

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

May 2018



**1948 Jaguar Mark IV
Drop Head Coupe,
*courtesy of Daniel Graf.***

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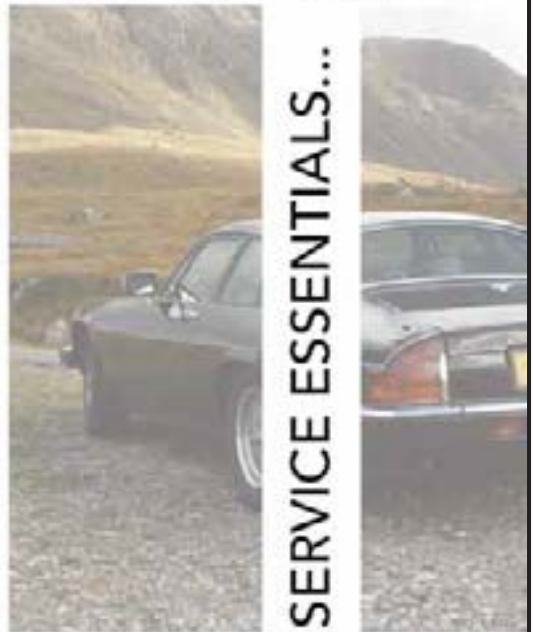
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The Coventry Cat is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Clubs of North America (JCNA). JANE is incorporated in the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

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

From the President Dean Saluti



As we now enter the month of May, JANE launches into its spring and summer events, the heart of our season. I know that our Jags are delighted to escape their garages and barns, returning to the roads where they belong. Our Parker's Maple Syrup Barn Rally, thanks to Bruce Whitmore and Carl Hanson, has already served as an early excuse to take the Jags out for a run.

Our Concours Chair Daniel Graf and his wife, Jeanine, continue to amaze with their meticulous preparation, creativity, and ability to "think outside the box." Daniel submitted a grant proposal to the town of Sturbridge for a large tent, which was accepted. So now JANE has been funded and Daniel is in the process of finalizing tent logistics with the hotel. Dan's concept is to have the Championship Class cars and the older entries under the tent. This is a small number of vehicles, and so we will also have room for shade and a comfort oasis for us humans. Thank you, Daniel!

Chief Concours Judge Aldo Cipriano held an outstanding Concours Judges' training session with help from our Associate Chief Judge, Sandy Cotterman. Kudos to Aldo for the Royal Plaza Hotel and Trade Center facility, which was a thoroughly professional venue. Dan Graf, who attended the training, remarked on the high level of instruction, all in compliance with JCNA standards.

The JANE IT Committee eagerly awaits the new website that is in development with Faith Lamprey and Bruce Vild from the British Marque. John Brady's JANE IT strategy and direction and new system timeline remain invaluable. Stay tuned, as the new website is on its way! In the meantime, Constant Contact continues to do a great job for us, thanks to Chuck Centore, VP of Events. All JANE communications and event registrations are working really well.

Chuck also ran a very interesting dinner meeting in April at the Bay Pointe Waterfront Restaurant in Quincy, assisted by Tom Larsen. Seriously nasty weather did not deter us, and the meeting room overlooking the piers was filled with happy JANE members and their guests. As expected, our South Shore members made a strong showing and Tom and Mary Finan even drove in from Cape Cod. Our speaker was Dan Graf, who chronicled the remarkable restoration

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President's Message Continued from page 3

of his award-winning Jaguar Mark IV. We were astonished at how a pile of rusty old parts (junk) was transformed into a masterpiece, by Dan personally. And to think, prior to this presentation, we considered him to be "only" a top airline executive. The night also included eating, drinking, smiling, with camaraderie that couldn't be beat!

We have now had our April issue from JANE's Cat Editor, Dave Moulton. Dave's cover last month was unbelievable! The cover headlined a spectacular story about Jaguar buying Tata, GM, Mercedes, etc. He then directed people to a page number in the Cat that did not exist for the "full story." Thank you, Dave, for another fantastic and creative issue!

