

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

April 2013

www.j-a-n-e.org



2013 Amelia Island Concours d'Elegance

The green grass, the warm sunshine, hundreds of gorgeous motorized vehicles. Must be Amelia! This early XK120 was one of only a handful of Jaguars entered this year. But it's not the quantity, it's the quality, and this one definitely has it. See page 22 for more photos.

Photo courtesy Ivy Cowles.

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Season of Optimism

Some clubs meet for a rally drive, have lunch, talk cars, and go home. Other clubs emphasize track days, or possibly racing. JANE does all this and more. At our social events, car shows, concours, racing track days, and tech sessions, we make new friends, learn new things, and have experiences that create lifetime memories.

I thought I knew a lot about cars when I joined JANE. But through the club I became exposed to a whole new way to look at cars. JANE opens a door to a broad spectrum of vintage cars and racers -- their history, their drivers, and their significant design innovations. Being in JANE has been an eye-opener to a new way to think of automobiles, new and old, and the significance of the automobile in our society.

Our March meeting was a perfect example of learning and having a lot of fun along the way. Keith Carlson and past President Carl Hanson, both long-time members of JANE, were our featured speakers. These two live wires met up in Los Angeles and visited four significant museums and collections. At our dinner, Keith and Carl showed photographs and recounted their adventures at the Peterson Museum, the Nethercutt Museum, the Mullen Museum, and the Jay Leno collection. Keith and Carl's exciting, fun presentation kept the room spellbound. It was an electric presentation, fantastic, I loved it, thank you very, very much, Keith and Carl.

Dean Saluti and Margie Cahn were unable to attend, yet they were kind enough to help organize the evening, provide the attendee list, and arrange the dinner itself. Thank you, Dean and Margie, for making our lives easy. In addition, our wonderful friend, JANE member and Chief Judge Jim Sambold, stepped in, checking in members as they arrived, collecting the dinner monies, and settling up with the house. Jim, you did a great job, thank you very much. I also want to thank John Brady for speaker assistance in organizing the slides and helping to run the presentation.

And the month went out like a lamb—a fat and happy lamb. Once again, Bruce Whitmore organized and provided on-site leadership to our annual Maple Syrup Run and Pancake Breakfast at Parker's Maple Barn. Bruce organized two teams who followed the mystery directions and captured the clues while enjoying a lovely drive up to New Hampshire. Once the goal was reached, all were rewarded with some delicious, fresh maple syrup along with a few pancakes. A good time was had by all, please read Bruce's story on page 12.

April is a transition month. Most of us will be shaking the cobwebs out of our Jags and taking a break to join our monthly dinner at the Wayside Inn. Details are pending, so watch your email and the JANE calendar on our website at <http://www.j-a-n-e.org/cgi-bin/members/events.cgi?&logaction=calendar>.

Following a quiet April, we have a busy May. May starts off with judges training at Exeter Jaguar. Contact Jim Sambold if you want to be a judge. His contact information is on our website.

May continues with the much anticipated Magical Mystery Tour now being planned by Dennis and Prebble Eklof. If you have an interest, please call Dennis and Prebble ASAP, because this event is close to filling up.

May also brings our JANE lawn party at the Larz Anderson Auto Museum. This popular event, being organized by Dean Saluti and Margie Cahn, has always brought out the Jags. This party is also a chance for new members of JANE to see us in Spring — with all our wintered-over Jags out for some sun and some

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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President's Message continued

fun. Park on the lawn, check out your friends' cars, hang out, and have a lovely dinner.

With all these JANE events, don't forget the Empire State Jag Club/VSCCA track days at Lime Rock Park. While not an official club event, JANE members are usually out in force at this one. More details are on the JANE web calendar, but if you've never been on a real race track and want to know how it feels, you won't want to miss this. For more information, check the calendar or call Charles Bordin, who is organizing the event. His number is 914-968-5700.

Finally, I am also thrilled and pleased to inform you that at last month's 2013 JCNA Annual General Meeting in Dallas, TX, our own Membership Chair, Ed Avis, won a very special award. He was singled out for the JCNA President's Award. Ed won this award for his work on the national "Passport to Service" membership initiative that, through local car dealers nationwide, pairs up new Jag owners with local clubs. Congratulations, Ed, you make us proud.

Now that Spring is here I hope to see you and your Jaguars at our next month's meeting. Come early and let's visit.

Michael



L-R Carl Hanson, Michael Kaleel and Keith Carlson ham it up for the camera at the March 27 JANE meeting. Carl and Keith gave a presentation on their visits to four automobile collections in California, including that of Jay Leno. Photo by Bill Richardson.



Ed has very little to report for this month's membership. Only one new member joins the flock.

Welcome New Members

Roger

Dowd

Framingham, MA

1950 XK120 Special



Congratulations on a job well done!

Ed Avis (right) received the JCNA Presidential Award for his work with the Passport to Service membership program. Dennis Eklof (taking photo) was a JANE delegate at this year's 2013 AGM in Dallas, TX, and brought Ed's award back for him. For details on the 2013 AGM see Dennis's report on page 14. Photo by Bill Richardson.

