

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

July 2019

More than just a Car Club ...



Photo by Bonnie Getz

It's June!

It's Time for the 2019

JANE

Spring Slalom

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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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An ad in *The Coventry Cat* currently reaches over 350 households with excellent demographics.

From the President Chuck Centore . . .



As June winds down, it has been a month where extraordinary people planned and executed an extraordinary event for JANE Members.

If you missed or could not attend the Hudson Valley Tour, you really missed one of the best extended weekend events we have seen in many years.

The Coordinators for the Hudson Valley Tour demonstrated the kind of talent we have in our Club. Dave Moulton, who we all know as Editor of the Coventry Cat and a shaker and mover when it comes to planning events, was the tour leader along with Club Secretary Bonnie Getz. Other teammates included Kevin and Diane Murphy and Bob and Mary Beth Gosende, who all made contributions

and communicated so well it was hardly noticeable where one left off and the others took over. These people really worked hard to make this a successful event.

From the voices of those who attended, it was an extremely successful event. I want to personally extend my congratulations to the tour guides for the things they did to make this event run so smoothly. I'll leave it to others to provide you with the details.

June also saw Tom Brady's freshly minted XK120 Coupe take honors (Museum Choice Award) at the British Car Day at Larz Anderson. Others attending were Carl and Sing Hanson with their beautiful XK120 Coupe, as well as Bill and Deb Richardson with their 1995 XJS (which won Best Jaguar). JANE was also present in numbers at the Bristol Motorcar Festival this month, which is produced by JANE member Mike Gaetano.

It really becomes harder and harder to select the events you may want to attend each month. Next month you will have more choices with the Myopia Polo Matches where riders compete for the JANE Jaguar Cup. This is a JANE Tradition run by our own Aldo Cipriano, who takes great pains to make this event perfect. People usually show up in turn of the century outfits while the ladies sport their fashionable hats of all shapes and sizes. Why not give it a try this year? I know you will be impressed if you do and you will have a great time as well!

Stay safe and keep those Jags a-runnin'.

June Events

Dr. Dean Saluti, VP of Events



Reminiscing . . .

It's June - why is it raining? Last month, I was listening to Jan and Dean singing "Dead Man's Curve" on Sirius XM Radio while driving along in my Jag with a smile on my face thinking about my "British car youth." What happened?! Nearly the entire month of June was rained out.

What made matters worse was that my Jag X-Type Vanden Plas hit a pothole in downtown Boston that bent my wheel rim. Then I found out that my MGB needed a new master cylinder. Rain, British cars not drivable – what would Jan and Dean do? In 1966, Jan smashed his Corvette into a truck and was near death. Many years later, in the late 1980s, this rock duo went back on tour. So, OK, we can all beat adversities!

Well, it's almost July, the sun is finally out, the Jag's wheel rim is fixed, and Moss has supplied me with a master cylinder repair kit for my MGB. No, I don't intend to install it myself (I'm inept!). But Jan and Dean did it again; they are an inspiration – "Surf City, here we come."

JANE at Bristol British Motorcar Festival (June 7-8) . . .

Our JANE Jags traveled to Bristol, RI for Michael Gaetano's Annual British Motorcar Festival. This year, Daniel and Jeanine Graf's early XK was in Concours Class, along with Andy and Judy Picariello's beautiful Allard. The Concours Chief Judge was Aldo Cipriano, whose judging team included JANE's Gus Niewenhous, Stu Forer, and Bob "Dean" Doyle. JANE member Jags filled each Jaguar Class – E-Types from Dave Deblois, Bill Braun, and Matt Mugherini, Glen McLachlan's early XK, Bill and Deb Richardson's XJS, Joe Hill's XJ, new member Craig Penardo's XJ, our "Jag Wag" (Estate Wagon), etc.

A highlight of the weekend was JANE's Friday night dinner at Bristol's Pomodoro restaurant (our favorite – many of us would drive to Bristol just to eat there). Marjorie and I were joined by Jeanine and Daniel Graf, Adelaide and Bill Braun, David Zeller (with cowboy hat and Bentley), and Bruce Vild and Faith Lamprey from the British Marque newspaper. The calamari appetizer was served on a giant platter as was the caprese salad. The gnocchi, made with ricotta rather than potato, were the best we ever had. The meat sauce was legendary. Margie had it last year and will have it again next year. So, don't ever miss Mike Gaetano's Bristol British Motorcar Festival!

JANE's Spring Slalom (June 15) . . .

On Saturday, June 15, we raced around orange cones in our Jags with other marques at our Spring Slalom in Andover. An early report from David Zeller indicated there were more than 25 cars. Kudos again to Rich Hanley, Glen McLachlan and Paul Bicknell.

JANE's Hudson Valley Tour, run by Dave Moulton, Kevin Murphy, and Bob Gosende, has had outstanding reviews come in via email after email. Real critics like Dick DeVito and Tom Larsen have said that this was one of the best JANE events ever. The emails credit the planning and leadership from Cat Editor, Dave Moulton, who "didn't miss a detail."

British Car Day at Larz Anderson Auto Museum (June 23)....

