controlled garages with the walls covered with memorabilia for each car. You know, things like trophies, advertising posters, letters from previous owners. In front of some of the cars are small glass replicas of the car with a plaque claiming to be a gift from Dennis Eklof.

One neat setup in Tom's garage is an individual laser mounted on the ceiling, which shines its light down onto the dash of each car to indicate that it has been properly driven into the garage. These cars are in beautiful condition and Tom drives as many as he can. He claims there's not a garage queen in the lot. He's even taken the Cobra to a JANE Slalom to try his hand at slalom racing.

While Tom was able to bring only one of his cars to the Wayside Inn for our meeting, plenty of other JANE members brought some beautiful cars for an impromptu car show on the lawn.

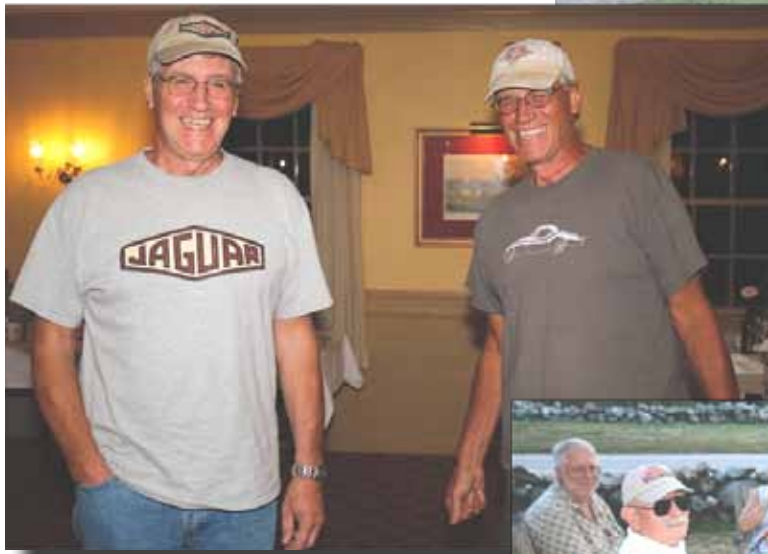
Tom does not live too far away and has invited anyone in the club to give him a call and come over to see his collection. He claims that he gets more enjoyment in showing off the cars than anything else.

Some of Tom's other cars of note are a 1954 Mercedes 300SL Gullwing, which by the way, just won a special award presented to Tom by Mercedes Benz Classic Center by Jeff Cote at the 2017 Boston Cup held in September of this year. In addition, there is a 1957 Porsche Speedster and a spectacular 1967 Ferrari 330GTC. There are other cars in Tom's collection – a 1965 Ford Mustang convertible, a 1930 Ford Deluxe roadster, and even a 1963 Split Window Corvette Stingray.

It was not an all-car evening. We had a great buffet-style dinner, and because so many members and friends showed up to listen to Tom, we were able to move the party into the main dining room, which was a welcome

relief from trying to stuff 50 plus people into a room designed for 40 people.

We have interesting events each month. See the JANE calendar for details.



JANE at British Invasion 2017



Bonnie Getz photo

By Dennis Eklof

The XXVII annual British Invasion turned out to be a gorgeous weekend and, as always, JANE was well represented. We did miss the two beautiful cars usually brought by Tom and John Brady, who had family commitments for the weekend, but we still had nine Jaguar winners on the field!

Don Holden, First Place, Class 48 (49-61 XKs), 1956 XK140 OTS
Ken and Naomi Coleman, First Place, Class 50 (55-68 Small Sedans), 1962 Mk 2

Bob and Mary Beth Gosende, Second Place, Class 50, 1964 Mk 2
Kevin and Robin Collins, Third Place, Class 50, 1959 Mk 1

Steve and Jan Wetzel, Second Place, Class 53 (Post 1987 Sedans), 88 XJ6

Matt and Amy Mughnerini, First Place, Class 54 (Series I E-Types), 66

E-Type OTS

Don and Karen Irving, Class 55 (Late E-Types), Series II 2+2

Nancy Rousset, First Place, Class 72 (Friday Registrations), 1970 Series II E-Type

Glen McLachlan, Second Place, Class 72, 1954 XK120 MC

Other JANE winners for the weekend were:

Don Holden and Susan Bagnara, Best British Celebrity Costumes



Gus Niewenhous and Michelle Dickson took Best Costumes in the Tailgate Competition. Photo by Bill Richardson.

