

The Coventry Cat

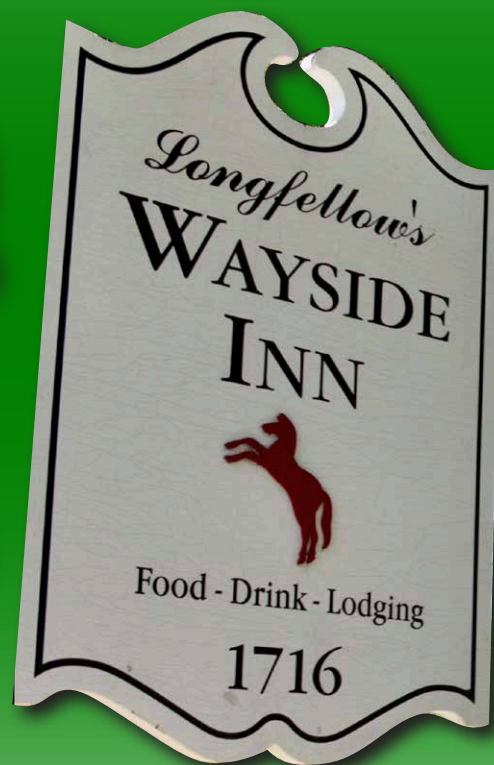


Official Newsletter of the Jaguar Association of New England

September and October, 2022 The "Autumn Leaves" Issue

More Than Just a Car Club

JANE Concours At The Wayside Inn Once Again!



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

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An ad in The Coventry Cat currently reaches about 300 households with excellent demographics, who will politely read whatever we send them.

The Coventry Cat, September/October 2022

Page 4 - From the *Top of The Scratching Post*

The Editor

A Concours, Polo and Much More

Page 4 - From The "Jungle Cat" Garage

Aldo Cipriano

The Concours, the Dream Show, Farewell to The Queen

Page 6 - About the Concours

Daniel Graf

Thank You!

Page 6 - The 49th JANE Annual Concours d'Elegance

Marguerite Dennis

What People Think and Feel

Page 13 - Membership Update

Marjorie Cahn and Jeanine Graf

More New Members!

Page 13 - Honku

Aaron Naperstek

Honku If You Love Jaguars

Page 14 - Making A Young Boy's Day

Chuck Centore

Sharing Our Cars

Page 15 - Events

Dr. Dean Saluti

October and November Are Coming

Page 16 - The 20th Jaguar Cup at Myopia Polo Club

Marguerite Dennis

A Really Pleasant Afternoon

Page 20 - Before It Was Named Jaguar

Bob Doyle

What Was It Called?

Page 21 - The Get-Away Cat

Herman Wiegman

Touring New York, New England

Page 23 - Barry Bannister, Barrister

Barry Bannister, Esq.

Sidewalks, Doors and Endurance

Page 24 - Rear Window

Graham R. Briggs

How Dark Is My Window?

Page 25 - From The Bottom of The Scratching Post

Gary Hagopian

The Coventry Foundation

Page 26 - Endpiece

Is It Perfect?

From the *Top* of The Scratching Post

By Dave Moulton



Another busy month for JANE! Our 49th Annual Concours at the Wayside Inn and a mere week later our 20th Jaguar Cup at Myopia Polo Club. You can read all about them here.

In addition, Chuck Centore writes about kids' memories. Jonathan Wilson wants to know what size E-Types are. Bob Doyle tells us a little about cars that preceded Jaguars. Graham Briggs writes about his rear window adventure. And Herman Wiegman takes a vacation in his F-Type. All that plus

new members, upcoming events and our usual folderol, all for your reading pleasure.

Autumn is probably the best time in New England. Time to stow the gin and break out the Islay single malts. Remember them? Enjoy!

Dave, your humble editor

From the President's "Jungle Cat" Garage



Greetings Club Members,

Well, our 49th Annual Concours, under the capable guidance of Chairman, Daniel Graf, has been another great success! Comments were made to me from friends and attendees that the Display Field of classic and vintage Jags gets more impressive every year.

As Chief Concours Judge, I had a dedicated group of All-Star JANE Judges, whose devotion to the Club was admirable. New and long-term members alike met and had a fine time during the entire festival weekend.

Best-in-Show Championship went to Stephen and Laura Lang for their authentic black 1959 XK 150 S.

Best-in-Show Driven went to David and Ingrid Kelly for their indigo blue 2015 XKR Fixed Head Coupe.

A more detailed Concours report will be given by Daniel Graf.

This year, unfortunately I was not able to attend my Jaguar Cup at Myopia Polo Club Event in South Hamilton, an event that I created years ago. I had made a commitment to judge the Dream Show for JCNA Regional Representative, Dean Cusano at the Farmington Polo Grounds in Connecticut, with a host of celebrity judges, including Wayne Carini. It was a very rewarding experience to see and speak with the families of special children to whom the weekend was dedicated. I promise to be back in charge of the Jaguar Cup at Myopia next year.

A reminder to those who wish to participate in the Cape Cod Road Tour in October, details will be announced shortly by our VP of Events, Dr. Dean Saluti.

A final note on the passing of HRH Queen Elizabeth II, whose strength and devotion as a 70-year Monarch of the United Kingdom and the Commonwealth was an inspiration to us all. God Bless England and the UK, and grant King Charles III the fortitude to deal with the 21st century challenges his country is and will continue to face.

Cheers,
Aldo A. Cipriano, Esq.
President, JANE





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49th JANE Concours

Concours: A Chairman's Report

By Daniel Graf

Another JANE Concours Season has come to pass, re-animating friendships and making new friends.

A Concours is a competition of cars meticulously prepared for authenticity, condition and originality. But is that really the way they left the factory?

Before robotic technology dramatically reduced human error, production cars up through the 1970s were assembled by human hands on an assembly line. Chalk marks would help guide proper body assembly, and engine components were measured by machinists. Polished aluminum sections were not always uniform. Mechanicals, minor misalignments, and flaws with industrial paint application all might go un-noticed when leaving the factory, but would subsequently need correction by dealers before hitting the showroom floors.

Nevertheless, a Concours is also about original craftsmanship, engineering and intended design. It is never boring to walk around these beautiful cars, discovering new inclusions, and chatting with their conservators about their history, challenges, and all kinds of other stories, often followed by laughter. That is what makes a JANE gathering so convivial.

Of course, Mother Nature also has a hand in it and she smiled on us this year. Saturday was a beautiful day, interrupted by a ten-minute shower cooling-off the field and causing many individuals to jostle for shelter under the tent. Our second year at the Wayside Inn turned out to be even better than the first, according to unsolicited feedback. That is because of the dedicated work contributed by all the volunteers and Judges that made all the parts work smoothly.