April Monthly Meeting

Wednesday, April 24, 7pm -- Wayside Inn, Sudbury, MA



Longfellow's 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.



Ian Callum is Director of Design for Jaguar Cars. He joined the company in 1999. Some of his earlier works included the all-aluminum XK followed by the XKR and XKR-S, the fastest Jaguar in a generation.

The latest evolution, the C-X75 concept vehicle took the Paris Motor Show by storm in 2010. The C-X75 was awarded "Car of the Show" and received sustained acclaim from the media.

Today Callum continues to lead a highly talented team of designers at the Jaguar design studios in Coventry as the exciting new era for the brand continues.

Andy Goss became President of Jaguar Land Rover North America, LLC, in May of 2011. He is responsible for the National Sales Company Operations of the Jaguar Land Rover brands in the United States and Canada. He is a highly experienced and successful business leader with a strong track record with numerous auto manufacturers in the UK and Europe. Prior to joining Jaguar, he was Chief Executive Officer of Porsche Cars, Great Britain, a position he held for 12 years.



David Kinney, ASA is an American Society of Appraisers Accredited Senior Appraiser with an Automotive Specialties designation. He is a highly respected and sought after automobile expert. He owns his own automotive only appraisal firm in Great Falls, VA and is a frequent contributor to *AutoWeek*, *AUTOMOBILE* magazine and *Octane*, a British publication. Dave is also the founder and publisher of Hagerty Price Guide. Hagerty Price Guide has become an industry standard among post-war car collectors.



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JANE Calendar 2013

Date/Time	Event/Details	Location
April 24, 2013 Wednesday, 7pm	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
May 5, 2013 Sunday, 10am	JANE Judges Training	Jaguar Exeter, Exeter, NH
May 18-19, 2013 Saturday-Sunday	JANE Magical Mystery Tour	Destination is a "Mystery"
May 22, 2013 Wednesday, 6pm	JANE Monthly Meeting Picnic & New Member Reception	Larz Anderson Auto Museum, Brookline, MA
May 30, 2013	SCDA Track Day	Lime Rock Park, Lakeville, CT
May 31, 2013-June 1, 2013	Jag Club/VSCCA Track Event	Lime Rock Park, Lakeville, CT
June 8, 2013 Saturday	JANE Spring Slalom	In Control Training Facility, N. Andover, MA
June 9, 2013	JCSNE Concours d'Elegance	Lyman Orchards, Middlefield, CT
June 21-23, 2013	VSCCA June Vintage Rallye Tour	Red Lion Inn, Stockbridge, MA
June 26, 2013 Wednesday, 7pm	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
July 14, 2013 Sunday, 9am	JCSNE Summer Slalom Contact Ken Haas: slalomchair@jcsne.org	New Britain, CT www.jcsne.org
July 24, 2013 Wednesday, 7pm	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
July 28, 2013 Sunday	JANE Myopia Jaguar Cup	Myopia Polo Club, Hamilton, MA
August 4, 2013 Sunday	JANE Potluck Picnic & Lawn Party	The Eklof's, Groton, MA
August 9-11, 2013	JANE Concours d'Elegance	Sturbridge Host Hotel, Sturbridge, MA
August 28, 2013 Wednesday, 7pm	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
September 14, 2013 Saturday	JANE Fall Slalom	In Control Training Facility, N. Andover, MA
September 20-22, 2013	British Invasion	Stowe, VT
September 25, 2013 Wednesday, 7pm	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
October 14, 2013 Monday, 10am	Columbus Day Parade	Revere, MA
October 18-20, 2013	JANE Weekend Escape to Martha's Vineyard	Martha's Vineyard, MA
October 20, 2013 Sunday, 9am	JCSNE Fall Slalom Contact Ken Haas: slalomchair@jcsne.org	New Britain, CT www.jcsne.org
October 23, 2013 Wednesday, 7pm	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
December 8, 2013 Sunday 3pm	JANE 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.

Upcoming Events

JANE Magical Mystery Tour 2013 is ON for May 18-19!

by Dennis Eklof

The 2013 version of the Magical Mystery Tour is definitely a go! After seven days on the road already, just under 1,700 miles traveled, and 11 inn visits, we have settled on a beautiful, old New England inn that is really charming, and we've already done our first trial run of our route.

We have finalized all the arrangements for the event and signed a contract with the inn, and we are sure everyone will be pleased with both the inn and the food. Prebble has been coordinating menus with the staff, and we think the food selections will be excellent.

After your arrival, we will be offering snacks with beer and wine in our Hospitality Suite while we do the event scoring. That will be followed by cocktails and some fabulous hors d'oeuvres. And weather permitting, we will be able to take advantage of the inn's terrific outdoor facilities.

Cocktails will be followed by a four-course dinner featuring a smoked salmon appetizer, garden-fresh spinach salad, your choice of beef filet or grilled salmon, and a seasonal dessert. On Sunday morning there will be a full breakfast buffet.

