

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

November 2014

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



## *A Real Jewel*

*This photo does no justice to the actual color of Chuck Centore's new F-Type. Called Black Amethyst Metallic, in certain light it's a brilliant deep violet. Appropriate since that is Chuck's granddaughter's favorite color! Photo by Tracey Levasseur.*

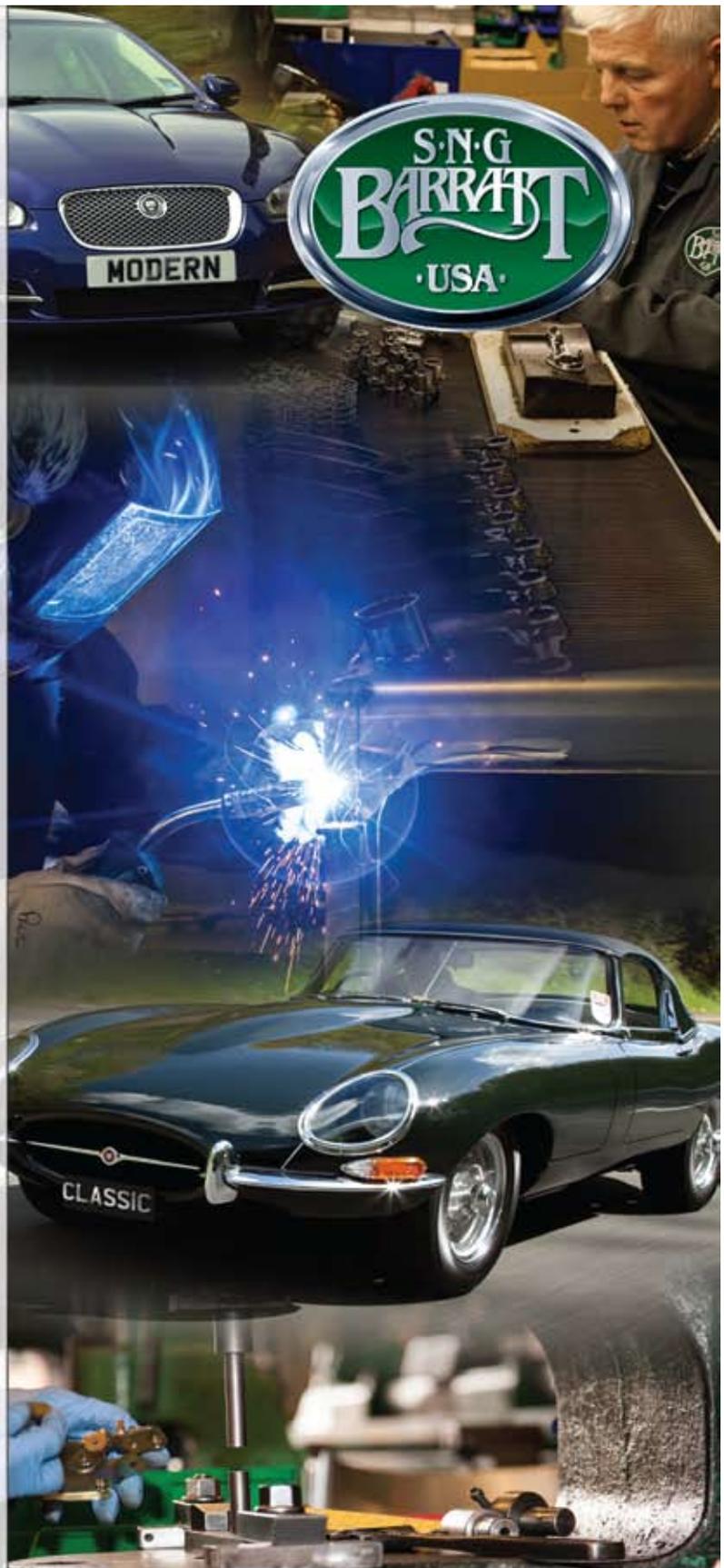
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## Year Winding Down as Holidays Approach

Despite some wet weather and limited sunshine, as October closed, our club finished another great month, starting off with an SCDA Track Day at Lime Rock for our racing aficionados, then right on to the JCSNE Fall Slalom at Papa's Dodge in New Britain, Connecticut, on the 19th, followed by another SCDA Track day on the 26th, and a VSCCA Rallye Tour on the 26th. Any club member who has an interest in the vintage racing scene, please don't hesitate to talk with one of our veteran racers. I am sure they would more than welcome the opportunity to provide

information and guidance for their activities.

