

The Coventry Cat

Official Newsletter of the Jaguar Association of New England

October 2018



jagne.org



Photo by Kevin Murphy

XKC 009

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October 2018 Volume 20 Number 10
The Coventry Cat is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Clubs of North America (JCNA). JANE is incorporated in the Commonwealth of Massachusetts.

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Kevin Murphy

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

From the President Dean Saluti



September is when we look forward to our annual British Invasion of Stowe, Vermont. Although Stowe is quite a “schlep” from Quincy, MA, (4 hours driving slowly), we don’t notice the travel time because we are driving our beloved Jaguar Estate Wagon and listening to the SiriusXM 60s channel.

On the drive up, Marjorie and I thought about the Invasion’s founder, JANE member Michael Gaetano. Michael has created a remarkable everlasting British classic car culture event with his “all things British” weekend. This is his 28th

year, and most of us wouldn’t miss the Invasion for the world. Let’s never forget that Michael’s innovative marketing skills attract 600 cars and thousands of spectators annually. Naturally, we are immensely proud that Michael is “one of our own,” a Jaguar owner and a member of JANE.

While our love of British cars brings us to the Invasion, Marjorie and I agree that it is the continuing friendships and fun that are the real draw. Several years ago, we met Bob and Mary Beth Gosende on the porch of the Green Mountain Inn in the midst of the Friday night street party, with the live band and the downtown car display. Bob, a former U.S. Ambassador to Somalia and professor at the Tufts’ Fletcher School, and his wife Mary Beth, have a gorgeous, award-winning Jaguar MK II sedan. Even though they live in Albany, the Gosendes joined JANE, and often drive the entire Mass Pike to attend our events. They have become close friends, and because of the JANE camaraderie, they are now actively house hunting in Salem, MA. People such as the Gosendes are the real prizes that we win at the Invasion.

Through JANE members Daniel Graf and John and Tom Brady, I learned about Ray Crook. Ray lives on the South Shore and has a large facility where he restores classic Jaguars that he owns. I have been told that Ray is an excellent restorer of his personal cars and has been exporting XKs and other classic Jaguars throughout the world for years. Now, Ray has taken his passion for the marque to the next level, bringing his son, Dan, into the business and into JANE.

As a result, on Saturday evening we were invited to join Dan Crook and his wife Lauren for a gathering at the townhouse that they were renting in Stowe. They had just gotten married and were still on their honeymoon in Stowe. We realized that Dan and Lauren, the next generation of lovers of classic Jaguars, chose Stowe for their wedding and honeymoon because of their memorable years at the Invasion. Even more remarkable was their decision to host a small gathering while on their honeymoon! This is JANE camaraderie at its best, and Marjorie and I were honored to be there.

Don’t forget the “Martha’s Vineyard Weekend” from October 19-21. Most of us will be staying at Lambert’s Cove Inn in West Tisbury. However, since we have sold out Lambert’s, we recommend the Mansion House Hotel in Vineyard Haven. Feel free to call Marjorie or me to RSVP (617-285-6564).

We thank our JANE VP of Events, Chuck Centore, for all our wonderful events, as we keep JANE the “biggest and best Jaguar Club in North America.”

Membership

JANE Membership Report

by Howard Kalet, Vice President of Membership



September is prime season for car events. I had the opportunity to go to Watkins Glen, where Jaguar was the Marque for this year. This event began with a rally on back roads with over 100 Jaguars, followed by two laps on the new track, and topped by two laps on the old track through town with thousands of car enthusiasts sharing in the action! The British Invasion, the following weekend,

was yet another great car event where once again, Jaguar was the featured car. Besides 500 plus British cars, there was a Jaguar display including the new I-Pace and a limited edition XK-180.

Membership as of September 30, 2018 is now at a total of 271 paid members. This month we had three members join.

Our current membership is comprised as follows:

There 13 are Associate Members, plus 6 lifetime and complimentary members.

Other Information: 115 of our members receive the printed version of the Coventry Cat; more and more members elect to receive the online version of the Cat.

Early Renewals

It's that time of year again. Email notification will be going out shortly in a somewhat different format utilizing Constant Contact. For those of you who prefer paper renewals, the early renewal price is the same as last year - \$60 for those desiring the online version of the Coventry Cat and \$75 for those who prefer the printed version.

Other member news

Cyndy McGeoch has left the club. We wish her well.

She has recently sold Bruce's E-Type. Many members will recall that Bruce was a major contributor to the Boston AGM a few years back.

Former member Jim Lea has passed away. Jim was a British car enthusiast in mid Maine, member of the Owl's Head Museum staff as well as skilled clockmaker. His pristine '85 XJ6 may still be available.

Car Badges

Four car badges have been sold this month, at recent trips to Watkins Glen, The British Invasion and by mail. The price is unchanged at \$45 per badge. Please contact me if you would like a badge.