Capping off the day, having dinner together, carrying on discussions that might have started on the show field or even at last year's Concours, leaves us contented. What a great way to spend a full day . . . with friends and their toys . . .

Daniel Graf

Text by Marguerite Dennis. Photos by John Romano, Chuck Centore and Dave Moulton

From August 19 to August 21, 2022, more than one hundred Jaguar enthusiasts and fifty-seven Jaguar cars gathered at the historic Longfellow's Wayside Inn in Sudbury, MA for the 49th JANE Concours d'Elegance. It would be easy to write about the laughter heard in the Wayside Inn Ballroom at Friday night's cocktail party or the mystery of the ghost in Room #9. It would be easy to list the many cars that won awards or share the chronology of the weekend's events. But this year I wanted to write a different story. I wanted to write about the people who attended the Concours.



Daniel and Jeanine Graf arrive, in their 1958 XK-150

Daniel Graf, Concours Chair, has told me on many occasions that it's not about the cars. It's about the people. Behind the cars are people and behind the people are the stories. So I asked several event-goers about their stories and what they liked about JANE.

Here is what they said:

David and Ingrid Kelly, of Kittery, Maine read about JANE and decided to become members in 2021. Ingrid told me: "We became members because of the friendliness of the people. We love cars and we love looking at the cars." (The Kelly's 2013 XKR took top honors in the Driven Division.)

Jim Collins, whose Cornish Grey 1960 Mark II took first place in his division, told me: "The friendliness and support of the Club members make every JANE get-together a special occasion."



Jim and Gena Collins arrive in their 1960 Mk. 2 Saloon.

d' Elegance – 2022

Laura and Steve Lang, also joined JANE in 2021. Steve told me: "I like the people, not just the cars. I've been to other clubs' events but JANE's members are the friendliest group of all." (Laura and Steve's 1958 150S was awarded the Margaret Caruolo Best of Show Championship Division as well as receiving the People's Choice Award.)



Steve Lang touching up his 1959 XK 150S OTS



Carol and Ed Petrow, members of the Delaware Valley Jaguar Club, also mentioned the friendliness of JANE club members



Stu Forer and #48 arrive at JANE's 49th Concours.

Stu Forer has been in the club since 2002 and loves the people and the camaraderie of the judges. (If you attended the banquet on Saturday evening you may have noticed a sea of blue at one table in the banquet hall. JANE judges like to dine together wearing their blue judge shirts.)



Blue-shirted JANE Judges at the ready

Rod Gilbert has been a member of JANE for more than 25 years and likes the social engagement with club members. (More bagels next year, please, Rod.)

David Zeller, inhabitant of the infamous Room #9 in the Wayside Inn, told me: "The best thing about the Concours is learning about all the types of Jaguars, as well as learning about judging."



David Zeller arrives in his 2001 XK8

Rick Ollis, owner of a 1966 E-Type, joined the club because of his love of Jaguars and likes being with people who share his enthusiasm. He found that enthusiasm in JANE.

William Wigglesworth, Sales Manager USA for S.N.G. Barratt Group and Jeremy Lee, Sales Admin/Customer Service representative, also for S.N.G. Barratt Group, shared that they love to see the cars being driven in real time.

I'm quoting JANE President and Chief Judge Aldo Cipriano here: "I like the participation of the members. This event is more than just about cars."



Aldo Cipriano with Mary and Tom Finan

(Continued on page 8)

7 The Coventry Cat

49th JANE Concours

Margie Cahn told me the best thing about JANE is "The great friends we have made."



Margie Cahn (r) with her assistant Thao, keeping things running.

Ron Smith spoke eloquently about his sister, Margaret Caruolo, and her love of Jaguars and JANE.



Ron Smith in his lovely F-Type Coupe, which we all remember

Whether I was speaking with new members or club officials, there was always a consistent theme: the friendliness and fellowship of JANE members were the reasons for joining JANE and actively participating in club events. I believe this is the reason why JANE has the largest membership of any Jaguar club in North America.

Some final notes:

Congratulations to Bob Silvestri, whose 1998 XK8 received a score of 100!

Congratulations to Hans Deamer, whose pastel green 1953 C-Type is a replica of Sir Stirling Moss's 1953 car that won the 12 Heures Internationales de Reims that year. Did I mention that Hans painted the car himself?



The C-Type replica built by Hans Deamer

Am I the only one who asks DJ Joe Fasci every year if we can buy his tapes? I don't know about anyone else but I am 25 years younger and 25 pounds lighter when I listen to the songs Joe has collected. Please, Joe!!!



Joe Fasci at the console!

The French translation of Concours d'Elegance is "competition of elegance" and dates back to 17th century France. The oldest Concours was held in 1929 in Lake Como, Italy. The first Concours in North America was held in 1950 at Pebble Beach, in Monterey, California. Both events are still held today.

Next year is the 55th anniversary of the founding of JANE and the celebration of our 50th Concours d'Elegance. Time to celebrate not just our Jaguars but all that JANE is for so many people.



