

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

January 2019

[jagne.org](http://jagne.org)



*Photo by Bill and Deb Richardson*

***From Left to Right:  
The JANE Membership  
Enjoying Our Christmas Party***

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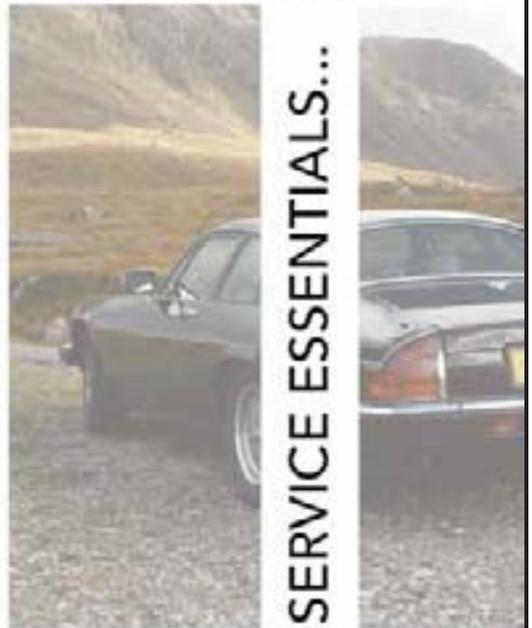
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**COVER PHOTO**

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

## From the President Chuck Centore



January is already upon us. Once again it's time to get on with moving our club forward. I expect most of our cars are tucked away safe and sound. Each year I look for a place where my F-Type would be happy during these colder months. And each year I choose to keep it local – right downstairs close to the furnace and the Range Rover Evoque. I did pick up an older truck for winter duties, a 2004 Dodge Dakota, SLT 4X4 with 4 heavy duty snow tires. I trust she will go through just about anything our New England winter can throw at her.

As we finish 2018, membership renewals have moved ahead at a moderately good pace – I hope to have a complete report by the month's end. From what I am told, we can expect to see our JANE members renew their memberships pretty much as they have for the past decade or so. While some have chosen to move on, most are renewing. And as we renew, we look forward to another year of good things with our Jaguar friends.

We plan to have our first Board meeting on January 12<sup>th</sup> and have set about an ambitious agenda to keep our board busy working to make our club as good as it can be.

Our Calendar of Events has been started, thanks to Dean Saluti. We have assigned leadership roles for those who choose to run major events or take a leadership position, like our Concours Chair, Daniel Graf, our Chief Judge, Aldo Cipriano, our Slalom Coordinators Rich Hanley & Glen McLachlan, our Treasurer, Don Holden, Club Secretary Bonnie Getz and IT Chairman, John Brady. David Moulton will continue as our Primo Editor of the Coventry Cat, with the help of those of you who graciously share your experiences and your Jaguars with the club. So it seems we are closing in on a fully dedicated Board who will do the Club's business on an ongoing basis.

In addition, we will be taking care of the Coventry Cat advertising, our legal committee reviewing the by-laws and a new committee to help direct the Club's Charitable efforts towards automotive endeavors, i.e., scholarships, club-supported events as well as Community Outreach where we see fit. I would like to have us meet with a few of our beneficiaries throughout the year to get a better understanding about how we can best help and contribute to their success.

We have a busy year ahead of us and I look forward to visiting with as many of you as I can, and hopefully hear a word or two about things *you* think we can do better as well as better things we can do.

Drive Safely through the winter holidays. I look forward to seeing you at Marvin's lounge.

### ***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:  
<https://www.hemmings.com/classifieds/cars-for-sale/jaguar/xjs/2115089.html>

**Price:** \$7,500, negotiable

Contact John Maccarone

401 524-7859, john@audioacrylic.com

# Membership Spotlight

## Your New Co-Vice Presidents of Membership *Share Some Thoughts*

by Marjorie Cahn and Jeanine Graf

First, the SPOTLIGHT, as aimed by Jeanine! She writes:

“As 2018 raced swiftly toward the 2019 finish line, the brakes were slammed ON, and the year screeched to a STOP . . . somewhere during the final minutes of December. Music sounded from the Grandstand Speakers: Happy Birthday and Happy Anniversary blasted out simultaneously, a moving cacophony that commemorates the simultaneous Birthday and Anniversary of Dr. Dean Saluti (2018 JANE President) and Marjorie Cahn (2019 Co-VP of Membership)! Congratulations, you two! C’mon, everybody! Flash your



high beams on Margie and Dean in the JANE Spotlight!”

As we enter the new year, we are excited to see so many of you rushing to renew your JANE membership. The Early Renewal discount was a great motivator! As of New Year’s Day, we

have received 171 renewals. We have received the majority of renewals online, but USPS mail with checks are still the preference for some of you. If you have not yet renewed, we hope that you will do so before the end of January so that you can continue to get JANE communications, including the fantastic Coventry Cat, so masterfully put together by our Editor, Dave Moulton.

Also, do you have any friends who would like to become members and join in the fun? Let us know. We have an exciting year ahead, and we hope to see you at our upcoming events.



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### *For sale: 1957 XK-140MC OTS*

Original car, never apart. Well documented including bill of sale from Kaplan Jaguar dated 1957. Sold to a doctor in Belmont, MA. BRG, all leather Cinnamon color interior. 84k miles from new, driven around 900 miles per year for last 30 years. Excellent investment at \$100k. The car can be seen in Westboro, MA.