Get ready for next month: we'll have our annual Jags on the Lawn dinner meeting at the Larz Anderson Auto Museum in Brookline, MA. Spinelli's and Pace, two of Boston's best Italian caterers, will present a delicious Italian buffet. And yes, we *will* serve England's Boddington ale at our open beer and wine bar! South Shore DJ and classic car legend Joe Fasci will be playing '60s British Invasion tunes for us, as we take in all the Jaguars on the lawn. If we are lucky, Aldo Cipriano will join me once again to sing our rendition of "Dead Man's Curve." Don't miss the May meeting!

So, let's rev our engines and continue to work together to keep JANE the "biggest and best Jaguar Club in North America."



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JANE Membership Report

by Howard Kalet



We really enjoyed the Maple Sugar Run this last month – the break in our never-ending winter was a great bonus. The tour, food and hospitality were enjoyed by all! A full-house crowd attended with some overflow to the “anti-room” which, I may note, were served first! For yet another year, thank you Carl and Bruce.

Membership as of April 29 stood at a total of 261 paid members. We are making slow progress back to our elusive 300 membership level once again. For those of you who have not renewed for 2018, it's never too late to renew your membership for the year!

Our current membership is comprised as follows:

- 244 are Full-Paid Members of JANE.
- There 11 are Associate Members, plus 6 lifetime and complimentary members.

- We have 12 Guest members that are not included in the paid membership totals. They receive a free 3 month guest membership, and should all be viewed as potential new JANE members! Let's make them feel welcome at upcoming events.
- 110 of our members receive the printed version of the Coventry Cat.

Mail

- Snail Mail: there has been no returned mail, unchanged from my last report. Accurate database management is important to minimize mailing costs for JANE and JCNA!
- Email: every month there are a few bounced emails. Your JANE volunteers do their best to provide club communication to all members. You can help them by keeping your Membership Chair informed of email or snail mail address changes. Updates help all the behind-the-scenes JANE volunteers run our club better!

Car Badges

- 91 badges are available for sale out of the last order of 100. The price is unchanged at \$45 per badge. Please contact me if you would like a badge.

Website Update/Transition

Your Membership Chair is actively keeping all records up-to-date and providing membership updates to our volunteers, which is critical to running our club. Website transitions will require extra diligence to keep our club running through the evaluation and transition phases.

Please Welcome our latest New Member

Paul Stasinos of Plymouth, MA, with his 1968 E-Type Series 1 ½ Coupe.

Paul's E-Type is undergoing a ground-up restoration

Submitted by Howard Kalet, April 29, 2018

“Oh, The Weather Outside is Frightful”

JANE Dinner Meeting April 25, 2018

Bay Pointe Waterfront Restaurant

By Chuck Centore, with discreet edits by, well, The Editor. Photo by the Editor.

Or, as Edward Bulwer-Lytton used to say, in his famous opening to the worst of all possible novels, “It was a dark and stormy night; the rain fell in torrents, except at occasional intervals, when it was checked by a violent gust of wind which swept up the marina parking lot (for it is in Quincy that our scene lies), rattling among the winterized yachts, and fiercely agitating the scanty flame of the sodium lamps that struggled against the darkness.”

Once in a while, cornballs like Sammy Cahn and Ed Bulwer get it right. While there was no snow either in our forecast or in fact, Sammy Cahn’s immortal 1945 song, “Let it Snow!” and Bulwer-Lytton’s unkillable opening sentence certainly summed up how terrible the weather was on April 25th for our April Dinner Meeting. Meanwhile, also true to Sammy Cahn’s lyrics, our Guest Speaker Daniel Graf was delightful.

Our meeting room was set for 40 guests and we filled nearly every one of them. People came from as far away as Marblehead on the North Shore and from East Orleans on the Cape. There was a good mix of new and older members who came to enjoy each other’s company and hear Daniel speak about his restoration of a car that many do not see very often, his 1948 Jaguar Mark IV Drop Head Coupe.

So, thank you all for weathering the storm and showing up with smiles on your faces and some interesting stories to tell about the traffic and all the different routes you took to get to Quincy, all of which turned out to be the worst one.

After an excellent dinner, Daniel Graf led us through a different kind of tale about his restoration, making it interesting and fun with *lots* of pictures to back up his story. He began by sharing with us that Jaguar never actually made a car *they* called a Mark IV (they simply called it a Jaguar 2-1/2 Litre – or pick your engine size). When the Mark V was introduced, dealers and customers began to refer to the preceding “Jaguar” as the Mark IV and Jaguar picked it up.