On Sunday, June 23, if you were not on the Hudson Valley trip or came back early, you were probably at the Larz Anderson Auto Museum British Car Day with your Jag. JANE member Jason Fennessey reported that Tom Brady again received the Museum Choice Award trophy, while Deb and Bill Richardson won Best Jaguar, and Ken Lemoine won Best Mini. Carl and Signe Hanson were also there with their XK120 Coupe Blue Moon.

So, check out the website and the Cat for the schedule of July events. I will see you there, along with Jan and Dean. I'll be driving the Jag.



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Membership Update

Your Co-Vice Presidents of Membership Share Some Thoughts

by Marjorie Cahn and Jeanine Graf, Co-VPs of Membership

JANE membership continues to grow. 245 of you have either renewed or joined as new members this year. If you have not yet renewed, it's never too late – just call Marjorie Cahn (617-285-6564) or Jeanine Graf (617-959-8987) and we'll sign you right up. In the last few months, the following people have become new members of JANE: Robert Sweet, Donald Latham, and Bryan Woodhouse. Welcome, new members. We look forward to seeing you at our upcoming events.

MEMBER SPOTLIGHT

Brigadier General Michael Finer



JANE member U.S. Army Brigadier General Michael Finer, shown here in Israel, where he participated in international readiness planning, representing our Army National Guard.



Marjorie Cahn and Jeanine Graf

Margie has known JANE member Brigadier General Michael Finer for over 25 years. Margie's husband, Dean Saluti, influenced Mike in two important aspects of his life. First, he convinced Michael to transfer from the Army Reserve to the National Guard, where he moved quickly through the ranks from Captain to Brigadier General. Second, he convinced Mike to become a Jaguar aficionado. Mike currently drives a beautiful black 2012 XJL. In return, Michael has been our personal and business CPA and financial advisor, and, most importantly, our good friend.

About Mike – he is considered to be "Wealth Manager to the Stars." His clients include professional sports celebrities, TV newscasters, authors, Hollywood producers, and even the inventor of "Mr. Coffee," as well as many nonprofits, museums, and community organizations. Mike served as a Combat Infantry Battalion Commander (1000 soldiers!) in Iraq, and in the U.S., he commanded a battalion deployed to New Orleans after Hurricane Katrina, saving countless lives. Mike has two children. His daughter Lizzy, a University of Rochester grad, does medical research for the VA and intends to begin medical school next year. His son, Alex, a recent Milton Academy graduate (like his sister), will be attending American University in the fall. Our only complaint with Mike is that his demanding wealth management business and military career leave him little time for JANE events. However, we are very proud to have him as a JANE member.

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"CARS FOR SALE: Barry Montgomery's extensive collection of Jaguars and other cars . Running cars, some under repair, and parts cars. A complete list is being assembled via Excel spreadsheet with some photos. Barry's son Andrew will be here in July and August to facilitate sales.

For now, contact Dave Moulton (d19@moultonlabs.com or 978-448-6828) for a preliminary list.

A Member Reports from Paris

Retromobile, 2019

By Marguerite Dennis

"The universe is made up of stories, not atoms."

- Muriel Rukeyser, Poet

Paris is known throughout the world as the city of lights. It should also be known as the city of classic cars, so far as I'm concerned. From February 6th through February 10th, at the Paris Porte de Versailles exhibition hall, more than 620 exhibitors, 1,000+ cars, 120 car clubs, 60 artists, and 132,000 people participated in Retromobile, 2019.



The largest indoor classic car show in the world, Retromobile began in 1976 and for the past 44 years has chronicled the history of the worldwide automotive community, from lorries to tanks to motorcycles and to most of the classic cars designed in Britain, France, Germany and Italy. Private collectors, museums, foundations, and car clubs throughout the world participate in this event. For lovers of classic cars, car restorers, car sellers and auction houses, there is no better venue.

Aston Martins, Alfa Romeos, Bentleys, BMWs, Bugattis, Citroens, Ferraris, Jaguars, Lamborghinis, Lancias, Land Rovers, Maseratis, Mercedes, Porsches, Renaults, and Skodas all share space on the exhibition hall floors as did the most dramatic car, in my opinion, in the exhibition: Marcello Gandini's Genio

Nascosto, a car married to innovation and the future.

The featured marque of this year's Retromobile was Citroen, a giant in the history of French cars, celebrating its 100th anniversary. Beginning with a 1919 Citroen Type A-10HP, to a 2019 C5 Aircross SUV, the Citroen display was by far the star of this year's Retromobile.

Andre Citroen was both a pioneer and a visionary. In addition to the cars he designed and built, Citroen was also a talented marketer. He was one of the first people to use the Eiffel Tower to advertise his cars. From 1925 to 1934, Parisians could see models of Citroens on the tower's three sides.

I am a lover of all things Jaguar. I always thought the classy and classic lines of the XK 120, 140 and 150 could never be matched. But I was wrong. If there was a contest for the best in show, a 1965 Citroen Cabriolet d'Usine convertible, white with a grey interior, would surely win. The design of this car and of all the other Citroens in this private collection are a testament to cars fueled by imagination and reflecting the elegance of their times. People waiting in line to get closer to these cars must have agreed with me, because the wait time was more than 30 minutes.

Retromobile's consultant and manager of the event for 44 years, Francois Melcion, told me that these cars were lent to the exhibition by a private collector to celebrate the 100th anniversary of the Citroen and will not be displayed again.



