

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

November 2013

www.j-a-n-e.org



Rally 'Round the Vineyard

With rally plate secured on their 2009 XF, Mary and Tom Finan are ready to tour the natural, cultural and culinary beauty of Martha's Vineyard. For the full story and more spectacular photos see page 14. Photo courtesy of Mary & Tom Finan

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Volunteers Fuel Our Club

As the year is in its final stages and my presidency has roughly two months left, I couldn't help but reflect on many of the things that have happened.

I have had a fabulous experience as your president, and have learned a lot. I'm very grateful and have enjoyed all the opportunities JANE has offered to me – new people I have met and knowledge gained. I've seen our club broaden its reach and appeal and watched new friendships develop. Our enlarging core group of members continues to embrace the values of JANE. And the result is a bright, fun club sure to be active for decades to come.

All the volunteers of JANE have put out an enormous amount of effort. The committees and the projects they have embarked upon have brought different talents and personalities together. And this year's successful results speak for themselves.

Talk about volunteering, Carl and Sing Hanson and Tom and Mary Finan, who organized our recent Martha's Vineyard tour, are textbook examples of how regular members can deliver a fantastic event. I was privileged to attend this festive October weekend tour. For me it was an eventful trip since I started the Saturday morning tour with a flat tire. Many of our members had fun poking jokes at my orange donut spare, but it actually worked very effectively all weekend. We had wine and cheese at a world-class art gallery, great meals, and a fun weekend. Thank you very much Carl, Sing, Tom, and Mary. This was an excellent, excellent weekend. Read more about the Martha's Vineyard tour on page 14.

On Columbus Day, JANE members got behind the wheel to lead off the parade in Revere, inspiring a whole new generation to love our Jags and the other beautiful cars that rolled along. This traditional event, organized by Dean Saluti and Margie Cahn, began with pizza at the gathering spot and ended with a huge Italian feast at the VFW in Revere. Everyone has told me it was amazing.

Volunteering was the theme of our October monthly dinner meeting, too, where we featured a "Members Speak" night, where everyone was asked to offer ideas for new events (like an early summer lobster tour already being planned), and to suggest ways to make our planned events even better. I want to thank Ray O'Brien and Chuck Centore for their input when it became necessary to make a quick change in the agenda for the meeting. And I thank Lauren MacCarthy, Dennis and Prebble Eklof, and Dean Saluti and Margie Cahn for stepping up to provide ideas and to organize the discussion. Thank you team!

In November our dinner meeting at the Wayside Inn will be a full Board of Directors meeting and a great chance for members to get involved with the business of our club. It will be an open meeting, and the last one I will lead before our Holiday Party. Also in November our nominations for new club leadership will be announced. I hope you will all mark your calendars, join us, and voice your thoughts. The meeting will be held on Wednesday, November 20th.

Finally, we end this year with our annual Holiday Party. Once again we will be at the Vesper Country Club in Tyngsboro, Massachusetts. This party is always a very casual, relaxed, festive event that draws a good crowd. Don't forget to bring a Yankee Swap gift! It is also our JANE Annual General Meeting and we will welcome

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:** Michael Kaleel, 617-338-8747, mkaleel@kaleelcompany.com
- VP Events:** Dean Saluti, 617-285-6565, djsaluti@aol.com
- VP Membership:** Ed Avis, 207-737-8258, ed@avisfamily.com
- Secretary:** Betsy Taylor-Kennedy, 978-779-5213, betsy@taylor-kennedy.com
- Treasurer:** Don Holden, 603-673-8167, donholden@rcn.com
- Concours:** Bruce Murray, 781-729-1886, bruce.s.murray@verizon.net
- Head Judge:** Jim Sambold, 603-918-8795, xkjagnut@comcast.net
- Slalom:** Al Zanengo, 781-337-3744, alzanengo@comcast.net
- Webmaster:** Dennis Eklof, 978-448-2566, dennis.eklof@verizon.net
- Traveler Contact:** Gary Hagopian, 603-763-3093, g.hagopian@yahoo.com

Board Members

- John Brady • Margaret Caruolo • Chuck Centore
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The Coventry Cat

- Editor:** Tracey Levasseur, 207-247-3385, sharpei@sacoriver.net
- Assistant Editor:** Prebble Eklof, 978-448-2566, prebble.eklof@verizon.net
- Circulation:** Ed Hall, 508-853-8193, eahall@charter.net
- Send articles, info, and photos to:** sharpei@sacoriver.net -or- The Coventry Cat, 329 Ross Corner Rd, Shapleigh, ME 04076
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JANE is also on facebook at www.facebook.com/JagsNEWall

President's Message continued

our new president and board members. Read more about the party on page 8, and please plan to attend.

We are having a fabulous year, and the year is not over yet. I hope to see you at our upcoming November meeting and our Holiday Party in December.

Michael



When Your Editor received this photo of President Michael Kaleel, I had no idea what it was all about except that it was taken during the Martha's Vineyard Tour. However, several possible captions sped through my mind: "Go West, young man!" or "The British are coming!" But then I read Carl Hanson's story on page 14 and it all made sense. See, President Kaleel got a tire puncture during the trip and needed a rental to continue the rally.... Thank you Ken Loring for this classic photo.



JANE membership numbers remain strong, with 283 current members (as of October 23rd). That's exactly equal to the number of members at the end of 2012 and takes into account those who did not renew for 2013 as well as the 39 new members who have joined in 2013 (our goal is 60 new members). I expect we'll add a few more new members before the end of the year, so our overall membership will almost certainly exceed 2012 totals. We also have seven Associate members who maintain a primary membership in another club but also want to be part of the JANE family.

The 2014 renewal process is well under way with several members already completing their renewals – THANK YOU! If you haven't already renewed you'll receive a notice by mail in the next 2-3 weeks, but there's no need to wait – you can renew online at the JANE website or by mail NOW. See the accompanying form for details and dues structure.

Renewals are good for the entire 2014 season, AND if you renew by December 31st you'll receive a \$5 discount. But wait, that's not all – all current members who renew before December 31st will be entered in a drawing to win a refund of your basic membership (\$60) for 2014! The winning name will be drawn at the JANE social meeting in January.

NOTE: New JANE members who joined after September 1st (or if I've told you your membership is good through 2014) do NOT need to renew and are therefore not eligible for the refund.

If you have any questions about your membership or the renewal process please contact me at 207-737-8258 or ed@avisfamily.com.

Cheers,

Ed Avis

Welcome New Members

Graham and Jane	Briggs	Needham, MA	None...yet! (maybe an XJ-S soon)
Edna Wilson and Neil	Seelen	Ware, MA	2013 XF 3.0 AWD
Thomas	Benzel	Hopkinton, NH	2013 XJ AWD

Time to Renew Your JANE Membership!

If you haven't renewed your JANE membership for 2014 please take a few minutes to renew online now at www.j-a-n-e.org or complete and mail the form below.