**Call Bill Powell at 508-366-5844 or  
email at [bpowellma@aol.com](mailto:bpowellma@aol.com)**



# Our Annual General Meeting and Christmas Party!

## *Ho Ho Ho! Once Again, We Managed To Party!*

*Text by Dave Moulton, photos by Deb and Bill Richardson.*

When I arrived at the Vesper Country Club before 3 PM on Sunday, December 2, I figured I was plenty early. Lots of people were already there, though, and the bar was not only open but pleasantly busy, there were slices of pizza and other munchies thoughtfully set out for us, and extremely pleasant waitpersons were circulating with some really good *hors d'oeuvres* for those of us who were both peckish *and* unwilling to walk as far as the serving table. Life was good, it seemed to be getting rapidly better, and our annual Annual General Meeting seemed off to a good, as well as timely, start.

Two agreeably sociable hours later, Vesper had filled to a Full House (lucky us!), at which point our President, Dean Saluti, called the pleasantly lubricated membership to order. After brief reports by assorted officers as well as a State Of The Club report (yes, we are still solvent, no, we are not being investigated by either the Federal or State Attorney General's office, yes, we had a *very* good time last year, and no, we are not out of ideas for new, even better *very* good times this coming year), we embraced the slate of new and not-so-new officers and directors, and consequently loudly encouraged Our Esteemed Secretary, Bonnie Getz, to cast her single, deciding vote to elect *all* of said slate to their designated offices and positions. Caught up in the passion of the moment, she did, of course!

With the future of the club assured, our new President Chuck Centore talked to us about his vision for the club over the coming year. He also

promised each of us anew F-Type (just kidding!).



***Chuck Centore, our new president, describing what's in store for 2019.***

Seriously, though, what does 2019 hold in store for JANE?

After effectively serving for two terms as President, Dean Saluti has now returned to the post of VP of Events. Prior to his presidency, he had acquitted himself with distinction in managing JANE events and I expect him to effect a smooth continuation of that performance. It helps that we have a calendar of reliably popular events, and that Dean knows full well that car clubs, like armies, march and/or motor on their stomachs! The result is that almost all of our meetings include excellent food and drink, which is a key to their popularity and success.

Anyway, Dean had already called a bunch of us together to work on the 2019 Calendar in late November, and got us to us flesh out an excellent

tentative schedule of JANE events, as well as include numerous other events that we might be interested in – more than thirty events all told! I think we'll find we have enough to do this coming year, as well as enough to eat and drink while we're doing it. Thanks, Dean!

Meanwhile, Jeanine Graf and Marjorie Cahn have jointly taken over the VP of Membership task. Their stated goal for 2019 is to grow that membership significantly, and they say they are going to reach out to all of us to help with recruiting and welcoming new members and introducing them to the delights of our events, from Marvin the Bartender at the Wayside Inn to the Concours, the Slaloms, the Picnics and the British Invasion, as well as the occasional Tour. So be on the lookout for potential members (and you can tell them, truthfully, that the only *real* requirement is some vague interest in cars, preferably British ones, along with some authentic devotion to food and drink).

Other club positions carry over from 2018, including Daniel Graf as Concours Chair, Rich Hanley (with Glen McLachlan's help) as Slalom Chair, Aldo Cipriano as Head Judge, as well as Bonnie Getz and Don Holden continuing as Secretary and Treasurer respectively. I shall continue to try to edit the Coventry Cat.

More importantly, Chuck Centore graciously agreed to take on the job of President of JANE, and in his acceptance speech he promised to build on the good work that Dean

(Continued on page 6)

Saluti had started in 2017 and 2018.

Of more interest (and I think this is quite important), Chuck has begun to think about how JANE can expand its role in the community beyond the usual range of car-club activities. As Chuck put it in a recent letter to a member, "I have a vision of JANE being more than a "car club," and becoming a mover and shaker in the communities we live and work in throughout New England. We have a history of supporting David's House, McPherson College with Biff Michaud (through Paul Russell) and the Larz Anderson Auto Museum, along with the Coventry Foundation with Mike Kaleel and Gary Hogopian. I would like to bring this activity out into the open and shine a light on this part of our club to enlighten members about the things we do and to possibly, just possibly, encourage others to participate in some way either through volunteering or financially. Wouldn't that be great?" Personally, I think so. I actually think it would be fabulous for the club!

Dinner was then served and we tucked into a buffet that had way too many highly acceptable options for my healthcare team to even think of permitting ("Dave, you already ate a roll. Take two asparagus stalks and shut up. You're good to go," said the little healthcare voice in my head). Once again, however, in spite of all such murmured healthcare advisories and in deference to the rapidly approaching Holiday Season, collectively we ate for Coventry, for Brown's Lane, for Castle Bromwich and for Solihull, not to mention Whitley, Gaydon, Warwickshire and wherever Tata keeps its offices. Why, we even ate for Mahwah (that's in New Jersey)! God Bless Jaguar, each and every one!

