

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

October 2019

*More than just a Car Club ...*



*Photo by Adrian Curtis*

***A 1953 XK120 OTS  
IS A FINE WAY TO TOUR  
LAKE WINNEPESAUKEE***

Keeping your  
**Jaguar**  
on the road



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

## From the President Chuck Centore . . .



*Hi Everyone,*

I hope October finds you well. As for me, I recently learned my eyesight had gotten to a point that I need cataract surgery to pass the Mass eye examination for my driver's license. They

say it's a safe procedure, and many are successfully done every day. Anyway, when you see me coming, look out for me, OK?

As we age, we pretend things are the same, but then, every once in a while, reality slaps us right upside the back of our head and lets us know that things are not the same anymore. I am sure many of you know exactly what I am talking about.

One thing that doesn't seem to change for me, fortunately, is my love of cars and especially the ones I have. I don't fret about the ones I don't have, but rather how lucky I am to have the ones I treasure.

Jaguars have been with me for most of my adult life. I started driving the big Jags in the late 80s and have driven some 8 or 9 different models over the years, enjoying each and every one. At the last count, we were up to 13 different Jags. I found that every time I started driving a new one, I thought this would be the one that I would keep forever. Then Jaguar would put a new model out, as they did in the late 40s with the XK120 followed by the 140 and 150, that kept enthusiasts like me coming back for the new experience; certainly the E-Type would shake our world even more – it still grabs old and new enthusiasts alike. The Series I XJs were classic then and remain that way today for those who enjoy driving a legend. Today I drive an F-Type, and feel privileged to be able to enjoy this new world of Jaguar performance.

Recently, I had a chance to drive the new Jaguar I-Pace electric vehicle (EV). It was for only three days, but it was a really new experience and I think Jaguar has hit a home run with it. At the AGM in March, the I-Pace was on display, as well as disassembled with the battery out on a work bench and the car and battery surrounded by yellow and black caution tape. My first look and impressions were positive, but until I actually took the wheel, it did not really sink in just how much

engineering and concern for the occupants goes into this new Jaguar. We learned about the Technician Training program that had to be initiated by the Jaguar teams throughout the country and the world to make this all happen. They certainly did their homework and introduced a vehicle that should be around for some time.

Driving the I-Pace has been a really special experience, and I was duly impressed with the performance of the electric technology. Before I first drove the F-Type, I was hungry for a Jaguar that would give me that lovely 6-cylinder sound that many of us are addicted to from our early years with British sports cars, a sound that suggests the essence of real performance. The Jags I drove were sophisticated and quiet, and performed very well, but I wanted that sound again. The F-Type brought that back and I was happy once again. I also have an Italian sports car and it is loud too, a pleasant kind of loud, and I've commented many times over the years that a radio was not necessary – I just drive with the windows open so I can enjoy that wonderful sweet raucous sound.

Interestingly, the I-Pace does not have such an issue. It is as quiet as an electric motor can be and I still enjoyed driving it. It had plenty of power, way more than I would ever need. It was quick, smart, and carbon neutral, and I thoroughly enjoyed my time with this wonderful machine. Thanks to Jake Kaplan Norwood's willingness to allow me an I-Pace loaner while the F-Type was in for service. Thank you, Sheree Kaplan Allen.

As Bob Dylan once said: "The times they are a changin'." Boy, that was true back then but even more so today. With our push to move away from fossil fuels and mandates leading towards more EVs, it may not be too long before the legendary cars many of us drive will be restricted in some way, which will be a sad time for all of us, especially those of us who look to the past with a nostalgic heart and memories of simpler times and a greener world.

How we get to the future will be interesting, to say the least, but I am hopeful that sensible changes will include plenty of options for our hobby and our favorite marques we know today. May they continue on the road for many years to come.

Keep 'em on the road.

# October 2019 Events

*Dr. Dean Saluti, VP of Events*



## ***Looking Through My Rearview Mirror . . .***

September 2019 was a month that reminded me of one of the very best things about JANE involvement: our long-term friendships. Being a true-to-form Bostonian and big city “cave dweller” (high rises and brownstones),

before JANE I never took my Jags out of their nice warm garages to go much farther west than perhaps Brighton, where there was a Scrub-a-Dub car wash and a great mechanic named Sonny Samuels.