Francois Melcion, manager of Retromobile, meets with the author.

Lovers of British cars would not be disappointed in this year's Retromobile displays of British cars. A 1928 Alvis 12/50 FWD, the first car with front wheel drive, was parked alongside a display of Morgan roadsters. A 1954 Jaguar XK 120, in the original color, yellow green, was nearby.



1928 Alvis 12/50 FWD

This year also marked the 60th anniversary of the Mini Cooper and to celebrate the event's organizers devoted one section of an exhibition hall to these cars.

(Continued on page 7)



Happy 60th Anniversary, Minis!

Again, another walk through time. I was impressed by the earliest uses of these cars, the functionality, and the nod to history, during and after World War II.



A flight of Minis

British car clubs were well represented in this year's Retromobile. Stopping at the booths of the French Jaguar Club, the MG Club of France, Club Healy, the Morgan Club, the Rover Club, and the Vintage American Car Club made me feel right at home. It is amazing how these cars can unite a diverse group of people. The common thread is the appreciation of these wonderful cars.

Viewers of the Australian detective series, Miss Fisher, would not be disappointed with the 1920 display model of a Hispano Suiza, an elegant car whether on the screen or on an exhibition floor.



1920 Hispano Suiza

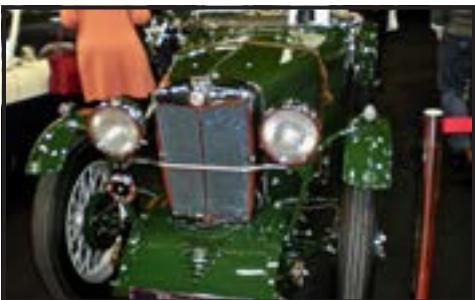
Two other French cars, next to the Hispano Suiza, with similar lines and elegance, a Delahaye and Delage, are both examples of elegant French design.



1949 Delahaye 135M

The Delage club, Les Amis de DELAGE, has resolved to rebuild the mythic DELAGE V12 Labourette, and re-introduce the car to the racing circuit again, just as it did in 1937.

Serious buyers and classic car enthusiasts come to Retromobile either to add to their collection or to sell from their collection. One dealer told me that several million-dollar cars were sold on the first two days of the exhibition. But there were also many affordable cars for sale. The price for a 1933 MG Midget, was 72,000 euros.



1933 MG J2 Midget

The asking price for a 1958 Jaguar XK 150 Roadster was 178,000 euros. A 1959 Austin Healey BN4 Cabriolet was 85,000 euros. A 1960 MGA 1600 Coupe cost only 47,500 euros.



1960 MGA

Of the 250-300 classic cars for sale under 25,000 euros, 75% were sold during the show. But a 1956 Austin Healey 'M-Le Mans' had no listed price. A serious buyer would have to privately negotiate with the seller. Although there was no asking price for this car, I would have purchased a black and maroon Charleston Citroen.



Citroen 2CV Charleston

If you wanted to buy vintage or period clothing, electrical parts, model cars, auto books, works of art, club shirts, or classic car parts, there were booths to meet your needs and fancy. I could have completely outfitted myself for Goodwood Revival with the many vintage clothing booths I passed.

No single article or picture can adequately capture the richness or breadth of Retromobile. You would have to see the displays, the unusual cars, not to mention the wildly

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HELP WANTED

Letting the Cat Out Of The Bag!

By Your Humble Editor, Dave

Chuck Centore, our President, suggested to me the other day that it would be nice to have some columnists write for the Coventry Cat. I agree. Chuck isn't the only one to get sick of my writing – how do you think I feel, having to read so much of my own stupid stuff in the Cat every month? Besides that, I hate to work!

Being a columnist, though, is actually a lot of fun. I know. I was one for 15 years. Aside from the free lunches and trips, bribes and ridiculous amounts of swag, as a columnist, you become an instant certified and celebrated public authority on whatever it is you think you'd like to write about. Talk about power. It feels really good! Ask any current or former member of the White House staff.

The only problem is all the work you have to do. A thousand words, every stinkin' month! It's brutal, especially after the second month, when you discover, much to your horror, that you have now written about everything you know, and have no further ideas about what to say in your next Column, which is due in about an hour and eleven minutes.

I know the feeling. I was a columnist.

Paris (Continued from page 7)

enthusiastic crowds, to understand why I believe this is truly the best indoor classic car venue in the world.

When I asked Francois Melcoin, who managed Retromobile for 44 years, what made this car show so special his answer was simple: "First, it is because we are located in Paris and that is a big draw for car enthusiasts and collectors and second, we want to show the public things they have never seen before."

You have succeeded, Francois. You certainly have succeeded..

And I kept trying to re-submit old columns, hoping the editor wouldn't notice, because I really and truly had nothing else left to say! (His only critique, when I asked, was that my work seemed extremely consistent, month after month. Which he thought was good, I think. At least the checks cleared.)

And here is where Chuck had a really bright idea. "We'll get lots of columnists from the membership, and alternate them," he said. "That way, they won't run out of things to say and I won't get sick of listening to them nearly as quickly. Whaddaya think, Davey?" (He always calls me Davey – I have no idea why.)