Of course the challenge of following the route to the "Mystery" inn is the starting point of the event. We haven't yet finalized the selection of the place from which we will depart, but it may well be the same venue we have used for the last two MMTs – Johnson's Drive-in Restaurant in Groton, MA. You will be following instructions handed out at the event's departure point and trying to answer questions about things you encounter along the route – all to qualify you for a coveted MMT winner's prize and to avoid the dreaded "Bent Spoke Award." And as in prior years, you will also receive at the start a sealed "bail out" envelope with instructions for a quick, direct route to the inn – you don't want to miss out on the food and fun just because you made a wrong turn or two! We have already found some beautiful, scenic back roads that we will surely incorporate in the route. The final route will be about 175 miles.

I am not going to be too specific about the inn's facilities because I don't want to give away any clues as to its location, but if so inclined you might want to bring your bathing suit, golf clubs, or tennis racket. The inn is also providing a separate parking area for our Jaguars, along with washing facilities and cleaning materials in case they get dusted up on the way. Nuff said.

The cost of the entire Magical Mystery Tour package is \$355 per couple, which covers your room, the cocktail party, dinner, and breakfast Sunday morning, and it also includes all taxes, service charges, and gratuities. Your only additional expenses will be your bar tab.

We already have a response of over thirty cars that are planning to participate, but whether you are one of these initial responders for the event, or someone who has yet to join the tour, we need to receive your confirmation and your check by Monday, April 22. We have secured a block of the best rooms in the inn, and any that are not guaranteed by us upon our receipt of your check by that date will be released for other guests. If your plans aren't definite by April 22, there may still be rooms available at the inn, but again, they cannot be guaranteed until we receive your check for the event, and they may not be in the group of the better rooms at the inn. After the event, should you decide you would like to stay an extra night, the group rate we negotiated with the inn will apply to your extra night's stay.

Not a couple? No problem, but both a driver and navigator are really needed to follow the route – there is too much to read and to look for to make it a convenient "solo" event. So form a team, if necessary, and for non-couples who prefer single occupancy rooms, there will be a modest additional cost.

Additional information is at <http://tinyurl.com/mmt2013>. Or call Dennis and Prebble at 978-448-2566 or 508-878-9510, or email them at dennis.eklof@verizon.net.

Roll up for the "Mystery Tour"!



JANE Regalia Store



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The Spirits of JANE Contest

Invent a cocktail to be our signature drink at the 2014 AGM



Signature drinks commemorate important events, like Champagne at New Year's Eve, a glass of Scotch at a Robbie Burns birthday party, or a mint julep at the Kentucky Derby. So why not have one for JANE at our 2014 AGM Friday gala event at the MIT Museum?

Well, that's exactly what the Event committee thought, and so we are asking you, creative and inventive JANE members, to find your inner bartender and create a signature JANE cocktail for the event. Be sure it is delicious, and that it's simple to make -- extra points for pitcher-size recipes -- and that it has a great name that will make people sit up and notice.

If your drink entry is chosen as the winner, you and a guest will get free admission to the Friday gala event (April 4, 2014) at the MIT Museum, where you will be invited to pour the first Signature Cocktail, and you will be introduced as the creator of our signature drink, joining all those other creative types immortalized at MIT.

The MIT Museum is all about celebrating invention, creativity, and brilliance, and really who has more of that than you? Add alcohol (and maybe offer a virgin version too) and you will have developed a great innovation in celebration that we can't wait to share with Jag fans from across the continent and perhaps the world.

Our rules (and, yes, we do have them) are simple:

- The contest is open to all JANE members. There is one category, and members with any level of expertise from beginning home bartenders to professionals may compete.
- All cocktails must be original and created by the member who submits it. Variations on classic or common cocktails will be accepted (i.e., changing ingredients in a classic cocktail and giving it a great JANE or Jag-related name is ok). But just changing the name on a classic won't be accepted. We do all have professional bartenders guides at the ready and will check to keep the playing field level. Be sure to give your drink recipe a name that you would be proud to have identified with you and with JANE. If your drink is selected, we will introduce you at the event as the drink's inventor.
- Give us a good description of how the drink should be served (what kind of glass, etc). If you can, submit a picture of the drink as you made it. Remember this is a drink that will be served to a crowd on a busy night, so there are extra points for recipes that can be made by the pitcher as well as by the glass. A virgin version is nice to offer too, so think about that as you concoct.
- Give us the story of how you developed this cocktail and gave it its name. Did you name it after your first Jag, where you had your first kiss? Or is there a funny story behind it? Let us know in about a paragraph or so.
- If we have any questions about your drink submissions, we will need to contact you, so please include your preferred method of contact – email or phone.
- The deadline for the first round of this contest is June 26, 2013, the day of the JANE monthly dinner meeting. No entries will be accepted after that date.