Remember, if you renew **before December 31st** you'll not only receive a \$5 discount on your membership, but you'll also be entered in a drawing to receive a refund of your basic membership (\$60) for 2014. The winning name will be drawn at the JANE social meeting in January. Associate members are not eligible for the discount or drawing.

To renew online:

- From the Home Page, click on **RENEW** on the upper left
- From the Login screen, enter your User name and Password and click the Submit button.
- Review your profile information (and **PLEASE** update if needed)
- Pay your dues on-line using PayPal (see the dues structure below)

To renew by mail:

You can renew by mail, but **PLEASE PRINT CLEARLY** (your membership VP would be very grateful)!!!!!!

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(I am a primary member in another JCNA club and my JCNA number is _____)
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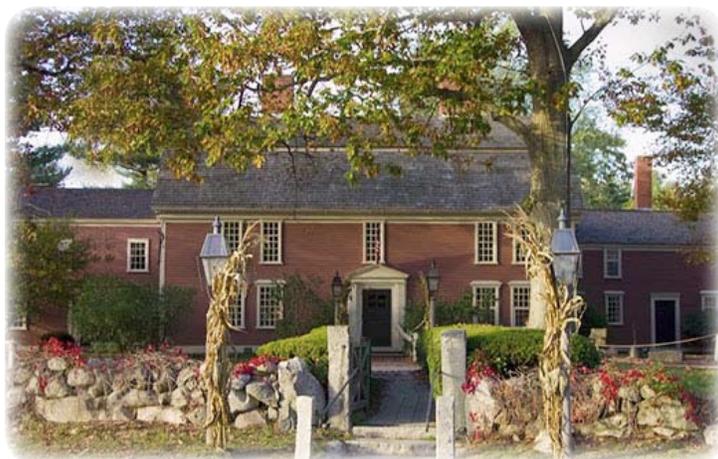
MAIL COMPLETED FORM AND CHECK (PAYABLE TO "JANE") TO:

Ed Avis
252 Upper Pond Road
Litchfield, ME 04350

Date/Time	Event/Details	Location
November 20, 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.



Longfellow's Wayside Inn

November Monthly Meeting

Wednesday, November 20, 7pm
Wayside Inn, Sudbury, MA

The Wayside Inn is the oldest operating inn in the country and a Massachusetts historic landmark, well worth a visit even separate from JANE's monthly meetings there. The Inn's Old Bar is its oldest room, and it's still in use today. On the evenings when we have our meetings at the Inn, you'll always find members already gathered in the Old Bar well before dinner meetings begin at 7pm. It's always the perfect gathering place to visit with fellow members.

Your Editor's friend has a very artistic son. He carved a remarkable Porsche crest into a pumpkin which his mother emailed to me before Halloween. I asked if he might do a Jaguar and sent him a logo. The result is this gorgeous pumpkin at right. Photo by Rob Leonard.



JANE's 2013 Holiday Party and Annual General Meeting

Sunday, December 8, 2013
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 featuring Prime Rib, New England Style Baked Haddock, and Chicken Francaise, along with Herb-Infused Red Bliss Potatoes and Green Beans Almandine. Molten Chocolate Cake and a Spiced Crème Brulee for dessert. A vegetarian option entrée is available if requested with the RSVP.

After Dinner: Yankee Swap

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

Silly hats are encouraged, Dress is Business Casual (please, no jeans at Vesper)

Directions

From the North on Route 3: Take Exit 35 and at the bottom of the ramp turn right onto Route 113 East. You'll go straight across the Merrimack River after about 1.3 miles. Immediately after crossing the river, stay on Route 113. Vesper is about 2 miles down on your right.

From the South on Route 3: Take Exit 34 and at the bottom of the ramp turn right onto Westford Road. In about 0.8 mile, turn left onto Middlesex Road, and then take Route 113 East across the Merrimack River. Immediately after crossing the river, stay on Route 113. Vesper is about 2 miles down on your right.

Cut here and mail with your check to arrive no later than Monday, November 25, 2013

Member Name: _____

Guest Name(s): _____

Dinner per person \$55.00 x _____ Total _____

Make checks payable to JANE and mail to: Crin Coull, 9 Oak Ridge Road, Littleton, MA 01460

JANE Tour to Bar Harbor, Maine, and Acadia National Park: May 15-18, 2014

JANE is headed to Downeast Maine for a tour to Bar Harbor and Acadia National Park in May of 2014 - so mark your calendars and plan to join us! Ed and Cheryl Avis are organizing the tour and have contracted for a block of rooms at the Bar Harbor Inn for the nights of 15-17 May at a rate of \$169/night (the normal rate for that time of year is \$201/night). For those not familiar with Bar Harbor, the Bar Harbor Inn (<http://www.barharborinn.com>) is one of the premier properties in the area and is located on the oceanfront right in the downtown area within easy walking distance of all the shops, restaurants, tour boats, pubs, and other attractions. We will be staying in the Oceanfront Lodge right at the water's edge. Each room has 2 queen beds, full bath and a private balcony overlooking the ocean. The Lodge has good off-street parking for our Jaguars.

We currently have 15 rooms blocked at this rate. We can likely block additional rooms, but the rate may be slightly higher. Anyone definitely planning to attend should reserve their room NOW. The sooner we fill the block the better our chances of negotiating the same discounted rate on additional rooms. Cutoff date for the discounted rate is March 14, 2014.

Reserve your room NOW at 800-248-3351 and mention that you're part of the Jaguar Association of New England to receive the discounted rate. Be sure to let Ed know if you plan to attend and have reserved your room.

You can reach Ed at 207-737-8258/ed@avisfamily.com.

(Other less expensive lodging options are available off the waterfront or just out of town, but you would be separated from the group. Contact Ed for more information if you'd like to pursue this option.)

Tentative Schedule:

Thursday, May 15th: Drive to Bar Harbor. Rendezvous points will be established in key locations for those who would like to travel together. Arrive in Bar Harbor in time for a late afternoon reception (probably at the Bar Harbor Inn). Scenic boat, airplane or glider tours of the area may be an option for those who arrive earlier in the day or week.

Friday, May 16th: Scenic drive across Mt. Desert Island for a tour of the Seal Cove Auto Museum (<http://www.sealcoveautomuseum.org>), a small but significant collection of "brass era" electric, steam, and gasoline-powered cars and motorcycles. Dinner plans pending.

Saturday, May 17th: Scenic drive around the park loop road at Acadia National Park, with stops at vistas such as "Thunder Hole," "Otter Cliffs," and "Sand Beach," as well as a drive up Cadillac Mountain and lunch at Jordan Pond. Group dinner/banquet in Bar Harbor.

Sunday, May 18th: Depart at your leisure.

Notes:

- A Complimentary Continental Breakfast is served each morning in the Oceanfront Lodge Lobby from 7:00am-11:00am. There are several other breakfast options within a 5-minute walk.
- If you'd like more time in the area, the contracted rate for anyone arriving up to 3 days early is \$158/night, and for anyone staying up to 3 days after the event the rate is \$180/night. Hiking, sightseeing, antiques, and other options abound in this area and along coastal Rt. 1.