Bob and Mary Beth Gosende, Blue Competition of Colors, 1964 Mk 2
Gus Niewenhous and Michelle Dickson, Best Costumes in the Tailgate Competition, using Gus's 1973 Rolls-Royce Silver Shadow



Ya, baby! Don Holden and Susan Bagnara received Best British Celebrity Costumes for these Shagadelic outfits. Photo by Jim Sambold.

This year the winners were not announced until 10 o'clock Sunday morning, by which time some of the winners had already hit the road home. The change was made out of necessity, as the new scoring system, tried successfully at the 2017 Bristol event, proved to be inadequate for the number of participants in Stowe.

Nonetheless, it was a fine weekend, and if you missed it, be sure to mark your calendar for 2018.

JANE Barbecue at British Invasion

By Dennis Eklof

Once again, for 2017 the Birch Glen House (run by the Stowe Motel) was ground zero for JANE's British Invasion activities. For those of you not familiar with the ritual, the Birch Glen House accommodates about ten people and has for a number of years been shared by various JANE members from Thursday through Sunday surrounding the British Invasion weekend. First organized by Tom Brady and Terri Gassner, Prebble and I assumed that responsibility about five years ago. This year's Birch Glen residents included Prebble and me, Carl and Sing Hanson, Howard and Joanne Kalet, David Moulton, Jim Sambold, Bonnie Getz, and Nancy Rousset.



The Mark 1 (left) was the first small saloon, followed in 1960 by the Mark 2 (right) Photo by Bonnie Getz.

For the last several years we have taken to avoiding the Friday night Street Party (been there, done that) and gathering for dinner at the Trapp Family Lodge, and this year our party for dinner numbered fourteen. We had a fine meal and a fun time. If you are in Stowe on Friday night next year you might consider joining us.

Since JANE started renting a house, those staying there have hosted a barbecue on Saturday night, and this year 43 JANE members came over for a casual meal of grilled steaks, baked potatoes, roasted onions, corn on the cob, and salad, plus other snacks. Our thanks to Robin Collins, who contributed cookies for dessert. Beer and wine was also there in abundance.

People begin drifting in around 5pm, after leaving the field, and this year I think the last guests left around 11pm. I think it is safe to say that no one left hungry, and everyone who attended had a fun evening.

Many thanks to everyone staying at the house for pitching in to help prepare and clean up, and to those who brought various snacks, desserts, and booze to supplement the basic fare. Most of all, thanks to Prebble for doing the meal planning, buying all the needed food, and for driving the "Chuck Wagon" to Stowe while I played on the wonderful Vermont back roads on the way to Stowe, this year with my newly-resurrected MGA!

We have already booked the Birch Glen House for the 2018 British Invasion. If you are interested in being on a waiting list to stay with us next year, let us know in case any of the 2017 occupants change plans for 2018.



Driving in style Friday evening to dinner at the Trapp Family Lodge are Bruce Murray, Jim Sambold riding shotgun and Sing and Carl Hanson cozy in the back seat. Photo by Bonnie Getz.

**See more British Invasion photos at
www.j-a-n-e.org**

More British Invasion

Editor's note: JANE's Brian McMahon attended the 2017 British Invasion and shot some wonderful and eclectic photos of the entire event, not just Jags. So for those who either don't get beyond the Jaguar section or have not been to a British Invasion, here's a little eye candy. Thank you, Brian!