So here's the deal: YOU can become an Official Coventry Cat Certified Columnist, with all the rights, privileges and appurtenances attached thereto. Send me a column (1,000 words, +/- 500) every three or four months (this is easily negotiable, and also dependent on the number of Official Coventry Cat Certified Columnists currently active on our growing and illustrious roster).

Topics that Chuck and I are looking/hoping/praying for include but are not limited to: racing, favorite speeding ticket

stories, restoration projects, driving adventures, concours prep, cheating while racing, Jaguar history, car shows, car collecting and favorite restaurant reviews, as well as anything else that might occur to any of you.

So, if you have any knowledge whatsoever regarding any of those topic areas (you're even allowed to jump around), you may be, and probably are, one of several persons that are right for us! Help!

I'll even help you. When you're stuck (it happens, usually right after the second column), I'll prepare a cheat sheet for you, and all you have to do is fill in the blanks and collect your check. I'll clean up all the worst grammatical errors and spelling and, best of all, give you all the credit!

That's the pitch. I hope you will consider joining publisher Pam Donnaruma and me in this rather fun enterprise we have come to call "Getting The Cat Out While In The Bag." You probably know how to contact me. Now is your big chance!

Thanks for considering it.

"Carson, another Julep, please!"



*An Avions Voisin
Race Car*

My 1991 Classic Collection Jaguar XJS V12 5.3 Coupe runs and drives great

Lots of documented maintenance since new includes: recent front rotors and pads, suspension, and a new fuel pump. Contact me with any questions.

See Hemmings Ad for more pictures:

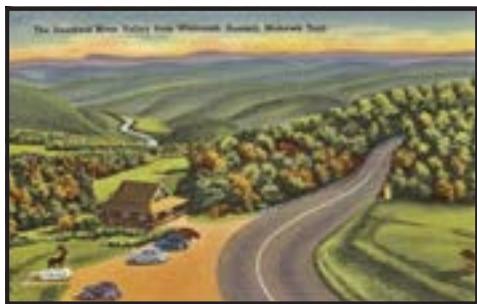
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The 2019 Deerfield Valley Tour

Dave Moulton and Bonnie Getz, Tour Guides



Do you like to drive? Especially on the roads less travelled, the ones that Robert Frost noticed make all the difference? If so, this tour is for you!

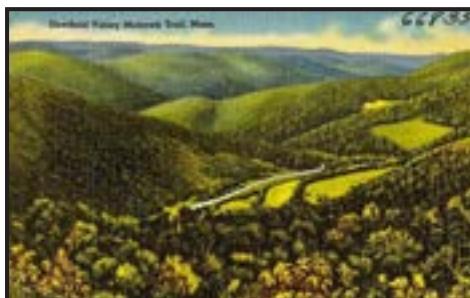
On Saturday, September 7th, we are holding another pure-pleasure driving tour, the Deerfield Valley Tour, through some remarkably beautiful, quite remote countryside in central Massachusetts. Most of the roads will be unfamiliar, but, boy, are they fun to drive! There are almost no traffic lights and hardly any towns for the last 75 miles, just lightly travelled winding back roads going up, down, over and/or through hills, dales, the occasional mountain and/or small gorge, mostly near the Deerfield River, artistically arranged for your driving pleasure, with enough adventurous moments to keep you laughing and talking about them for months afterward.

We'll be starting between 10 and 11 AM, from the Johnny Appleseed Visitors' Center on Route 2 (Westbound, just west of Exit 35) in Lancaster, MA. Total distance of the event is around 140 miles, of which the first 30 miles are Easy Peasy Lemon Squeezy (that's a technical term, meaning really not very difficult), traveling west on Route 2. Then you enter the woods.

After 30 miles of idyllic forest meandering, there will be a leisurely lunch stop in South (you guessed it) Deerfield, where there are numerous

restaurants including Wolfie's (good road food), Primo Pizzeria (you guessed it: pizza) and Damn Yankees (highly regarded upper-middle-class barbecue).

After lunch, the route goes on to explore some really interesting and beautiful roads (none are dirt) in the area informally known as the Deerfield Valley. Bonnie Getz and I couldn't believe how nice the roads were as we explored the area, and hope you enjoy driving over our favorite choices as much as we did.



There are no traps to confuse you, make you paranoid or throw you off course, and the route instructions include both total and from-previous-instruction mileages, plus road identifications at every turn instruction, all designed to keep you on course. Believe it or not, we are trying to make getting lost really hard to do. This event is supposed to be fun, easy and delightful country driving that you will remember and look forward to doing again and maybe even again. Ahhhh!

To keep you from getting bored, however, there will also be some silly questions to puzzle out and answer, and prizes (really nice ones, actually) will be handed out to the best answerers.

The event will end at the Deerfield Inn (deerfieldinn.com) in historic Deerfield, MA. It's a really nice hotel in

a delightful historical town (if you've never been to Deerfield, you are in for quite a treat!). We expect everybody to get to the Inn by around 4 PM. Cocktails and lies are at 5, dinner is at 6, while awards and official lies will be dispensed around 7. You are welcome to stay over, or you can drive back to Boston in the evening (I've done this numerous times). Given the quality of the restaurant, tavern and accomodations, staying over has an awful lot to recommend it. So does hanging around for another day. I have done both of these too, and have really enjoyed them. The place is great!