Website Update/Transition

I am now very actively involved with the new website transition, and I'm happy to report that the website data has been updated and should include all key information for our members. Based on the IT committee recommendations, membership data will be updated on a monthly basis, so any mid-month entries will not be posted prior to month-end.

There continue to be many facets of this transition to coordinate and tweak as we approach our critical year end/winter registration period. Stay tuned for the latest and let me know if you have questions about the process.

Welcome new JANE member

William King, Wellesley, MA
1969 E-Type Roadster

And our rejoining JANE member

Herb Strachman, Portland, ME
2008 XKR Roadster

And our latest Associate JANE Member

William Butler, Amherst, NH
'85 XJS Coupe, '67 Mk-II 3.4 Saloon



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Neville Swales, the XJ13 and Maybe A New Car

Text by David Moulton - Photos by Bill Richardson and on file

Our September meeting at the Wayside Inn had most of the usual frills, including great weather, cars on the lawn, many car lies, Marvin dispensing liquid therapy and the always excellent roast beef buffet. However, our guest was definitely MORE than usual.



Neville Swales and Chuck Centore

Neville Swales, of Coventry, UK, popped across the pond to bring us up to date on what he is working on. He's an interesting character, who worked as a reasonably corporate brewer of beer until, at age 50, he decided he wanted to do his own thing (sound familiar?). That thing started out to be the XJ13, a fascinating car that never quite was, but got oh, so, close.

As many of you know, the XJ13 project was a racing project started by Jaguar in the mid-1960s to create a competitive mid-engine sports-racing car that could compete successfully against Ford and Ferrari in FIA sports car endurance races, especially at Le Mans. A prototype car was completed and commenced testing in 1966, with promising early test results (note also that XJ13 was a stunningly beautiful car, designed by Malcom Sayer of E-Type fame). Unfortunately, 1966 was also the year that Jaguar merged with BMC, leading to significantly greater corporate oversight and financial constraints. Further, Ford had developed the 7-litre GT40 by that point. To be successful, XJ13 would require substantial additional development at the very least. Corporate heads decided the expenditure was not justified, and shut down the project. XJ13 went into storage.

In 1971, XJ13 was brought out of storage for public relations work in support of the new V-12 Series 3 E-Type rollout. During a

day of photo shooting, a tire or wheel failed while the XJ13 was at speed, and the car was essentially destroyed in the resulting crash. Back into storage the remains went until a year later, when it was "rebuilt" by the firm Abbey Panels. The resulting car is not completely faithful to the original XJ13, but has remained on display at the British Motor Museum ever since.

As an amateur club racer in South Africa and the UK who possessed some substantial engineering chops, Neville was very familiar with Jaguars, had built and rebuilt some engines, had done some restorations and was really into vintage race cars from the 50s and 60s. One day (I'm making a long story VERY short here), he ran across an offering on E-Bay of Germany for a 5-litre 4-cam V-12 Jaguar engine that had resided in private hands in Germany for about 40 years. He bid on it, won it and went to Germany to pick it up, where he found it was the SECOND development engine for the XJ13 project, one that hadn't gotten blown up. This meant that he now owned the ONLY remaining XJ13 engine from the original project!

What to do? Obvious, if you're Neville – you build an EXACT replica of the original XJ13 in which to fit the remaining original engine. With help and documentary support from the Jaguar Heritage Trust, that's pretty much exactly what Neville did. The result was gorgeous.



Neville Swales' XJ13 replica

He also created a company, *Building The Legend*, to actually do the work and to take on other restorations as well. Naturally, as his replica XJ13 took shape, he got requests to build additional cars and come up with other engines to fit in place of the original. You know how these things go. Sooner or later,

you're going to end up with a car company, and be actually building cars for customers. Uh-oh!

Rewind once again, this time to the 1950s. In 1951, a Scottish racing team named *Ecurie Ecosse* was formed, and went on to great success in the mid 1950s, but slowly wound down by the early 1970s. It was resuscitated in the 1980s, and now maintains a substantial endurance racing schedule. It has also now partnered with *Building The Legend* and *Design Q* (a design firm) to create a car, inspired by Neville's XJ13, called the *Ecurie Ecosse LM69*, "a beautifully innovative 60s race car that *Ecurie Ecosse* might have taken to Le Mans in 1969 had they decided to develop their own car."

So now, Neville is hard at work on "Car Zero" of that series, including his own 7.3 litre quad-cam V-12 engine (which can be tuned and configured for a variety of purposes, including a 5.3 litre version). He hopes to have it ready to show at the Quail Lodge next summer, and is, of course, looking for both possible buyer and investor interest. The ultimate goal is to produce a run of 25 such cars, each individually bespoke for its purchaser.