What happens with your submissions:

All entries will be reviewed by our merry band of judges. Each cocktail will be judged on taste, appearance, originality in drink and name, with extra points awarded for drinks that can be made by the pitcher as well as by the glass.

The Winning Cocktail:

The committee will choose the top three cocktails and those three entries will be offered for sale at the Concours in August where the winning signature JANE cocktail will be voted on by the members and announced. There will be prizes for runners up as well.

Scurry down to your den, dining room or kitchen and start inventing now. Please write your cocktail recipe with precise quantities including the mixing instructions and remember to include the name of the Jaguar cocktail. Email your entries on or before June 26th to Jan Gill at janlgill1@gmail.com.

Good luck and happy mixing!

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2013 Parker's Maple Syrup Run

By Bruce Whitmore



L-R: Prebble Eklof, Wayne Adams, Janet Thomason, and Bruce Whitmore. Photo by Bill Richardson.

Even though it may have been the day before Easter, Saturday, March 30, was a great day to kick off our first driving event of the season. It was a beautiful, crisp, bright, sunny spring morning at Johnson's in Groton, our traditional starting point, where 27 hearty souls along with 7 various models of Jaguars rendezvoused to start the "run." For those of you not familiar with this event, we call it a "run" as opposed to a "fun rally," a similar concept except no check points, and the instructions are pretty clear, not cryptic. So anyone can enjoy it, and we end up at a great casual and rustic eatery, Parker's Maple Barn and Restaurant in Mason, NH.

We organized two teams, each following their own separate and distinct set of instructions for two entirely different routes to Parker's. Along the way you'd better be paying attention to the instructions, as you wouldn't want to make a wrong turn and get lost on some of those back country roads. Second, you must answer questions about various things along the way, and those who get the most correct answers win the coveted maple syrup.

As usual, Michelle graciously gave JANE our own dining room, so we could talk amongst ourselves and carry on with our own antics and not bother the other patrons. And this year we were not the only car club there; several Model A Fords were there and paraded by for our viewing. So if 1930's vintage Fords can make it, those of us with older Jags from the 50's, 60's, and 70's have no excuse for not bringing them out next year!

So here's who attended this year: Wayne and Paula Adams with their 1997 XJ6; Lauren MacCarthy and Jen Taylor; one of our newer members, Archan Basu, who brought along his parents, Bijay and Shankari, just back from their vacation in India, driving a 2009 XF Super-charged; Mike and Patty Axford in their 2004 XJ8; Kevin and Diane Murphy in their 2000 S-Type; Richard and Jan Gill with their 2006 XKR "Nascar Limited Edition" convertible; Glen and Barbara McLachlan with their 2000 Vanden Plas, Amy and Matt Mughnerini; Dennis and Susan Casey; Dennis and Prebble Eklof in some car of foreign extraction; Bill "Santa" Richardson and his wife, Deb; and me, Bruce Whitmore, and my very significant other, Janet Thomason, in my 2005 X-Type Wagon; and last but not least, our Chief Judge, Jim Sambold, who met us up at Parker's for a total of 28 members, a very good showing.

The awards were presented to Kevin and Diane Murphy of Team 1, with only one wrong answer. They received a 6-oz. jug of Parker's Grade A medium amber pure maple syrup. Richard and Jan Gill won for Team 2, with 100% on their answers, and they were rewarded with a pint of select edition "JANE" Grade A pure maple syrup. For the farthest distance traveled, Archan Basu, who came all the way from New Rochelle, NY, also won a jug of Parker's maple syrup!

No breakdowns this year in spite of our emergency support vehicle that we had on hand, and strangely



While waiting for everyone to show up, the "support vehicle" arrived to assist anyone who might break down along the way. Seriously, this flatbed's arrival was just a coincidence, and no one broke down. Photo by Jan Gill.



With a score of 100% “Team Gill” won the award in Team 2. Jan Gill shows off her award: a pint of JANE maple syrup. Photo by Bill Richardson.

enough no one got lost, something to do with GPS maybe? Hmm, we’ll have to do something about that next year, darn GPS! Everyone had a fun time, good food, nice cars, great conversations, good friends, a nice sunny day -- who could ask for more. So until next year,

Happy Motoring!



Kevin and Diane Murphy (above) of Team 1 got only one answer wrong and were awarded a 6oz jug of maple syrup.

An employee at Parker’s Maple Barn (left) explains the maple syrup process. Is that a bottle of imitation syrup in his hand?!

Photos by Bill Richardson.



Gus Niewenhous and I were JANE's delegates to the 2013 JCNA AGM in Dallas on March 22 and 23. This article will not go into gory details on all the resolutions that were passed. Rather, the intent here is to capture the highlights and tragedies of the weekend.

I want to first start with the tragedies. The President of the Dallas host club, Tom McGrath, was helping with the registration desk on Thursday afternoon when he suffered a severe stroke. He was life-flighted from the hotel to a hospital. The sad events of his being stricken certainly cast a pall over the meeting for the entire Dallas club and for all the attendees. Unfortunately, subsequent events were even worse -- Tom passed away on Sunday morning. We all offer our condolences to his family and the entire Dallas club.