Daniel then described the purchase of what was supposed to be a complete car (it was dis-assembled, which meant he would have to take the seller’s word that it was all there). When he really got into the restoration, which he did quite methodically and meticulously, however, he found that not only was the car severely modified by some past owner (for instance, it had been chopped by 2 inches!), but over 100 parts were missing and many of the parts included were parts for other cars or else duplicates that failed to complete a set (2 left-hand window winder mechanisms, but no right-hand winder, for example).

Daniel masterfully wove his tale of dealing with all these shortcomings. A primary goal of the restoration was to “maintain authenticity.” The pursuit of this goal, Daniel said, gave him considerable pleasure, along with the frustrations and unpredictable costs that were seldom *less than* the original estimates. So, he never gave up on his final goal and thoroughly enjoyed not just the final product of his labor but the actual process of finding *all* the missing parts, which took him quite literally all over the globe, and pulling together all the different restoration phases. As Daniel put it, “When the restoration was finished, so was half- to two-thirds of the fun for me. Driving the car is OK, but managing to complete it was by far the greater pleasure.”

The final product was as true to the original as he could make it and is a tribute to his dedication and commitment, as well as to a level of finish that we mostly just dream about in our restoration projects. We all thank Daniel for sharing this adventure with the club.

Next month, the pace will be a little easier, with our Jaguars on the Lawn at Larz Anderson, some Oldies music to set the mood, a cigar or two, a spring sunset and the mixed scents of newly-mowed grass and Castrol, and then a wonderful gathering inside for an all-you-can-eat Italian Style Buffet and “open bar” with a selection of wine, beer and soft drinks. We only ask that you bring a dessert.

UPCOMING EVENTS in MAY and JUNE

2018 BELMONT DAY MONTEREY STYLE CLASSIC CAR DISPLAY.

Saturday, May 19, 2018, 8:00 AM.

Leonard Street, Belmont Center, MA

For the last eight years, many of us have participated in a classic car display in Belmont Center. The town closes down the main street for a wonderful Town Day and we display our cars Monterey style, angled to the sidewalk. The town provides us with bagels and muffins in the morning and pizza and soda at lunch. The town makes beautiful souvenir signs for us with our car information that we can use at other car shows. The number of spaces on the street is limited, so please RSVP right away to show your car. Please describe your car (make, model, year, color, and cell phone for rain cancellation contact) in your email RSVP and include a picture if you can. Looking forward to seeing you there!

**RSVP to Dean Saluti and Marjorie Cahn
617-285-6565 / 6564 djsaluti@aol.com**

JAGS ON THE LAWN

Wednesday, May 23rd, 5:30 PM

Larz Anderson Auto Museum, Brookline, MA

Ahhh! Jags On The Lawn. Always a favorite. Dinner and fun at Larz Anderson Museum. What could be better? Bring the whole family – there's plenty of room for everyone and the food is delicious. Dean Saluti and Margie Cahn are our Coordinators for this event. **Contact Dean at djsaluti@aol.com if you have any questions.**

SPRING SLALOM

June 16, 2018, 10:30 AM (tentative time)

In-Control Parking Area, OSGOOD LANDING

1600-1650 Osgood Street, North Andover, MA

JANE will host a JCNA-sanctioned Slalom on June 16th in the North Andover In-Control Parking lot. Rich Hanley and Glen McLachlan are our coordinators this year. If you have any questions or need more information, please contact **Rich at : richhanley@britishbeer.com or Glen at: tggmclachlan@verizon.net.**

DISPLAY YOUR JAG NIGHT

Wednesday, June 27, 6:00 PM

Wayside Inn, Sudbury, MA

You know the drill. And if there is any confusion, just ask Marvin the Bartender.

Coordinator: Chuck Centore

(cpcentore@comcast.net), 978-201-9782.