But a few weeks ago, thanks to Dave Moulton, Bonnie Getz, and Kevin Murphy, I drove all the way to Deerfield! You know, if I hadn’t become a JANE member, driving to Deerfield would have been the same as going to western Montana. But now, I think nothing of it because Margie and I are with all of our JANE friends, having a wonderful time in this beautiful part of the Commonwealth – JANE has really changed our lives for the better!

Last weekend, we were lucky enough to be able to participate in the DeVito family’s 25<sup>th</sup> annual Weston Antique and Classic Car Show. There were about 250 cars there, thanks to JANE member Dick DeVito’s hard work, and there was a huge JANE contingent. We talked to Tom

Larsen, Rod Gilbert, Cliff Lewis, Bill Braun, Ken Lemoine, and many other JANE friends. Of course, all of us walked away with trophies, as we won all kinds of competitions. One of the most interesting cars there was Cliff Lewis’ 1904 Olds that he “raced” there at 26 mph! Anette Lewis did follow behind in a trail car – just in case!

Some of the highlights of the DeVito event for us were breakfast at Bruegger’s Bagels, lunch at Dumpling Daughter (owned by the daughters of famous Boston restaurateur Sally Ling) and, my personal favorite, Richard DeVito (Junior to his dad), as DJ and MC. Without any prompting, Richard played “Dead Man’s Curve” by Jan and Dean and I was in my glory – and yes, I did sing along. People around me were impressed that I knew all the words.

## ***Coming Attractions***

Check out the website and the Cat for the schedule of all our upcoming events. Please don’t miss our October Meeting, when Dirk Burrowes will present his TV special on his recent “Peking to Paris” classic car international driving adventure. Then, in November, the Wayside Inn Innkeeper, Steve Pickford, will host us and talk Wayside Inn lore, as well as present his annual Thanksgiving dinner. In December, we’ll all drive up to the Vesper Country Club for our annual Holiday Party. I look forward to seeing all of you there. I’ll be with “Jan and Dean” and I’ll be driving the Jag.

# 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? Well, just in case . . .

In California, numerous things are illegal in numerous places. In the city of Glendale, it is illegal to jump from a vehicle moving at the speed of 65 mph (above and below 65 seems to be OK, however). In Eureka, it is illegal to use the road as a bed. In San Francisco, it is illegal for commercial businesses to buff or dry a car using, um, used underwear. Throughout the state, it is illegal for women to drive while wearing housecoats.

Thanks, Barry. Now we know. As always, we look forward to next month and more interesting laws we need to abide by in various interesting places.

Adapted from the website AutoWise: Crazy Traffic Laws From the U.S. and Around the World by [Nikola Potrebic](#) Updated on June 1, 2019.

# 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. We look forward to seeing and meeting all of you new members at our upcoming events.

### MEMBER SPOTLIGHT RICHARD DEVITO, SR.



L-R, Richard DeVito ("Junior"), Matthew DeVito (Richard's son and Dick's grandson), and JANE member Dick DeVito at the Weston Antique and Classic Car Show

Many of you enjoyed the Weston Antique and Classic Car Show on Saturday, September 21. This wonderful event, in its 25<sup>th</sup> year, is the result of a dedicated family team effort by JANE members Dick and Eileen DeVito, Richard, "Junior," and his wife Brenda DeVito, and the DeVito grandchildren. Here, we'd like to introduce Dick and Eileen.

With Eileen by his side, Dick started his own medical publishing firm, Weston Medical Publishing, with



**Marjorie Cahn and Jeanine Graf**

publications such as the *American Journal of Hospice and Palliative Medicine*, the *American Journal of Alzheimer's Disease*, the *Journal of Opioid Management*, the *Journal of Emergency Management*, and many others. For nearly 40 years, his firm ran medical conventions throughout the U.S., England, Ireland, and Canada. Richard DeVito is the ultimate example of a successful entrepreneur. More importantly, he is an excellent role model, as personal perseverance has taken him from a small business startup to remarkable success.