The Fine Print:

Individual room deposits, equal to one night's room rate, are due within 10 days of making a reservation. Individual deposits are refundable, less a \$30 administrative fee, given notification 10 days prior to arrival date. Cancellations received with less than 10 days' notice are subject to a fee equal to one night's lodging. Cancellation insurance is available to all hotel guests at a cost of \$25 per room and must be purchased on the day the reservation is made. This insurance allows the guest to change or cancel their reservation up until noon on the scheduled day of arrival with no penalty to the deposit.

2014 JCNA Annual General Meeting A Weekend Jaguar Party Hosted by JANE April 4 - 6, 2014

By Dennis Eklof

JANE 2014 AGM Committee Chairperson

It has been a long time in planning, but things are shaping up for a really fabulous JCNAAGM and a great weekend party. And our plans are not just for the delegates, but also for the delegates' partners and for the general membership of all JCNA clubs across North America. We especially want many JANE members to come and enjoy the events surrounding the AGM and help us welcome fellow Jaguar lovers from across North America. Many of JANE's members have attended past AGMs -- Prebble and I have attended six of the last seven, both as delegates and as observers -- and we have always enjoyed getting reacquainted with members we have met before from distant clubs, and meeting new people from across the JCNA world. We have also enjoyed the events surrounding the business meetings as well as some of the attractions in the surrounding areas.



We had all these things in mind when we began thinking what a great venue Boston would be for an AGM, and the JCNA BOD accepted our proposal nearly two years ago. We have had great support throughout the JANE membership, and our many committee members have been working since early 2012 on the event that we like to think of as a weekend-long Jaguar party, with something to appeal to all JCNA and JANE members.

Of course Boston is one of the premier tourist cities in the country, with its rich historical and cultural background, magnificent harbor, and world-renowned education institutions, so we had a head start in making this a very special AGM. And we plan to help everyone attending to take advantage of the many things Boston has to offer.



Our center for the event will be the recently renovated Hyatt Regency Hotel in Cambridge, the familiar pyramid-shaped landmark on Memorial Drive, and all rooms in our reserved block will have outstanding views of the Charles River and the Boston skyline.

The hotel is just across the Charles River from downtown Boston and its hip Back Bay area, so if you choose to stay at the hotel you will truly be in the heart of the Boston experience. Maybe you or your spouse would like to take a duck boat tour of our city, or stroll along Newbury Street and its many fine shops, visit some of the historic spots that helped form our nation, or take in some of Boston's fine art museums. Within minutes of downtown Boston, MIT, Harvard Square, Faneuil Hall, Quincy Market, and a host of other attractions,

our hotel is an excellent jump-off point for getting to know Boston. Even if you are a member of JANE and live in the surrounding areas, when is the last time you really took advantage of the many things Boston has to offer? And we will help make your stay easy. In fact we already have! We have arranged for AGM attendees to have the option to extend their stay to as many as six nights at our very attractive deeply discounted rate of \$169 per night. In addition, we will be helping arrange group tours of a selection of Boston's most interesting attractions all day Friday and, for

those not attending the AGM business meeting, all day Saturday as well.

And we will have some cars. Our hotel is providing display space for about 30 cars, and we have a committee hard at work lining up some really special Cats to fill those spaces, including both vintage and new models.

As you can see, there's a lot more to a 2014 AGM vacation than just the business of the clubs.

Our first official events will be tech seminars on a variety of topics on Friday afternoon (also on Saturday) for those more interested in car stuff. We are still finalizing the sessions we will be offering.

BUT, the real kick-off for the weekend will be Friday evening, when we are arranging a truly special occasion. Our Welcome Party will be at the MIT Museum, only a few minutes from the Hyatt. As I am sure you know, MIT is one of the premier scientific and engineering institutions in the world, and the museum is chock full of fascinating examples of the creativity and expertise of its faculty and students. This will be a special opportunity to have the entire museum to ourselves with access to all the museum has to offer.



With the evening's theme of "Driving Innovation," we will be adding Jaguar-related exhibits to the museum's already outstanding displays. We are still working on the details, but you can count on some really cool Jaguar attractions.



But the evening is not just a museum tour – it will also be a welcoming party where we are planning music and other entertainment as well as an outstanding "roaming banquet" featuring a variety of food stations throughout the museum, with a New England theme (how about some clam chowdah?). Of course there will be a bar, and we have even put together an official 2014 AGM Cocktail! It should be a fabulous evening of fun!

Saturday is a work day for the delegates, featuring breakfast, lunch, and an 8 a.m. to 3 p.m. business meeting, but for everyone else it's another opportunity to take advantage of the many exiting things Boston has to offer – and as with Friday, JANE representatives will be coordinating group activities and helping those who wish to strike

continued on next page

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out on their own. Non-delegate attendees are also welcome at the Saturday delegate breakfast and lunch, and the venue for those meals is worth the visit, with spectacular views of Boston from every direction.

And for those delegates in the meeting all day, we are also working to provide a pleasant surrounding – a top-floor meeting room with beautiful views of Boston and the Charles River.

Saturday evening will bring the annual Awards Banquet, and we have an outstanding sponsor for the evening – SNG Barratt. Everyone with a classic Jaguar knows SNG Barratt, and we are delighted to have them as the primary sponsor for our Awards Banquet. While we haven't yet finalized our guest speakers, we are working on some really outstanding options. We will also have a silent auction where we plan to have a broad array of Jaguar-related items.



But that's not all. We will be closing out the weekend with a Sunday breakfast (sponsored by Sudbury Jaguar, part of the mega-dealer Herb Chambers Companies) at the Larz Anderson Auto Museum in Brookline. You probably all know the story, wealthy early 20th century Boston socialites Larz and Isabel Anderson owned a fabulous estate in Brookline and were early adopters of the automobile, beginning with a 1901 Winton. Over the years they amassed a wide range of automobiles, and rarely sold any of them. This collection was bequeathed to a museum that is now housed in the original carriage house of the Brookline estate – it's the oldest car collection in the country. The museum also features rotating exhibits representing various aspects of automobile technology and culture. The current exhibit, which will be near its closure at the time of the AGM, is titled Patina, Provenance, Originality – Thoughtful

Preservation of Collectible Automobiles, and features a variety of unrestored vintage cars, including many early race cars from the private collection of noted writer and collector Joe Freeman. And Joe will be there in person to talk about his passion for these cars. The building alone is worth a visit, as it is an outstanding piece of late 19th and early 20th century architecture, so you won't want to miss out on this special opportunity. We hope that many of you JANE members will bring your special Jaguars out for the breakfast and show them off to a national audience.