Dean Saluti, our VP of Events, put together another fantastic program for our October monthly meeting. The club was privileged to have Eddy Allen, grandson of the late Jake Kaplan, as our guest speaker, along with his mother, Sheree Kaplan, CEO of Jake Kaplan's, and several other members of the Kaplan family and dealership in attendance. Eddy spoke about the legend that is Jake Kaplan, and how it all started from selling a couple of used tires and eventually became the second oldest Jaguar dealership in North America. Building his empire on selling foreign cars in a time when foreign cars were thought not to sell in America, and providing exceptional service, Jake was able to start focusing on Jaguar. He eventually ventured into the racing scene behind the wheels of a Jaguar C-Type and a D-Type along with several other makes. Dedication and attention to detail brought tremendous success for the Kaplan dealerships, which at one point prompted Sir William Lyons to claim that Jake was "The World's Best Jaguar Salesman," and Jake was invited to England to teach the art of selling Jaguars to the British dealerships. This was a very interesting presentation, enjoyed by all, and we greatly appreciate that Eddy and Sheree were able to take the time from their busy schedules to speak to us about Jake and the history of their dealership in our own backyard.

November will start off with what will be our last driving event of the year as we tour to Lebanon, New Hampshire, on Saturday, November 1st, for a visit to David's House. JANE has been a supporter of David's House for some 25 years, and even has the club name listed on the ceiling of the gazebo as a major contributor. The ceremony will be followed by lunch at Molly's Restaurant. There will not be a monthly meeting in November, and within a few short weeks the holiday season will be upon us and our activities for 2014 will also come to a close.

Our final activity for the year will be our Holiday Party and Annual General Meeting. Thanks to the organizational efforts of Jim and Crin Coull, the party will again be at the Vesper Country Club in Tyngsboro, Massachusetts, on December 7th, starting at 3pm. Don't forget to bring your gift for the Yankee Swap so you can be a part of the fun and excitement as gifts are traded, hidden, and sometimes aggressively pursued. This event fills up quickly, so please register early and get your payments in, as this will make for an easier time for Jim and Crin to accommodate everyone.

The Holiday Party will also be your opportunity to vote for the slate of club officers and board members for the calendar year 2015. The Nomination Committee, headed by Chuck Centore and Carl Hanson, has done another great job providing a strong slate of officers and board members to carry the club forward.

Keep your eyes on the website. Our VP of Events, Dean Saluti, John Brady, and I have put together a rough 2015 Calendar of Events, and it will soon be posted there. We are always looking for additional events, such

*continued on next page*

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

### JANE Officers & Committee Chairs

**President:** Jim Sambold, 603-918-8795, xkjagnut@comcast.net

**VP Events:** Dean Saluti, 617-285-6565, djsaluti@aol.com

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**Secretary:** Betsy Taylor-Kennedy, 978-779-5213, betsy@taylor-kennedy.com

**Treasurer:** Don Holden, 603-673-8167, donholden@rcn.com

**Concours:** Bruce McGeoch, 802-238-6642, bruce@bluejagconsulting.com

**Head Judge:** Jim Sambold, 603-918-8795, xkjagnut@comcast.net

**Slalom:** Al Zanengo, 781-337-3744, alzanengo@comcast.net

**Webmaster:** Dennis Eklof, 508-878-9510, dennis.eklof@verizon.net

**Traveler Contact:** Gary Hagopian, 603-763-3093, g.hagopian@yahoo.com

### Board Members

John Brady • Alec Karys • Marjorie Cahn  
Dennis Eklof • John Feng • Rich Kosinski  
Lauren MacCarthy • Tom Moses • Jennifer Taylor  
Gus Niewenhous • Mike Axford • Al Zanengo

### The Coventry Cat

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Shapleigh, ME 04076

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#### Display Advertising Rates

An ad in *The Coventry Cat* currently reaches over 350 households with excellent demographics. Rates are on an annual basis (12 issues):

Business Card (Members)	\$60
(Non-members)	\$120
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Half page	\$325
Full page	\$600
Inside back cover	\$1200
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Back cover half page	\$500

Visit JANE on the web at

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JANE is also on facebook at

**www.facebook.com/JagsNEWall**

*President's Message continued*

as tech sessions, driving tours, or even just an excuse to have a party and enjoy the friendships that have always been the foundation of our club.