Dick is also a classic car aficionado. He has a large facility in downtown Framingham that houses a vast collection of diverse classics, from American muscle to Mercedes, a Bentley and, of course, Jaguars. His automotive expertise is widely recognized in the car community, and he is a former Board Member of the Larz Anderson Auto Museum as well as JANE. He has sat on other prestigious boards, such as the Algonquin Club of Boston, the Weston Rotary, and the First Corps of Cadets Military Museum. Dick and Eileen are admired for their business success and community involvement, but most of all, for their outgoing friendly personalities that make them so appreciated by JANE.

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# British Invasion 2019 Report

By John Brady



*Ahh, the joys of an XK120 on the open road going to Stowe, Vermont!*

2019 was another great year for the British Invasion in Stowe, Vermont. This year it was held the weekend of 13-15 September, one week earlier than usual, because of a booking overload caused by Norwich University reunions.

The event kicked off on Friday, and included a mobbed street party in Stowe Center with the great Joey Leone Chop Shop Band that played straight through from 6:30 to 9:30 and then did a 10-minute encore. Ladies and gentlemen, that was some real rock'n roll.

Rain had been threatening all week for Saturday, but it ended up as just a morning shower. The last drops fell at about 10:30 and it was dry the rest of the day, eventually turning into partly cloudy skies. In spite of the threatening weather, the show was packed and those that cancelled out must regret it.

As usual JANE was well represented by a large group of members that included Mike Gaetano (event organizer) Tom, John and Don Brady, Adrian Curtis, Bonnie Getz, Gus Niewenhaus, Rich and Debbie Hanley, Glen and Barbara McLachlan, Rod Gilbert, Ken and Naomi Coleman, Betsy and Gordon Taylor, Dan and Lauren Crook, Steve Turschmann, and Dave DeBlois. I am probably leaving a few out, so sorry about that.

In any case, we enjoyed each other's company and shared the great JANE camaraderie that has become such a feature of the club these days.

***Class winners from JANE included:***

John Brady, 1<sup>st</sup> in Jaguar XK's for his 1954 XK120 DHC  
Adrian Curtis 2<sup>nd</sup> in Jaguar XK's for his 1953 XK120 DHC  
Ken and Naomi Coleman 1<sup>st</sup> in Jaguar small saloons for their 1962 Mark II

Bonnie Getz 2<sup>nd</sup> in Jaguar small saloons for her 1967 Mark II (340)

Betsy and Gordon Taylor 3rd in Jaguar XK's (modern)



***John, Tom and Don Brady's Jaguars all arrive at Stowe***



***Bruce and Donna Cunningham also arrive at the Brady cottage.***



***Adrian, Bonnie and John yuk it up, knowing that Happy Hour is about to commence!***

(Continued on page 7)

October 2019

British Invasion (Continued from page 6)



*Time for the serious business of the British Invasion, at the hands of Steve Turschmann, Adrian Curtis, Tom Brady, Rich Hanley and Glen McLachlan*



*Ken and Naomi Coleman and their 1962 Mark II*



*John Brady and his 1954 XK120*



*Bruce Murray's Mark II took 2<sup>nd</sup> in the Concours*



*Adrian Curtis and his 1953 XK120*



*Bonnie Getz and Grace, her 1967 Mark II (340)*



*And, somehow, we can all tell where the cats have been!*

# JANE's 2019 Deerfield Valley Tour, or Some Days Everybody Has Fun, No Matter What!

*By Dave Moulton, Humble Tour Guide, with lots of help from our esteemed entrants.*

*Photos from almost everybody.*



In spite of weather threats from Hurricane Dorian, when we all arrived at the Johnny Appleseed Rest Area on Route 2, just east of Fitchburg, on the morning

of September 7,

the sun was shining and it was a beautiful, cool, sunny and slightly breezy day.