Well, that's about it, and it is a lot. We at JANE are pleased and excited about hosting this event and look forward to seeing many of our fellow Jaguar enthusiasts from around North America. You can see more about our plans (including a video) and sign up for our mailing list by going to www.j-a-n-e.org/agm2014. Look for online registration links and a printed reservation form in the next *Jaguar Journal*.



2014 JCNA AGM Tentative Schedule of Events:

Thursday, April 3

4:00 p.m.: Registration opens

6:30: Informal dinner for JCNA Board Members and early arrivals at Legal Seafood in Cambridge

Friday, April 4

8:30 – 5:00: Registration open

8:30 – 5:00: Hotel car display open

8:00 – 4:00: JCNA Board Meeting

8:30 – 3:00: JANE representatives expediting tours to off-site Boston attractions

3:00 – 5:00: Tech sessions

6:00 – 11:00: Welcome Party at the MIT Museum

Saturday, April 5

7:00 – 8:00: Delegates Breakfast – non-delegates welcome

8:00 – 3:00: Annual General Meeting

3:00 – 5:00: Tech Sessions

5:30 – 7:30: Silent Auction

6:00 – 7:00: Cocktail reception

7:00 – 10:30: Annual Awards Banquet sponsored by SNG Barratt

Sunday, April 6

7:30: Buses depart for Larz Anderson Auto Museum

8:00 – 11:00: Breakfast, museum tour, and discussions with author and collector Joe Freeman.

9:00 – 11:00: New Jaguar demo rides sponsored by Sudbury Jaguar

10:00 and 11:00: Buses depart back to Hyatt Regency



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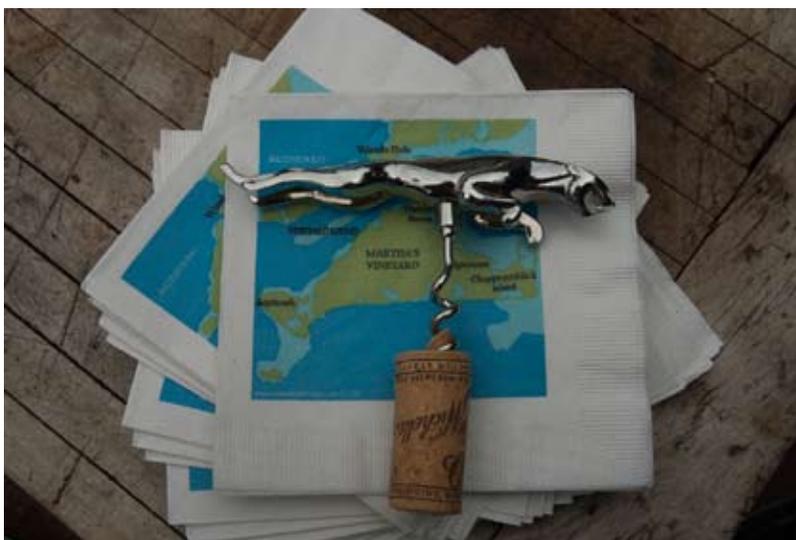
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2013 Fall Tour ... Martha's Vineyard



By Carl Hanson

Bright sun sparkling on the waves. Endless sandy beaches. Sentinel lighthouses. Quaint fishing villages. Elegant antique houses looking out on boats in the harbor. Vacation choices of the rich and famous. These are some of the features that drew 39 JANE members in 19 Jaguars to Martha's Vineyard for our 2013 Fall Tour the weekend of October 18-20. Every participant has a story to tell about the tour, and by all accounts the event was a success. Here are some of the highlights.

Friday, October 18 – Arrivals: Ferry boat operators were abuzz all day Friday. An unusual number of Jaguars were rolling on and off the ferries from Woods Hole to Vineyard Haven. "What's going on? We usually don't see that many Jaguars," said a loading attendant, "especially those older sporty cars." The long-awaited JANE Tour of Martha's Vineyard had begun.

In Edgartown, all was ready at the beautiful Harbor View Hotel for the weekend. By mid-afternoon our reserved parking lot was filling up with a wide variety of Jaguars, including an XK120 coupe, a MK 2, four E-Types, a Series 1 XJ6, an XKR 175, a couple of XK8s, a couple of X-Types, and many later saloons. Hotel guests were delighted to see a private car show right in their back yard!

Reception: Friday evening's reception for tour participants was held in a beautiful room with a view and a porch looking out on the Edgartown lighthouse and beach. While availing ourselves of the cheese table and beverages served from the in-room bar, we were welcomed by the Executive Director of the MV Chamber of Commerce, Nancy Gardella (who happens to be the niece of our own Ed and Kathy Hall!). Another warm welcome was extended by the President of the Scout Hotel Group, Robin Kirk, a fellow British car enthusiast with a couple of nice MGs, but who said he lusts after Ed Hall's red E-Type. When last seen, Robin and Ed had their heads together at the back of the room! (Sale? Or No Sale?) Tour leader Carl Hanson described the weekend events, introduced all participants, and gave each driver a goody bag generously provided





by the Chamber of Commerce, a special Blue Ribbon Coffee Cake*, and a rally plate for the car. Later Friday night, porch sitters enjoyed a beautiful full moon rising over the Edgartown light. What a grand evening it was!

Saturday, October 19 — Tours: Friday's reception was just the prelude to the events of Saturday. The day dawned sunny and cool ... perfect weather for our tourists. Due to the size of the tour group ... 19 cars in a caravan is a bit much to maintain control ... we needed to divide up into smaller groups of four to eight cars. During the week, tour leader Carl mapped out three routes involving three different lunch stops, but covering the same or similar scenery. Each route had a leader. Carl and Sing Hanson led a group that stopped for lunch of lobster

and seafood at Larsen's Fish Market at the beach in Menemsha. Tom and Mary Finan led a second group that stopped for lunch at the iconic Black Dog Tavern in Vineyard Haven. Michael Kaleel and Linda Mullen led the third group with a lunch stop at The News from America Pub in Edgartown.

Trouble in the parking lot: Tour departures were scheduled for 10 am. By 9:30 everyone had gathered in the parking lot to install their rally plates and meet with their group leaders. But wait ... what's wrong with Mike Kaleel's XK? It appears to be listing to one side. It has a flat tire! How many JANE members does it take to change a flat tire? Many, as photo documentation shows! After several rounds of field-expedient decisions, the wheel was replaced by a bright orange "donut" leaving the wounded tire behind to be fixed. Needless to say, the tours got off to a delayed start.



Previous page top: "Jaguar covers Martha's Vineyard." Photo by Dennis Eklof. Bottom: The immense Harbor View Hotel makes a lovely backdrop for Carl Hanson's XK120. Photo by Carl Hanson.

Tours are underway: First stop for all was the picturesque Camp Meeting Ground in Oak Bluffs for a group photo. Our Jaguars made quite a sight when parked surrounding the large pavilion in Trinity Park. Fascinating history here, a long-time Methodist gathering place with lodging in small, beautifully decorated Victorian cottages packed close together, all owned by members of the religious as-

This page top left: The view from Harbor View Hotel of the Edgartown lighthouse. Above: A common sight at a JANE tour, changing a flat tire. Here Michael Kaleel (center) readies the bright orange "donut" for installation on his XK. Photos by Carl Hanson.