The Dallas club deserves a lot of kudos for stepping into the void left when the Mexico City event was canceled last August. Despite the limited preparation time, and the trauma of Tom's stroke, the Dallas folks put on a first class event. Our hats go off to them for their efforts.

My Main Takeaways

There are lots of details below about the specifics of the meeting in the subsequent sections, but for me the main takeaways from the AGM were:

- Limited attendance: There were only 56 delegates present out of an eligible 126 from the 63 JCNA clubs. In all fairness to the Dallas club, they had little time to plan and promote the event, but it is nonetheless a wake-up call for our 2014 JCNA planning, and a signal that much attention is needed on a national level to increase club participation.
- JCNA is turning serious attention to membership programs and to concours judging inconsistencies. It is certainly needed and welcome in both areas.
- JANE is now the largest club in JCNA, and we can all be proud of being part of making JANE such an active, successful, and most importantly, fun club while many other JCNA clubs are struggling.

Friday Social Event

The Friday social evening was a tour of Cowboys Stadium, and one had to be impressed with its vast size and opulent clubs and other facilities. Our tour guide said we had walked about 1 ½ miles during the tour. Following the tour we were treated to a Tex-Mex buffet at a nearby country club. You can find some photos on the JANE website.

Saturday Business Meeting

Saturday featured the usual business meeting, with about 56 club delegates and 13 JCNA officials debating and voting on various issues facing JCNA and its member clubs. Details of the resolutions can be found in an attachment to the Event Report on the JANE website. However, here are a few highlights:

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- There is a serious concern at the national level about the inconsistency in concours judging standards across the various clubs. It would seem that for some clubs the scoring in Champion Division revolves around where in the 99's your car will fall. There were discussions and proposals on how to break multiple 100-point ties for national awards. In contrast, I have been around JANE Concours for a decade, and I can recall only two 100-point cars in that entire period. While no clear-cut solution has been found, some constructive resolutions were passed:
 - Beginning with the 2014 season, for a local club to receive a JCNA Concours sanction, they must have eight certified judges as active members on their roster. The previous requirement was five judges. Many of the smaller clubs opposed this resolution on the basis that they borrowed judges from neighboring clubs. However, the majority of the delegates agreed that this increased requirement for judges training programs would help deal with the judging inconsistencies.
 - While the existence of a JCNA judging guide implies that the rules should be strictly applied in all concours, there have been documented instances where local clubs have chosen to "interpret" the rules to suit their own situations. A clause was added to the rulebook to explicitly prohibit such local deviations.
 - There has always been confusion over pinstriping, and this is one area where local interpretation has been widespread. The new judging guide has a detailed table on what is considered by JCNA to be authentic.
 - The rules regarding modifications required to enter a car in S3 class were tightened. This was in response to incidents in the past where superficially modified cars were entered in the Special classes to avoid the more intense competition in the Champion and Driven classes.
- Given the profusion of permanently installed navigation systems in newer cars, and the falling prices of aftermarket GPS systems and smart phones with navigation, GPS devices will now be allowed in JCNA-sanctioned rallies.
- In a modest move toward the 21st century, JCNA Directors must now be active email users.
- While JCNA membership increased modestly in 2012, it had declined significantly for several years through 2011, so there is an ongoing concern over membership. The recent strengthening of the JCNA Membership Committee and JANE member Ed Avis's addition to the *Passport to Service* program (see awards section below) are moves in the right direction. JANE is fortunate to be growing, and we are now clearly the largest club in North America.
- Some clubs seem to have opened their membership to individuals who are not required to be JCNA members. This is now explicitly prohibited in the JCNA bylaws.

continued on next page



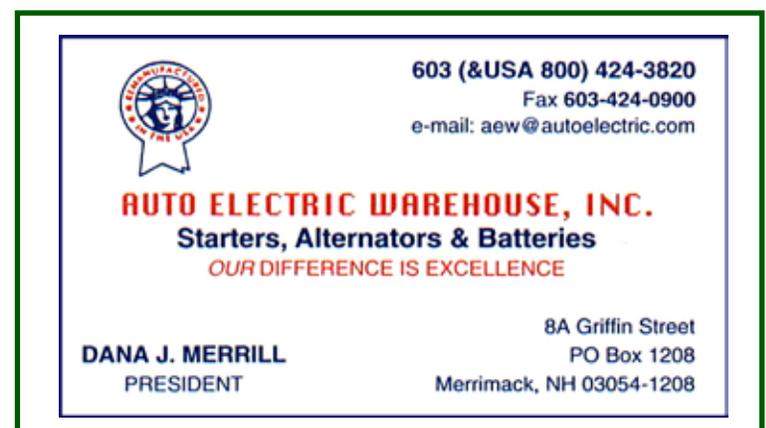
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Saturday Awards Banquet

The awards banquet featured three speakers and the traditional awards ceremony.