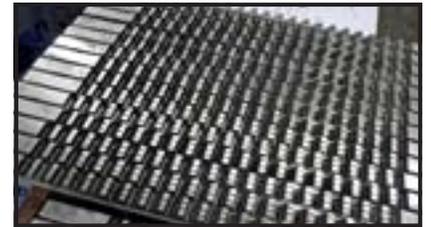
**JANE's Deerfield Valley Tour prepares to depart from Johnny Appleseed**

As Ken Buntrock put it, "The weather was perfect and the scenery was outstanding." And after heading 30 miles west on Route 2 while looking for silly road signs such as: Q: Who plants vegetables? A: Gardner, and Q: What did Ashburn have for dinner? A: Ashburnham! (I mean, seriously?), the course headed off on back roads into the woods south of Orange, winding through Wendell and past lovely Lake Wyola on the way to South Deerfield. There was a two-hour break for some interesting adventures as well as lunch, including driving up Mount Sugarloaf and visiting Eric Hagopian's really impressive new factory, Pilot Precision Products.



**Eric Hagopian explains about the machine tools he makes, which include broaches, broaching center drills, reamers and countersinks, as well as precision micro drills.**

**An array of broaches, which are extremely hard metal bars with teeth (each successive tooth is a little higher, so that the broach can very quickly cut into metal to make a groove or key-way) for precision metal fabrication.**



Eric also showed us his newly purchased 1963 E-Type Roadster bought from George Jones' collection in Los Angeles. Unfortunately for us, his 99.99 Point 1967 E-Type Coupe was already en route to a concours on Long Island, where it took Best In Show.

After the mountain and the factory, it was definitely time for lunch, and a bunch of us settled in at Leo's Table in downtown South Deerfield.



After a substantial lunch, we all set off on the 75-mile afternoon drive, westward into the wilds of the Deerfield Valley as well as many

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## 2019 JANE Deerfield Vally Tour (Continued from page 8)

of its nooks and crannies. As Ken described it: “There was very little traffic on MA Route 116 and speed limits were often only 35-40 mph, meaning we could enjoy the beauty of the region. Many times we felt that we were driving through a valley in the Bernese Oberland in Switzerland! We have one request: a copy of the route, as we are taking visiting family up to Keene, NH soon and I would like to share with them parts of this beautiful trip.”



*Some of what Ken and Barbara Buntrock saw*

But all was not just beautiful scenery gliding by. Crazy things can happen on rallies and tours, and so, of course, on this Tour they did as well.

As Paul Bicknell tells his story: “The Tour started off well, a beautiful day, lovely cars, friendly people, gorgeous sights to see and roads to drive. But it could have ended up going very, very, badly, if we hadn’t belatedly done the math and found our mistake as we encountered what appeared to be a correct instruction, but was actually an oh-so-very wrong instruction.

“The route instructions told us to zero our odometers and to make a couple of quick turns that placed us on MA 116. Those instructions were on the bottom of page 3 of the route instructions.

“An astute driver would know to flip to the next page, um, page 4. However, in this case (suffering from some serious post-lunch lethargy), we managed to skip page 4 and flip directly to page 5 instead. Well, you would expect that this error would be noticed very quickly when the next instruction didn’t make any sense at all.

“But what if the next instruction did, in fact, appear to be correct? Well, that’s what happened to us when the first instruction on page 5 instructed us to make a left turn at a stop sign onto Route 112. Turned out we encountered exactly that: a stop sign at Route 112. Problem was, although it was the correct Route 112, it was the wrong stop sign in the wrong place! The only saving grace was that the elapsed mileage on the route sheet didn’t seem correct. It specified 49.3 miles, while our odometer only showed about 15 miles. When we figured that out, we then discovered we’d skipped page 4 and that Route 116 actually joined 112 for a few miles – miraculously we were still on course! So we proceeded onward to the correct next instruction, avoiding disaster.

“But, we wonder, what would have happened if we had blithely proceeded from the ‘correct’ but false instruction and followed Route 112? Who knows - we might still be wandering, aimlessly, somewhere near Springfield. [Your Humble Tour Guide advises that, actually, you would have proceeded south on 112 until it finally ended at Route 20 in the charming village of Huntington, MA, about 40-odd miles off-course, going the wrong direction and pretty thoroughly lost. You might even be there still!]”