The entry fee is \$65 per person, which includes dinner (drinks are extra, sadly). Worthy of note, the bar has an excellent selection of single-malt scotches (they were the ones who introduced me to Mortlach, for instance).

So, we hope to see you at Johnny Appleseed's place between 10 and 11 AM on Saturday, September 7th.

We need 15 cars to register by July 31st in order to hold the event, and are capping the entry at 23 cars. Please register on-line as soon as you reasonably can, and book a room at the Inn if you want to stay over (mention JANE when you call them at 413-774-5587).

This is gonna be fun!

Edward the E-Pace:A Review

By Bonnie Getz (*photos with apologies*)

A few weeks ago, I took the plunge and bought a new Jaguar, an E-Pace to be exact. My friend Dave, who is always complaining he doesn't have enough articles for the *Coventry Cat*, immediately got on my case about writing an article describing the adventure. He promised me fame and fortune, but you all know how those things go, right? Whatever.

Why, you ask? Why an E-Pace? Well, I had run out of options in the search to replace my deteriorating, but beloved, loyal, do-it-all go-anywhere 2008 Subaru Forester Premium.



That's my friend Theresa, with Subie, in the good old days!

I did not want to exceed Subie's 65" height, and less height was better if I wanted to load a kayak - or two. (On one trip, we actually got three boats on top!)

So, I traded my faithful Forester for a 2016 Audi Q3 Prestige. The Audi was a beautiful car with some nice features, but had cramped driver ingress/egress, intimidating electronics and unfriendly driver interfaces.



My short-lived 2016 Audi Q3 Prestige Quattro

The comparatively large cargo area was also diminished by the curved hatch opening design. Handling was precise but the ride was a bit firm on 19" wheels. Recalls and reliability were also a worry. The car just did not suit me. I kept it a month before selling it back to the dealer.

I then bought a 2014 Subaru Forester Limited. The cockpit was comfortably familiar and still offered large windows and a big sunroof.



A 2014 Subaru Forester Limited

The newer Subie's interior and ride were comfortable, but I hated the throttle tip, which made smooth starts impossible. The car felt HUGE, (actually, it was!) The size had increased from 176.6" x 68.3" x 65" in 2008 to 180" x 70.7" x 68.2". I often "caught" curbs in tight turns and was never comfortable parking it! I kept it a year while I searched for a better choice.

I investigated the Honda CRV, but the interior felt cramped; in the Honda HRV, the windows were too small; a Mazda was short on features; wagons from Volvo and Jaguar were too LOOONG and expensive; the Porsche Macan was out of my price range, ditto for the F-Pace and, also, they were too big. I then test drove a new Subaru Crosstrek and, aside from a cramped and cheap interior, the brakes and handling actually felt dangerous!

Then, one day, while browsing the Jaguar website, I discovered the E-Pace. I had never seen one, but the size looked promising. I "built" a couple of versions online to familiarize

myself with the builds and options. I figured the only affordable E-Paces available were going to be used ones. Jaguar Peabody offered a couple of possible cars, so, accompanied by my friend Dave, I set off to Jaguar Peabody for a test drive.

What struck me first, when I saw it, were its looks. Yes, it looks like an SUV, but Jaguar made it a slick-looking SUV, thanks to the direction of Jaguar's design chief Ian Callum. My research had already revealed Jaguar's deplorable limited color options for the E-Pace. Red or Black seemed the only choices for me. Jaguar does supply a nice interior with stitching mimicking that of the F-type.

When I got in the car, luxury and comfort were my first impressions. There were plenty of adjustments available for the seat and steering wheel. Having driven my friend Dave's F-Pace, I was slightly familiar with the push-button start and the shifter. Off we went: I was immediately delighted with just how smooth and EASY the E-Pace drove. There were no throttle-tip jerks to the neck with this car! Handling, acceleration and braking were all great. Cargo area was roomy. This cat is friendly!

Unfortunately, Peabody did not have a car that suited me. They are a good dealership and followed up nicely, without the usual hard-sell and pestering. But I was looking for an E-Pace that had lumbar support. For what I think should be a standard feature, Jaguar charges a seat upgrade costing \$1065.50, which was a little breathtaking.

Most New England dealers offer the base model with the "Climate Package," but some of them increase their car's price with "gravy" options (for them, that is) that add little real value. It was hard to find the car I wanted at a good price.

(Continued on page II)

July 2019

Jaguar Exeter advertised a couple of E-Paces that were possibilities, so I made an appointment with them for a test drive. They gave me the “top dog” model, the R-Dynamic HSE, to test drive. (*What’s an old lady like me doing in this “bad” Black Package car? Aside from enjoying it immensely, that is! Bad! Bad Bonnie!*)

I spent the afternoon being shown all the gadgets and cool things. I was pleased that the ride on the 20” wheels was comfortable. Upon return from the drive, I said it was really a terrible shame that I couldn’t afford such a nice car. Sitting in the office, we talked it around a bit and after a while and some polite conversation, the negotiations got down to a price I could afford—just barely. Voila! I had just bought my first new car in 19 years!