Hans Deamer's C-Type replica



The engine bay of the C-Type

d' Elegance – 2022

2022 JANE Concours d'Elegance Results

No. per Class	Name	City	Home Club	Class	Year	Model	Style	Color	Champion NET (Div. 110)	Driven & Special NET (Div. 110)
1	Andrew & Vincent Comparetto	N. Scituate	JANE	C1/PRE	1949	Mk IV	Cabriolet DH	Navy	93.86	
1	Stephen & Laura Lang	Narragansett	JANE	C4/150	1959	XK 150S	OTS	Black	99.07	
2	Russell & Marguerite Dennis	Naples	JCSWF	C4/150	1958	XK 150S	OTS	OEW	97.58	
3	Edward Petrow	Glenmoore	DVJC	C4/150	1958	XK150	DHC	Imp. Maroon	96.81	
1	Tom Larsen & Nancy Monaghan	Weston	JANE	C5/E1	1967	E-Type Series 1	Coupe	Gun Metal Gray	99.25	
1	Nancy Coombe-Smith	Wethersfield	JCSNE	C7/E3	1974	E-Type Series 3	OTS	Silver	99.93	
1	Jim & Gena Collins	Amherst	JANE	C8/SLS	1960	Mk 2	Saloon	Cornish Gray	99.86	
1	Gus & Ann Marie Niewenhous	Stoneham	JANE	C9/XJ	1986	Vanden Plas	Saloon	Black	96.33	
1	Robert Silvestri	Hamden	JCSNE	C14/K8	1998	XK8	Convertible	Meteorite	100.00	
2	Carol Anne Hamilton-Dodd	Mansfield		C14/K8	2006	XKR	Convertible	Zircon Blue	99.57	
1	Clifford Lewis	Wayland	JANE	C17/PN	1953	XK 120	DHC	Blue	98.20	
2	Larry Goldberg	Glastonbury	JCSNE	C17/PN	1983	XJ6	Saloon	Black	97.91	
1	Ann Marie & Gus Niewenhous	Stoneham	JANE	C18/PN	1995	XJ12	Saloon	Ice Blue	97.59	
1	Martha LeClair-Worley	Old Saybrook	JCSNE	C20/F	2019	F-type	Convertible	BRG	99.95	
2	Richard & Mary Barnard	Grafton	JANE	C20/F	2020	F-type	Coupe	Black	99.90	
1	Donald & Susan Holden	Amherst	JANE	D1/PRE	1956	XK 140	OTS	BRG		9.870
2	Roderic Gilbert	Brookline	JANE	D2/E1	1962	1996 XJ12	OTS	BRG		9.970
1	Edward Marut	Methuen	JANE	D3/E2	1969	E-Type Series 2	FHC	Grey		9.992
1	David Deblois	Willmington	JANE	D5/SLS	1958	MKVIII	Sedan	Black		
1	Andrew Picariello	Marstons Mills	JANE	D7/XJ	1996	XJ12	Sedan	Red		9.937
1	Jonathan & Ronald Gold	Waban	JANE	D8/XJS	1987	XJS	Coupe	Black		9.991
2	Laurence Glyn Morgan	Framingham		D8/XJS	1989	XJS	Convertible	Signal Red		9.873
1	John & Nancy Budenas	Townsend	JANE	D10/K8	1997	XK8	Coupe	BRG		9.994
2	Mark Massey	Wakefield	JANE	D10/K8	1997	XK8	Convertible	Blue		9.961
3	David Zeller	Lynn	JANE	D10/K8	2001	XK8	Convertible	Blue		9.948
1	David & Ingrid Kelly	Kittery	JANE	D11/XK	2015	XKR	Coupe	Indigo Blue		9.998
2	David & Karen Carle	Tuftsboro		D11/XK	2008	XKR Portfolio	Convertible	Celestial Black		9.973
3	Robert Doyle	Franklin	JANE	D11/XK	2008	XK	Convertible	Green		9.982
1	Irwin & Ricki Getz	Franklin	JANE	D13/SX	2008	S-Type	Sedan	Black		9.989
1	Mary & Tom Finan	East Orleans	JANE	D14/FJ	2009	XF	Sedan	Indigo Blue		9.996
1	William Baldwin	Northbridge	JANE	D15/F	2015	F-Type R	Coupe	Black		9.982
1	Stuart & Anne Marie Forer	Warwick	JANE	S1/PD	1951	XK 120 Race Car	OTS	Suede Green		9.988

Special Awards

Stephen & Laura Lang	Best of Show, Champion Class	1959	XK 150S	OTS	Black	99.07
David & Ingrid Kelly	Best of Show, Driven Class	2015	XKR	Coupe	Indigo Blue	9.998
Stephen & Laura Lang	People's Choice	1959	XK 150S	OTS	Black	
Russell & Marguerite Dennis	Aldridge Award	1958	XK 150S	OTS	OEW	

(Continued on page 10)

49th JANE Concours

2022 JANE Concours Display Class

Name	City	Club	Class	Year	Model	Style	Color
Hans Deamer	Cranston		Display	1953	C-type	OTS	Light Green
Francisco & Arlyn Silva-Tulla	Lexington	JANE	Z/Display	1967	E-Type Series 1	OTS	Green
Larry & Sharon Hoffman	Natick	JANE	Z/Display	2005	X-Type	Estate Wagon	Topaz
Aldo & Debra Cipriano	Southborough	JANE	Z/Display	1986	XJ6 Vanden Plas	Saloon	British Bronze
Bill & Deb Richardson	Boylston	JANE	Z/Display	1995	XJS	Convertible	Red
Ronald & Donna Smith	Charlemont	JANE	Z/Display	2016	F-Type	Coupe	Red
Jamie & James III Goodson	Marshfield	JANE	Z/Display	19??	XK 140	OTS	White
Alfred & Jessa DaPrato	Bellingham	JANE	Z/Display	1969	E-Type Series 2	OTS	Maroon
John Brady	Bedford	JANE	Z/Display	1954	XK 120	DHC	BRG
Eric Hagopian	East Longmeadow	JANE	Z/Display	1968	E-Type Series2	OTS	Grey
David Moulton	Groton	JANE	Z/Display	2017	F-Pace	SUV	Maroon
Kurt Ehler & Tia Garcia	South Kingston	JANE	Z/Display	2015	F-type	Coupe	Black
Anthony & Kathryn Fontaine	Yarmouth	JANE	Z/Display	2018	XFS	Sportbrake	Storm Grey
Dean Saluti & Marjorie Cahn	Quincy,	JANE	Z/Display	2007	X-Type	Estate Wagon	Black
Earl Norman	Old Orchard Beach	JANE	Z/Display	2016	F-Type	OTS	BR Green
Charles & Patt Centore	Concord	JANE	Z/Display	2020	F-Pace	SUV	Red
Ray & Diane Crook	Norwell	JANE	Z/Display	1967	E-Type Series 1	OTS	Primrose Yellow
Daniel & Jeanine Graf	Marshfield	JANE	Z/Display	1958	XK-150	DHC	Red
Gerry Menke & Dee Welding	Amesbury		Z/Display	1954	XK120	OTS Special	Pastel Green
Thomas Brady	Brockton	JANE	Z/Display	1952	XK120	FHC	Silver
Bill & Adelaide Braun	Lexington	JANE	Z/Display	1968	E-Type Series 2	OTS	BRG
Ted Alexiades & Steve Turschman	Kingston		Z/Display	1954	XK120	OTS	BRG
Frank & Ann Grimaldi	Tewksbury	JANE	Z/Display	1956	XK 140	OTS	Blue
Ralph Trepanier		JANE	Z/Display	1963	E-Type	FHC	Gunmetal



Tony Fontaine's 2018 XFS Sportbrake



David Deblois' 1958 Mark VIII Sedan



Gerry Menke and Dee Welding's 1954 XK120 OTS Special



Don Holden's 1956 XK 140 OTS

d' Elegance – 2022



Rod Gilbert's 1962 E-Type Series 1 OTS



Andy Picariello getting serious about show prep of his 1996 XJ12 Sedan



Ed Marut's 1969 E-Type Series 2 Coupe



Tom Larsen's 1967 E-Type Series 1 Coupe getting judged



A'Brace O'Bradys: John in his 1954 XK 120



Irwin Getz puts a finishing touch on his 2008 S-Type Sedan



A'Brace O'Bradys: Tom in his 1952 XK 120 FHC



Frank Grimaldi and Tom Larsen take a breather . . .