Paul and Neria Douglass, accompanied by Francisco and Arlen Silva, had a similar problem just a few miles later. As Paul describes it, “While looking for the turn off Route 116 at 24.6 miles, when I got to the mileage there was this nice gravel road which I happily turned on to (faithfully followed by Francisco in his beautiful Porsche 911). We gradually noticed that the gravel road was becoming more narrow and steep, and it eventually ended in a dairy farmer’s barnyard with several really curious cows looking at us. The farmer and his wife quickly arrived on the scene, and upon my inquiry, told us where our turn was, just a little further past the road leading to their farm. We had to gingerly back up and turn around in the muddy barnyard (at least Francisco has all-wheel drive) and head out. I kept thinking that the farmer has probably never seen a Jaguar followed by a Porsche turn around beside his tractor in his barnyard before, but, in typical stoic Yankee fashion, he betrayed no apparent surprise or other emotion. Nonetheless, I can only imagine the dinner conversation at the farm that evening about the ‘stupid tourists in their stupid fancy cars!’”

After that, things seemed to go well for a while, even as the roads became increasingly obscure. To keep things interesting, the instructions called for entrants to count the number of one-lane bridges they crossed, as well as the number of covered bridges they saw, which apparently led to numerous fairly intellectual discussions about how to define a one-lane bridge and what to do if one saw a covered bridge way off in the distance. Ah, the Deerfield Valley – filled with ambiguities and mysteries.



*Well, it’s covered but is it one lane or two? And who was Bissell?*



**Well, for sure that's gotta be a one-lane bridge AND a covered one!**

One of the Valley's unsolved mysteries turned out to be why the City of Greenfield decided to close Colrain Road, the only road into Greenfield from the north, for paving on a Saturday afternoon, which road the Tour's organizers had cleverly selected because it connected the Tour to some of the "best" roads in all of Massachusetts, a fitting finale for the Tour.

Well, the more sensible entrants packed it in at that point, and made their way straight to the Deerfield Inn and its remarkable bar. However, Kevin and Diane Wells-Murphy, driving the sweep car, used what was, for Diane, a powerful clue to find her way.

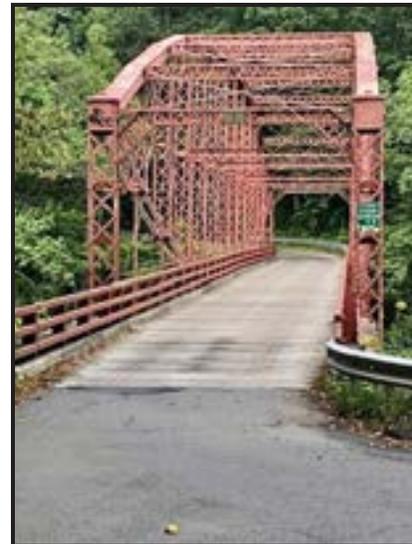


**This is how Diane Wells-Murphy was able to plot her way to Deerfield Village after being stymied by the Dreadful Detour**

Meanwhile, a few hardy and overly determined souls kept searching for a way around the closed Colrain Road to find Shelburne Street, and some actually found it, leading over Greenfield Mountain and down through a spectacular traverse of the eastern slope of the Deerfield Valley to a sort of over-the-top

single-lane bridge crossing the Deerfield River in a fairly deep section of gorge, the Bardwells Ferry Bridge.

**"And when we saw this," Kevin Murphy continued, "we just knew we were on a 'new and different' part of the rally route... And thanks for the weed, New England Treatment Access of Northampton – you guys rock! (Just kidding!)"**



Anyway, we all ended up safely on the front porch of the Deerfield Inn a little while later, with suitable refreshments to relieve us and help us relive the day without traumatic flashbacks.

**Well, that looks like fun!**



**Ahhhhh! Time to kick back. Now for therapy!**

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**Tom and Mary Finan**

you might figure that we must have traveled those roads at one time or another, but we hadn't. Heath, Hawley and Colrain are names we only knew from a map, not in our driving experience. And finally, after all these years, I've now seen 'Historic Deerfield Village!' Eric's factory tour also entertained us and made me proud, of course. Route 116 is a beautiful road, both from a driver's perspective as well as from an aesthetic viewpoint.