**Dazed new E-Pace owner.
The devil made me do it!**

Two days after buying it, I brought my newly named “Edward” to my friend Dave’s house on a rainy afternoon. Using his F-Pace experience, he helped set up preferences ranging from audio to suspension and safety. We took Edward on some winding country

roads and David had fun seeing how the car performed. Even on dirt, the ride and handling are civilized, unless you request otherwise! Dave, aka “the devil,” initiated me into the delights of Dynamic and Sport modes with paddle shifting. What fun! Thank you, Dave, you devil you.

My dog Josie, my friend Dave and I recently added some nice break-in miles to Edward while participating in a British Cars of New Hampshire Waterfall and Covered Bridge Tour. Edward acquitted himself in a very gentlemanly fashion, even while negotiating off-road parking areas. We rode really comfortably all day.

As far as the Jaguar family resemblance goes, Edward cannot, of course, be compared to my classic XKs. He is quite a different beast. Rather than purring or growling, his silent, adroit, sure-footed prowess brings to mind a live Jaguar on the hunt.



I was a little concerned, also, with the threat of modern “nannies” interfering with my driving. You know, lane-keeping assist, autonomous emergency braking, and so on. And my friend Dave is such a pill about those

things, blathering on about the loss of control when you let them operate. It’s a guy thing, I guess.

So, worthy though they may be, but influenced by that ridiculous macho orthodoxy, I figured I would just immediately turn them off, just to get rid of the static from Dave if nothing else.

Not so, it turns out. The headlights and wipers have been on “Auto” since day one. I occasionally use the “Follow” mode which automatically adjusts your speed to keep a safe distance from the car in front. I find the lane-keeping only a slight annoyance and will use it for now. Conversely, the blind spot warning in the side mirrors is too subtle. And the autonomous parking spooks me! Creepy!!

So, Edward has a lot of good qualities. I particularly like his excellent road manners, his comfort, his power, the beautiful black-blue metallic paint, and his really nice interior.

On the downside, I don’t care for his fixed sunroof (I’m an open car gal!) and less than inspirational gas mileage.

Meanwhile, Edward is becoming a member of the family, and I think this may be a long and rewarding friendship. Right now, I wish I could drive him more, but it’s the season for James (my E-Type) and Grace (my Mark II), and a girl’s gotta do what a girl’s gotta do. Nevertheless, Edward is a very welcome new member of what is now an all-Jaguar family.

Introducing: Bannister the Barrister on Cars, Places, and the Law

By Barry Bannister, Barrister

Barry Bannister, our kindly Barrister, gently explains to us the law as it exists in various places to which JANE members and their automobiles may or may not travel. Why? Just in case . . .

This month, Barry explains to us that in Alabama, it is illegal to drive while wearing a blindfold.

Thanks, Barry. Now we know. We look forward to next month.

Adapted from the website AutoWise: Crazy Traffic Laws From the U.S. and Around the World by Nikola Potrebić

Updated on June 1, 2019.

2019 Spring Slalom Report

By Dave Moulton, photos by Bonnie Getz, Dave Moulton



Starter Glen McLachlan points out the first pylon to Bill Hastings in his lovely 1961 E-Type.

Twenty-six cars were entered in JANE's Spring Slalom this year, a welcome increase over last fall's event. It was a lovely day, bright and sunny but with a cool breeze to keep us all comfortable. Cars ranged from Bill Hastings' beautiful 1961 E-Type to Jill Libby's Subaru WRX to Rich McCurdy's 2003 Lotus Esprit V8. Many interesting cars.



John Loring in Viper #94 waits for the green flag.



Ari Check has his Ford Focus RS really moving here.

Run 2 settled things for the day, early on. Bob Totten bettered his time down to 40.681, which became fastest time of the day. Larry Shields was right behind him at 40.960, and John Loring clocked in at 42.307. And that's how it ended up – the rest of the day we all just had fun!



Jill Libby hustles her Subie WRX down toward the STOP box.



Rich McCurdy prepares to launch the really handsome Lotus toward the first gate.

The first run saw Bob Totten in his Triumph Spitfire set the pace with a 40.681, while John Loring (Dodge Viper) was second fastest, with a very respectable 42.220. Ari Check was third fastest at 43.155 in his Ford Focus RS, trailed by Larry Shields at 43.855 plus a pylon.

the course dwindled, accompanied by much cheering for each successful run, and times dropped steadily for the back of the field, even while the leaders couldn't manage to improve.



Larry Shields in BuhBye, hard at work.



Paul Bicknell, showing what an XF can do.



Bob Totten's Spitfire at the ready, as always.

And the rest of us? Well, us mid-fielders were thrashing about in the mid-40s, while the older cars were in the low 50s and our very welcome newcomers were still figuring out the course and beginning to learn how to do this bizarre but educational exercise with both grace and pace. As the day wore on, the number of disqualifications for getting lost on



Honda hybrids can make swell slalom competitors, as Perry Engle demonstrates in his Honda CRZ!

(Continued on page 13)

July 2019



Thumbs up from Joe Hill in his Camaro Z28.



John Hall (we think) is setting up for the Figure-8 in his MGA.



Jens Griem is ready to boogie in his Porsche 911.



And David Zeller, our Hagerty Insurance rep, begins to get the hang of it in his XK8!