Clockwise from top left: Martha McMahon learned from a professional (Michelle Dickson as the Queen) how to perform the royal wave: rotate your wrist from side to side, as if you were screwing in a lightbulb. At the Friday night Block Party a great rock band performed many Beatles and Rolling Stones hits. A Best in Show winner at previous classic car events, this XK150 has been disassembled and rebuilt by hand. That's a far cry from the way the factory slapped it together originally. This Austin-Healey "Bugeye" Sprite towed a Triumph motorcycle down from Canada.





Clockwise from above: A beautiful 1953 Rolls-Royce, restored and regularly driven. But inside, no Bluetooth connectivity! No GPS! How did the previous owners ever cope? When your MGB runs out of trunk space, add a secondary trunk in the form of the rear third of another MGB. Retreat fit for a queen: on vacation, why stay cooped up in drafty Balmoral Castle when you can explore your whole realm in this Range Rover, complete with a cozy royal pup tent? A Royal Army armored personnel carrier took the field on Saturday. Designed to transport six Redcoats into battle, it is now a privately-owned and legally registered VT vehicle. A recent Aston Martin Rapide sedan bearing NH registration "BLIMEY". Basically a sedan version of the DB9 sports car, this is how Mrs. James Bond delivers young Trevor and Nigel Bond to elementary school every day. Deloreans were actually built in Northern Ireland, part of the UK, because the local government was desperate to create manufacturing jobs and offered the car company extensive tax credits.



Preservation of a Special XK120

By Carl Hanson

Jaguar, an iconic brand in the automobile world, is known for cars with beautiful design and outstanding performance. The embodiment of these attributes is one of the company's most famous models, the XK120. This sporty roadster created a sensation when it was introduced to the public in London at the Earl's Court Motor Show in 1948. That the prototype would take the automotive world by storm was unexpected by Jaguar's Chairman, William J. Lyons, who intended the exhibited car only to showcase a new engine for powering the company's future saloons. Recognizing a potential market, however, Lyons and his staff got into serious production mode and the rest is history. This is the story of one of those beautiful XK120s that represents Jaguar heritage at its best.



Bernie Yurt's XK120. Photo from JANE Archives.

Bernie Yurt and his XK120

Massachusetts native Bernard ("Bernie") Yurt was an Air Force veteran of the Korean Conflict, serving from 1948 to 1953. The following May after Bernie returned to the Boston area, he bought a new 1954 Jaguar XK120 roadster, or in Jaguar parlance an "OTS" – Open Two Seater, from Foreign Motors of Boston. According to the invoice, he paid \$3,395 including tax. The car was painted in Dove Grey with Tan interior, and interestingly had blue painted wire wheels. It was one of 222 left hand drive OTSs produced in December 1953.

Bernie was an enthusiastic driver of the car, as well as a careful maintainer. He attended car club rallies and gatherings all over New England. Influenced by the "Gathering of the Faithful" by the MG "T" Register, he wondered whether there would be interest in a similar venture by owners of XK sports cars. His first effort to form a Jaguar club here in New England was to place a small ad in the Sunday classified section of the *Herald Traveler* (a Boston newspaper) on June 16, 1968:

"XK Jaguar Owners....Register your XK in this New England assn. for details send name & address to Ben Yurt, 148 Longhill Rd., Franklin, Mass."

He received six initial registrations as Charter Members, with two XK120s, two XK140s, one XK150, and one XK-E. Soon after, three more members joined with an XK120 (alloy!), an XK140, and another XK-E. Bernie named the group New England XK Association (NEXKA) and announced the first "gathering" in the Sunday *Herald Traveler*, September 8, 1968. The meeting site was the Red Barn Steak House in Millis, Massachusetts, on September 15, 1968, followed by a driving tour ending up as a picnic at West Hill Dam near Uxbridge. A caravan of seven cars with 11 members participated in the tour. Among the photographs taken that day is one showing Bernie's XK120 following an XK-E.



First NEXKA Gathering. Photo from JANE Archives.

Attendance at NEXKA gatherings grew to 27 members by November 1969 and 44 at a Concours d'Elegance, called "XK Day," on the lawn at the Larz Anderson Auto Museum in July 1970. By this time Bernie's XK120 featured a new Massachusetts license

plate, "ONE-20," for the remainder of its days in the Commonwealth.