Gary Hagopian had this to say: "Our experience was great! We went places where one wouldn't even expect to find places! Having lived in nearby Amherst, MA for 5 years,

As usual, the JANE folks participating made the post-Tour drinks and dinner a great way to end the experience. These events really distinguish JANE from some other less ambitious JCNA clubs!"

Finally, Dean Saluti had this to say: "Marjorie and I were not familiar with the Deerfield area. Boy, were we missing out! This beautiful area of the state is indeed a hidden gem. Also, the Deerfield Inn was a great experience for us. The buffet had great choices and, of course, we went back repeatedly for more! The room that we stayed in was delightful and the free, full breakfast the next morning was a wonderful surprise. The staff at the Inn couldn't have been more accommodating and professional, as we had not made a reservation. It's been a long time since we checked into a hotel with no luggage!"



**The Taylors and the Hagopians**



**The Silvas and the Bicknells**



**Ken Buntrock, Paul Tuhus, Barbara Buntrock and Rick Willets**



**Paul Douglass, Marge Sandler, Herb Strachman and Neria Douglass**



**The Humble Tour Guides**

Oh yes, the Silly Questions/Bridges! Gordon and Betsy Taylor took 3<sup>rd</sup> place for missing only 3 Silly Questions/Bridges (they got a nice California Chardonnay as a reward), while Paul Tuhus and Rick Willets missed only 2 Silly Questions/Bridges (worth an excellent California Cabernet Sauvignon). Best of all, Chuck and Patt Centore missed only ONE Silly Question/Bridge (and got a nice Mortlach – "The Beast of Dufftown" – Single Malt Scotch for their trouble!).

## 2019 Calendar of Events

Here is what JANE has planned for the rest of 2019. We still have some fun ahead!

- October 23 - Wednesday - 7PM     JANE Monthly Meeting, Speaker: Dick Burrowes, His "Paris to Peking" TV Video  
Wayside Inn, Sudbury, MA
- November 20 - Wednesday - 7PM     JANE Monthly Meeting, Speaker: Steve Pickford, The Innkeeper     Wayside Inn, Sudbury, MA
- December 7 - Saturday - 3PM     JANE AGM and Holiday Party     Vesper Country Club, Tyngsboro, MA

## A Member Shares . . .

### *Puns For Educated Minds, by Tom Larsen*

I wondered why the baseball kept getting bigger.  
Then it hit me.

*Editor's warning: More of these may be on the way . . .*

## HONKU

*by Aaron Naparstek*

*Natural rhythms  
moons and tides supplanted by  
yellow, red and green*

*And remember: Honku if you love Jaguars*

### **FOR SALE**

5 Dunlop 15" wire wheels in excellent condition, with 215/70 R tires (somewhat worn), from a 1986 Jaguar XJ12. Can be inspected by appointment in Lexington, MA. \$800 for the five wheels and tires, to be picked up in Lexington.

***For details, call or email  
Kris Alaerts at 617-347-8075 or  
kris.alaerts@outlook.com***



## From the Top Of The Scratching Post



*The editor, trying unsuccessfully to appear as if HE could own a Lamborghini!*

Recently, our President, Chuck Centore, sent me a questionnaire from JCNA querying JANE's participation in, and feelings about, rallies. In JCNA's mind, rallies are quite specific competitive automobile events, mostly centered around the idea of carefully following a

road course via a set of written route instructions and getting to checkpoints along that course exactly on time, as well as being scored based on how close to being on time you are. These are called Time-Speed-Distance (TSD) rallies. JCNA awards points and hands out trophies to winners, placers and showers of sanctioned rallies.

I used to do a lot of these back in the late 60s and early 70s, even trying my hand at some semi-pro iterations. It was an interesting exercise: very careful, rigorous and precise following of route instructions that were very craftily written to be easy to follow incorrectly and thereby to cause you to arrive early or late at checkpoints with no idea you had ever been off course, while you are also trying to stay precisely on time in spite of complicated speed changes, pauses, add-times, make-up times and so on, using either pencil and paper calculations (Unequipped Class) or a computer of sorts (Equipped Class). I even still have a Tommy Box (a primitive rally computer) left over from those days.

Well, that was then.