Within existing events there are many opportunities available for members to step up and become a chair or co-chair. Our current Slalom Chair, Al Zanengo, has decided to step down, and has recruited Rich Kosinski as the new Chair. Rich is in need of a Co-Chair to help with set-up and running the event. The Slalom occurs only twice a year and is a relatively short event that is becoming more and more popular and successful. Rich and I are looking for a Co-Chair, so if anyone has any interest, please let us know and we will be glad to speak with you.

The Concours is also in need of members to step up and fill various positions that require additional support. This is our premier annual event, and we should take advantage of the opportunity to work with some of our veteran members to learn the process, and to bring some new ideas for improvement to ensure the continuity and success of this great event. The membership of this club has a tremendous variety of experience and leadership skills, all of which can bring significant value, so please let me know if you have an interest in being a part of this process.

I look forward to seeing as many of you as possible at the Holiday Party!

*Jim*



Unless you've already renewed your JANE membership for 2015, you'll receive a notice by mail in the next couple of weeks. But there's no need to wait – you can renew online at the JANE website or by mail NOW! See the accompanying form on page 6 for details and dues structure.

Renewals are good for the entire 2015 season, AND if you renew by December 31st you'll receive a \$5 discount. But 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 2015! 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 2015) do NOT need to renew and are therefore not eligible for the refund.

## Welcome New Members

Glenn A. Ford Worcester, MA 1989 XJ-S

## ...And Former Members Who Rejoined

Jo Horner Auburndale, MA 1994 XJ-S Conv.  
Irene and Bud Baudreau New Boston, NH 1974 E-Type SII OTS

Please say hello to these folks at the first opportunity and make them feel welcome!

With the addition of these new or rejoining members, JANE membership as of October 23rd is:

- 298 full members
- 11 associate members

Cheers,

Ed Avis

## Time to Renew Your JANE membership!

If you haven't renewed your JANE membership for 2015 please take a few minutes to renew online now at [www.j-a-n-e.org](http://www.j-a-n-e.org) or complete and mail the form below.

**Remember, if you renew before December 31<sup>st</sup> 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 2015. 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 or credit card (see the dues structure below)

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### To renew by mail:

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

### CHOOSE ONLY ONE:

- **\$60 per year with electronic Coventry Cat (if paid by 31 DEC 2014)**
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- **\$80 per year with printed Coventry Cat mailed to your address (if paid after 01 JAN 2015)**
- **\$25 per year for Associate membership with electronic Coventry Cat**  
(I am a primary member in another JCNA club and my JCNA number is \_\_\_\_\_)
- **\$45 per year for Associate membership with printed Coventry Cat mailed to your address**  
(I am a primary member in another JCNA club and my JCNA number is \_\_\_\_\_)

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COMMENTS \_\_\_\_\_

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### MAIL COMPLETED FORM AND CHECK (PAYABLE TO "JANE") TO:

Ed Avis  
252 Upper Pond Road  
Litchfield, ME 04350

## Addendum to October Coventry Cat

After the October *Coventry Cat* was published it was brought to Your Editor's attention that a couple JANE members were inadvertently omitted from the list of British Invasion winners on page 16. This was unintentional, and below are the members and their placements.

Adrian & Susan Curtis	3rd Place	Early Saloons	1955 MkVIIM
Stanley & Myra Piasczyk	2nd Place	XK120/140/150	1956 XK140 DHC



Adrian Curtis's 1955 MkVIIM (center) at the 2014 British Invasion. Photo by Adrian Curtis.