*These coffee cakes are made by Rae Carter, a close friend of Dean Saluti and Margie Cahn. According to Dean, they are all the rage at stores on MV. Delicious! Worth visiting the island just to get one for yourself!

continued on next page

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sociation.

At this point, the three groups diverged on their various routes on many of the same roads, but passing through the same attractions at different times. Besides the towns of Oak Bluffs, Vineyard Haven, and Edgartown, all groups stopped at the famous Alley's General Store in West Tisbury, the Gay Head lighthouse in Aquinnah, Dutcher Dock and beach in Menemsha, and ended up all together at The Granary Gallery in West Tisbury to enjoy the art displayed in the gallery while tasting fine wines and cheese.

Banquet: The final event on Saturday was the Tour Banquet in the main dining room and bar of the hotel, which was reserved exclusively for our group. After a fine meal featuring choice of sirloin or swordfish, Carl acknowledged guests and awarded engraved wine goblets to deserving couples. Awardees included Tom and Mary Finan (Co-organizers and tour leaders); Wayne and Carole Quimby (Farthest distance in a Jaguar – from Harpswell, ME); Gethyn and Rita Timothy (Most rare Jaguar – only 175 built); Mike Kaleel and Linda Mullen (Broken Spoke Award – for obvious reasons!).



Sunday, October 20 – Departures: No more events were planned for Sunday, other than having informal breakfasts together to share stories and promises to meet again soon. Once again, the onslaught of Jaguars returning to Woods Hole had the ferry operators buzzing ... and saying to come back again! From the reactions of many who experienced MV for the first time, I would say that future visits are very likely.

Postscript: Planning a tour like this takes a lot of time and effort. This one started in December 2012 and involved finding a suitable venue, negotiating hotel and banquet contracts, advertising to club members, collecting registration fees, planning routes, reviewing facility set-ups, and praying for good weather! I want to express thanks to several people who participated in this journey ... to Tom and Mary Finan, who provided advice and support as co-organizers and who made up the rally plates; to the Scout Hotel Group, especially Danielle Barber and Megan Honey, who made our venue, the beautiful Harbor View Hotel, a success; to Dave Wallis and Chris Morse of The Granary Gallery, who allowed us to share their beautiful space for our wine and cheese tasting; and finally to Bob Bass and Lee Vorderer, close friends of ours, who took our group photo and set up our gathering at the gallery.





Previous page top: In Menemsha, a group stops at Larsen's Fish Market for lunch and photo op. Photo by Joe Hill. Middle: The hotel provided private parking for JANE members. Photo by Carl Hanson. Bottom: With "donut" installed Michael Kaleel was ready to continue touring the island. Photo courtesy Tom Finan.

This page clockwise from top: (L to R) Mike & Patti Axford, Dennis Eklof and George Jones enjoy lobsters "al fresco." Photo by Carl Hanson. At the Granary Gallery members enjoyed cheese and wine tasting while viewing the displays. Photo courtesy Dennis Eklof. The entire group poses in front of a picturesque church. Photo by Robert Bass. View looking down at the Granary Gallery parking lot of the amazing variety of Jaguars. Photo courtesy Carl Hanson.



Calibrating the Smiths Oil Pressure Gauge

Editor's note: With the driving season winding down there won't be as many event reports. So from time to time JANE's Wes Keyes will provide some technical articles for those do-it-yourselfers.

By Weston Keyes

This article is about the use of the so-called bi-metal resistance oil pressure gauge. Jaguar went to this type of gauge after the mechanical type of gauge that was used on early Jags until roughly the introduction of the E-Type.

The mechanical oil pressure gauge used a small-diameter tube that ran from the main oil gallery on the engine to the gauge in the dash. This system monitored directly the pressure of the oil produced by the oil pump as it started its travel through the engine. After the mechanical gauge, Jaguar went to an electrical setup that they used on Jags into the XJ6 era. This system consisted of a sending unit mounted to the top of the oil filter housing and a gauge in the dash. Remember the bi-metallic strip most of us learned about in high school? Well, that is the basic principle used in this device. I won't go into great detail as to how it works, as the description in the service manual does it quite well. (The manual also has a great fault-finding chart for use if your gauge isn't working at all.)

Basically, in the gauge there is a heater winding wound around a bi-metallic strip, which in turn is connected to the needle. As more current passes through the winding, more heat is produced, the bi-metallic strip bends, and the needle moves. (See picture of the gauge innards below.) The sending unit sends varying amounts of current to the gauge depending on the pressure. More pressure, more current flows, and the more the needle bends. If your gauge is working normally it will start at zero, and upon starting the engine it will move toward



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the right and settle at some reading. As the engine oil warms up, the pressure will go down and settle at a lower number. The pressure should go up when the engine is revved. If you suspect that the pressure reading is off, you need to add another gauge to the system and compare readings. I use a good-quality mechanical oil pressure gauge. Any parts supplier has these for sale.

To install it I remove one of the main gallery plugs screwed into the lower part of the engine block on either side of the oil filter. I screw in a fitting that will work with the capillary tube that is supplied with the gauge. (See picture below.) Then I replace this assembly back into the block and start the engine. I compare the readings of the mechanical gauge vs. the original. My experience is that the original gauge is usually low, but either way, if the two gauge readings are different you can now calibrate the original to match the mechanical. In the back are two small, round cork plugs. Pry those out. Behind each are rectangular key-shaped holes. You can use a small screwdriver to move the slots sideways. It takes a little fiddling, but you can dial the gauge in to read the same as the mechanical gauge. You can also get it to read zero when the engine is off. Try revving the engine to get different pressures. Shut the engine off and see if the gauge goes to zero. Most times the cork plugs you took out are pulverized, so use your imagination to plug them so that dust doesn't enter the gauge.

Good luck!



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Why Jaguar?

Editor's note: JCSNE and JANE member Janet Jones posed the question one night at a dinner event: What is it about Jaguars that led to your ownership? This evolved into a series of members' stories printed in JCSNE's newsletter The Spotted Cat. Robert Silvestri has given me permission to publish his Jaguar tale.

Story & photos by Robert Silvestri, JCSNE

My association with Jaguar started when I was in grammar school, back in the early- to mid-1960's. The truth is, I owned a D-Type. It was British Racing Green in color, but only 1/32 in scale. It was a slot car, but it was the fastest slot car on the track. Slot car racing was big in those days, and I vividly recall racing at three hobby centers – one in Fair Haven, one in New Haven, and the third in Wallingford – in addition to the small track that I had in the basement of my home. But as the hobby centers closed, and as I got older, my interest in slot car racing faded. And the whereabouts of the D-Type is unknown.