The first speaker was a representative of the Virginia club describing the upcoming 2013 JCNA Challenge Championship they are hosting June 12-16 at the Wyndham Virginia Crossing Hotel (the same facility was used for the 2011 JCNAAGM). This looks like a very nice event and is really an easy drive from the Boston area. We hope some of our JANE members will attend. You can see more information about the event at <http://www.jcna2013cc.com>.

I was the second speaker, though I did not speak for long. My purpose was to pitch the 2014 AGM that we are hosting, and I was greatly aided in that endeavor by an absolutely fabulous video presentation that Mike Axford and I developed. We owe Mike many kudos for a really first class job shooting the video and producing the end result. You can see it on YouTube at <http://youtu.be/siu7Rdi1sv8> or by going to the JANE website and clicking on the flying banner at the top of the home page. Try it – it's really cool.

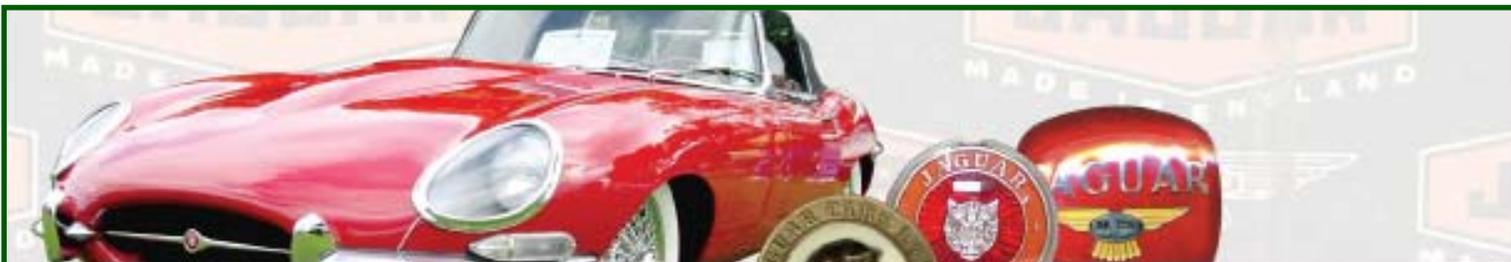
The final speaker was Fred Hammond, who is the Jaguar Cars of North America liaison for JCNA. Fred filled us in on some of the highlights of Jaguar sales in 2012 and plans for release of new models and new power trains. You can find a link to a copy of his speech on the Event Report about the AGM on the JANE website.

JANE received only two awards at the banquet. The first was a Third Place newsletter article award that went to Tracey Levasseur for her three-part series "What Is a Concours." Congratulations Tracey! The second award went to Ed Avis. JCNA President Dick Maury gave a special Presidential Award to Ed Avis for his work on the JCNA *Passport to Service* program, citing Ed's extraordinary contribution to revitalizing this important membership-oriented program. As many of you know, Ed has done a fantastic job as Membership VP for JANE, and he has obviously carried over his enthusiasm and skills to the JCNA stage. Congratulations Ed!



Clockwise from top left: Dennis Eklof, at left with Prebble, and Gus Niewenhaus were JANE's delegates at the AGM. Dennis proudly delivers the Presidential Award to Ed Avis at the March JANE meeting. JCNA President Dick Maury (at left) and Jaguar Journal Editor Mike Cook stop for a photo op during the AGM. Photos courtesy of Dennis Eklof.

For more AGM photos go to J-A-N-E.org.



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Gary's Spinning Sprite at Sebring

Story & photos by Gary Hagopian

In the '58 Bugeye Sprite I bought in 2011, I had just installed a new scatter-pattern cam, rings, bearings, and clutch. Although it had proved itself competitive at Road Atlanta, three weeks previous, I knew that Sebring, a very long track for a very small car, would be a challenge, what with the bumpiness of the track and the plethora of Porsches one must deal with in HSR and SVRA vintage races. However, not one who shrinks from a challenge, I decided to enter the SVRA event as my March 2013 race.

On Friday the practice session went reasonably well, though the suspension of the Bugeye didn't like the bumps in turn one, and in turn seventeen the suspension went full-travel, actually bottoming out in two places regardless of the line that I ran. That bumpiness in the high-speed turn caused the car to skitter sideways in the turn, limiting my speed and allowing cars with better-tuned springs and shocks to pass me there. Down the straightaway the engine was pulling hard and seeming to enjoy rpms in the neighborhood of 8,000. Friday afternoon was qualifying for Saturday's races, and the session went well.

So, Saturday morning at 8:25 our Group 1 cars rolled out for the day's qualifying event at the SVRA Sebring Spring Inaugural. On the 5th lap of the 3.7-mile track, at the end of the front straight, the motor blew up at 7,500 rpms in 4th gear, locking the rear wheels instantly and initiating a spin at 100+ miles per hour! Remembering instructions from my Skip Barber school days -- "when you spin, put both feet IN" -- I immediately depressed the clutch and locked the brakes! This, to get the car stopped before something really bad happens. I then became a passenger in this spinning Bugeye, sliding while spinning, for approximately 300 feet before coming to a stop with the front of the car so close to the wall that one could not walk between the two! Though the engine was a total loss, there wasn't a scratch in the paint!