### 2014 JANE EVENTS CALENDAR

You may register for any JANE event online at [www.j-a-n-e.org](http://www.j-a-n-e.org) and pay in advance by credit card or PayPal

Date	Day	Time	Event
Dec 7	Sun	3PM	JANE Holiday Party at Vesper Country Club 185 Pawtucket Blvd, Tyngsborough, MA 01879  Coordinator: Crin Coull ( <a href="mailto:coullman80@yahoo.com">coullman80@yahoo.com</a> or 603-213-6216)

### Notice! No November Meeting

**There will be no meeting in November. Also, the December meeting will be the Annual General Meeting during the 2014 Holiday Party on December 7.**

*JANE's 2014 Holiday Party  
and Annual General Meeting*

*Sunday, December 7, 2014  
Vesper Country Club  
185 Pawtucket Blvd.  
Tyngsboro, MA 01879*

**Event Schedule**

**3:00 - 4:00 pm - Cocktails (Cash Bar)  
4:00 - 5:30 - Annual General Meeting  
5:45 p.m. - Buffet Dinner  
After Dinner: Yankee Swap**

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

**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.**

Please consider registering and paying online no later than Monday, December 1.

If you must pay by check, cut here and mail with your check to arrive no later than Monday, December 1, 2014.

.....

Member Name: \_\_\_\_\_

Guest Name(s): \_\_\_\_\_

Dinner per person \$55.00 x \_\_\_\_\_ Total \_\_\_\_\_

**Make checks payable to JANE and mail to: Crin Coull, 2 Fox Run Road, Amherst, NH 03031**

# The 2015 JANE Calendars are Now Available!

The calendar is a sizable 11" x 17" when opened and is spiral bound. Each month features a color photo of a Jaguar belonging to your fellow club members. We've selected high-quality photos with a lot of variety—take a look at the thumbnails below. You'll want to keep this calendar even after 2015 has wound to a close!

Get several—for your home, garage, office, even your friends and family! They will make beautiful gifts that last all year. They're reasonably priced the same as last year: \$15 each, 2 for \$28, or 3 for \$40, including shipping. Order your calendars today in time for the holidays using the form below or see Prebble Eklof at upcoming JANE meetings.




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## 2015 JANE Jaguar Wall Calendar

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## JANE Officers and Board of Directors Selections for 2015

In accordance with the official bylaws regarding the nominating of new Board of Directors members for the Jaguar Association of New England, President Jim Sambold appointed five members to serve as the Nominating Committee for 2015, with responsibility to designate new Board members to replace those who either no longer wish to serve or whose terms will be ending at the end of 2014. The Nominating Committee is headed by Chuck Centore and includes Dennis Eklof, Carl Hanson, Michael Kaleel, and Ray O'Brien.

Jim Sambold has agreed to be nominated for a second one-year term as President, and his appointed staff members will remain the same except that Betsy Taylor-Kennedy will step down as Secretary and Bonnie Getz will take that position.

According to JANE bylaws, there are to be a maximum of 12 members on the Board. At this time there are three members whose terms will be completed at the end 2014: John Brady, John Feng, and Tom Moses. As is customary, each was offered a chance to be nominated again or to move on as regular members. John Feng and Tom Moses decided to move on, while John Brady asked to be nominated for another three-year term, thus there are two openings on the Board for new members. The Nominating Committee has submitted the names of David Moulton and Frank Grimaldi to the President as replacements for the two outgoing Board members.

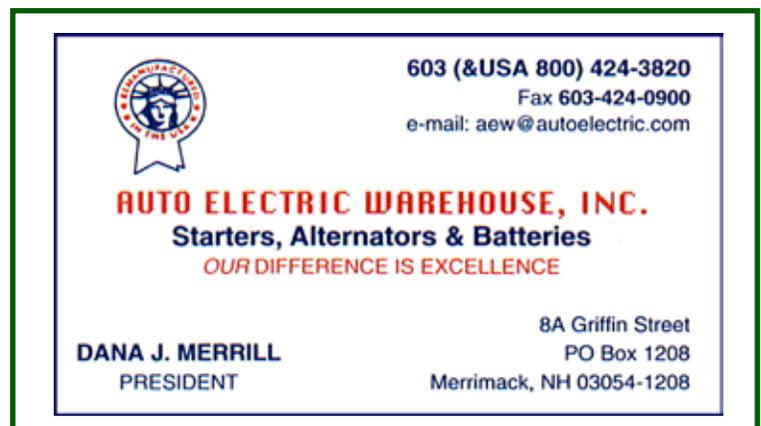
Each Board member is charged with providing general counsel to the Board, but is also usually charged with specific duties by the President. These usually are communicated to the Nominating Committee by the President, hence the President's approval of the Nominating Committees choices.