Once we were thoroughly replete, we began swapping things, in a quaint pre-revolutionary ritual that only Yankees seem to understand. Odd, and it takes awhile to build up steam, but the ritual gets to be a fair amount of fun when perhaps a third of the swapped loot is out on the table and the remaining looters (er, swappers) have cast their eyes on what *they* hope might be a nice acquisition/accessory that *they*, but no one else, would like for their car, bar, lawn, garage, wardrobe or meditation shrine.



**Margaret Caruolo acquires a sumptuous array of edible goodies**



**Chuck Centore shows off his new woodcut of an early Ferrari**

**Editor's note: Thanks once again to Vesper Country Club, as well as to Diane Wells-Murphy and Kevin Murphy, for making this such a smooth, elegant and satisfying event.**



**Sometimes those goody bags just get out of hand, as Kevin and Diane Murphy gracefully demonstrate**



**Barb McLachlan and Francisco Silva execute a highly satisfactory Yankee swap!**

Quite a bit of hooch changed hands, some of it repeatedly, as did picnic goody baskets, metaphoric feline paraphernalia, kitchen and dining utensils, dark 'n stormy kits (don't ask), the occasional feline/automotive artwork, and so on. We made out, as they say.

Finally, all the swaps were done, the gifts were gone and it was time to bid fond farewells and make our slightly wandering ways back to the wilds of the parking lot, where more metaphoric felines lay in wait, resting peaceably and swapping cat stories while waiting for us, their owners/slaves, to show up seeking to hit our various winding roads once again. On Dasher, on Dancer, on Prancer you little vixen! All right, who dripped?

See you next year! Ho Ho Ho!

## Two Museums - Interludes During Our UK Hiking Trips

by Gordon Taylor

Every Easter my wife Betsy and I take a trip to the UK. There's a long story behind this annual Easter expedition, but suffice it to say that our primary objective is hiking in Scotland, and we also usually meet up with old friends, from before I moved to the USA. The Scotland hiking and our social adventures are almost always the main focus of the trips, but we usually also spend a fair amount of time in England and/or Wales. For the record, I am actually English, not Scottish. Nonetheless, I love all the nations in the United Kingdom more or less equally, including even that remote windswept refuge in the Irish Sea for tax dodgers, shell companies, daredevil motorcycle racing and Jeremy Clarkson: The Isle of Man!

In the last couple of years, we have taken some side trips between bouts of hiking, giving our feet a chance to recover and our hiking duds a chance to be restored to at least moderate social acceptability. In the autumn of 2016, for instance, some dodgy Scottish weather dislodged us from the Cairngorm highlands down into Alford, Aberdeenshire for a visit to The Grampian Transport Museum. Now, we don't often think of Scotland as a hotbed of motor manufacturing, but Rootes and Chrysler actually made Hillman Avengers, Chrysler 180s and Sunbeams there. Also, Volvo has had a bus and truck manufacturing plant near Glasgow. And just so you know, Scottish cities and vacation spots were early users of motorised public transport. Glasgow in particular is one of the few cities in the UK outside London that has a subway rail system – in fact it is the third oldest in the world after London and Budapest. It's known locally as the "Clockwork Orange" because of the circular route and the colour of the trains.



**The Entry Archway to the Grampian Transport Museum in Scotland**

The Grampian Museum is small by some standards, but Betsy and I feel that it is well worth a visit. There is a broad selection of vehicles of many ages and nationalities. There are even cars of Scottish origin such as the rear-engined Hillman Imps.



**Scottish Hillman Imps from the 1960s**

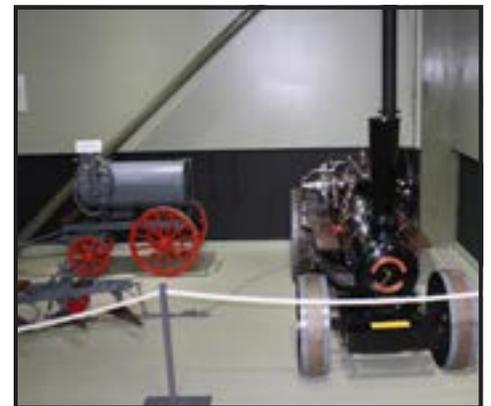
Every Highland farmer's vehicle of choice, the Land Rover, is also well represented. There are speciality vehicles including a nice old Morris van, buses, trams, steam engines (which were invented by a Scotsman of course - James Watt), American cars, motorcycles, bicycles and the envy of any 1960s "mod" - a Lambretta scooter.



**A Morris delivery van**



**A variety of trams**



**Some steam engines**



**Even some American cars**

(Continued on page 8)



**And a Lambretta Motor Scooter**

During our stay there was a special exhibit of a high speed bicycle ridden by an adventurous Scotsman, as well as some examples of Billy Connolly's transport choices. For some undisclosed reason, there was also a Dalek present!



**A Dalek! In a Transport Museum!**

I'm not sure if they have ever invaded Aberdeen in the Dr. Who series, but I suppose the old Police Phone Box tardis could rightly be regarded as a means of transport. Apart from a lonely E-Type, though, Jags were not to be seen at Alford.

It was a completely different story in April of 2018 when, on a very warm day during a stay with a friend in the English Midlands, we took a side trip to the British Motor Museum at Gaydon. I expect some of you know that this is on the same former RAF airfield that houses the Jaguar Heritage Collection, the headquarters of Land

Rover and a principal Engineering facility for Jaguar Land Rover. Aston Martin's HQ is also on the site.