NEXKA was an active club, with seven meetings during its first year alone. The following years included meetings, rallies, hill climbs, and a concours every year up to 1984. Bernie and his XK120 participated in nearly every event! He loved to **drive** that car!

By 1986 it became clear that the name NEXKA was no longer appropriate. The last of the original XKs, the XK150, ended production in 1961, and the XK-E, which ended production back in 1975, was called the E-Type. The club needed reorganization with a more inclusive name and consequently became the Jaguar Association of New England (JANE). The updated and



Bernie's XK120 in the 1972 Hunnewell Hill Climb. Photo from JANE Archives.

revitalized club continues to this day as one of the most

active Jaguar clubs in the country. Bernie Yurt continued to participate with his car in club events whenever he could, including the JCNA Biennial in Stratton Mountain, Vermont, and the JANE Concours in Boxboro, Massachusetts, in 1998. Due to declining health, Bernie drove his car less and less in time and sold it a few months before his passing. His last email message to then club president, Carl Hanson, on December 1, 2007, was ". . . I just sold my beloved Jaguar. Boo Hoo."

It is interesting to consider the concept that Bernie Yurt, the man, and his XK120, the car, together were the founders of NEXKA/JANE. Without his enthusiasm for his car, Bernie would not have organized the club. The appearance of that Dove Grey XK120 at a club event meant that Bernie was in attendance. It became an icon for the organization, especially during the early years of NEXKA/JANE.

New Owners of Bernie's XK120

Bernie sold his beloved XK120 to Cooper Classics, a respected vintage automobile sales facility in Greenwich Village, New York City. From there the car was sold to J. D Classics in England, a company that specializes in restoration and maintenance of vintage sports cars.

And here is where the story gets interesting. Mitch and Kim McCullough, from New Jersey, were looking for the right car to drive in the 2015 running of Italy's famous Mille Miglia. Both McCulloughs are well-known car enthusiasts. Kim grew up with special cars in the family driveway. Her dad was in the advertising industry and ran the advertisements for VW, Porsche, and Audi back in the '60s . . . yes, the famous VW magazine ads that caught everyone's attention. Now she is Vice President for Marketing at Jaguar Land Rover North America. What's more, she is an Associate Member of JANE! Mitch is an automotive journalist and a vintage racer. He was a sports car enthusiast in college and later worked as public relations manager for Jim Russell Racing School, and later for Mazda.

Mitch and Kim knew where to look. J. D Classics in England are well known for supporting the Mille Miglia with well-prepared cars that meet the rigorous qualifications for being accepted at that prestigious event. Jaguar XK120s have the appropriate heritage and were the



Bernie's XK120 at "XK Day," July 18, 1970. Photo from JANE Archives.



The XK120 at J. D Classics in England. Photo from J. D Classics.

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McCulloughs' preferred choice. They flew over to England to review the selections and were taken with Bernie's XK120. The faded paint, the well-worn interior, along with all the original documentation from day one made this car attractive to them and they ended up buying it. As part of the sales package, J. D Classics agreed to prepare the car for the rigors of Mille Miglia and to support the McCullough Team during the contest.



Kim & Mitch underway in the Mille Miglia.

Mille Miglia 2015

Preparations for the Mille Miglia required some modifications to the old XK120, dubbed "The Old Girl" by the mechanical staff, including an aluminum radiator, upgraded water pump and electric fan for improved cooling, updated wiring, an alternator to replace the original generator, modern hose clamps, stronger wire wheels with radial tires, and some other electronic additions. Once ready, the car was shipped to the starting point in Brescia, Italy, to be re-introduced to the McCulloughs.

Mitch wrote an article, "The Most Beautiful Race," describing their experience in the October 2015 issue of *Hemmings Sports & Exotic Car* magazine. The McCulloughs completed the four-day course with a respectable 272nd place out of 364 that finished. Nearly a hundred more cars did not finish. According to Mitch, their XK120 was up to the task and performed flawlessly.