FOR SALE: JAGUAR MARK X DONOR CAR

It is in very rough condition but essentially complete, engine, transmission, rear end, etc. Rust-wise it is almost certainly only a donor car only. \$500 or best offer. Car is in Charlton, MA.

Contact John Zaghi (508 341 7330) or zaghi1970@yahoo.com.



For sale: 1998 Jaguar Vanden Plas four-door sedan. The color is metallic tan. It has eight cylinders and the manuals are with the car. It has four new rotors, a year old, new front brakes and a box of unopened rear brake pads. New filter and synthetic oil changed. The car has 140,000 miles. It needs an oxygen sensor and I have a diagnostic print-out. It may need new gasket. Selling to a mechanical Jaguar enthusiast would be ideal.

*My email is dollet400@yahoo.com.
Phone 508-561-4648. Best offer.*

See you in the fall!

The official overall results are:

Place	Name	Car	Car #	Fastest time
1	Robert Totten	Triumph Spitfire	65	40.542
2	Larry Shields	Corvette	63	40.960
3	John Loring	Dodge Viper	94	42.220
4	Ari Check	Ford Focus RS	2	43.155
5	Eitan Check	VW R	3	43.618
6	David Moulton	2014 Jaguar F-Type V8 S	5	44.832
7	Hristos Gianopoulos	Fiat 500	6	44.961
8	Jesse Loring	Mazda Miata	15	45.088
9	Paul Bicknell	2015 Jaguar XF	1	45.162
10	Jens Griem	Porsche 911	13	45.236
11	Jill Libby	Subaru WRX	11	45.631
12	Ben Turcotte	Subaru WRX	9	46.372
13	Rich McCurdy	2003 Lotus Esprit V8	23	46.461
14	Ricardo Raphael	2015 Jaguar XER	4	46.949
15	Steve Eastridge	Chevy SS	7	46.972
16	Bonnie Getz	1967 Jaguar E-Type	19	50.017
17	Perry Engle	Honda CRZ	22	50.360
18	Justin Hall	MGA	18	50.885
19	Ken Schmitt	Chevy Camaro	10	51.542
20	David Lewis	Dodge Shelby GLHS	127	51.618
21	John Hall	MGA	12	52.261
22	Joseph Hill	Chevy Camaro Z28	8	52.705
23	David Zeller	2001 Jaguar XK8	17	56.911
24	Bill Hastings	1961 Jaguar E-Type	20	62.257
25	Elliott Check	Porsche Boxster	21	62.562
26	Paul Guimond	Corvette	16	63.459



2019 Calendar of Events

Here is what JANE has planned (**in bold**) for the rest of 2019, plus some other events we usually enjoy as well. Our monthly meeting dates are firm, as is almost everything else. So go ahead and write them in using ink now, to make your calendar look impressively busy and connected, as well as guaranteeing some serious fun along the way!

July 24 Wednesday - 7PM	JANE Monthly Meeting, Cars on the Lawn	Wayside Inn, Sudbury, MA
July 28 Sunday - 12:30PM	JANE at Myopia Polo Club Matches	South Hamilton, MA
August 4 Saturday - 9:30AM	Vintage Racing Charity Concourse	Sanbornton, NH
August 9-11 - Fri. - Sun.	JANE Annual Concours	Sturbridge, MA
August 17 - Saturday - 9AM-3PM	Lions Club Charity Car Show	Amherst, NH
August TBA	TBA (Tentative) JANE Clambake and Pool Party	Salem, MA
September 7 - Saturday - 10AM	JANE Deerfield Valley Tour	Start in Lancaster, MA
September 13-15 - Fri. - Sun.	29th Annual British Invasion	Stowe, VT
September 25 - Wednesday - 7PM	JANE Monthly Meeting, Speaker: TBA	Wayside Inn, Sudbury, MA
September 28 - Saturday - 9AM	JANE Autumn Slalom	North Andover, MA
September 29 - Sunday - 9AM-2PM	8th Annual Boston Cup	Boston Common, Boston, MA
October 23 - Wednesday - 7PM	JANE Monthly Meeting, Speaker: TBA	Wayside Inn, Sudbury, MA
November 20 - Wednesday 7PM	JANE Monthly Meeting, Speaker: Steve Pickford, the Innkeeper	Wayside Inn, Sudbury, MA
December 1 - Sunday - 3PM	JANE AGM and Holiday Party (location TBA)	

A Member Shares . . . Puns For Educated Minds

by Tom Larsen

- Pun 1: Time flies like an arrow. Fruit flies like a banana.
 - Pun 2. Atheism is a non-prophet organization.
 - Pun 3. Two hats were hanging on a hat rack in the hallway. One hat said to the other: "You stay here; I'll go on a head."
- Editor's warning: More of these may be on the way . . .

LUCAS, PRINCE OF DIM HUMOUR (Laughibus Minimus Luminorum) JOKE FOR JULY

By Mel (not her real name)

Editor's note: For those of you who do not know, Prince Lucas has brought the same dim standards of performance to humour that he has to electrical systems.

What word in the English Language is always spelled incorrectly?
See the From The Top Of The Scratching Post for an answer.