49th JANE Concours d' Elegance – 2022



A lovely example of Jaguar's lovely and legendary DOHC in-line six engine



A line of Jags, stretching off into the distance . . .



JANE members at the ready, waiting for the awards



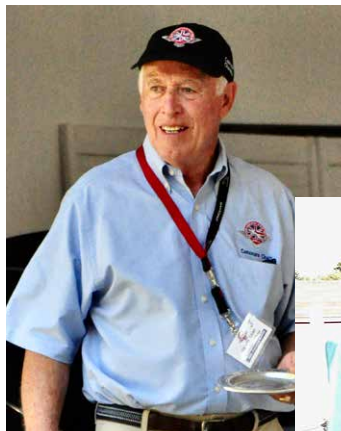
Earl Norman in his 2016 F-Type OTS



Eric Hagopian in his 1968 E-Type Series 2 OTS



Andrew and Vincent Comparetto's 1949 Mk. IV Cabriolet DHC



Our Event Chair and Leader, Daniel Graf, keeps an eye on things . . .

Russ and Marguerite Dennis with the Aldrich Award



Finally, after a hard, tough day on the Show Field, it's time to chow down!



Editor's note: See you all next year, for the 50th Concours!

Membership Update for March and April

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



As the summer winds down, we all look forward to the fall, with driving and social opportunities that are especially spectacular here in New England. You JANE members from New Hampshire and Maine know exactly what we're talking about! Stay tuned for what's coming up this fall.

We also were excited to see several new and potential members having a great time at the Concours. Who wouldn't? Some even took home trophies! It was a great event. Thank you, Concours Chair Daniel Graf and Chief Judge and President Aldo Cipriano.

Jeanine and Margie would like to remind you that you can renew your JANE membership (if you have not already done so) on the website (www.jagne.org) at any time. You do not want to be without our Constant Contact emails and our beautiful Coventry Cat newsletter! You can always call or email Jeanine or Margie if you need help renewing.

BREAKING NEWS: JCNA has implemented a new end-of-year dues policy: New and renewing members who want to join/renew now, during October through December, no longer have to pay for the whole current year! We now can offer end-

of-year and all of next year dues for the bundled price of \$119 with the printed Coventry Cat and \$94 with just the online version of the Cat. We hope to implement this smoothly starting in October. Look for more information later.

Let's welcome our new members:

Mark Burns, Portland, ME, 1972 Silver E-Type 2+2
and a Tesla Model S

Roger Ghosh, Amherst, NH, 2018 Fuji White F-Pace SUV
and a 2013 XKR 5.0

Anastasios Parafestas, Worcester, MA, 1965 Racing Green S3500

And an "Associate" member **- Also a member of another JCNA Club:**

Edward Petrow, Glenmoore, PA, with quite a car collection (He joined our Club after attending the Concours this year – and winning a trophy!): 1958 Imperial Maroon XK150 DHC, 1961 Grey MK II, 1973 E-Type Series III OTS, 2013 BRG Pearl XKR Coupe, and some other non-Jag classics – 1940 LaSalle Model 50, 1948 Pontiac Silver Streak, and 2000 Ferrari 550 Maranello

Welcome all! Hope to see you soon. **So many great events coming up!**

Margie and Jeanine

Margie – 617-285-6564 / marjoriecahn@aol.com

Jeanine – 617-959-8987 / jeaninegraf@icloud.com

HONKU

by Aaron Naparstek

Together again

at the stoplight – was it worth

all of the speeding?

Making A Young Boy's Day

By Chuck Centore



Nice car!

I recently received a phone call from an old friend who was putting on a small one-day car show at Downtown Crossing in the heart of Boston. He immediately assured me that there would be security and my car would be safe. He was asking me to bring my bright yellow 1995 Ferrari F55 Berlinetta (above) to the heart of the city on a Saturday, for the day. I asked the usual questions like who else would be there and got the usual vague answers, but he assured me it would be a nice event.

I agreed to attend, and on Saturday I drove into downtown through some familiar routes. You see, I went to school in Boston. Living in Lexington, I commuted each day to Huntington Avenue to attend Northeastern University. My passenger at the time, Patt Wilson, would become my wife. We would run the route to her school first, Vesper George, an Art School, where she studied Interior Design. Then out of Copley Square to NU and then I repeated the trip in reverse during the evening commute back home. This was for a while in my Powder Blue Triumph TR3A that I unexpectedly totaled on Storrow Drive one cold February afternoon in 1965 – fortunately on an occasion that I was alone in the car.

Back to the story: As I mentioned, going back into the heart of Boston was an easy drive and once on Washington Street it all came back to me. I was escorted to Winter Street where the cars were being displayed. I was directed into the first open spot where the car was to sit for the day. I then met the Security Team from Security Wizard that had the duty for this event. My personal security person was Cedric Maxwell's *doppelgänger*.

As the show got under way, my car seemed to draw a lot of attention. I was happy to tell my story and, as I always do at car shows, give young spectators a picture of my car, which is always a big hit. Many times over the years, I would ask if they would like to sit in the car. This is usually met with disbelief that I would allow a child to sit in the car. But it always ends the same when they get in the car and begin to ham it up. It was no different this time. As a mother and her 10-year-old son stopped and asked about the car, I politely answered her questions.


Sensing she was curious about the car, I asked her if she would like to take a picture of her son sitting in the Ferrari. The attached picture (below) tells the rest of the story. He was one happy camper. It made my day to see the look on his face and I am sure it made his as well.




Happy Camper!

When they left, my security guard asked why I let people sit in my car. I told him that most people don't see a Ferrari that often, let alone up close like this or actually be allowed to sit in it. But it is just something I like to do at shows with this car.

I have had the car for close to 20 years and have not only let people sit in it but on many occasions I have even let people drive the car. That's a thrill that, whether you are young or old, you will not forget. I only mention this because it's something we should all let people do. You pick your occasions, of course, but I guarantee you will never get over the look on their faces when they have that opportunity.





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September/October 2022 Events

By Dr. Dean Saluti, VP Events



Get Your Jag Ready for the JANE's Fall Slalom.

Coming up on **Saturday, September 24** at the former Naval Air Base on Route 18 in Weymouth, MA is the **JANE Fall Slalom**. Yes, you can now drive your Jag "full out" around orange cones, professionally timed, on a JCNA-sanctioned course! By the way, you don't have to bring a Jag – you can enter any of your cars. Rich

Hanley has done a great job preparing for this event. He has worked with the "In Control Driving School" and they will contribute the following to our Slalom event:

- A free cookout with burgers and dogs
- In Control staff to introduce their driving programs
- In Control staff to provide controlled rides on their own track

Wow! How much fast driving can we handle?!