The Nominating Committee is always looking for new members to fill positions on the Board of Directors. Each year the Committee seeks out members who are willing to serve. While anyone can serve if nominated and voted in by the membership, we continually seek out members who are active in the club and show an interest in serving. If you are one of those, please make every effort to remain active and make the Board aware of your interest to serve.

In addition, Jim Sambold, his Officers, and the Nominating Committee would like to express our sincere appreciation to those who are leaving the Board, those who will continue to serve on our Board, and those new candidates who have stepped up to serve for the next three years. Thank you all.



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# Nominations of JANE Officers and Board of Directors 2015

(Vote for President and the two new nominated Board Members will be held at the JANE AGM on December 7)

## **OFFICERS WITH ONE-YEAR TERMS**

President: Jim Sambold (New Term)  
Vice President Membership: Ed Avis  
Vice President Activities: Dean Saluti  
Treasurer: Don Holden  
Secretary: Bonnie Getz (new)

## **NEW DIRECTORS NOMINATED FOR 2015**

John Brady (3) Returning  
David Moulton (3) New  
Frank Grimaldi (3) New

## **DIRECTORS WITH TWO YEARS REMAINING**

Lauren MacCarthy  
Jennifer Taylor  
Gus Niewenhous  
Margorie Cahn  
Alec Karys  
Mike Axford

## **DIRECTORS WITH ONE YEAR REMAINING**

Rich Kosinski  
Dennis Eklof  
Al Zanengo

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### The Boston Cup Classic Car Show

On September 21st the third annual Boston Cup Classic Car Show was held at the Parkman Bandstand on the Boston Common. This invitation-only Concours benefits the Boston Parks and Recreation Department, showcasing over \$100 million in classic cars.

The vehicles were grouped by country of origin, featuring pre- and post-war vehicles from France, England, Germany, Italy, and the United States, and this year there was a special display of historic race cars. Judging was by car owners, with class winners and Best of Show American and Best of Show European. This year Emily Rooney presented a Preservation Award and Paul Russell handed out the Restoration Award. After the judging, the owners paraded their cars off the field. The City of Boston estimates that over 20,000 people came to view this celebration of automotive history, which is free to the public.

One car of note at this year's event was a 1962 Ferrari 250 GTO, which is considered the most expensive model car in the world.

New at this year's Boston Cup was a Saturday morning Cars and Coffee on the Common with BMW'S new i3. Mother Nature cooperated and over 100 cool cars came out. On Saturday night all of the participants and sponsors were treated to a cocktail reception at The Ritz Carlton, Boston Common. At 6am on the day of the show, the cars were delivered to the field. The party continued in the VIP tent, with a terrific lunch served by Jacob Wirth of Boston and beer contributed by Sam Adams.

Russ Rocknak, publisher of *Mesh New England* magazine ([www.meshnewengland.com](http://www.meshnewengland.com)), partnered with The Boston Cup to provide the program for the Cup. The Fall 2014 issue of *Mesh* has a special ten-page spread of the event, as well as a feature on Tom Larsen's car collection and his passion for driving, including a photo of Tom's Cobra on the cover of the issue. Tom is a JANE member and one of the founders of The Boston Cup.

Mark your calendars for Sunday, September 20, 2015, for the fourth annual show.



1954 Mercedes-Benz 300SL Gullwing  
owned by Dennis Nicotra  
Best of Show – European

1932 Auburn Boattail Speedster displayed  
by Heritage Museum and Gardens  
Best of Show – American

Photo courtesy of Josh Sweeney, Shoot For  
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### JANE MEMBERS VISIT DAVID'S HOUSE



**JANE members in front of David's House (l to r): Gus Niewenhaus, Michelle Dixon, Bruce Murray, Carl Hanson, Bruce and Cyndy McGeoch, Prebble Eklof, Jim Sambold, and Dennis Eklof. Photo by Dennis Eklof.**

On Saturday, November 1, 2014, nine JANE members drove up to Lebanon, New Hampshire to visit David's House. David's House is the dream of a little boy named David Cyr, who passed away at age five after a three-and-a-half-year struggle against Acute Lymphatic Leukemia. Built so that families can remain together when it is most crucial, David's House provides a home-away-from-home and support for families with children receiving treatment through the Children's Hospital at Dartmouth-Hitchcock Medical Center.