Pebble Beach 2017

In 2016 the car was entered in the Radnor Hunt Concours, where it won the Historic Vehicle Association's preservation award. Someone suggested the McCulloughs try for an entry in the prestigious Pebble Beach Concours Post-War Preservation Class. Their entry was accepted and the McCulloughs got to work to gather all available documentation about the car, including material from JANE archives.

A few problems faced them, however. Many of the improvements to make the "The Old Girl" survive the Mille Miglia rendered it questionable in a Preservation Class. Consequently, these modifications had to be reversed. Graham Engineering & Motorsport of Clifton, New Jersey, was tasked with the replacement of the vintage parts, many of which had been retained in storage.



"Old Girl" on the Tour d'Elegance Photo by Kevin Whalen.

It is interesting that there are few guidelines regarding the meaning of "Preservation Class" for the Pebble Beach Concours. Consequently, the McCulloughs adopted the philosophy that the car should be equipped and maintained in a manner consistent with the era when it was used. The preparations paid off. The "Old Girl" ran perfectly in the 70-mile Tour d'Elegance and was later awarded second place in its class. A full story about the restoration and the Pebble Beach experience appears in the September 18, 2017, issue of *Autoweek*.

Future Shows and Events

The McCulloughs intend to continue driving and enjoying "The Old Girl." Among their plans are to bring it to JANE's 2018 Concours d'Elegance as an added measure in celebration of the club's 50th Anniversary. Bernie would be proud to have it with us one more time.

British Cars of New Hampshire Reliability Run

By Dennis Eklof

In early September, several JANE members entered the British Reliability Run that was held by the British Cars of New Hampshire club. Entering from JANE were Prebble and me (1962 MGA), Nancy Rousset (navigator in Kim Dougherty's MGB), Norman Michaels and Charlotte Mandell (1966 Jaguar S-Type 3.8), and Bob Mitchell and Joyce Heck (Mk IX), and we had a blast.

Prebble and I were very late signing up, and my first inquiries with the event organizer, Bob Dougherty, were not encouraging -- the event was full up and closed. But I kept begging, and after securing lodging at a nearby motel (the host hotel was indeed fully booked), Bob thankfully relented.

The event started from Bob Mitchell's facility in Candia, New Hampshire, on Friday Morning, and the tour was packed with wonderful driving over back roads until an event-closing barbecue at the same location on Sunday afternoon. The routes were beautifully laid out, thoroughly organized, and covered over 600 miles in the three days.

Organized by Bob Dougherty, from BCNH, the event went like clockwork, the route book was very detailed and clear, lunch stops really special, and the hotel (Indian Head Resort in Lincoln, New Hampshire) was perfect. Along the 600 miles we took a gondola to the top of Wildcat Mountain, did four spirited laps around the newly-opened New Hampshire Motor Speedway, and generally had a ball all day each day.

The 24 cars were divided into three "flights" (Bob Dougherty is an old USAF guy) based on your driving style. Prebble and I were in the A group, led by Bob, and I have never seen anyone get so much speed out of an MG TD! We were consistently running 10 to 20 mph over the posted limits and loving it.

Another great thing about the event was that we could be so sinfully self-indulgent and still feel good about our behavior -- the event was to benefit Boston Children's Hospital, and it raised over \$13,000 for that organization. Many thanks to our friends and fellow JANE members Michael Kaleel and Linda Mullen, Tom Larsen and Nancy Monaghan, Carl and Sing Hanson, and Howard and Joanne Kalet for sponsoring Prebble and me in our fundraising efforts.

One thing is certain: When next year's event is announced we will be among the first to sign up.

You can get a much more complete report on the event by going to <https://madetobedriven.com/2017/09/28/granite-state-getaway-the-british-reliability-run-invades-new-england>.