This is a vast museum and there is no doubt that for Jaguar and Land Rover fans it resembles, and may in fact be directly connected to, heaven, but I have to say that it had some disappointments for me. It is dominated completely by the Jaguar Land Rover establishment next door, while in fact I was actually looking forward to seeing some of those old bath-tub and flat-fronted Ford Zodiacs and Zephyrs from the 1960s, the Ford 100Es and Populars from the 1950s. Even a British-made Model T would have been nice (very rare these days). I missed seeing the Vauxhall Victors, Crestas, Wyverns and Vivas, the Austins, Morrises, Rileys and Wolsleys. Where were the Hillmans, Humbers, Singers and Sunbeams from Rootes? Apart from a couple of Triumph 2000s and a 1970s Dolomite, where were all the TR2s, 3s, 4s, 4As, 5s, 7s and 8s? And what happened to Armstrong Siddeley, Alvis and Bristol? Not forgetting Lea Francis, Jowett and Jensen. Even Volvo - the P1800 was initially built in England under a contract with Jensen.

Now that I've gotten that off my chest, it was altogether a great day and absolutely worth the trip. There were many gems, such as the actual Monte Carlo-winning Mini Cooper Ss from the 1960s.



**The factory Mini-Coopers that won the 1964 Monte Carlo Rally**

There were several MGs, including at least one record holder that had been driven by Stirling Moss, but,

sadly, I do not recall seeing one of those great "Fabian of the Yard" Police MG Magnettes made famous for us Brits in the 1950s TV cop show.



**MGs from all periods, but no Magnette police cars**

I was, however, very pleased to see an Austin Atlantic - very rare these days I'm sure. There used to be one in the town where I grew up; very good looking and memorable with its central front light, Tucker style.



**An Austin Atlantic from the very late 1940s and early 1950s**

There was the last old Mini ever made and the first of the new ones. Many Land Rovers and Range Rovers - some standard, some heavily modified, and some for expeditions.



**A Land Rover - what's that on the bonnet?**

(Continued on page 9)

## Two Members Explore (Continued from page 8)

So many cars that it was impossible to see them all in one day. In the video room there was a loop of numerous promotional and documentary films from the past that brought back a lot of memories. Plenty was happening in the workshop too.



**Lots going on in the workshop**

The Jaguar Heritage Collection is on the ground floor in a separate building which houses the workshop (visible from a mezzanine) and collections of many other cars squashed together on the second floor. It would have taken hours to visit all of the Jaguars and many, many photographs would be needed to show everything. If you want to see them all you need to go there yourself. For me, the place was a trip down Memory Lane, with floods of reminders of my youth. Sometimes, briefly, you *can* go back again.

A few highlights from The Jag collection were:



**The second E-Type ever made — registration 77 RW**

This E-Type was the one driven non-stop for 17 hours by Norman Dewis to the Geneva Motor show in March 1961 for the press release. It was on loan from its current private owner.



**A Swallow Sidecar, plus portraits of William Lyons and his wife**



**An Austin with SS bodywork**



**An SS hood ornament**

So, we visited two very different motor museums, both worth the trip. There's no doubt that the collection at Gaydon is easier to find, being in middle of England close to motorways and about 2 hours from London. It's big and full of interesting cars and exhibits, even without all of the other marques (I have heard anecdotally

that Ford took much their stuff away when they sold Jaguar to Tata).

However, the Grampian Museum is a unique, precious gem, great for a brief diversion from all the whisky tours, fishing, castles, mountains and sea encountered whilst gadding about in the Eastern Highlands of Scotland. It may be a little bit off the beaten track, but it's not far from Aberdeen, Speyside (very important!) and Balmoral (where the Royals take up every summer to escape the sweltering and tedious press coverage and social whirlpools of Buckingham and Sandringham down in jolly old England).

Next time we're in the Midlands we might check out the National Motorcycle Museum in Birmingham. If we get to the South Coast soon we will take a look at the National Motor Museum near Southampton. We might even visit Goodwood. There are plenty more of these places, too. There's even the Morgan factory!



**The prototype D-Type**

### **For Sale**

**Very lightly used, original, Jaguar E Type Series 3, V 12 factory service manual (Publication #E-165/1) for sale. \$125.00, including US shipping.**

**Contact via phone or email**

**Andrew Picariello**

**508/420-2914**

**afpic@comcast.net.**

# Lucas, Prince of Darkness (and Humour)

## Joke for January

by Nigel (not her real name)

Editor's note: For those of you who do not know, Prince Lucas has brought the same standards of performance to humour that he has to electrical systems. Without further ado:

"There is a clerk at the butcher shop who is five feet ten inches tall and he wears size 13 sneakers. What does he weigh?"

See the *From The Top Of The Coventry Cat's Scratching Post* for further information.



**1952 Jaguar XK120 FHC Project.** Mostly complete, most of the body is solid but needs

sills and repair behind the seats. Age-appropriate Mark VII block and XK120 head plus 120 gearbox and rear axle. Disc wheels and spats. Needs total restoration. \$12,000



**1958 Jaguar Mark VIII Project.** Very solid original CA car, sat in the desert for 50 years.

Needs total restoration but completely straight and original. \$2,500. Parts car available too.