Because their home was only 20 minutes away, it was easy for David's parents to visit him during his frequent hospitalizations. But they met many parents who slept in their cars or on the hospital floor, unable to afford to stay in a hotel and unwilling to leave their child's side. After David's passing, his parents raised the money to build David's House so that other parents and family members could remain close by while their children received treatment.

JANE has been a supporter of David's House for many years, and it is something we can all feel good about. We have made other trips to David's house, and all have been rewarding. but we had not done so for several years, so for most of us it was the first time. We were given a tour of all the facilities by two of their directors, Jaye Olmstead and Mark Olson, and I must say the facilities are really impressive. There are 20 rooms for families, open kitchens, play rooms, office facilities -- everything you could possibly want to ease the stress of major and long-term treatment for your child.

Following our visit we had an excellent lunch at nearby Molly's Restaurant before the trip home.



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### A Brief Reflection on Modern Cars and Roads: Comparing a Jaguar F-Type to a Morgan Aero 8 Part 2

Words and photos by Dave Moulton

*Last month we considered the virtues and vices of the Morgan Aero 8. Picking up where we left off:*

. . . the Morgan Aero 8 is rude and crude, just like many British roadsters. It doesn't suffer fools and it makes little provision for the trials and tribulations of modern motoring – those are your problem. Depending on your route, the weather, and the traffic, when you arrive at your destination you may feel (a) exhilarated, (b) abused, (c) suffering from hypo or hyperthermia, (d) partially deaf, or (e) all of the above.

Which brings us to the Jaguar F-Type.

Simply put, the F-Type is an ornate Baroque Splendor of a car. Over the top. Luxurious Baroque Excess piled on top of rich ancestral Renaissance Sporting Underpinnings.

Is that a bad thing? I really don't think so.

In these miserable modern days of sour clotted urban, suburban, and exurban traffic, it's no longer enough (or even pleasant) to drive down our choked public roads in a rorty, rude and crude, crackling and brapping twitchy supercar. These days what we need is to be able to give the appearance of heroically driving such an intractable beast down the road with apparent total mastery while actually doing very little work at all and also enjoying some serious comfort whilst in any traffic, weather, or road conditions, maybe even all at the same time. Nice trick.



**Figure 5. The Jaguar F-Type: long bonnet, short tail, very contemporary and purposeful. A great design by Ian Callum!**

Think of the redundancy of it all in the F-Type – a broadband V8 motor with totally usable revs from 1,000 to 6,500 rpm. A supercharger designed to provide immense amounts of extra torque at that very low 1,000 rpm. All this coupled to a close-ratio 8-speed transmission with a very gentle locking torque-converter that makes launches exceptionally easy – you just nudge the throttle a little and the car is immediately and smoothly underway however fast you want. And at any given moment, in our normal range of open road driving speeds, you have at least six usable gears available for your motoring pleasure. Six? At any moment? With all that torque? For what?

For fun is what!

FUN!! In a not-very-fun driving world.

And here is where all that Baroque splendor begins to really pay off. I mentioned the F-Type's hooligan exhaust in the articles last fall. There is a switch for exhaust noise, you see. In the "no exhaust noise, please" switch position the F-Type sounds very much like a Toyota Sienna minivan in D, driving through a gated community – sedate and calming. But push the "exhaust noise, please" button and now you've got this delightful rococo symphony of gurgles, purrs, erotic

*continued on next page*

moans, ecstatic howls, bangs, and pops on the overrun, along with some wonderful hi-tech snarly gurgles as you shift down, feeling very much like Norman Dewis or Ian Callum coming off the M6 onto Newport Road on the way into work. Makes you need to keep the 8-speed in manual mode.