When I contemplate tackling a Time-Speed-Distance rally today, it mostly makes me feel tired. In the intervening four decades, roads have become much more crowded, commercialized and intractable for exercises such as staying precisely on time, not to mention adding or making up time, while our experience with written instructions in the so-called Digital Age has made the idea of careful, rigorous and precise written instructions almost laughable – the people who are tasked with writing our instructions today are usually

far too busy trying to debug their coding efforts and updating their software yet again, to ever have the time to write and test such careful, rigorous and precise instructions for users. So, such instructions have fallen into general disuse, and instead we all just look for informal instructional videos on YouTube to help us understand how things are supposed to work. Doesn't work for rallies. Our world has changed. A lot.

And this is why, today, I find our tours to be such a pleasant alternative, and why I enjoy staging and participating in them instead of rallies.

First, they are non-competitive. We are out driving around in nice places because we enjoy driving around in nice places and hanging out with other people who also enjoy driving around in nice places. That's all. It's pleasant and it's fun.

Second, if the tours are staged with care, they allow us to drive on roads that are consistently beautiful, fun to drive on, and not in use by others. Such roads are increasingly rare, but thanks to a perverse characteristic of the navigation systems in modern phones and cars (which tend to choose the roads MOST travelled as default choices), most travelers are directed AWAY from the roads we most enjoy driving on, leaving them even emptier than they probably were twenty years ago.

Third, we can take time out to do pleasurable things at leisurely stops along the way, and most successful tour guides diligently search for such roadside attractions, particularly memorable ones.

Fourth, we can arrange overnight stops in really nice places with first-rate inns and restaurants (Bar Harbor, Quebec City, Martha's Vineyard, Rhinebeck, to name a few), which is conducive to the kind of partying for which JANE has become famous.

Finally, on tours we do not become so exhausted by the rigors of serious competition that we can't take advantage of the subsequent camaraderie and partying that we find so satisfying, instead of our more weary post-competition dinner behavior, which is to doze off and hope we don't plop face-first into the delightful bowl of lobster bisque that has just been placed in front of us.

(Continued on page 14)

## Scratching Post (Continued from page 13)

Meanwhile, there is talk, these days, of the impending end of driving – that dark fantasy includes an utterly congested and totally urban world (where it's usually night-time and raining, too) in which we all move about in autonomous PODS on urban streets, arterials and superhighways, platoons of said PODS just about a foot apart at up to, say, 80 mph. And mostly, we'll be sharing those PODS with strangers that we wouldn't necessarily choose to meet right now if it was up to us. Our trips will be strictly utilitarian – yet another commute or stupid errand, with nothing to enjoy beyond a stream of cheesy top-40 hit recordings about juvenile passion, rapping and shrieking in our earBuds.

The actual gritty realization of such a dystopia is certainly decades away, if ever (personally, I don't think it will happen, but that's a separate barroom discussion). But the fantasy/nightmare should be clear enough now, because we already get an unhealthy dose of it on our daily drives today.

In case you didn't know, Boston is a "national leader" in traffic congestion, and this past summer I even heard a local traffic analyst assert that we no longer have rush hours around Boston, but instead just a broad "peak" driving period running from about 6 AM to 7 PM on weekdays. It lightens up a bit at night, of course, and on weekends, except for the holidays ones when it gets really nasty.

All the more reason to enjoy our tours now, while we still can. At some point, society and/or the state may begin to encroach on such enjoyments, through mandated autonomous driving, social pressures (Fathers Against Fun Driving?) or strictly controlled

and possibly rationed driving opportunities. In the meantime, we still have some really nice cars to enjoy. Peter Bourassa, of Motorsport Marketing Resources (MMR), had nice paragraph in his newsletter about it this week, reflecting on the virtues of a 1967 Lamborghini 400 GT currently for sale:

"A recurring fantasy is the ownership of such a car, that is driven briskly along well-paved countryside roads in the company of an equally appreciative soulmate. Destination? The country home of good friends, or perhaps a quaint inn with rustic cuisine by a quiet lake in hills of your dreams. Getting there should be half the fun."

Only HALF the fun? Seriously, Pete? (I've heard he hates to be called that.)

And so, back to rallies and tours. Our TSD rallies are real sporting events, which require practice, experience, equipment and some real competitive juices in order for you to be effective at them and to get any enjoyment from them.