We know that Jan and Dean will be there in spirit, still thinking that they can beat a Jag with their mid-year Vette. Margie told them that the Slalom is nowhere near "Dead Man's Curve," so they will never beat an E-Type around the orange cones.

A Recap of JANE's "August 2022 Concours."

This year, we again held our signature JANE Concours event at our home base, the historic Longfellow's Wayside Inn in Sudbury, MA. Of course, it was extremely well attended, with close to 60 cars. It was indeed an elegant event, with the gorgeous tent with carpeted floor and crystal chandeliers for the "Champion" class

cars. Let's not forget that Wayside Innkeeper, Steve Pickford, set up a first-class bar in the tent to enhance the appreciation of our beautiful Jags.

There are many to thank for the success of this event, but no one worked harder to make this event a success than our Concours Chair, Daniel Graf and his wife, Jeanine. They are the "best of the best."

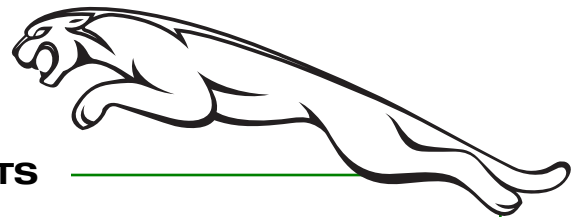
This year, Chief Judge and JANE President Aldo Cipriano, did the impossible. In the past, throughout North America, JCNA clubs have pooled their judges to staff judging for a Concours. Under Aldo's astute leadership, JANE trained more than enough judges to be able to run our own Concours without help from any other clubs! Thank you, everyone, for making our Concours such a huge success.

A Recap of JANE's "Jags at the Myopia Polo Grounds."

At the end of August, JANE held its annual "JANE Jaguar Cup" event at the Myopia Polo Grounds in South Hamilton, MA. We had 18 beautiful Jags on display. Russ and Marguerite Dennis' magnificent XK 150 and Paul and Neria Douglass' E-Type each led a competing polo team and their ponies onto the polo field. The crowd went wild!

Before and during the match, we all shared delicacies from all the picnic baskets that emerged from our various "boots." At the end of the match, we all lined up our Jags and circled the field, while the spectators waved and cheered. It was a glorious day and a memorable event.

Dean



UPCOMING EVENTS

The Autumn 2022 Cape Cod Road Tour

Saturday, October 8 (rain date October 9)

Starting point will be at the Daniel Webster Inn in Sandwich and the Cruise will end at the Chatham Marconi Maritime Center in Chatham. Route details will follow.

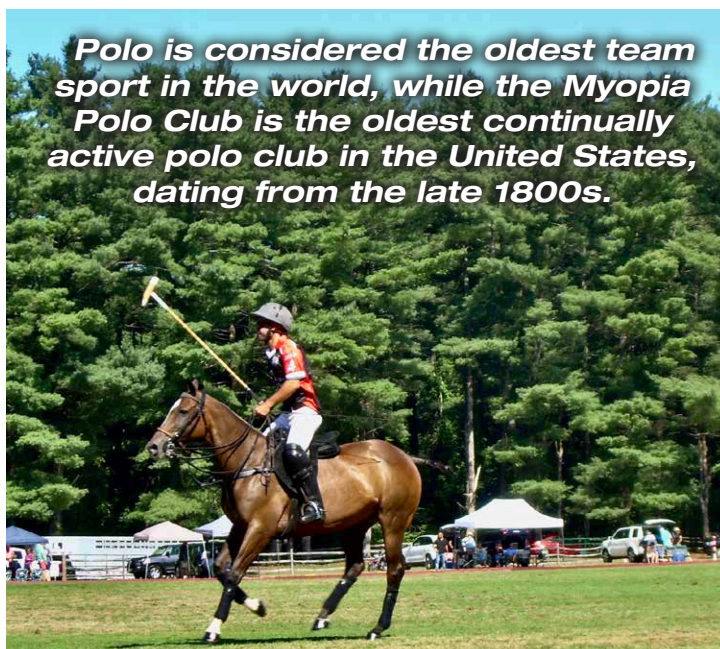
Dinner meeting at Longfellow's Wayside Inn.

Wednesday, October 19

This will be an event for members to bring their non-Jags to show outside the Inn. More details will follow.

JANE at Myopia Polo

By Marguerite Dennis, photos by Bonnie Getz and Dave Moulton



Polo is considered the oldest team sport in the world, while the Myopia Polo Club is the oldest continually active polo club in the United States, dating from the late 1800s.

Under a blue sky and an afternoon that hinted of cooler days to come, seventeen Jaguars and at least twice that many JANE members traveled to South Hamilton, Massachusetts on August 28th to participate in the USPA Governor's Cup and award the 20th JANE Jaguar Cup.

Before the polo match began, there was time to do what JANE members always like to do: enjoy each other's company and share stories of cooling and heating systems, cooling and heating brakes, interesting (sometimes fascinating and/or terrifying) instrument readings, various highway misadventures and the current estimated length of restorations, as well as to admire each other's Jaguars. There was time, of course, to open and explore picnic baskets, savor Irish cheese (thanks Ingrid), sample several wines, including a very delicious prosecco, (thanks Dave and Bonnie), and enjoy Margie Cahn's outrageously delicious rosemary cookies. Best of all, there was time to see old friends, some of whom have been sidelined for the past few years because of COVID-19.



So, we ate and drank. And when it was time, we watched Paul and Neria Douglass' 1971 XKE and Russ and Marguerite Dennis' 1958 150S circle the polo field, signaling the beginning of the polo match.



JANE sets up our bivouac

Then came the ponies and polo players from all over the world. If you have ever attended a polo match, you know that the riding is fast-paced, and for me, tinged with a hint of terror that either the polo player or the pony will tumble in their pursuit of swinging the mallet and moving the ball.. Luckily, such tumbles did not occur at this match.



During a break, I took the opportunity to ask several JANE members why they came to Myopia and what they liked about the event.

Vin Greco told me: "It's a great event. I wouldn't miss it for the world." (This is the same Vin Greco whose 1923 Model T was in the Ben Affleck movie, "Live by Night.")

Paul and Neria Douglas travelled all the way from Auburn, Maine for the event simply because they were really curious about Myopia.

Eddie Gingle came to Myopia because he "loves the cars."

And Dean Saluti said it best: "It's a first-class event."