**1967 Jaguar 2.4 Mark 2 Parts Car.** Complete RHD 4-speed all synchro

transmission (no OD), nice black Ambla seats, decent wood but pretty rusty. \$2,500 or will sell parts. Also have an all-synchro overdrive gearbox and a running 420G engine.

Contact Geoff Rogers, 413-259-1722 - [rogers@jollyrogersmotors.com](mailto:rogers@jollyrogersmotors.com)

## Car For Sale: 1986 Jaguar XJ6



Blue, tan interior. 128,000 miles. Garaged, not used in winter. Well maintained (transmission replaced, engine rebuilt, tappet "hold down kit" installed, etc.). Interior in excellent shape. Pirelli tires. Watertown, MA. Last pre-Ford model, Pininfarina design. \$5500.

Contact Paul McGovern 617 645 8493

## WIRE WHEELS FOR SALE: E-TYPE, '66, 5-15 originals



Four very good/excellent chrome wheels, ea. with 72 stainless spokes.

They have been power washed & hand cleaned but could use some Polishing. There is one blemish on the inside of one wheel rim & a spoke missing on another, but otherwise these could very well complement a nice driver – or even a concours entrant. They are currently mounted with 1 yr old, (mileage <50yds ) Uniroyal 205x5x15 tubed tires (thin whitewalls facing inboard). \$1250 for wheels & tires, \$1000 for wheels only. All 5 look like photos.

Contact: Larry Hoffman, 508.655.9361 or [l\\_hoffman@verizon.net](mailto:l_hoffman@verizon.net)

## Car for Sale

### 1996 Jaguar XJS - 2+2 Carnival Red



1996 XJS 2+2 convertible for sale. Six cylinder/automatic. Celebration Edition. Excellent condition, only 55,510 miles. Last year of this iconic model. Only 3rd owner. Clean CARFAX. Clean title. Matching numbers.

Call Alec at 508 333 6619 Location: Framingham; Price: \$14,999 or best offer.

Ad placed by Alec Karys.

Phone: 508-333-6619

E-Mail: [aleckarys@rcn.com](mailto:aleckarys@rcn.com)

# A Member's Car Show Report

## International Jaguar Festival 2018

October 31 – November 4, 2018, Santa Barbara, California

By Marguerite Dennis, photos by Russ Dennis

*"The poetry of motion! The real way to travel! The only way to travel!"*

– Kenneth Grahame, Scottish writer

Does this aptly describe the Jaguar driving experience? I think so, and I suspect the 260 Jaguar enthusiasts who attended the 2018 Jaguar International Festival sponsored by the Jaguar Owners Club, Inc. of Los Angeles would agree.

Imagine a blissful time when you actually cleared your calendar *and* conscience of all responsibilities, and then traveled to the Hilton Santa Barbara Beachfront Resort to participate in JCNA's national Concours d'Elegance, Slalom, and Rally.

This article is written for both the Jaguar owners and enthusiasts who attended the three-day event, as well as for those who did not have the opportunity to attend. This is not a technical article, and I don't even mention any Jaguars built after 1971. Rather, I hope to convey the spirit of this great event.

**Let us begin in Los Angeles.**

**Wednesday, October 31<sup>st</sup> - Petersen Automotive Museum and Special Vault Tour**

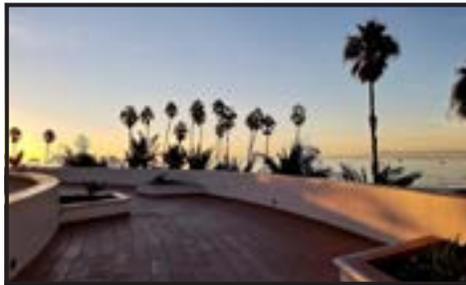
This event featured a docent tour of the Petersen Vault Collection and a presentation by Heacock Insurance and Easton Robertson Insurance companies on automobile collector trends and market values. Many of the Jaguar enthusiasts who participated in this tour told me it was one of the best collections of classic cars they have ever seen.

**Thursday, November 1<sup>st</sup> – Tour to Santa Barbara**

Do Ventura Highway, Route 66, Sunset Boulevard and Pacific Coastal Highway ring any bells, or evoke any memories of songs from all those years ago when we were younger and only worried if the Jag would start or whether the weather was top-up or top-down? Leaving Los Angeles, our caravan of Jaguars made

its way along Highway 1, then up Latigo Canyon Road, over Mulholland Highway and down Encinal Canyon Road all the way to Santa Barbara and the Hilton Santa Barbara Beachfront Resort.

Santa Barbara is often called the Riviera of the Western United States and with spectacular views of the Pacific Ocean and blue sky, sunny weather, the area did not disappoint. Can it get any better than this? Well as the days unfolded, the answer to this question turned out to be: yes it can, and, yes it did.



**Sunset in Santa Barbara**

Sipping an extremely well-made cocktail while watching the sun set into an ocean was spectacular. Sharing Jaguar stories, some good, some bad, some hilarious, some heart warming, made it even better and set the tone for the next few days. Seeing friends from clubs around the country and congratulating the winners of the JCNA Slalom competition all added to the fun, the camaraderie and the festive welcome.