Our tours, on the other hand, are events designed to celebrate the pleasures of idealized open-road driving, just as Peter describes above, except he's off by half. And even with intentionally simple and very clear instructions, we still manage to go off course regularly (read the Deerfield Valley Tour Report to get a sense of it) and have many other road-worthy adventures as well. That's just the nature of life on the road, I guess, and it is an essential part of the fun of it all.

So, let's enjoy our tours while we can. Hope to see you on my next one!

Thanks for reading this.



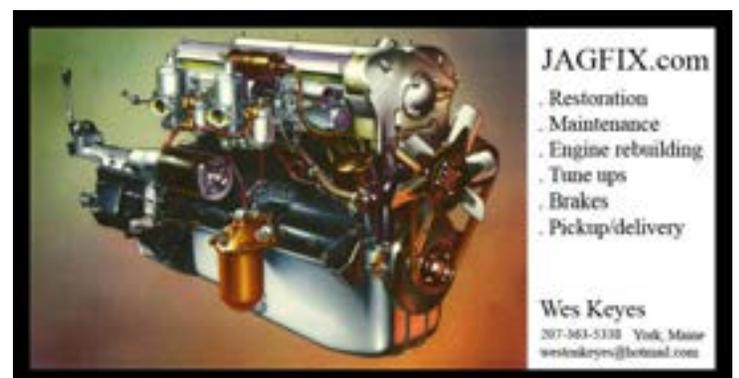
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# An Editor Notices That Jaguar Sales Are Up . . .

*By The Editor*



Some moderately good news has occurred on the sales front for JLR North America, according to the on-line blog *The Truth About Cars*.

In the face of generally declining automobile sales, and sedan sales in particular, JLR posted modest sales gains in the US for 2019 year-to-date. Sales were up overall by 3.2%, from 86,309 vehicles sold in the first three quarters of 2018 to 89,071 vehicles sold in the first three quarters of 2019. This occurred while overall vehicles sales in the U.S. (including pickup trucks and SUVs) fell by 1.6%. So, JLR is holding its own!

Land Rover still is the dominant brand, of course, selling 66,639 vehicles (up 2.3%), but Jaguar had the larger proportional increase, up 5.9% over 2018 with



sales of 22,432 vehicles. The blog doesn't report the sales breakdown between models, but I wouldn't be surprised if much of Jaguar's sales success has been with the F-Pace and E-Pace, the marque's SUV offerings (which are also both very nice vehicles).

Sadly, informal sales reports suggest that the I-Pace is not selling as well as JLR would like or has expected, in spite of its excellent reviews and warm reception. Meanwhile, the XE just received a glowing review in *Autoweek*, who regard it as a standout in the compact luxury sedan market.

This is all very encouraging during a year where JLR has been plagued with problems not of its own making, including sales shortfalls in China, a general abandonment of diesels in the face of test-cheating and, of course, the endless political soap-opera farce that has been called Brexit. In November, JLR factories are closing for a week in anticipation of further losses due to fallout from Brexit confusions.

For all that, I'm encouraged that sedans, at least some of them, seem to be selling. There remains a place in our world for good sedans, for numerous very good reasons. And yes, Jaguar makes very very good sedans.

Whatever. Sales are up, at least a little, and that's good.

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Vehicles Shown: 2017 Jaguar XE R-Sport, 2017 Jaguar XF R-Sport, 2017 Jaguar F-PACE First Edition. European license plates shown. <sup>†</sup>Claim based on number of new Jaguar vehicles sold in the U.S. from January to December 2016 as compared to number of Jaguar vehicles sold during calendar year 2015 (+116%), and compared against reported U.S. sales figures by automobile manufacturers for the same time periods. \*Class is cars sold by luxury automobile brands and claim is based on total package of warranty, maintenance and other coverage programs. For complete details regarding Jaguar EliteCare coverage, please visit [JAGUARUSA.COM](http://JAGUARUSA.COM), call 1.855.JAGUARUSA / 1.855.524.8278 or visit your local Jaguar Retailer. © 2017 Jaguar Land Rover North America, LLC

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