Fast forward to the early 2000's. At that time I was driving a Ford Explorer. In fact, up to that point I had driven an SUV of one type or another for over twenty years. But my son had just earned his driver's license, and it was decision time as to what he would drive. Do we look for a decent used car for him, or do we look for something for me? I opted for the latter – I planned to give the Explorer to my son, as, God-forbid, should he get into an accident it would be big enough to protect him, and as long as we still had an SUV in the family I would search for and go back to driving a car.

Chrysler unveiled its Crossfire concept car at the 2001 Detroit Auto Show, and I was intrigued with this vehicle. It took Chrysler a few years to go into production, and the coupe version became available in 2004. As any potential car buyer does, I researched the model from head-to-toe and saw that the initial offering of the vehicles was in high demand - with buyers paying thousands over sticker price - but decided nonetheless to do some shopping.

At that time there were two Chrysler dealers in the area. When I visited the first, the dealer had one Crossfire in the showroom, and he was not about to take the car on the road for a test drive. While he touted the virtues of the car and quoted a price that was way, way above sticker, there was no sense in haggling, as I was not able to drive the car. The second dealer had two, one in the showroom and one on the lot. He had no problem in allowing me to test drive the one on the lot. After a brief inauguration to the controls, off we went down Route 5. I found an entrance to the Wilbur Cross Parkway and the car accelerated to 90 mph in the blink of an eye. On the way back I found some back roads with lots of curves, and I must say, the car handled well. We returned to the dealer's lot and then came the sales pitch. But it was more of a question: The dealer asked me what price was enticing for me to buy the car. Having done my research and homework, I answered with my price that literally blew the dealer off his chair. "I can't sell it to you for that" was the distinctive reply that I still remember to this day. He counter-offered, I laughed and stated that I'll go car shopping somewhere else. He asked where and I replied, "I think I'll go look at Jaguars."



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Earlier in the day a friend of my brother told me that if I ever made my way down to Crest in Woodbridge, to ask for Bill. So after picking up my son from high school soccer practice, off we went to Crest. When I arrived I asked for Bill, and of course when Bill came out he had no clue as to who I was. I explained to him how I got his name and told him that I wanted an education in Jaguars. Bill was more than accommodating and started us off in a new S-Type, which looked to be British Racing Green. I drove the car through back roads in Woodbridge and Bethany, ran a few spurts on Route 63, and returned to the dealer. I must say that I enjoyed the car, but did have sticker shock. Bill had a new Lincoln ready to go on the lot for the next test drive, but I politely passed, stating my intent for Jaguars. So Bill fired up a new X-Type, and off we went on the same test drive course that I negotiated before. While the sticker price was reasonable, I had a difficult time comparing the S-Type with the X-Type. I headed back to the dealer somewhat dejected, as I didn't find "my" Jaguar.



The 1999 XJR Flagship.

I pulled into the dealer's lot and parked next to this 4-door, gleaming red XJR that was purring. My first impression was "Wow! Some lucky person is going home in this magnificent vehicle." To my surprise, there was no other person, as Bill had fired it up for me. "Just for fun," he said, "try this one." Jason and I were totally impressed with the 1999 XJR Jaguar, Carnival Red exterior, Oatmeal interior, 390 hp V8 engine with supercharger, and with all the trimmings. We also learned that the XJR was just returned from a lease and was now up for sale.

It was getting toward closing time when I returned to the dealer with the XJR, and we decided to call it a day. I thanked Bill, took his business card, and headed back home, vowing to do research on the vehicle through the remainder of the weekend. In short, I wanted the XJR. That was "my" Jaguar, but what could I do to actually make it mine?

I eventually convinced myself of the price that would make this Jaguar mine, but Monday came and I didn't call Bill. I didn't want to appear too anxious. Tuesday and Wednesday came and went for exactly the same reason, but I also started to bite my fingernails as I wondered whether the vehicle was still available. I vowed to myself to call on Thursday and make my offer.

To make a long story short, on September 8, 2003, I became the proud owner of this flagship with 22,500 miles. To



Ann Marie's version of how to exploit the tattoo.

say that this Jaguar turned heads is an understatement. And even today, with close to 205,000 miles, this Jaguar still turns heads. By the way, the Chrysler dealer called me a few months later asking if I was still interested in the Crossfire, as they were offering a number of incentives. I politely replied, "No, I bought a Jaguar."

Little did I know that by buying the XJR I was bitten by the Jaguar "bug." I was always interested in tattoos, but never sported one. A few years after bringing home the XJR, that changed. I got my first tattoo – a jaguar cat strategically positioned between my left shoulder and elbow, so that no one could see it when I wore short-sleeved shirts. And the saga doesn't stop here.

continued on next page



The 1998 XK8 OTS just arrived home.

The XJR came with a warranty, and periodically I would visit the dealer for warranty-type maintenance. While there, it was more than natural to examine the Jaguars in the showroom and on the lot, and I became intrigued with the convertibles. I never owned a convertible. No one in my family ever owned a convertible. Heck, I never even drove a convertible. But the fine lines and appeal of the Jaguar XK8 OTS kept beckoning me. Jaguar #2 came home on May 31, 2007 – a 1998 Jaguar XK8 OTS, Meteorite exterior, Charcoal interior, with 41,314 miles.

“Normal” people would have probably stopped here. Two Jaguars, one tattoo, what else could one desire? While I don’t consider myself abnormal, I do consider myself interesting, and I never attempted to go through life with either regrets or asking myself, “What if?” As Jaguar fate would have it, Ann Marie and I had finished furniture shopping up in Ellington and decided to take some back roads home, when off to the left of the main road sat an original S-Type behind a glass store front. I needed to have a closer look at this vehicle (picture now in your mind, screeching tires and rapid U-turn). The building was locked and no one was around, but I examined the S-Type through the glass. It took about two to three weeks to figure out who owned the building, but after that we were able to return and to take the S-Type for a spin. At about the same time, an E-Type appeared out of nowhere on the front lawn of a home located less than a mile from my house. We examined the E-Type, which was in good condition, and spoke with the owner, who couldn’t comfortably drive it anymore due to ankle surgery. After re-examining my sanity, it was decision time: S-Type or E-Type? The decision came down to what appeared to be more rare at Jaguar concours and other car shows. Jaguar #3 came home on July 15, 2009 – a 1964 3.8 S-Type, Warwick Grey exterior, Red interior, 4-speed manual with overdrive.



1964 3.8S

We almost lost the S-Type during the winter of 2010-2011. Remember all that snow in Connecticut? It never stopped. My routine became: Get up, shovel snow, go to work, come home and shovel more snow, go to bed, and start all over again the next day. The S-Type was being temporarily stored in the back yard within a tubular steel frame and canvas shelter until we could get a second garage built on the property. The shelter worked fine the previous winter, with minimal snow. However, as fate would have it, one of the last major storms had me shoveling the driveway and walkways, and then removing snow from the roof of the house. As I started to go to clean the snow off the shed, there



Rescuing the 3.8S – January 2011.

was this awful sound – the shed collapsed on the S-Type! I did my best to brace it to prevent further collapse, but it took about a month to ultimately free the S-Type from the twisted structure. All things considered, it could have been worse, as the “S” suffered only two dents on the roof. Needless to say, the new garage was installed following that winter, and the “S” has been happy in its new abode.