Think of it: you can acquire a stunningly beautiful and highly developed modern version of a beautiful late '60s legendary race car that had immense potential, but never got its chance. Why would you do such a thing? Because that is what life is really about. As Steve McQueen put it in the film *Le Mans*, "everything else is just waiting around."

A fantastic, bold, high-risk and inspiring effort. We can only wish Neville, *Building The Legend*, *Ecurie Ecosse* and *Design Q* the best of luck in bringing this off. And thank you, Neville, for sharing this story with us.



A rendering of the *Ecurie Ecosse LM69* prototype

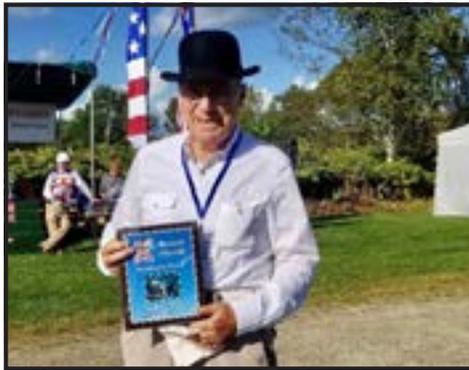
Event Report

JANE at Michael Gaetano's 28th Annual British Invasion

Text and photos by Dr. Dean Saluti

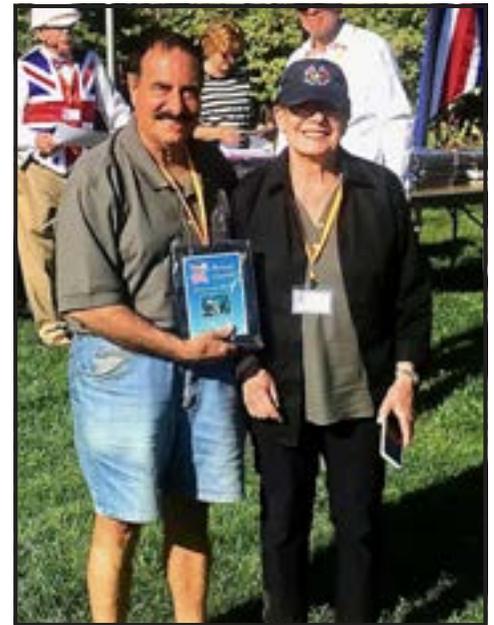
On the weekend of September 14-16, numerous JANE members participated in the annual British Invasion in Stowe, VT, with JANE member Michael Gaetano as our host. JANE's Gus Niewenhaus served as the Chief Judge and many of our JANE Concours judges assisted him. As we hoped, and some of us expected, JANE members carried home 12 of the awards:

- JANE member Dirk Burrowes received a Preservation Class Concours Award for his 1960 Rover 100 P4.



- Bob and Mary Beth Gosende won a Second Place Award for their 1964 Jaguar MK II Sedan.

- John Robison won a Second Place Award for his 1990 Jaguar XJS.



- Dean Saluti and Marjorie Cahn won a Third Place Award for their 2007 Jaguar X-Type Estate Wagon.



- John and Don Brady won a First Place Award for their 1954 Jaguar XK120 DHC.



- David Reilly and Lauren Messmore won a First Place Award for their 1968 Jaguar E-Type OTS.



- Rick and Mary Barnard won a Second Place Award for their 1973 Triumph TR6.

- David Kellogg and Nancy Achin-Audesse won a Second Place Award for their 1935 Singer 9 Sports.

- Gus Niewenhaus and Michelle Dickson won a Best Costume Award in the Tailgate Picnic Competition.



- Tom Brady and Theresa Gassner won a First Place Award for their 1961 Jaguar MK IX Saloon.

- Ken and Naomi Coleman won a First Place Award for their 1962 Jaguar MK II Sedan.



- Matt and Amy Mugerini won a Third Place Award for their 1966 Jaguar E-Type OTS.

UPCOMING EVENTS in OCTOBER, NOVEMBER & DECEMBER

WEEKEND ON MARTHA'S VINEYARD

Friday - Sunday, October 19-21



We will be staying at the very special Lambert's Cove Inn, with an island tour including all sorts of stops planned for Saturday, plus a great banquet on Saturday evening. It should be fabulous! Contact Dean Saluti at djsaluti@aol.com or 617-285-6565 to see if there are still spaces. Also, don't forget to book your car's berth on the ferry!

OCTOBER MEETING

WAYSIDE INN IN SUDBURY, MA

Wednesday, October 24, 7 PM

Speaker: Frank Grimaldi



Frank heading up Lime Rock's Uphill, back in the day.

Marvin will serve us drinks.

The wait staff will guide us through the buffet.

Frank will tell us stories (and maybe show us movies) about preparing for and racing at the 1973 SCCA Road Race of Champions at Road Atlanta in his Camaro.

Good stuff for a late October evening.