So, you get to pretend you are really hot stuff (just like Dewis, Callum, Davy Jones, Peter Walker, or maybe even Mike Hawthorn) even while stuck in your typical miserable morning motoring morass. You get to sound and look (vaguely) like Mike Hawthorn dropping down through the gears on the way into Mulsanne at 7:30 on a Sunday morning in mid June, even when all you're doing is slowing from 35 mph down to 20 to tuck in behind a delivery van on an exit ramp on a rainy Thursday afternoon late in November. Two good things: it's fun (in a situation that has very little possible fun available), and it arouses a sweet kind of aching envy in all those around you, who can't help drinking in the sights and sounds of your Jaguarness and muttering to themselves, "Damn! When I'm rich I'm gonna..." Envy can be a beautiful thing – 10% inspirational and 90% aspirational – great for the economy! It's good to provide it for people.



Figure 6. The F-Type cockpit is roomy and very comfortable. Lots and lots of switches, buttons, and knobs, plus a 25-page touch-screen, a 16-page instrument screen, two big analog gauges, and lots of other stuff.

The Baroque excess continues. For example, when it gets dark outside, subtle mood lighting automatically comes on in the cockpit. Mood lighting? And then you find, four layers deep in the touch-screen setup menus, that you also even get a choice of mood colors (red, pink, white, light blue, dark blue) and even brightnesses. Really! At the same time, recall that there is of course another switch known as "Sport Mode" (for slaloms 'n track days) that causes the suspension to firm up, the steering to get more direct, the engine to become more responsive, and the transmission to start seriously snapping off those lovely cracking upshifts and snarlygurgle downshifts, all of which is delightful, over the top, and perfectly all right with me. But did you know that flicking this switch also automatically switches all the mood lighting to red, as well as the speedo and tach illumination (for possible night slaloms or track nights)? Now that's Baroque Excess! I keep trying to imagine the development team at Morgan discussing whether to provide interior cabin lights ("C'mon, Charles, do we really need any? Most of our customers always carry electric torches

in the boot.").

And that's where the real difference between these cars is revealed. The Morgan is sort of, well, simple, pure, and authentic, with no frills or effects. The exhausts are loud because, well, exhaust noise is loud if you want to extract serious power from the engine. This worked really well sixty years ago, when the open road actually beckoned. Driving was engaging, invigorating, and fun, an adventure!

An advertisement for Upton Foreign Motors. The background is a white Jaguar car. The text is as follows:

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In the bottom left corner, there are four small square images: a blue car, a wheel, a speedometer, and a wheel.

Today, not so much. If we want to let the cat out of the bag these days, we need to sign up for a slalom or a track day, maybe even go racing. But while we're stuck on our prosaic public roads, Jaguar, drawing on its extensive and successful experience developing luxury cars, has infused the F-Type with all the frills and amusements you could possibly imagine enjoying, from a convertible top that goes up and down while you're driving along at under 30

continued on page 18



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mph, to the delightful Disneyesque exhaust system engineered to amuse and engage, to the coddling cockpit with climate control from heaven, to the lovely seats, easy in-out, and the absolutely gorgeous automotive shape you find yourself so happily situated in.

The worst that can be said about it is that it is all very Walter Mittyesque – a fantasy ride evoking the open winding roads and race tracks of yore even as you burble through shopping malls and fast food drive-thru lines, in direct contravention of Denise McCluggage’s sage advice to “drive where you are, drive what you’re in.” But there’s a wonderful virtue to this as well – these driving frills direct our attention back to the car and the act of driving instead of away from it toward the Internet and all your pals waiting to hear from you via your speed dialer, selfies, and text screen. And that makes us better drivers, safer drivers, and much happier drivers.

And beyond even that, we can see where Jaguar has really succeeded with the F-Type, brilliantly. For all its excesses and redundant overlapping confections of Baroque virtues, the F-Type is no boulevardier, no poseur. It’s the real thing – utterly competent on the road, the slalom course, and the track. It has all the power, all the handling, and all the brakes that you might ever need. This is a very quick, stable, and competent sports car. And, when you get down to it at that fundamental level, all those really nice Baroque frills are just that: frills.