The new garage also brought a new opportunity, as there was space for one more vehicle. E-Types were always appealing and desirable even though I passed on the neighborhood E-Type for the “S.” A problem with the E-Types was also my physique – that is, getting comfortably in and

out – so my vision focused on the Series III, being of “extended design.” Opportunity presented itself during a visit to Motorcars early in 2012 as a Series III E-Type was just being advertised for sale. The “fit” was great, as was the vehicle. Jaguar #4 came home on March 3, 2012 – a 1971 Series III E-Type, Old English White exterior, Dark Blue interior, V-12 automatic.

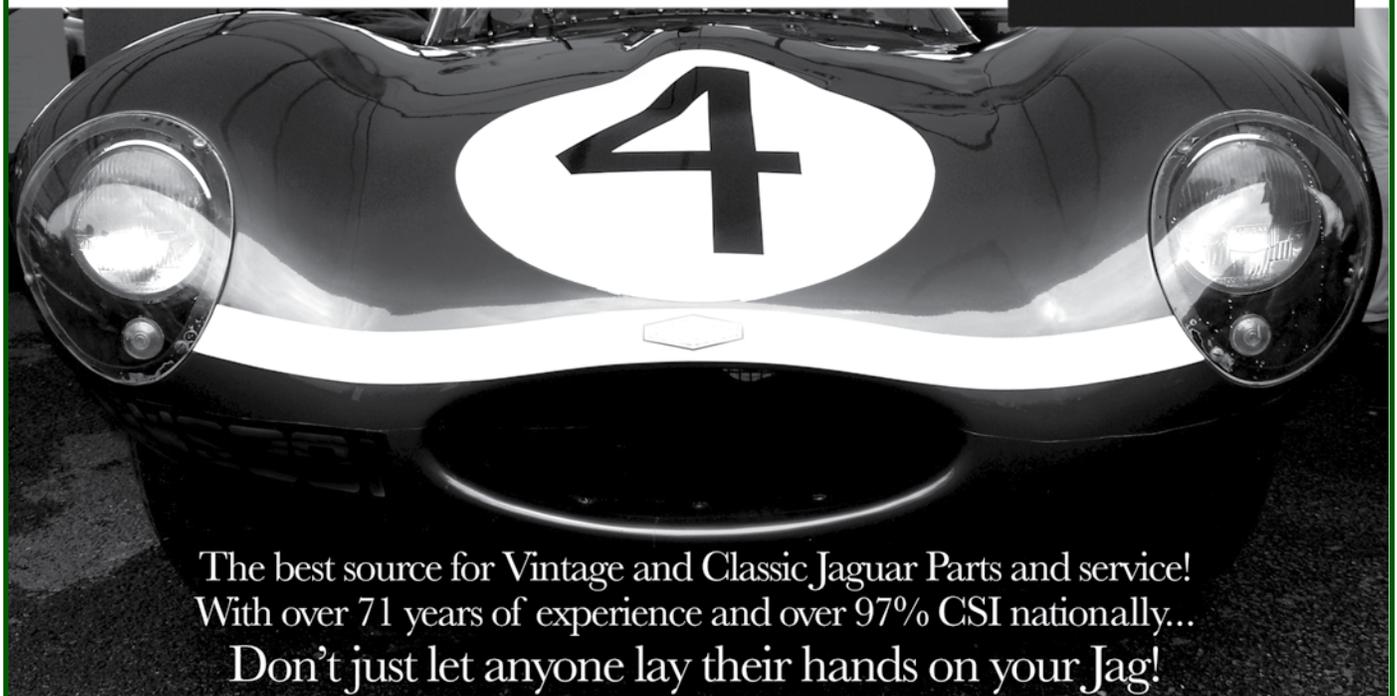
Folks now tease me about my acquisition history and question when Jaguar #5 will come home. The short answer is, “Not for a while.” There’s no more room on the property for a third, or an expanded garage, to say nothing about funds. However, I did get a second tattoo after acquiring the E-Type - another jaguar cat strategically positioned this time between my right shoulder and elbow, so that no one could see it when I wear short-sleeved shirts.



1971 Series III E-Type at Lime Rock.

Do you have a “Why Jaguar?” story to share with fellow JANE members? If so, send it along to Your Editor at sharpei@sacoriver.net. Photos are also welcomed not required to accompany a story.

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The Evolution of the Leaper

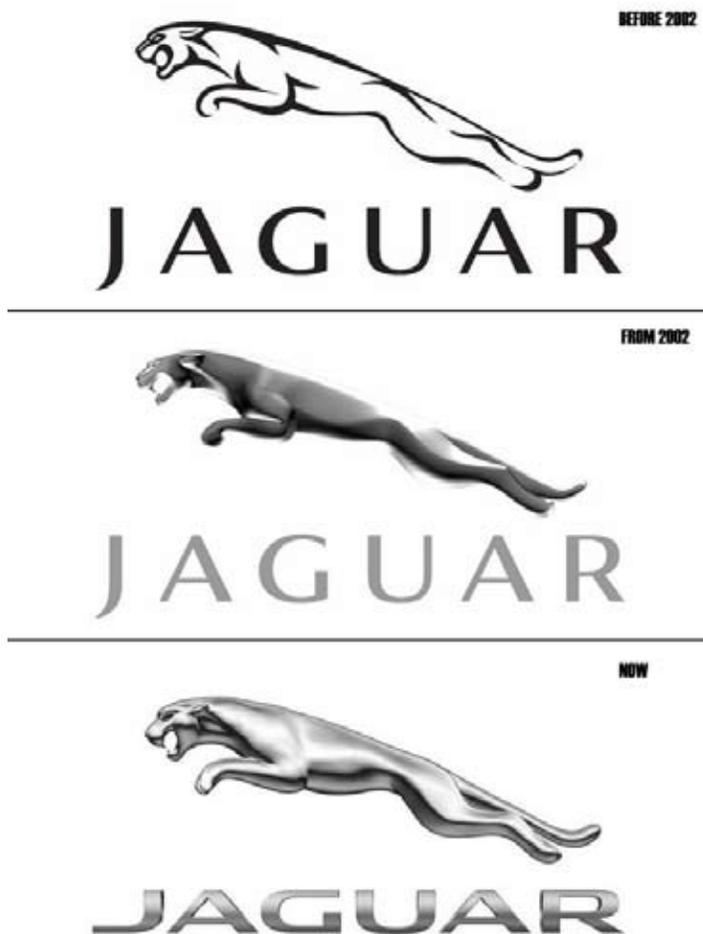
By Robert Silvestri, JCSNE

In 2012, Jaguar embarked on a global transformation, unveiling the new F-Type, its “Alive” advertising campaign, and its “Alive Driving Experience” tour. In the process, Jaguar redesigned its iconic “leaper.”