I'm a member of the Jaguar Club of Southwest Florida as well as an associate member of the Jaguar Association of New England, and was happy to see 13 members from the Southwest club, including Roger Wright, our 85-year-young club member (also a member of both clubs), who drove his 1961 Mark II Saloon 4,707 miles from Providence, Rhode Island to Santa Barbara, California. Alone! Roger has made the cross-country trip in this car several times with few problems and no breakdowns.

The Jaguar Owners Club, Inc. of Los Angeles, sponsors of this Festival, gives new meaning to the words friendly and hospitable. And no one epitomizes that spirit more than Mark Mayuga, the chairman of the Festival and president of the club. Both Mark's father and his uncle owned Jaguars and instilled in Mark a life-long love and enthusiasm for the cars. Mark first became president of the Jaguar Club of Los Angeles in 1978 and since then has been president 12 times. For the past fifty years, Mark told me, "My Jaguar Club has been my extended family."

**Friday, November 2 – JCNA Concours**



**Jags on the lawn in Santa Barbara**

The day announced itself with more blue skies and sunny weather, a perfect day for a Concours. By 9:00 AM, 48 Jaguars and several Land Rovers were ready to be judged. With apologies to Jaguar E-Type lovers, I spent most of the morning speaking with the owners of older classic Jaguars, which are, in my opinion, like a classic Chanel suit – they *never* go out of style.



**A stunning SS100**

(Continued on page 12)



**SS100 cockpit and dashboard**

The red 1939 SS100 Roadster was the first car to catch my eye, followed by a XK120 LT1 Roadster, a 1951 Land Rover Series One 80, a Land Rover Camel Trophy Vehicle, an XK150 Roadster, an XK120 FHC and an XK140 OTS.



**A Land Rover Camel Trophy Vehicle**



**Some beautiful Mark IIs grace the show field**



**E-Types just don't seem to get old**



**An XK150 OTS or two**

I always learn something new at Jaguar events. This Concours introduced me to car color names that I was previously unfamiliar with, such as Dark Opalescent Green, Opalescent Dark Blue, Imperial Maroon and Warwick Blue. All have now been added to my Jaguar vocabulary.

I also learned about the Coventry Foundation, an organization run by Jaguar owners and friends who devote time, resources and services, with the goal of perpetuating the heritage of Jaguar cars in North America. It is dedicated to preserving the marque for future generations, a legacy organization that provides annual scholarships for students interested in the automotive restoration arts and attending accredited programs for the restoration of older (classic) cars.

Let's face it. One day most of us will be spending more time with the angels than we will with our Jaguars. It's important that we pass on our love of these cars to the next generation while we can.



**Roger Wright, JANE & Jaguar Club of South West Florida member with his inaugural Coventry Foundation Award**

Remember 85-year-young Roger Wright, who traveled from Providence, Rhode Island to Santa Barbara? Well, not only did Roger's Mark II come in second in the driven division, but the Coventry Foundation honored Roger with an award for the Jaguar owner who most epitomizes the spirit of Jaguar, in fact the first recipient of this award. Well done, Roger!

**Saturday, November 3<sup>rd</sup> – JCNA Rally and Scenic Tour and Slalom**

Some Jaguar owners like to rally and some like to take scenic tours in their cars. The Club's organizers created routes for both. The route's views were spectacular and everyone (eventually) arrived at the Rideau Vineyard for lunch and wine tasting. Remember earlier in this article I wrote that I wasn't sure it get could get any better? Well the sun, the wine and the camaraderie of the Festival did indeed make it better. Even as I write this in my office back on Cape Cod, the memory of this afternoon still reverberates sweetly in my mind.

**Sunday, November 4<sup>th</sup> – Farewell Breakfast and Awards**

Time to say goodbye and return to our various lives and locations. But before I end this article, one final story. I wrote earlier of the importance of passing on our love of Jaguars to the next generation. Tom Meinhold, owner of a 1959 XK150 DHC and his family have already accomplished this.



**XK150 DHC owned by Tom Meinhold**



**Tom Meinhold and family**

In 1960, Tom's father purchased his Jaguar for \$2,500 and for many years it was his daily get-to-work car. Tom, the youngest of three boys, used the car on his wedding day and eventually inherited it. Today, his two sons participated in the JCNA rally, and won! It's all about legacy. It's all about Jaguar.

# UPCOMING EVENTS in JANUARY and FEBRUARY

By Dr. Dean Saluti, VP Events

## JANE 2019 EVENTS MISSION STATEMENT

Our new President, Chuck Centore, has given me an interesting mission for 2019. Chuck's vision is to include new, different, and interesting events that will propel our club forward with unique car club experiences. Don't worry, these new events will be included alongside our long-time favorites, which won't go away – Valentine's Day at Bullfinchs, Jags on the Lawn at Larz Anderson, the Myopia Polo Matches, JANE's Slaloms, the JANE Concours, and our JANE Holiday Party.

## JANUARY 23 - DINNER MEETING LONGFELLOW'S WAYSIDE INN

In keeping with this new 2019 events mission, the January 23 JANE Dinner Meeting at the Wayside Inn in Sudbury will feature famous Boston historian and author Anthony Sammarco. Anthony spoke at a JANE dinner meeting last year, the house was packed, and he did an absolutely fantastic job. We are so lucky to have him speak to us again, as this Boston University Professor is booked almost every night on radio talk shows, TV interviews, and at speaking engagements in communities throughout the state. He has been dubbed "Boston's Historian" by the Mayor. He has over 80 books published, many of which are best sellers.