OK, so we packed up and headed home, feeling lucky, even though a new engine would be needed. The pictures show a hole in the side of the block where, due to a piston having disintegrated, the connecting rod tried to depart the engine, and the other picture shows a cylinder without a piston. This really was a self-induced issue, since cast pistons have a lower rev limit than forged race pistons. My new cam works best at rpms not suitable for cast pistons, and now I have proof of that!

Not to worry! A call to Predator in Largo confirmed that the engine that Adrian Cuerta had built as a backup when he built this car was still there, and "for sale." We quickly settled on a price, and within a week of the blow up a new engine was in my Florida garage, awaiting installation!

Let's see -- Oh yes, HSR at Road Atlanta, April 26th weekend. We'll be there!



Catastrophic failure! The side of the Sprite motor (left) shows a hole where the connecting rod tried to exit. Viewed from the top, a cylinder left vacant by the disintegrated piston.





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JANE Snowbird Shares His Love of the Marque

Story & photos by Dean S. Edmonds, Jr

This is in response to your plea in the February issue for some input from the membership.

To begin, you may note that I long ago “escaped to warmer climes” and now live in Florida, although not just because it’s warmer. In the old days I was a faculty member at Boston University and in 1991 had become a full professor with tenure and all the trimmings. But a simple calculation showed that my salary - what BU actually paid me - would not cover my taxes in the State of Massachusetts. By retiring and moving to Florida, I find that I make a lot of money by not working! I don’t get paid, but there’s no Florida income tax. However, I maintain my interest in a number of things up north, including the Jaguar Association of New England. In this connection I’ve become something of a car collector, and as I specialize in British sports cars, I have the six Jaguars shown in the accompanying photograph.

First, from the right, is the 1953 MK VII sedan, which my father gave me to celebrate the birth of my first son - his first grandson. The car is original except for a few minor modifications that I made before realizing that this might detract from its value as an original. Originally the MK VII had what the British call a silencer, but we know as an air filter, instead of the nice little individual filters used on the XK120. I replaced the unsightly “silencer” with the XK120 units, but that left a couple of bolt holes on the side of the intake manifold. I hate vacant holes like that, so I made a handsome conduit for the spark plug wires consisting of a chrome-plated brass tube with mounting tabs that matched the empty holes. I also didn’t like the Lucas coil and distributor setup and therefore substituted a Mallory Magspark transformer and dual-point distributor. Finally, I ran the wire that controls the starting carburetor’s solenoid valve to a switch under the dash so as to dispose of the original unreliable thermostat. This latter occupied a small plate on a pipe in the cooling system, which I replaced with a plate with my name engraved on it. Okay, so I modified my MK VII, but at least I personalized it!

The next car in line is an original XK120, modified only in the disposing of the starting carburetor thermostat, as in the MK VII. My wife fell in love with one we saw at a show, I’d always wanted one, and I was lucky to find a 1953 version with gray paint and red leather upholstery, just like the sedan. We call them the his-and-hers cars, the XK120 being for Wendy and the MK VII for staid old me.

The third car is a 1967 XKE with the 4.2-liter engine. I claim it’s the last one to come in this country with the triple SU carburetors, later XKEs having the dreadful Strombergs that rob the engine of some ten horsepower. I remember visiting the Jaguar showroom in London about then and noting two XKEs on display, one with the SUs and the other with the Strombergs. I asked the salesman why they didn’t make just the one model acceptable in the United States and sell it everywhere. He looked at me scornfully and replied, “If we did that, we wouldn’t sell a single car, either in England or on the Continent!” So much for the stupid regulations of which we here are the victims!

Next comes my 1948 MK IV drophead coupe. It has a fine engine, but is too early for the magnificent XK engine of the later Jaguars. I consider it to have the most beautiful body of its kind anywhere and fell in love with this model years ago. I’ve longed for one all this time and was finally able to realize my dream quite recently. It’s an original English car and so displays some of the quirks of English motoring, such as the turn signals. They are called “traficators,” and instead of flashing lights, consist of little illuminated arrows that stick out from the appropriate side of the car when called for. I often wonder if I’m accused of not signaling for turns, because people don’t notice them. I’m also told that one of my backup lights is out, because in fact I have only one. What appears to be the other one, on the other side of the rear license plate, is actually my

rear parking light, and is thus red. But the car is gorgeous and drives very smoothly.

Finally there are the two “modern” Jaguars, the 1985 XJS and the 1987 XJ6. The XJS is my V-12, which I much prefer to the Italian V-12s, and the XJ6 is a so-called Golden Jaguar because of the gold-plated hub caps and Jaguar hood ornament. Both are original and unmodified except for the removal of some antipollution stuff that was starting to appear on the XJ6 line in 1987. I purchased these cars second-hand, although still pretty new, from a dealer in Fort Lauderdale many years ago, the XJS for my late wife, Pamela, and the XJ6 to be my regular driving car. I still use the XJ6 a lot despite its being a bit underpowered, and my present wife, Wendy, considers the XJS to have properly come to her.