I also had an opportunity to speak with several other people attending the polo match. I was struck by their enthusiasm for our Jaguars and for JANE's participation in Myopia Polo Club events.

The second half of the polo match was just as fast-paced as the first, went into overtime, and ended with a score of 11 to 10. Then it was time for JANE's Jaguars to circle the polo field, marking the end of another JANE event. Friends and fun. Nothing myopic about that.



Help Wanted: Secretary!

The Jaguar Association of New England is seeking a Secretary (also known as Clerk) who is willing to take over duties by the beginning of 2023.

The Situation: Bonnie Getz resigned as Secretary of JANE in November of 2021. As no volunteers agreed to take on the job, Bonnie has graciously continued to serve, pro tem, during 2022. She both wishes and needs to discontinue that role by the beginning of 2023.

About You: Applicants need to be willing and able to take minutes at meetings, write them up and file them with the Board of Directors on a timely basis. The successful applicant needs to be approved by the Board of Directors. They also become a Director.

Contact Bonnie Getz at 603-943-6400 or nhbonnie@gmail.com for details. Thanks.

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Before It Was Named Jaguar

By Bob Doyle

As JANE members know, Jaguar cars were developed by the Swallow Coachbuilding Co. LTD. The firm began in the early 1920s as the Swallow Sidecar Co, and it used the acronym S.S. for many years, including with early Jaguar models.

After building coaches for other car companies, S.S. introduced its first full automobile in late 1931. Being only two years into the Great Depression, the timing for marketing a new car was less than perfect. Moreover, their car was classified as a specialty vehicle offering only two seats.

In a late 1933 ad in *The Autocar*, S.S. described their vehicles as, *"More Wonderful Than Ever..SS Still Leads!"* The S. S. II. offered a coupe and a saloon with 10 h.p., while the S.S. I. with 16 h.p. offered a coupe, a saloon, and an "Open 4-str Sports." Of course, horsepower was measured differently in 1933 than it is today. Prices ranged from £260 to £335. For £5 extra an additional 4 h.p. was available for the S.S. I and 2 h.p. for the S.S. II.

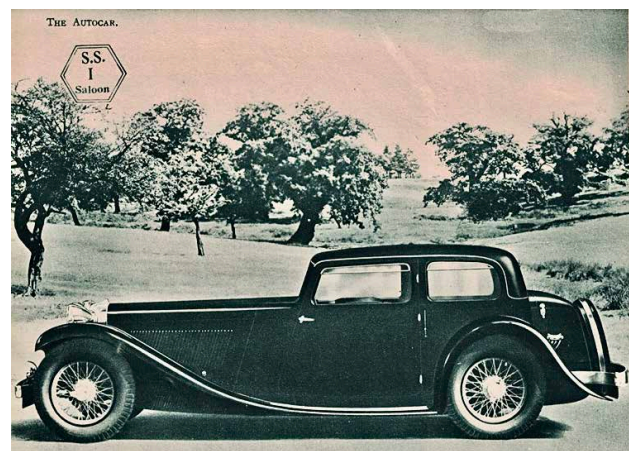


In describing the *Entirely New S.S. I*, it was claimed that, "...difficult as it may be to believe, the beauty has also been further enhanced. Increased seating accommodation, synchro-mesh gears in second, third, and top...and many other

delightful improvements make the 1934 S.S. pre-eminently the choice of **ALL** people of good taste."

The ad included information about their models' "Interesting New Features." Among those items were, "Striking new Radiator Design with unique motif blended with quick release filler cap. Even greater beauty. Still further improved frame design with double cruciform cross bracing."

In 1935, Swallow began to use the name, S. S. Jaguar.



The Swallow Coachbuilding Co. Ltd.

Foleshill, Coventry. Telephone 8027

London Showrooms: Devonshire House Piccadilly, W.1.

Agents Throughout The Country

The Get-Away Cat

By Herman Wiegman

Living with a Vermont Cat

Earlier in the summer, I was invited to a memorial service for my brother's mother-in-law. The service was to be held at a former convent in Peekskill, NY, rebranded as the Abbey Inn & Spa. I had previously admired this historic building from Route 9, perched on a hilltop overlooking the Hudson River. I figured a weekend get-away with my wife was just the ticket to escape the remnants of Vermont's infamous mud season. So, we packed up the boot of the F-Type, which is akin to playing Tetris, and headed south.



Packing an F-Type

Just ten minutes into our adventure, we realized that we didn't have our EZ-pass, so this 250 mile trip to the lower Hudson Valley was destined to be on back roads and parkways. A reasonable approach, given the scenery and good weather, and there were some special places I wanted to visit along the way. After dancing across the western edge of New England into New York, and running down the Taconic Parkway, we stopped at a rest area near Hyde Park, the ancestral home of FDR. There is much history in these hills, and the view across the Hudson

Valley to the Catskill Mountains was amazing.



Catskill Mountains as seen from the Taconic Parkway in New York State

Arriving at the Abbey Inn & Spa in plenty of time for dinner, we were able to first tour the Abbey Inn. It did not disappoint. The valet gave the F-Type preferential parking and oozed compliments over the BRG paint, but paused for a moment when confronted with the manual gear shifter, AKA the Millennial Theft Deterrent Device. Fortunately, he survived the weekend, and so did the car.

The renovations to the original convent maintained its tradition as well as the spirit of its former life, with a gothic style conference room and a prayer chapel bar. All very tastefully done. The whole place exuded calm and serenity, even with all the activity on the highways and waterways below, including the recently decommissioned Indian Point nuclear power plant.



The Abbey Inn & Spa in Peekskill, NY



Overlooking the mighty Hudson River

Over the course of the weekend, I had a chance to help my brother with his sailboat's outboard engine: a vintage 6 hp Johnson with a carburetor suffering from too many years of hard living on the river. It was great to spend time on the boat, though, even if we didn't get out of the slip. And a few beers didn't hurt, not at all. The next morning, there was a Series 1 E-type FHC at the local Cars & Coffee gathering. A nice touch that I don't get to see up in Vermont, where we are much more likely to encounter an Antique Subaru Convention spontaneously breaking out in the parking lot of one of our ubiquitous farmer's markets.

After the weekend stay, we headed north into Connecticut, to Lime Rock Park. The cheerful gate worker explained that we couldn't enter, as the track was closed for maintenance crews that Monday, but after offering up some nostalgic stories about driving at the track decades before and being a Skip Barber graduate, we got a wink and admittance for a quick visit. Sitting in an F-type probably didn't hurt our chances either.

It was a drive down memory lane as I approached the historic control tower. It still looks the part with its central spire and wooden viewing decks. The timing and scoring booths were as cramped as I remembered

(Continued on page 22)

them, but recent upgrades included some plexiglass rain shields and a wall mounted air conditioner, which should go a long way toward keeping the timing sheets from blowing away (if they even use them any more).