NOVEMBER MEETING

WAYSIDE INN IN SUDBURY, MA

Wednesday, November 14, 7 PM

Speaker: Steve Pickford,

Innkeeper of the

Wayside Inn



Once again, Marvin will serve us drinks and the wait staff will guide us through the special pre-Thanksgiving buffet.

The Innkeeper, Steve Pickford, will tell us about the extremely interesting and rather special history of the Wayside Inn, in a brief prelude to the holiday season.

ANNUAL GENERAL MEETING AND

CHRISTMAS BANQUET AT

VESPER COUNTRY CLUB,

Tyngsborough, MA

Sunday, December 2, 3 PM



What a crowd! What a year!

In accordance with ancient Jaguar tradition, this event will feature our Annual General Meeting and election of officers and board members for the new year, plus a Christmas Banquet and a Yankee Swap. Did I mention a full bar? How about Santa Claus? What else could you possibly need, or even want?

ROAD TRIP TO WATKINS GLEN September 5 - 8

Text by David Moulton, Photos by Howard Kalet, Kevin Murphy and Bonnie Getz



The JANE Contingent: from left: Deb and Bill Richardson, Howard Kalet, your humble author, Kevin Murphy, your humble author's F-Type, JR Phillips, Dixie Stedman, Jim Berry, Bonnie Getz, Diane and Josh Bartlett.

About a dozen of us JANE members drove out to Watkins Glen in early September. On September 6th, Jaguar was the featured marque at a car show/rally/banquet called Jag FLX, and also, on September 7, at the Tour de Marque, another rally plus laps around both Watkins Glen International Racetrack and "The Old Course."

Did I mention that there were numerous winery visits and plenty of partying? How about Mike Kaleel and John Feng also being there enjoying their vintage racing? Suffice it to say we all had a lot of fun.

Our caravans were informal, and the drive out was routine except for nasty heat (a humid 98° F. in Auburn, NY on September 5). No problem for me in an air-conditioned F-Type, but rough on E-Type drivers *sans* AC, such as Bonnie of Arabia. I was also interested to notice the significant reduction in both population and traffic density once we got west of Albany on Route 20. Rural America is, well, different (way fewer people!), and open-highway driving is *much* nicer.

The Jag FLX show on Thursday was very relaxed and low-key. Perhaps sixty cars from a variety of clubs from Ontario, Pittsburgh, the Delaware Valley, Central Ohio, New Jersey, and Central New York showed up and were pleasantly spread out across Lafayette Park, a nice, shady village park, complete with bandstand, in downtown Watkins Glen. We all hung out and made very pleasant small talk, just like a church social.



Jag owners from all over hang out at Jag FLX.

Highlight of the day was the arrival of XKC 009, one of the first two C-Types to ever come into the U.S., originally owned by legendary importer Max Hoffman. Beautifully restored, it is now owned by brothers Drake and David Darrin, whose father acquired it in 1956.

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XKC 009's particulars

XKC 009 was particularly appropriate for Jag FLX because it was the car that won the Seneca Cup race held on the Old Course in September, 1952, driven by American ace John Fitch. Maybe half an hour after Fitch took the checkered flag for that event, the day's Grand Prix race was started, and on the second lap a spectator was killed and twelve others were injured in a crash at the right turn uphill from the start/finish straight on Franklin Street. The race was sensibly red-flagged and that was the end of racing on the Old Course. This means, of course, that XKC 009 won the last race ever completed on that quite challenging and historically significant course, just a few blocks away from where we all were parked.

Continued on page 9

Road Trip - Continued from page 8

Around two in the afternoon, we all were flagged off onto a variety of rally routes (Express, Adventurous and Extended) that all converged on the Lakewood Winery, where we tasted, as you might expect, wine. We were also given free bottles of the stuff, ostensibly as rewards for having made it this far through the day. Numerous JANE members had opted for the Express Route, which included a stop at the Tabora Winery, who had a terrific lunch menu for those of us getting peckish (me, me). Happily, we were joined at Tabora by XKC 009 and the Darrin brothers. Made my day to be so close to that particular artifact of historical significance. Thanks for sharing, Drake and Dave!



XKC 009 contemplates the vineyards and rolling hills from former days of glory.

Suitably fortified, we all followed a common route up to Top of the Lake Restaurant (at the top of Keuka Lake, in Penn Yan), where we tucked in to a really nice banquet, while also watching the sun set across the lake. Ahhhhh! Sometimes, life can be good.

Friday turned out to be a little more intense. At an unreasonably early hour (pre 10 AM), we all convened at Chateau Lafayette Reneau, yet another winery (I detect a pattern here), the starting point for a somewhat more elaborate rally tour. This time, about 100 Jags showed up, and after coffee, pastries and the obligatory car lies, we all set off in a single file of 100 Jaguars for a 70-mile romp through the lovely rolling Finger Lakes countryside. Thank God for the low traffic density!