Introduced in 1938 and designed by a British automotive artist, the leaper was first offered to Jaguar owners as an option. While it grew to become an integral part of every Jaguar, the leaper was essentially an outline of the feline with a bit of shading. The leaper remained virtually unchanged until 2002 when the shading was significantly increased to produce a bit of depth. However, even with this change, the leaper remained mostly two-dimensional.

But as part of Jaguar’s global transformation, so too has the leaper evolved. The makeover for the new leaper includes more detail, more feeling of muscle and power, sharper teeth, and an overall three-dimensional look.

Here’s how the leaper has evolved:





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More Martha's Vineyard Tour Photos

There were so many great shots taken around Martha's Vineyard that it was hard to choose which to publish. A little space here at the end provided the opportunity to highlight the beauty of this island. For even more photos visit: http://www.j-a-n-e.org/events/event_597_report/index.html. Photos here courtesy Dennis Eklof.



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Cars For Sale



1987 Series III XJ6 – A rare find. Dorchester Gray with Mulberry interior. Originally a California car. Has just been fully serviced, everything works as it should, interior and exterior all original. This car was in new movie *The Equalizer*. Asking \$7500. Ray O'Brien 617-460-2970. Email ray.obrien2000@gmail.com. (07/13)



1997 Jaguar XK8 - Convertible ready to go for summer cruising. Topaz (gold) with Cashmere leather interior. Maintained by Jaguar technician for the last ten years. Recent complete rebuild of transmission, all systems and equipment works as it should. Car is located in Boston. \$8995 or best offer. Ray O'Brien 617-460-2970. Email ray.obrien2000@gmail.com. (7/13)



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2001 XK8 - Less than 75,000 miles. Anthracite with tan interior. Never used in New England winter. This had been my son's car in California. It had 63,500 miles on it when it arrived in Massachusetts in 2009 and has been garaged each winter that it has been here. Location: South Dartmouth, MA. Price: \$12,000 Ad placed by Bonanza80DC. Phone: 617-742-0050. Email: richardbjacobs@aol.com. (9/13)

Miscellaneous



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JAGUAR COLLECTIBLES - I Buy, Sell and Trade Jaguar Toys, Models, DieCast, Posters, Manuals, Books, Brochures, EJAG Mag...more and much more. Location: Southampton, New York. Ad placed by S. Ring. Phone: 631-259-2604. Email: basicnyc@aol.com. (9/13)

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Jaguar XKE Engine, Ready to bolt in - 1986 Jaguar XJ6 S3 4.2L engine converted to XKE S2 (or earlier). Removed from running, 60,000 mi car and stored indoors with oil and turned regularly. XKE oil pan and oiling system, intake manifold and carburetors installed. The XJ6 S3 engine has larger diameter intake and exhaust valves. Also larger and better flowing intake and exhaust ports. Get more HP for your E-type. Install a set of Bill Terry cams for even more power. Location: Littleton, MA 01460 Price: \$1500.00 or B.O. Ad placed by B. Parish. Phone: 978-486-9830. E-Mail: wdparish@verizon.net. (9/13)

X300 Wheels - Four 1997 MY X300 OEM wheels. Location: Essex, CT. Price: A bottle of nice wine or port! Ad placed by R. Hathaway. Phone: 860-757-6521. E-Mail: rhathaway@snet.net. (9/13)

Snow tires - Four Mastercraft Glacier Grip II, 205/60 R15. Less than 1,000 miles use. \$65/pair. Ad placed by Keith Carlson. Phone: 617-333-9660. Email: kfc-bhlmilton@comcast.net. (11/11)

Snow tires - Two pairs of Michelin Artic-Alpine 215/55 R16. Less than 10,000 miles. 5mm tread depth. Location: Milton MA. Price: \$50/pair. Ad placed by KCarlson. Phone: 617-333-9660. Email: kfc-bhlmilton@comcast.net. (9/13)

Set of 4 Winter Wheels & Tires - XJR 2004 4 Winter HanKook Icebear 245/45 R 18 100R tires mounted on Tire Rack chrome wheels purchased with 2004 Jaguar XJR + 20 flat lugnuts - STILL FOR SALE!! REDUCED TO MOVE!! Location: Wayside Inn Road, Framingham, MA 01701 ; Price: \$350 obo . Ad placed by RichardDGill . Phone: 508-788-0026. E-Mail: RIK14455@aol.com. (1/09)

Set of 4 Winter Wheels & Tires - 215/55 R16 97R Hakkapeliitta Nokian winter tires. Mounted and balanced on MSW aluminum 16" rims. Used one season less than 3,000 miles - asking \$600 OBO. Ad placed by Allen Liberman. Phone 617- 817-5012. Email libs999@hotmail.com. Located in Newton, MA. (3/13)

Parts For Sale

Steering wheel for E-Type, 13.5 inch diameter. Complete for installation, smaller than standard wheel allowing for more room in cockpit. Asking \$150 OBO Ad placed by Allen Liberman. Phone 617-817-5012. Email libs999@hotmail.com. Located in Newton, MA. (3/13)

Series 1 exhaust system - Complete Jaguar Series 1 exhaust system in excellent condition. System is complete from the headers back. Location: Merrimack NH. Price: \$275.00. Ad placed by M. Myette. Phone: 603-429-4926. E-Mail: mmyette@earthlink.net. (9/13)

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Cars/Parts Wanted

Car Wanted: Series 1 Coupe/OTS - Hoping to find a Series 1 Coupe/OTS in good operating and original condition for long term ownership. Now completing the nut and bolt restoration of my 1958 XK150S OTS LHD, which I've owned since 1974. E-type should not require a restoration, but I'm happy to do mechanical work, e.g. brakes, if condition disclosed in advance. Numbers matching, please. Thanks for any and all help. Ad placed by J. Collins. Phone: 413-256-0966. Mobile: 413-548-6096. Email: jamesgerardcollins@comcast.net. (9/13)

Car Wanted: E-type & XK's - Running or Not. I am looking for XKE's and XK's in any condition. Will travel. Please call or email me at 617-838-3728. Ad placed by R. Crook. Phone: 617-838-3728. Email: crookjag@comcast.net. (9/13)

Car Wanted: XK150 - Nice Driver. XK150 Roadster in good condition and a good driver. Ad placed by David Zussman. Phone: 617-332-6400, ext. 14, or 617-232-9595. (9/13)

Parts Wanted: Hard Top Chrome - I'm looking for the chrome pieces for both door openings for a Series 1 hardtop. Mine are missing and I'd like to find both prior to refinishing the top. Ad placed by J. Brown. Phone: 508-842-2685. Email: jeffrey.brown@townisp.com. (9/13)



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