I took a peek at the racing plaques along the paddock wall, documenting the park's 65-year history. The Trans-Am series plaque caught my eye. Johnny "Lightning" Miller won the last Trans-Am race at Lime Rock, in 2003, driving a Jaguar XKR. It was a rain-plagued event that was also Paul Newman's last race, at age 78. He would come in 5th place. Damn, I hope I am that energetic.



Well, hello, Lime Rock! Can we play?

Departing Connecticut, we drove north through Great Barrington and past the iconic Red Lion Inn, then up to Pittsfield and Bennington, Vermont, where we stopped for lunch. The Hemmings Motor News gas station was closed down, probably due to their focus on the digital format. I recall visiting the gas station decades ago when it was still the hub of the business. The back office had a well-worn wooden floor and jars of white address labels on the shelves for mailing out the monthly magazine. I hope HMN can revive itself as the steadfast curator of the classic car marketplace.



Hemmings Motor News in Bennington, VT

This get-away also enabled me to see how others are faring. I hope all JANE members had a chance this summer to take their Jags out and explore a bit. If not, then I hope we can all make an effort to get out for a fall foliage tour, and sample some pumpkin spice and apple pies . . . to experience the evolving landscape and keep our machines working.

Help Wanted: Associate Editor!

The Coventry Cat is seeking an Associate Editor who is willing to consider becoming the Editor by the end of next year (2023).

The Situation: The current Editor (that'd be me) is beginning to slip a few cogs and will need replacement in the foreseeable future (no, I'm not ill, just much more older!). So, while the sun is still shining and The Cat continues to purr agreeably, this is a great time and opportunity to learn how to do this rather pleasant and prestigious job in a comparatively stressless way, getting lots of guidance and support from said current Editor.

About You: Applicants should be able to deal with emails and Microsoft Word, be willing to try to deal with photographs, be kind to and communicative with people, be able to manage the angst that

accompanies deadlines, and be able to enjoy having fun. Proficiency in appearing to tell the truth regardless of actual content is a great advantage. Giving the impression of being able to help straighten out others' writing efforts is a big plus. And humor, oh yes, humor is something that you definitely should have a sense of.

Compensation(?) The salary is both remarkable and non-negotiable, as well as entirely confidential. The benefits are immense (see Marvin in the Wayside Inn tavern for details), and be aware that once you've worked on an April issue you may never want to come back to reality.

To Get In Line: Contact Dave (that's still me) at 978-448-6828 or d19@moultonlabs.com to talk it over. Thanks!!! Fame awaits.

Barry Bannister, Barrister on Cars, Places, and the Law

By Barry Bannister, Barrister

Barry Bannister, our kindly if increasingly inflationary Barrister, tries once again to gently explain to JANE members the implications of various laws as they exist in various places to which we JANE members and our automobiles might (or, then again, might not) travel.

That said:

In Oregon, you must yield to pedestrians when driving on the sidewalk. Further, you may not leave your car door open longer than necessary. Finally, you may not use your car to prove physical endurance on an Oregon road.

Barry slowly contemplates both the law and the lofty view from his office out across the quite beautiful pond and gardens of the HW Longfellow Wetland Complex. Why would anyone drive a Jaguar to Oregon, he wonders?

The sidewalk issue is easy. Just yield, for Heaven's sake, he thinks! Yield, for once in your life! – a brief flush of dyspepsia, he realizes, relieved quickly before annoying yet another client.

But what constitutes “necessary” when you’re talking about an open car door, especially a Jaguar car door on a 99+ point Mark VIIM, a door that took two weeks to properly fit, as this particular JANE client has advised him more than once? How does a JANE client, of all people, explain THAT to a, perhaps typical, cop?

Barry also feels his fatigue returning as he grapples with the question of “proof of physical endurance,” especially as it pertains to roads and cars, not to mention Jaguars, some of which are by definition “proof of endurance.” Might (some?) Jaguars be *de facto* illegal on the roads of

said state? (Do research billings beckon here? Probably not, Barry generously decides.)

What to tell his expectant, highly excitable and eager-to-depart JANE client, he wonders? The law seems fraught with confusions and snares today, just waiting to entangle the poor innocent steward of a Jaguar of a certain vintage, unfortunate enough to have inadvertently maneuvered said aged Jaguar into the somewhat vague and probably unnecessary legal underbrush of the State of, what was it again, oh, right, Oregon?

Later, when talking to Marlene as they go over the billing log prior to closing, Barry confides that it is becoming increasingly difficult for him to fabricate guidance for some of these legal niceties that seem to blossom like a poisonous, if handsome, ivy that flowers across so many incomprehensible states these days. It used to seem so simple.

Marlene politely agrees, but also gently points out that the Client Count has improved markedly since the dark days of 1990 (when that Count spiraled down to a horrifying convergence with the number 7), and also that, fortunately for the clients as well as the firm, their Dun & Bradstreet ratings have generally improved as well. “Well, there’s that,” Barry sighs. “Tell the partners I’ll be out for the rest of the week.”

And with that he departs via the rear elevator, the one used exclusively for the elevation of furniture, trash and partners, looking forward to a possibly but not necessarily brief visit at the Inn with his good friend Marvin.

Adapted from the website AutoWise:

Crazy Traffic Laws From the U.S. and

Around the World by

Nikola Potrebic Updated on June 1, 2019.

A Letter to the Editor

Editor's note: The following letter showed up from Jonathan Wilson. This sort of question shows up from time to time (particularly on Bring A Trailer), and I thought it might be helpful to get our members to weigh in (clever, eh?) on the topic, based on our various life experiences, as well as perhaps to help Jonathan out by letting him try on a Series 1 E-Type for size. Here's the letter:

Hi Dave! I am interested in a Series 1 E-type, and I have been looking for a few years. I'm trying to get a some consensus of opinion about whether someone my size could actually fit in one. I am 6'3", 230 lbs. - not fat, just tall. I've been unable to find any E-Types in this area (20 miles South of Boston) to look at. Any assistance or advice you could provide would be much appreciated.

Sincerely,

Jonathan Wilson

The Editor continues: All right everybody! Send me your emails, and I'll take care of getting everybody in touch as needed.

Thanks!

REAR WINDOW

By Graham R Briggs

Editor's note: In light of the discussion we've been having about the maintenance of aging Jaguars, when Graham sent this in I knew I had to share it with the membership. Maintenance can be a strange, long ride . . . Read on.

This story starts off boring. It should get a little more interesting if you persevere.