Our starting grid before we got into single file

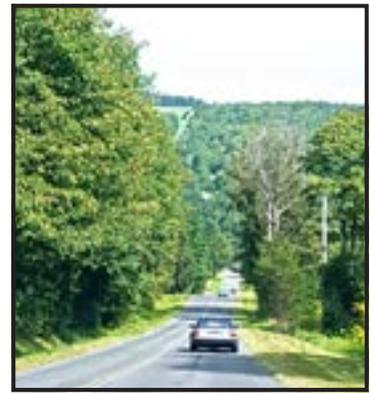
The finish was at Watkins Glen International Racetrack, where they fed lunch to all 200 of us drivers/navigators/hangers-on and then sent us out, single-file again, onto the track for a couple of paced laps. That single file was so long that by the time the lead cars made it around the course,

the last cars were still heading out onto the track! It was all quite polite and civilized, as well as restrained, and we got it done with no mishaps or offs.

At the end of our laps, they had us continue our single file to exit the course and, with police assistance, right out onto the public road and down the hill to pick up the Old Course, which we followed around and into Watkins Glen on what turned out to be an informal pace lap.

The town was packed with spectators lining Franklin Street (the main drag), and we formed up into a reasonably respectable starting grid of 50 pairs of cars.

Lined up like that, with everybody revving their engines and all the spectators waving and yelling, it got a little goose-bumpy. Then, at almost exactly 2 o'clock, we were waved off in a procession to take two laps of the Old Course. What a hoot!



A few of us 100 Jags spread out on the open road.



Bonnie Getz on the starting grid, getting ready to see what her E-Type can do.

Just so you know, the Old Course is nuts, equivalent in many respects to the original Le Mans or Spa public road courses, maybe even a mini Targa Florio. It is 6.6 miles long, and consists of two mostly very fast open state highways going up out of town for a couple miles (Rte. 329) and then back down into town (Rte. 409), with a really tight left/right combination leading back onto Franklin Street, going nine blocks through downtown past start/finish and then hard right/left onto 329 and back up into the hills for the next lap.

At the far end of the circuit, the course leaves 329 and dives down an extremely tight narrow access road, hard right across a stone bridge over Glen Creek, immediate hard right again into a twisty uphill section and then hard

(Continued on page 10)

Road Trip (Continued from page 9)

right onto Rte. 409 (some of which used to be dirt!), whose primary features are a railroad crossing that used to get the fast cars REALLY airborne (back in the day, they stopped the trains for race day), and then a terrifyingly long sweeping and FAST right-hand bend diving steeply downhill back into the town, terminating in the hard left/right combination back onto Franklin Street.

Knowing what we know now, the Old Course is utterly lunatic, quite unsuitable for racing. That it survived for five years around 1950 is a miracle. I wonder if they had insurance, what the insurance policy said, and how much it cost.

Anyway, driving around The Old Course at a sedate 25-55 mph (yeah, right!) in single file was great fun, especially with all the spectators (even out in the hinterlands they were all set up with their chairs, barbies and coolers, waving and cheering at all of us – this seems to be a favorite annual event for Glenians). I wonder what they must have thought in 1952, when John Fitch, in XKC 009, probably touched 120 mph on Franklin Street and certainly more than 150 mph on 329 before getting to the stone bridge segment, as well as when coming down the 409 grade back into town (I also wonder how many cars suffered brake failure there and went up the little alley named Madison St. instead of making the left-hander down to Franklin St.).

After that, for the Jags it was more free parking in Lafayette Park and for us, time for partying. Howard Kalet, Kevin

Murphy, Steve and Jan Wetzel, Josh and Diane Bartlett, Bonnie Getz and your humble editor all gathered in the Seneca Harbor Station for an hour or so of refreshment and car lies, after which Howard, Kevin, Bonnie and I headed up the hill to the Victory Lounge, at the motor inn where all the drivers used to (and some still do) stay. I saluted the photo of Jim Clark, who I saw win here in 1962. More refreshment. More car lies. Ahhhh! Life continues to be good. *Thanks, Kevin, for suggesting this!*



A few JANIACS (Kalet, Murphy, Moulton), feeling no pain



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Event Report

THE BOSTON CUP 2018: The Back Stories . . .

Text and photos by Chuck Centore

Rising at 5 AM is no stranger to this soul, but to get up and be ready for a day as a volunteer at the Boston Cup is a little strenuous for my wife Patt & me. We pack the car with chairs and cleaning materials and make sure everything is clean to our satisfaction for the big day. I had spent the last two weeks lifting the car, removing the wheels and cleaning everything that could be reached or seen inside the wheel wells, including the inside of the rims. A complete exterior wax on the body panels, the obligatory tidying up of the engine bay, making sure everything is tip top. I did all this hoping to impress the other attendees who also brought cars and had done the exact same to their cars.