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From the Top Of The Scratching Post

Rough Going In The Jungle these Days



Here are a bunch of fairly important Jaguar news headlines, taken from just the last month, with a few parenthetical com-

ments stuck in:

- *Jaguar Land Rover's Owner (Tata) Wants Someone Else to Help Fix the Business*
- *PSA Group (Peugeot & Citroen), Always on the Prowl, Has One Eye on Jaguar Land Rover*
- *USA to the Rescue? Jaguar Land Rover Banks on American Excess During Troubled Times (Uh-oh!)*
- *CEO of Embattled Jaguar Land Rover Explains the Road Ahead* (interesting)
- *Jaguar's J-Pace (their 4th SUV, due in 2021) Gradually Takes Shape*
- *Jaguar to End XJ Production; Company Promises a Resurrection* (a very good, very very handsome car comes to its end)
- *Jaguar Land Rover's 'Hot' New Idea: Sensory Steering Wheels* (interesting ergonomic design idea)
- *Ian Callum, Sculptor of Modern Jaguar, to Step Down As Director of Design* (Uh-oh! I'm gonna miss him)
- *Jaguar Land Rover and BMW Partner Up on Electrification* (VERY interesting)
- *Jaguar Will Sell You a Mashup of a Hellcat and an Evo (XE SV Project 8) But It'll Cost \$187,500.*

Interesting headlines, eh? What do they all mean?

We already know that Jaguar Land Rover (JLR) has issues. What is striking here is the very broad range of those issues, activities and plans appearing on the table, all at once, in a very turbulent, difficult and competitive market.

Is it all bad? Not at all. Another SUV (Jaguar's largest yet, getting closer to parity with Land Rover). Peugeot has always been a great company, and they've

got a highly regarded new CEO (Carlos Tavares). It might be a very good fit, if Tata really wants to get rid of JLR (not a sure thing). Maybe the US can be a safe haven for JLR, at least for the SUVs. And the BMW partnership could be a very good thing as well.

Meanwhile, JLR engineering proceeds apace, with innovation in electric cars, autonomous cars, ergonomics, internal-combustion cars, very high-performance cars and so on. JLR appears to be a vibrant, active company with a lot on their plate. And while the press has written off diesels, my sense is that JLR has an excellent one and there may still be a profitable niche for it at 50+ mpg. Meanwhile, JLR is busy covering all of their bets with ongoing work across a broad array of automotive technologies. All of JLR's eggs are NOT going into one basket. That's a good thing!

What we don't know about, of course, are sales. What is selling, where and to whom? Can JLR move the cars it needs to in order to survive today, next month, next year? Who knows? Just so you know, the boo-birds are all crowing about an imagined "peak of cars" having just occurred and an inexorable slide in car sales of 3% a year happening across the next several decades (Another headline: "*The pain is just beginning': After 38,000 layoffs, Wall Street wakes up to 'peak car.'*" -Wall St. Journal).

Cars are doomed, the thinking seems to go. By 2030, nobody will even bother to get a drivers license, and we'll all ride in PODs. No discussion of who is going to build said PODs, of course, and there's a blithe disregard for the nature of our American demographics and infrastructure. I figure that in 2030, approximately 300 million Americans will need to go to work each morning, and 80% of them (240 million people), mostly suburban and exurban, will probably need to use cars in order to get to said work (possibly up to 40 million EVs and 225 million internal-combustion cars, as well as Level 4 autonomous cars for the very few,

maybe, and manually driven ones for the masses). That's still a lotta cars and a lotta internal combustion!

Will there be a place, in that crowded, busy and frantic world, for a car/POD company based on an upmarket mix of luxury, performance and capacity covering autonomy, EVs and traditional cars – Grace, Pace and Space for varying upper middle class preferences? Could be – no reason to rule it out. Especially for a company as adept at survival, engineering and branding as Jaguar has proved to be over the almost 90 years of its existence. We'll see.

One other thing: Rest In Peace, Norman Dewis. Some call you Mr. Jaguar!

Closer to home, it's summer now. After recovering from the Hudson Valley Tour (details of that adventure will be provided next month), we look forward to a peaceful and serene July, with our Jags effortlessly lolling on the Lawns of Wayside and Myopia, accompanied by hors d'oeuvres, champagne, Marvin's finest and whatever the Wayside's kitchen sees fit to rustle up for us on a pleasant summer evening. Once again, the livin' will be easy. We'll see you next to the polo ponies as well as hanging around Marvin's friendly bar.

Then comes August and time to get serious! Chamois, Q-tips and Ibuprofen at the ready!

Thanks for reading this.

And Prince Lucas says, "Incorrectly.' Get it? 'Incorrectly!!!' That's funny!"

HONKU
by Aaron Naparstek

Went for oil change
got transmission, clutch, muffler –
bye-bye, Oahu

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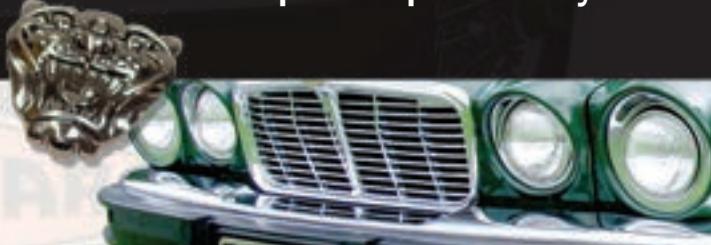
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