Our little collection is housed in my hangar at the Naples Airport, for I’m also a pilot, and includes other cars, but that’s the story on the Jaguars. Thus in the words of my lawyer father, *further deponent sayeth naught*.

Dean S. Edmonds, Jr.
Naples, FL



2013 Amelia Island

Story and photos by Ivy Cowles

Editor's note: I was invited to Amelia this year but due to saving up for a trip to Gettysburg I could not attend. My friend and fellow Porsche Club member Ivy Cowles, who incidentally took over that club's newsletter after I stepped down, was gracious enough to share her words and spectacular photos of Amelia.

This was the 18th annual Amelia Island Concours d'Elegance, which took place March 19th, 2013, and as reported, was one of the show's biggest years thus far, bringing in more than 25,000 spectators and a showing of more than 300 vehicles. Two high power cars ended up catching the judges' eyes. The top award of the 2013 Concours d'Elegance went to a 1936 Duesenberg SJN, while the Concours de Sport went to one of the 50th anniversary marques, a 1968 Ford GT40.

The stunning Duesy, owned by Helen and Jack Nethercutt, of Sylmar, CA, is described as "one of the most powerful open cars of the 1930's" (well, at least I read that in one of the articles), and it has features of the era like rolled fenders and a tapered rear end. The SJN is a supercharged straight-eight.

On a completely different level of car, the Gulf-livery GT40 belonging to the Rocky Mountain Auto Collection is not overshadowed by the big Duesenberg due to its well-documented racing history. This includes winning at Le Mans in both 1968 and 1969. Chassis No. 1075 also managed to win a total of six times in just 11 races. This documentation is nothing short of amazing.

In addition to these top winners the 2013 Amelia Island show also celebrated the 50th anniversaries of Porsche 911, along with Lamborghini. Others celebrated anniversaries as well, represented by spectacular cars like the Chevrolet Corvette Stingray and, of course, the Ford GT40. Next year's show is already confirmed to celebrate Italian car builder Zagato, along with much, much more. For those who've never attended the Amelia Island Concours – it is a must do, so add that to your bucket list. You won't regret what you will see. It is just a spectacular event.

Check out their website for information on next year's events <http://www.ameliaconcours.org/>.



Concours d'Elegance



Clockwise from above: Your Editor thinks this is a Duesenberg, whatever it is, it's magnificent. Plenty of Corvette Stingrays to celebrate their 50th anniversary. This lovely Bentley looks great from the front but upon inspection of the boot, one finds a pristine, complete tool kit.

Previous page: Have to get up early in the morning to enjoy the sights of Amelia before the crowds pack the show field.



more photos on next two pages

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Previous page, clockwise from far left: Even the radiator caps are works of art! Two breathtaking Brass Era cars sitting quietly under the tent. A long, lean Duesenberg shimmers in the early spring Floridian sun. This mellow yellow sports car is a Lamborghini, another marque celebrating an anniversary during the show.

This page, clockwise from right: A nice XK120 DHC in Old English White. A closer look at this same car's flawless woodgrain dashboard. And not everything entered at Amelia has four wheels. There are many vintage and foreign motorcycles that also compete. Here's an early Harley Davidson.



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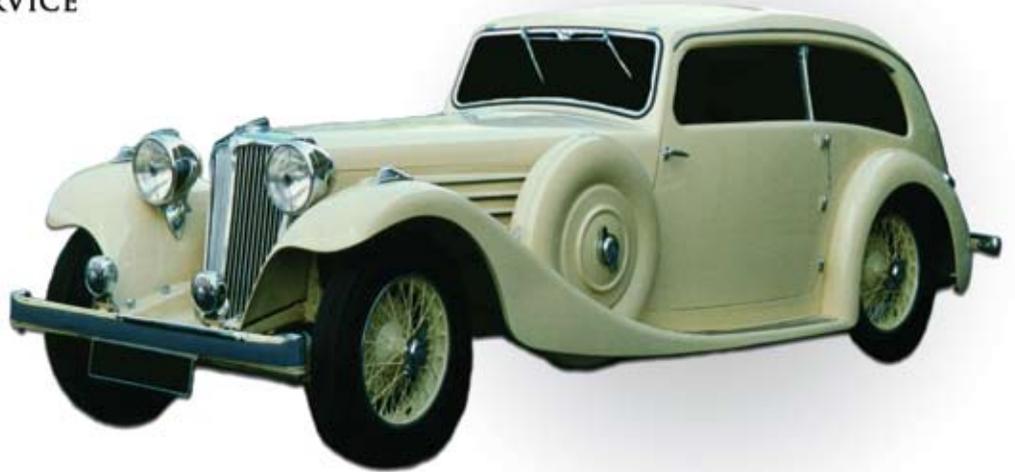


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