Anthony will speak on his book **Lost Boston**. Of course, he will bring paperback copies that you can buy and have autographed. **Lost Boston** gives us a nostalgic journey back in time to visit some of the disappeared buildings and places in all their grandeur, before the wrecking ball and decline set in.

"Let's get in our Jags and take a virtual Boston road trip with Anthony." From the 1870s up to the present

day, 68 different losses are described in Anthony's book. Included are schools, churches, theaters, grand mansions, dockyards, racetracks, parks, stores, hotels, offices, and factories. Losses include the old Boston City Hall, Cathedral of the Holy Cross, Fort Hill, Franklin Street, the Boston Coliseum, Haymarket Square, the old Boston Public Library, the old Horticultural Hall, the Boston Museum of Fine Arts, Revere House (Hotel), the Molasses Tank, Cyclorama, the Readville Trotting Park and Race Track, the East Boston Airport, Boston Latin School, East Boston Ferries, Braves Field, Massachusetts State Prison, the Boston Opera House, and the Boston Aquarium. I am sure that Anthony will have us mesmerized, as he **"takes us for a ride through Old Boston."** Arrive early for cocktails and JANE camaraderie and grab a seat!

## GET READY FOR THE FEBRUARY 10, 2019 JANE VALENTINE'S DINNER

One of the benefits of being a JANE member is to enjoy a special evening with JANE friends, where we can spend our time sharing Jaguar stories and catching up on what's been happening at home with our families. The Valentine's Dinner presents a low key, totally enjoyable scenario for a wonderful dinner and great cocktails at an outstanding restaurant, Bullfinchs in Sudbury. Our President, Chuck Centore, and his wife, Patt, are our hosts. So, arrive at 5:30 at 730 Boston Post Rd., Rt 20 Sudbury, MA 01776. You can register on the JANE website ([www.jagne.org](http://www.jagne.org)). Don't forget to bring your "Special Valentine."

## FEBRUARY MEETING AT LONGFELLOW'S WAYSIDE INN WEDNESDAY, FEBRUARY 27, 7 PM

Details to be announced later.

## Some Car Poetry

### Honku – The Zen Antidote to Road Rage

By Aaron Naparstek

*Editor's Note: In 2003, urbanist and poet Aaron Naparstek discovered that writing haiku poems about cars was therapeutic for him. He wrote enough poems that they became a genre which he calls honku, and he published a book of them (published by Villard, NY). You might consider buying it.*

*Or you can even write your own honku – remember, a honku is only three lines long: the first line is made up of five syllables, the second line made up of seven syllables and then five more syllables for the final line, and the poem is about cars and traffic. The Coventry Cat welcomes and will publish your submissions.*

For your edification, here's our January Honku:

*Our new minivan  
so many cupholders it  
needs a dishwasher*

And remember:  
Honku if you love Jaguars.

# 2019 Tentative Calendar of Events

Here is what JANE plans to be doing in 2019, plus some related events. Our monthly meeting dates are reasonably firm, while everything else is tentative but probable. We'll firm these up all of these events as soon as we can. Meanwhile, it won't hurt for you to pencil them all in now, to make your calendar look impressively busy and connected!

Jan. 23 - Wed. - 7pm	JANE Monthly Meeting, Speaker: Anthony Sammarco, "Lost Boston"	Wayside Inn, Sudbury, MA
Feb. 2 - Sat. - 6pm	Larz Anderson Annual Members' Event	
Feb. 10 - Sun. - 5:30pm	JANE Valentine's Day Dinner Gathering	Bullfinchs, Sudbury, MA
Feb. 27 Wed. - 7pm	JANE Monthly Meeting, Speaker TBA	Wayside Inn, Sudbury, MA
Mar. 22-24 - Fri. - Sun.	JCNA AGM	Jaguar Land Rover Headquarters, Mahwah, NJ
March 27 - Wed. - 7pm	JANE Monthly Meeting, Speaker: Will Corr, Hagerty Insurance	Wayside Inn, Sudbury, MA
April 7 (tent.) Sun. - 11pm	JANE Parker's Maple Syrup Barn Brunch	Mason, NH
April 24 - Wed. - 7pm	JANE Monthly Meeting, Tentative Speaker: Dirk Burrowes	Wayside Inn, Sudbury, MA
May TBA	Belmont Day Car Display	
May TBA	JANE Concours Judges Training Session	
May 9 Thurs. Time TBA	Larz Anderson Auto Museum Exhibit Opening	Larz Anderson Museum
May 22 Wed. 5:30pm	JANE Jags on the Lawn and Dinner	Larz Anderson Museum
May 31-June 1 Fri. - Sat.	Empire Drivers, Inc. Track Day	Lime Rock
June 6-9 Thurs. - Sun.	(Tentative) 5th Annual Bristol British Motorcar Festival	
June Sun. TBA	JCSNE Annual Concours	Middlefield, CT
June 23 Sun. 10:00am	British Car Day	Larz Anderson Museum
June 26 Wed. 7pm	JANE Monthly Meeting, Speaker: Marguerite Dennis	Bay Pointe Restaurant, Quincy
June Day TBA Time TBA	JANE Spring Slalom	North Andover, MA
July 24 Wed. 7pm	JANE Monthly Meeting, Cars on the Lawn	Wayside Inn, Sudbury, MA
July Sun. Day TBA 1pm	JANE at Myopia Polo Club Matches	South Hamilton, MA
July Day TBA Fri. - Sun.	(Tentative) Hudson Valley Tour	
August 9-11 Fri. - Sun.	JANE Annual Concours	Sturbridge, MA
August Day TBA Time TBA	(Tentative) JANE Clambake and Pool Party	Salem, MA
Sept. Day TBA Time TBA	JANE Autumn Slalom	North Andover, MA
Sept. 13-15 Fri. - Sun.	29th Annual British Invasion	Stowe, VT
Sept. 22 Sun. 9am - 2pm	8 <sup>th</sup> Annual Boston Cup, Boston Common	Boston, MA
Sept. 25 Wed. 7pm	JANE Monthly Meeting, Speaker TBA	Wayside Inn, Sudbury, MA
Oct. Day TBA	(Tentative) JANE Weekend on the Cape	
Oct. 23 Wed. 7pm	JANE Monthly Meeting, Speaker TBA	Wayside Inn, Sudbury, MA
Nov. 20 Wed. 7pm	JANE Monthly Meeting, Speaker: Steve Pickford, the Innkeeper	Wayside Inn, Sudbury, MA
Dec. 1 Sun. 3pm	JANE Holiday Party	(location TBA)