So, for the 21st Century, the F-Type is a great car, while the Morgan is not. The F-Type amuses and keeps us engaged with our driving at a fairly high level of excellence even when we’re stuck in our mediocre beeping blue-toothed world of touch-screen modern motoring. The Morgan is delightful, authentic, and real in a way the Jag can’t approach (I just don’t think we’re in 1950 anymore, Toto, even if the Mog thinks it is). The Mog’s exhaust is fierce and real, the acceleration breathtaking, and the handling utterly graceful, if a little jiggly. And the only mode is full sport.

What does it all mean? Driving on winding roads, in the Mog you just bang back and forth between 3rd and 4th gears as needed – more grunt in third gear during the windy bits and more speed in fourth down the straights – it’s a glorious way to drive, sonically, visually, and spiritually. In the Jag, though, you can have a much more glorious time effortlessly blipping up and down between 2nd and 7th gears as desired on those same roads. You don’t need to, exactly, but it is just so much fun and sooo satisfying to knock off all those crackling upshifts and snarly gurgling downshifts that you simply can’t resist, especially with so many close ratio gears so readily available.

Then, when driving along for hours at sustained Interstate speeds, the Morgan thrums deeply with all that power at 2,800 rpm in 6th gear (not an unpleasant sensation at all, just a little wearing in the second and third hours), while the Jag, at 1,700 rpm in 8th, contentedly purrs with an occasional slight drowsy burble on downgrades.

And so, what it really means is that when you reach your destination in the Aero 8, you know in your bones that you’ve been on a trip! And when you reach your destination in the F-Type, you know in your heart that you’ve arrived. Ah-hhh!

Thanks for listening.



Figure 7. The Mog and the Jag. The Mog is smaller and lighter, retro, rude, and crude. The Jag is for the 21st Century!



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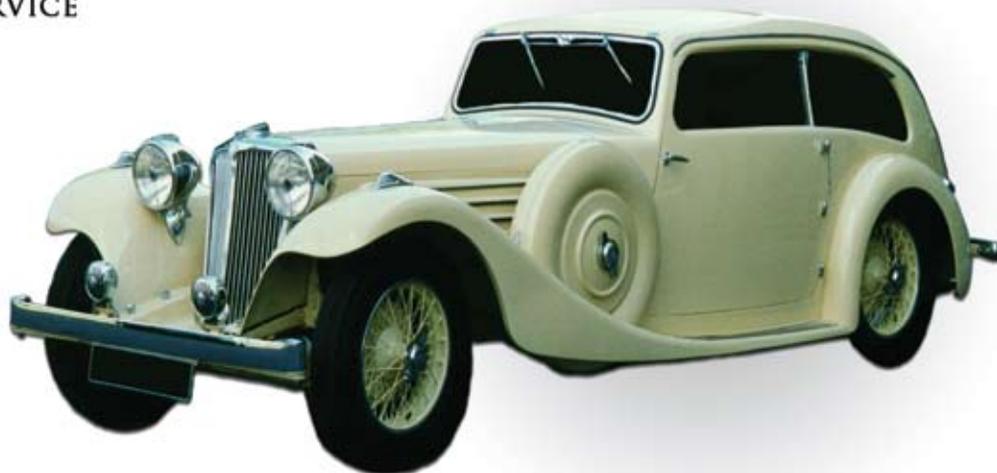


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## Cars For Sale



**1996 XJ6** - Just over 30K miles. Silver with beige interior. Outstanding car that has always been babied and properly maintained. Location: Eastern New York. Price \$10,000. Phone: 845-594-2113 Email: [harleybob1970@aol.com](mailto:harleybob1970@aol.com). (1/14)

**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](mailto:richardbjacobs@aol.com). (9/13)



**1985 Series III XJ6** - Dark Grey, 11,800 original miles. Purchased this car new, it has never been exposed to the rain. Location: New Bedford, MA. Price \$22,500. Ad placed by Susan Forgue Weiner. Phone: 508-992-1270 Email: [swlang@ixblaw.com](mailto:swlang@ixblaw.com). (12/13)

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**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](mailto: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](mailto:jeffrey.brown@townisp.com). (9/13)



**Tires wanted** - Good and serviceable Pirelli P5 Cinturato tires 215VR15 rated with or without the kent style wheels as shown. Ad placed by Aldo Cipriano. Phone: 508-320-1679. Email: [cipriani62@yahoo.com](mailto:cipriani62@yahoo.com). (3/14)

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