In the Spring of 2021 I bought a 2004 XJR in Los Angeles, and drove it back to my home in Needham MA. Some of you may even have seen it at recent "Jags on the Lawn" events. It's white with a red pin stripe.

Being a California car, it came with a very heavily tinted rear window, which I did not care for. So I asked my body shop guy (who shall remain nameless) to remove the tinting for me. He told me no can do, because it was integral to the window. He was the first of several such guys who suggested I might best throw a brick through it and then call my insurance company.



When I demurred from this particular passage into a life of crime, he then suggested calling the insurance company and telling them it was so dark it was dangerous to drive on even a partially cloudy day. I did in fact try this. No luck.

So, I called a couple of auto window replacement companies. Both said they would only replace it with whatever came stock with the car. Since I wasn't sure that might not be equally dark, I decided against it.

Instead I checked the scrapyards for a used window. I found one but it was in Stockton, California, about an hour outside San Francisco. Jaguar Heaven wanted \$250 for the window. Packing and shipping would, of course, be an extra \$500.

Well, I go to Los Angeles every winter to visit my daughter and escape the New England winter, and I drive. So this past winter, while in LA, I visited a friend of mine in San Fran, and made a side trip to Stockton on my return to LA.

Jaguar Heaven is just that: it's where old Jags go to die. They have hundreds of them in a huge field behind their building. They quickly found me an XJ8 with an almost-clear rear window and removed it, taking care not to damage the defroster and antenna connections. (BTW, if anyone needs Jag parts, these are great guys to deal with and shipping should be more reasonable for things less large and fragile than a rear window. Jaguar Heaven, 1433 Tillie Lewis Drive, Stockton CA 95206-1130 – 209 942 4524, www.jaguarheaven.com.)

Now the car I normally drive cross-country is not the Jag but my 2003 Aston Martin DB7 convertible. The Aston's cockpit is very small, while the Jag's rear window is very large. There was, in fact, an entirely valid question about whether it (the rear window) would actually fit (into the cockpit while it also accommodated a driver such as myself). In fact, we finally managed to get it draped over the passenger seat and my right shoulder. Good thing the Aston is automatic, as I had to shift with my left hand.

So I drove the 3,000 miles back to Needham in this fashion and managed to get the window home to Needham undamaged.

After recovering from my trip and regaining the use of my right shoulder, I asked my mechanic if he would like to switch rear windows for me. He in turn suggested I ask that same question of my body shop. My body shop subsequently suggested I might speak to an automobile glass company. I tried a couple of them and

found that they were not interested in installing a used window.

Finally someone (I forget who but thank you) suggested David Coyne at anymtimeautoglassboston@gmail.com. Remarkably, he came by my house that very afternoon. He said he would be happy to replace my window but suggested it would cost a great deal less to just remove the tinting on the XJR's existing window. When I pointed out that the tinting was integral, he disagreed, went out to my XJR in the garage and proved it by loosening a corner of the tinting film that was applied to the INSIDE of the XJR's rear window.

After he left, being curious and slightly reckless, I gave that little corner another tiny tug, and, lo and behold, the film continued to peel. So I just kept going. To my amazement, the entire rear window tinting came off in a single sheet. It took about two minutes. My right shoulder was shocked, simply shocked!

So now I have a large XJ8/XJR rear window currently taking up space in my dining room that I don't know what to do with. Any takers? Yes, you can think of this as a JANE classified ad if you'd like.

And here's the sequel.

Several weeks later I was in the car trying out a few mystery buttons, only to discover one that operates a screen in the rear window sill that deploys or retracts at will. It darkens but does not obscure matters to the rear. So the tinting that a previous owner had installed was absolutely unnecessary to begin with!

Gary Hagopian and the Coventry Foundation



The Editor writes: *I got a nice letter from Gary Hagopian the other day. He writes:*

Hi Dave,

I'm writing you as a Director of the Coventry Foundation, and one who was smitten at a young age by the sight and sounds of a Jaguar XK 120 OTS. Since then, I've spent the majority of my life enjoying all things associated with Jaguars.

In addition to 40-plus years as a JCNA member, I'm now associated with the Coventry Foundation, a

group dedicated to being the focal point in the USA for Jaguar's history. The Foundation has not only amassed an impressive collection of Jaguars, tools, literature, and memorabilia at their museum in South Carolina, but also awards an annual scholarship in Restoration Arts at Penn College of Technology in Williamsport, PA.

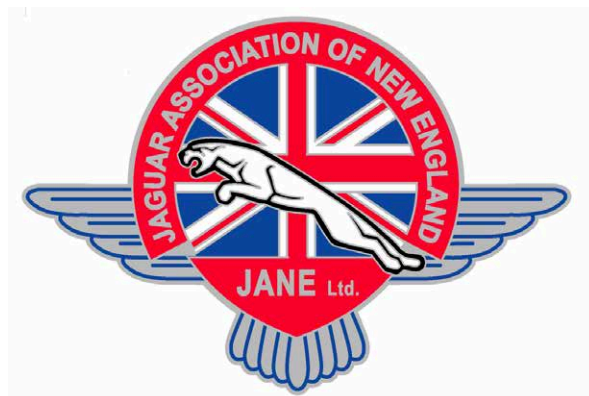
Gary Kincel, founder of the Coventry Foundation, has asked me to be the liaison between the Foundation and a small group of JCNA clubs, one of which is JANE. Since I'm a long-time JANE member, I already receive The Coventry Cat, and though I'm living in Florida now, I plan to attend at least one JANE membership meeting annually. With your permission, I'd like to consider you as JANE's liaison to the Foundation. [I said yes, of course.]

As your liaison to the Coventry Foundation and its museum, I'll be able to keep JANE's membership aware of the museum's services available to its members, and how JANE can best support our activities. I look forward to receiving the next Coventry Cat, and to meeting with old friends at a JANE meeting during one of my visits to New England.

Regards,

Gary Hagopian
Brooksville, FL

The Editor concludes: *This is terrific! We now have a direct link to the Coventry Foundation and can take a more proactive role in its functions and growth. I look forward to regularly sharing Foundation information with the membership in the Cat, hopefully even every issue. Jaguar, as we know, is one of the most interesting and significant car brands in automobile history, and here is a wonderful opportunity to share the attributes of this marque even more widely.*



Endpiece



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THE ART OF PERFORMANCE

Vehicles Shown: 2017 Jaguar XE R-Sport, 2017 Jaguar XF R-Sport, 2017 Jaguar F-PACE First Edition. European license plates shown. *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, call 1.855.JAGUARUSA / 1.855.524.8278 or visit your local Jaguar Retailer. © 2017 Jaguar Land Rover North America, LLC

The Coventry Cat

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