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**Cash or certified check only. Motivated. Peter Wadsworth.**

Two cars for sale. Located in CT near Lime Rock. I'm moving south, won't be taking the cars and don't want to pay storage. Call my cellphone (978 815 4277) or email [Beach.4rays@verizon.net](mailto:Beach.4rays@verizon.net). Cash or certified check only. Motivated. Peter Wadsworth.

• **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.

• **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. \$6,200 or b.r.o.



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# From the Top Of The Coventry Cat's Scratching Post



**Your humble editor, thinking about fish and chips.**

A new year! And I am jazzed! Chuck Centore's suggestion that we should try to become *more* than a car club really turns me on. Personally, I've felt for years that we should be doing stuff like this. We have healthy and stable cash reserves, we have a substantial, mature and reasonably conscientious membership and we have the wherewithal to do a lot in terms of our community and our industry, both in terms of supporting worthy causes we endorse

and also in supporting the dealers and specialty firms that in turn both support and depend on Jaguar. And maybe the time is right to get started on growing our efforts in this area.

For me personally, support of advanced driving programs for both new and experienced drivers could be at the center of our efforts – it really lines up with our automotive and Jaguar missions. We rent our slalom facility from a non-profit advanced driving school, In-Control Crash Prevention Training. We could do more for them.

We could also do more for the Coventry Foundation, which is dedicated to the preservation of Jaguar history, cars and artifacts. We could do more for McPherson College, which

has an academic major in antique car restoration. We could do more for local causes that have nothing to do with cars, as we already do for David's House in Lebanon, NH.

So, an interesting year lies ahead. Thanks, Chuck, for taking this on! I look forward to seeing how successful we can be with such an effort!

At the same time, we need to note, with some concern, the situation Jaguar (JLR, actually) finds itself in today. After several quite good years, JLR sales have slipped, especially in China, but also in Europe and the U.S.

As you probably know, consumers here have become infatuated with SUVs and disenchanted with sedans. This has really hurt Jaguar in 2018 – increased sales of F- and E-Pace SUVs apparently have not offset the reduced sales of XE, XF and XJ sedans. Diesels aren't selling in Europe, even though JLR has a really good one. Further, Brexit is looming and may do grievous damage to the British car industry, in which JLR is a major player. And right after Christmas, Tata suddenly announced that it was NOT interested in divesting itself of JLR and that it had a plan to recover from a loss in profitability (they hope JLR will break even this year, after being a significant profit center for Tata in previous years). Such comments are worrying, of course (who had said anything about divesting?). At the same time, JLR announced they may cut up to 5,000 jobs (12% of their workforce) in the UK, and production has been cut back at both Castle Bromwich and Solihull factories.

Of course, Jaguar has been here before, and is highly skilled in the various arts of automotive survival. And the JLR brand has a great deal going for it, as Tata well knows. Two interesting development threads are worth keeping in mind: first, the rapid transition to electric and hybrid vehicles, which is already well underway with the I-Pace (and a small dipping of toes into the autonomous car ocean, with JLR's Waymo collaboration), and second, what appears to be a serious attempt to recast electric vehicles as viable high-performance and luxury cars that are in keeping with Jaguar's historic traditions. I expect a similar recasting of electric and hybrid Land Rovers as well, as luxurious go-anywhere vehicles for upper-middle-class and wealthy exurban and rural populations.

What has this to do with us? We just need to be aware that JLR may be in for a rough patch, and that we might do what we can to support the marque(s) over the next few years. We've enjoyed their cars for a long time – we might actively plan on *continuing* to enjoy their cars, including the SUVs, the hybrids and the EVs.

Enough said. Thanks for reading this. See you in January at the Wayside Inn!

*Your humble editor, Dave*

Oh, yes, Prince Lucas says, "He weighs meat."

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