This was the beginning of our day, but the day has a back story, actually hundreds of back stories. The cars were beautiful, the banter was friendly, and in most conversations you would have thought you were listening to someone talk about their children or a family member.

But among the 30,000 people expected to visit that day, there were some really interesting stories. For instance, while chatting with a group of three older gentlemen, I commented on the breadth of cars at the show and mentioned that they went from a 2018 Ferrari, obviously in excellent condition, to a 1953 Jaguar XK120SE barn find in unrestored condition. One of the fellows commented that the Jag was originally his car, bought for \$400.00 in 1960 with the intention of restoring it over the years. But it never happened and life caught up to him. He no longer had the interest, time or energy to actually tackle the project. So, he recently had given the car to a relative who was intent on the restoration, again someday. By the way, the car won second place in the British Class. Pretty cool.



Essence of a barn find, or a restoration waiting many years to begin.

While waiting for the final announcement that the show had ended and awards were about to be announced, Patt began talking with a woman on the other side of the gate that separated the visiting public from the inner sanctum of cars on display. The woman was with her young son, who had been recently diagnosed with epilepsy, and who had always had a thing for cars. She'd been bringing him to car shows for over a year and this was by far the grandest thing they had ever seen. She thanked Patt for listening and Patt wished her well. Patt also hoped and prayed that her son would be OK and get to see many more shows.

Part of our job was to be at the Hospitality Entrance and make sure only people with the proper wrist bands could enter, as this site included free food and many different kinds of spirits.

At times people would try to get in to take part in the \$50.00/person free-food extravaganza. We'd ask to see their band, and having none, they just moved on. One young couple on holiday from England came by and mentioned were quite impressed with the goings-on. They wondered if they could look at Herb Chambers' cars on display in front of the hospitality tent and after a short conversation, we let them enter to look at the cars – they were most appreciative.

Another couple with a baby carriage and two young children came to the gate and wanted in. When we told them that would need a wrist band to enter, they informed us that they had a 1:30PM appointment with one of Herb's sales people to view a new Bentley. Wow!



The author's Ferrari, GIALLO, shares some car stories with its pals on the show field.

And as the day went on there were more stories developing all over the place. It was like a live version of Facebook.

- An older gentleman with a cane, struggling to walk, approached the gate looking for an old friend who had invited him to come and see his car. All he remembered was that it was a new red Ferrari. Patt knew exactly who it was and told him where he should meet his old friend. After a while he returned with a wrist band and entered again. Patt asked if he was OK and had he found his friend? His name was George and he said that he did. He also told us that he hadn't seen his friend since high school. It was certainly a special reunion.

We also saw a good number of JANE members with cars in the show, and some just visiting:

- Taking a Second Place in the American Class were JANE Members Dennis &

(Continued on page 12)

Boston Cup (Continued from page II)

Elaine Jolicoeur, with Dennis' 1936 Cord 810 Winchester— a truly beautiful car.

- Ran into Dick DeVito, who was having a peaceful walk through the Italian Car section— he seemed to be enjoying all the red and yellow cars on display – naturally, we had a nice chat. Dick was showing his beautiful 1989 Bentley.

- My best buddy in the whole wide world, Mike Kaleel, was there to have lunch and update us on his summer— quite interesting.

- Tom Larsen and Nancy Monaghan joined us for lunch along with Dean Saluti and Margie Cahn. Tom had brought his Aston Martin DB3 – what a car!

- Also there with his beautiful E-Type was Dave Reilly – a truly beautiful machine.

There were dozens of people and as many cars, all with a story. These were the back stories. We were happy to see special guest Livingston Taylor mingling with the attendees.



Dave Reilly, with guidance from Dick DeVito, prepares his E-Type for showing.

Here is a list of the winners for the Boston Cup 2018.

Amelia Award Presented by Chris Brewer, Dir. of PR, Amelia Island: Concours: Nick Grewal – 1925 Lorraine Dietrich

Classic Car Club of America New England Region Award: Heritage Museum - 1916 Simplex Crane Model 5

The Boston Cup Chairman's Award (First): Joe Moccia – 1973 Porsche 914

The Boston Cup Chairman's Award (Second): Jeff & Doris Picard – 1967 Pontiac GTO

First in American Class: Robert and Thomas Kurtz – 1932 Packard 903 Deluxe Eight

Second in American Class: Dennis Jolicoeur – 1936 Cord 810 Winchester

First in British Class: David Brown – 1928 Armstrong Siddeley Shooting Brake

Second in British Class: Dave Waller – 1953 Jaguar XK-120SE

First in Italian Class: Lloyd Dahmen – 1964 Ferrari 250 GTL

Second in Italian Class: Ara and Pamela Gechjian – 2018 Ferrari 812 Superfast

First in German Class: Rare Precious Metals – 1956 Mercedes Benz Gullwing 300 SL

Second in German Class: Dave Geisinger – 1976 Porsche Rally

First in Special Interest Class: Miran Vrankic – 1985 Citroen 2cv

Second in Special Interest Class: Michael Demetrio – 2014 OCC Chopper



More pals share their back stories. . . .