JANE Helped Me to Live my Passion

Story & photos by Michael Kaleel



In the 1970s I bought a used Porsche 911S (they were cheap back then) and ran some timed runs with the Corvettes of Massachusetts (COM) at Bryer Park, now New England Raceway, in Loudon, New Hampshire. I was terrible, and slow. Shortly thereafter, my friend Joe and I bought a Fiat Abarth with a trailer for \$125 and took it to Bryer. Not only was the car slow, but the car was sad; it never ran right. So much for racing!

In the early 1980s I went to Sebring with six other friends for a guys' getaway weekend. The leader had signed us up for a Skip Barber two- or three-day course (can't remember) in Formula Ford, and we had a ball. But, I never thought I would ever be a racer.

I caught the "racing bug" about 12 years ago while attending one of our JANE events at Lime Rock. A bunch of us went to watch Stu Forer and John Fuller race their XK120s at the Labor Day festival. I had never been to Lime Rock before. My eyes lit up seeing all the beautiful and

unique cars. I got hooked, went to race school, and was crazed. Encouragement from Gary Hagopian (another crazy), wisdom from Stu, blind excitement from my tiny brain, and I was off.

My first race car, as some of you may know, was a 1954 Jaguar XK120, the car you sometimes see in the JANE newsletter. The events, the enthusiasm, and the camaraderie of our club's members gave me the desire to pursue a sport that I had always dreamt of in my youth. I have since retired the 120 to go on tour events, but I continue to race, and I now own three other race cars – a Lotus 23, a Lotus 7, and a LOLA MK1. That is called insanity.

In July I attended, for the first time, Circuit Mont-Tremblant - 2017 Sommet Des Legendes in Quebec, Canada, an HMSA-sponsored race. This circuit is located in the picturesque Laurentian Mountains, and is considered one of the finest and more demanding circuits in the world. I was very pleased to finish 3rd in the final race driving the LOLA MK1.

Then on to the Monterey Motorsports Reunion.

In August, both professional and amateur drivers from all over the world make a pilgrimage to Mazda Raceway Laguna Seca, in Monterey, California, for the Monterey Motorsports Reunion. This is one of the largest and most prestigious vintage and classic car race events in the US. The race event originally took place on the streets of Pebble Beach, until 1957, when Laguna Seca Raceway was built. The Reunion begins the prior week, with the Pre-Reunion Races for warm-up and for practice. Reunion week events include the Pebble Beach Concours d'Elegance, at least five major auction houses (Bonhams, Mecum, Gooding, RM, etc.), a pre-race car parade through the streets of Monterey, car events, car shows, and sponsored activities that run 24/7. It is an "automobile immersion" ending with the Rolex Monterey Motorsports Reunion.

The race begins on Thursday and Friday with practice and qualifying. Over 500 cars and drivers are broken down into 18 groups. My practice group consisted of the Under 2 Liter late 50s sports racers, which my LOLA MK1 is one, and the Over 2 Liter racers, like Chaparral, Scarab Mk I, Maserati, Tipo 61, Lister Knobbly, Bocar

XPS, Ferrari Testarossa – yikes! – all lumped together, culminating in a challenging track. When the dust had settled, I qualified at the #14 spot in my Under 2 Liter group. I honestly and in all modesty should have been at least in the top 10 . . . but there is a reason for everything.

On Saturday and Sunday they split the groups up so it's only your group racing. So, nine groups on Saturday and nine on Sunday. I was off on Saturday. My first official race was Sunday morning, sponsored by Bonham's, called the Bonhams Cup. This year 42 cars started the week – Porsche 550S, Lotus 11 and 17, Cooper Monaco, assorted Devin cars, Cooper Bobtail, Maserati 200 SI, Elva Mk 2 and Elva Mk 4, and several other makes in the Under 2 Liter group. The race was exciting. I started 14th and worked my way up the line and finished a respectable #6.

Sunday afternoon was the main event, the Rolex race. By this time I was finally comfortable with the track (I am a slow learner). Due to my finishing position of 6th in the last race, I started 6th. The front runners were all from California and were good drivers. The #1 car was a Porsche Cooper Pooper, a Special from the 50s, lightened to under 900 pounds with a 1700 cc engine. He was untouchable. I drove my best and happily finished 4th behind a Lotus 11 and a Lotus 17.