2018 - 2019 Calendar of Events

*Note: this calendar only lists dates, times, events, some locations and speakers.
For details, see the detailed event announcements as they come on line.*

Fri. - Sun. Oct. 19-21	Martha's Vineyard Weekend	
Wed. Oct. 24 - 7PM	JANE October Meeting, Speaker: Frank Grimaldi	Wayside Inn, Sudbury, MA
Wed. Nov. 14 - 7PM	JANE Monthly Meeting, Speaker: The Innkeeper	Wayside Inn, Sudbury, MA
Sun. Dec. 2 - 3PM	JANE AGM and Holiday Party	Location TBA

2019

Wed. Jan. 23 - 7PM	JANE January Meeting, Speaker: TBA	Wayside Inn, Sudbury, MA
Sun. Feb. 10	JANE Valentine's Day Dinner	Location TBA.
Wed. Feb. 27 - 7PM	JANE February Meeting, Speaker: TBA	Wayside Inn, Sudbury, MA



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Event Report

The JANE Fall Slalom

Text by David Moulton, photos by Larry Shields

“The best way to think about a slalom is to regard any pylon that is still standing as a missed opportunity.” – your faithful reporter.

Saturday, September 29th, was a perfect slalom day: sunny with occasional clouds, 70° F, light breezes. A small but enthusiastic cohort turned out, along with numerous visitors – a thoroughly pleasant and friendly bunch of motorheads and companions. Rich Hanley ran the show in a relaxed gracious way (including coffee and donuts, bless him), and Glen McLachlan helped out as starter and genial all-around official. Numerous people, including Bonnie Getz and Elizabeth Beard, helped out with the stop box.

On the first run, Larry Shields (Corvette) jumped out to an early lead with a 41.460, followed by Charles Ambrosecchia (F-Type) in 43.602 and Kristos Giannapoulos (Fiat 500 Abarth) in 44.990. Most of the rest of us settled for times around 50 seconds and more. I suspect we hadn’t gotten fully warmed up yet.

On the second run, we seemed to get a little more serious (and the track surface was also warming up). Shields improved to 40.990, Bob Lang got his TR6 down to 41.000 but collected a pylon (for an official 43.000) and Ambrosecchia improved slightly to 43.584. Run 3 saw Shields improve to 40.697, Ambrosecchia to 43.084 and your faithful reporter actually made it to third fastest with 44.146. Among the rest of us, times were dropping fairly significantly, but so were pylons and there were a couple of disqualifications for off-course adventures, including Bob Lang, who turned in a scorching 40.222, only to just tilt the stop-box pylon with his front bumper and disqualify. JANE’s super chef Max Paronich was on vacation, so during the break after Run 3 we had to make do with water while we rested up. It was tough, but we persevered.

Run 4 saw some more good times, but little improvement other than Bob Lang, who brought his TR6 around in 40.471 to take the lead, while Larry Shields added a pylon to his collection (resulting in 42.968) and Charles Ambrosecchia continued to be consistent with 43.652.

Then came the final run: Bob Lang was fastest at 40.605, but not as quick as his previous run, while Larry was second at 40.950 and Kristos Giannapoulos turned his fastest time at 44.103.

So, when all was said and done, Bob Lang had Fastest Time of Day at 40.471,

Larry Shields was second at 40.697, Charles Ambrosecchia was third at 43.084 and Kristos Giannapoulos slipped into 4th at 44.103.

One thing I found interesting was how much my times improved compared to the June slalom. I attribute this to new tires (which I installed in mid-August). In June my best time was 46.380, while in September (nothing changed but tires) I turned 44.146, an improvement of 5%. Food for thought, especially when you start thinking about car safety and roadworthiness.



Bob Lang begins to get serious with his TR6 on his way to Fastest Time of Day.



Starter Glen McLachlan gets ready to send Larry Shields on his way . . .



Charles Ambrosecchia has a beautiful and very well-sorted F-Type Coupe that really goes . . .



Kristos Giannapoulos likes to study his pylons as he goes by . . .

Results:

Car#	Entrant	Car	Year	Fastest Time
1	Leo Dragun	BMW 330 Ci	2005	50.415
2	Dave Hill	Chevrolet Corvette	2012	44.872
3	Bonnie Getz	Jaguar XKE Series 1	1967	50.003
4	David Moulton	Jaguar F-Type S V8	2014	44.146
5	Jeff Beard	Jaguar XKR	2002	49.339
6	CharlesAmbrosecchia	Jaguar F-Type	2017	43.084
7	Ben Marong	MG Midget	1969	49.816
8	Kristos Giannopoulos	Fiat 500 Abarth	2013	44.103
9	Larry Shields	Chevrolet Corvette 427	2013	40.697
10	Elizabeth Beard	Jaguar XKR	2002	59.032
11	Robert Lang	Triumph TR6	1973	40.471

Three cars for sale collectively for \$24k, or individually.

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I'm moving south, won't be taking the cars and don't want to pay storage.

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- **1979 MGB:** This 1979 MGB is exceptionally clean and the fit and finish are good. Mileage shows a little over 10k (I guess this is since restoration). It had 4,876 when I bought it in 1979. True mileage is unknown. It has a Quantum Mechanics five speed transmission, down-draft Weber, factory electronic ignition, Mini Lite wheels, full tonneau cover, Alpine stereo with Ipod dock, and a Heritage Trust Certificate. Also, factory jack kit and shop manual. This is a nicely restored example of an appreciating MGB product. It is very comfortable for us tall folks and is a sweet highway ride with the five speed. Hagerty Ins. puts the value at \$15k. I am asking \$10,500 or b.r.o.
- **1962 Jaguar MK II.** I have owned this car since the late 80's. Started to restore it in 1999 and completely redid the under-carriage. Brian Donovan of Lenox did all the work and this car will out-handle any stock XKE. It sat in dry storage until 2017. It is legal and a blast to drive. Redid the wood interior, tach and odometer. Hagerty has a \$17k value but I am pricing it to move. I have receipts for all the work done since I've owned it. Also service manuals, heritage certificate, hubcaps and replacement fog lamp. True mileage is unknown.
- **1966 Jaguar MK X.** A barn find. 52k miles. Sat in storage for 20 years. Solid body, but needs an interior (a racoon got into it). Runs, but true overall condition is unknown. I bought it last Sept. hoping to begin restoration, but didn't. VIN1D763728BW. Have a heritage certificate.


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from The Editor's Pit



Your editor, looking for enlightenment.

September turned out to be really busy. Let's see: our Watkins Glen Road Trip, The British Invasion in Stowe, The Boston Cup in Boston, Neville Swales and the XJ13 at the Wayside Inn and The Fall Slalom in Andover. Whew!

Meanwhile, the new Jaguar I-Pace continues

to impress the press. It's an interesting car – quite good-looking (especially for a compact SUV), excellent performance and reasonable range for an electric vehicle. And because Jaguar is early to market, its only competition for the next year or so will be the Tesla Model X, which is a bit more expensive.

How this all affects us current JANIACs remains to be seen – I can imagine that for many of us, I-Paces are not going to be quite our cup of tea. But keep in mind that, just as some F-Pace owners now belong to JANE, so too will I-Pace owners start joining over the next year. It will, of course, be incumbent upon all of us to welcome them and accept them into our club culture. Should be fun!

Meanwhile, Jaguar is continuing its muscle-car initiative at Laguna Seca Raceway. This past month they got Randy Pobst to drive the Jaguar XE SV Project 8 car around the track in 1:37.5 seconds, which is seriously quick (11 seconds faster than he got the stock I-Pace to go around in the previous month). 300 of the cars will be for sale, with the 5-litre V8 tuned to 592 hp and many track-day goodies included. Just \$200,000, give or take a little. Not

much Space perhaps, but a fair amount of Grace and a whole heap of Pace! Worth considering for under the Christmas Tree, if your credit card can stand it.

Coming up, I expect October will be a little calmer, with just the Columbus Day Parade, our voyage to Martha's Vineyard, and a pleasant evening with master storyteller Frank Grimaldi. And then there's November . . .

Once again, there's also some business we need to attend to. Pursuant to JANE's by-laws, the club president has appointed a nomination committee of five club members, in good standing, to prepare a slate of officers and also candidates for expiring board of director positions.

Positions up for election include several members of the board of directors together with the President, Vice President of Events and Vice President of Membership. A candidate for President must come from the board of directors. All other positions may come from club members in good standing.

The nomination committee, through its chairman, John Brady, will present the slate at the October 24, 2018 club meeting at the Wayside Inn, Sudbury. Club members will also be notified of the nomination slate and date and time of the Annual General Meeting in the Coventry Cat. Nominations may be added by submission to the nomination committee **before October 24th**. The decision of the nomination committee is final.

Election of officers shall be held at the AGM on December 2, 2018. There can be no nominations from the floor of the Annual General Meeting.

That about covers it. As always, feel free to complain to me about anything, at d18@moultonlabs.com. Think of it as cheap therapy. And once again, thanks for *reading* all this stuff!

See you in the bar at Lambert's Cove Inn.



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