At the end of race week each year, from the 18 groups with approximately 500 entrants, Bonhams gives out four awards, two for Saturday's races and two for the Sunday's races.

The *Bonhams Cup* is presented to the participants in races who “*best exemplify the spirit of the event.*” The LOLA MK1 ran exceptionally well on Sunday. I managed to move from 14th in the Bonham's morning race to place 4th in the Rolex and was presented with the *Bonhams Cup* award during the award ceremony. A very big surprise and a very happy Michael!

The LOLA MK1 is the company's first production sports car. Only 35 were designed and created by Erik Broadley and were a major race-winning car in its day.

All this because of JANE – its active, creative, fun, and welcoming members. We have a great club. Thank you, JANE members!





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Dates in parentheses indicate the issue in which the ad first appeared. Classifieds are also available on our website at www.j-a-n-e.org, where they are updated as they come in, so check there often for new arrivals! Classified ads are free for JANE members and \$15 per insertion for non-members. All ads will expire after three issues unless renewed!

You can easily place, change, renew, or remove your ad online at the JANE website! Or contact Mike Axford, **978-449-7415 (home)** or **978-764-6169 (cell)**, or E-mail mike.shstudios@charter.net. Send text and photos via email. Non-members please make checks payable to "JANE, Ltd."

Got something to sell? Put an ad in this space! JANE members get free classified ads, and rates are reasonable for non-JANE members (see above).

Cars For Sale

1989 XJS Convertible - Red with black top and interior. Two owner original and unmolested car with 54K miles. Always garaged. Service records. Multiple "People's Choice" winner at the Stowe British Invasion. Will sell for fair market price. Ad placed by Mark Dereniuk. Email: boarderdog@cox.net. (5/16)

Mk V - Fully restored complete wood interior. Professionally restored in England and preserved carefully. Photos will be available soon. Call for more info. Any offer considered. Maxine Gould. Phone: 978-204-6439. (5/16)



2006 S-Type 4.2 -- Handsome, black on tan V8 sedan. Runs well, navigation, extra set of sport wheels with mounted snows. Member owned. 79K. Call if interested for more photos. Price: \$8,500.00 Location: Framingham, MA. Ad placed by Kevin Murphy. Phone: 508-879-1881. E-Mail: xpertcool@aol.com. (3/17)



1987 XJSC -- V12 with only 47,000 miles. Garage kept, white with blue interior/ blue top and in great condition other than slight damage around the trunk lid lock. Location: West Dennis, MA. Asking price: \$4,995. Ad placed by Rick Baker. Phone: 508-398-9492. Email: baker22152@comcast.net. (10/17-12/17)



1950 XK120 OTS -- # 670186. 2nd Steel body XK120 built. (Short Top) Older Complete Body off Total Restoration, runs and drives great. Owned for 38 years, always garaged but never shown or registered, MA Title. Paint Chipping off but no rust. Asking \$100,000. Also large lot of Used Jaguar Parts. Call or email for complete parts list. Ad placed by Bob Andrews. Location: Plymouth, MA. Phone: 508-888-5307. Email: lulupop22@comcast.net. (9/17-11/17)

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Parts Wanted: 4.2 Engine 7R4987-9 - Seeking information on this engine block (7R4987) or an engine close to this number, with manual transmission KE6360. Separated from my car and hoping to locate, perhaps reunite.

At one time this car lived in Maryland. Before that, it may have lived in Summit Point West Virginia.

A successful referral will happily be compensated.

I've checked XKedata.com Is there another source that keeps a register of engines, transmissions and numbered parts that have been removed from the original host car?

Thank you for any help you may be able to provide. Location: North Shore, MA. Price: TBD. Ad placed by Babadaww. Phone: 781 424-9254. Email: Havenhearth@live.com. (6/16)

Miscellaneous

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