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Vermonter Don LaHaye describes how he came to own a Jaguar XK8

Text and photos by Don LaHaye

In 1964, I returned home to New Bedford, Massachusetts from a tour of duty in Germany. At that time, I was driving a VW Bug. I drove by a car dealership and saw the most beautiful car I'd ever seen just sitting there in the showroom window! I immediately spun around to get a closer look. It was a new Jaguar XKE, white convertible, top down, red leather interior. I fell in love with this car! After considerable ogling, gawking, and tire-kicking, I found myself barely able to stop from drooling all over it. Fortunately, the salesman was kind enough to bring me down to earth. He convinced me that the XKE would not be a suitable everyday driver. I determined that the best course of action would be to lust after this vehicle, but only in my heart.

Fast forward to 2011, now retired and living in Vermont. One day, I spotted a photo ad for an XK8 at a used car dealership. I was surprised at this since there are no Jag dealers in Vermont. Immediately, I felt that long-suppressed yearning and lusting reawaken in my soul.

I went to test drive this particular car to see how I liked it, but found I was a little disappointed. It wasn't well maintained, it didn't handle as well as I'd expected, and I didn't like the colors. Although this car was not the one for me, I didn't lose my enthusiasm, and instead began searching a little more seriously, in ads and on the Internet, for the XK8 that would be my dream car.



Eureka! Within a very few weeks, I found my car online at a Toyota dealership in Virginia. I made the deal over the phone and flew there with Susan to sign the papers and drive it home. The XK8 was stunning: shiny, and absolutely beautiful with the navy blue convertible top on Spindrift white exterior. (Note: October is no time of year for a Toyota dealership to be selling a Jaguar convertible,

so I was able to negotiate a pretty sweet deal.) We drove back home over the course of three gloriously sunny fall days and never had to raise the top!

I've now had the car for 7 years and I love it as much now as when I first saw it. I maintain her in a garage, as a fair weather driver. I added a lift last fall, and Daisy (I named her after the white flower) has her own special space up high all year round.



There have been three big-ticket maintenance items: a transmission rebuild, a fuel pump replacement (it's located inside the fuel tank), and the plastic cam chain adjuster brackets that broke and were replaced with metal ones. The cam chain adjuster is also made of plastic, but this did not break.

My vanity plate depicts the Vermont catamount with JAG XK8 printed out. The catamount is not a Jaguar, but it is a big cat, believed to be extinct in the Green Mountains of Vermont. Memberships in JANE and Jaguar Clubs of North America, as well as attendance at the British Invasion event in Stowe, Vermont every fall keep me connected to other Jaguar aficionados.

Enzo Ferrari called the XKE the most beautiful car ever built. I agree. In my mind and in my heart, I think the XK8 runs a very close second, and with the added practicality, it's truly my dream car.



Keep'n the Green

Text and photos by Paul Bicknell, 2015 XF 3.0 AWD

If you're like me, you tend to like tradition. You probably hang on to things for the long term. I expect that is natural for many of us – after all, we do drive Jaguars. New or old, it doesn't matter, we just like to keep old stuff.

Does that include license plates? Well, how about those old Massachusetts green plates? You know, the ones where you only needed one on the back of the car. The ones that let you have a snazzy Jaguar-themed plate on the front. Yah, you know, the license plate that let you out-smart the red light cameras that take pictures of the front to capture not only the plate number, but your smiling face as well?

Well, did you keep that plate and do you still use it on your car? Is it getting kind of weathered, faded, and cracked?



MA 775•BGV before

Does the guy at the inspection station keep telling you that next year he's gonna fail your inspection until you turn the old plate in and return with a new set of plain boring red front and rear plates? Yah, that kept happenin' to me. Each year, I kept expecting it to be the last for my old green plate. That was, until I learned that I could have my plate reconditioned and made like new again.

It turns out there's a guy down in Plymouth named Michael who operates a business refinishing old license plates. Michael will, for a grand total of \$120, take a plate in *any* condition and totally restore it to original condition.

To refurbish a plate, the stickers are removed and it's stripped to bare metal. It's then cleaned and restored to the original condition, complete with appropriate reflective background. But wait, you might ask, after refinishing will the plate still be legal? Well yes, it will be,

because it's restored to the originally new appearance, reflective, easily readable from 60 feet, and when the registration stickers are removed, the most recent one will be separated and reapplied to the newly refinished plate.

The process takes 4-5 days and the plate can be sent by UPS or USPS. If a plate is sent, the package should include a self-addressed return envelope with prepaid postage or shipping.

Alternatively, if you're just passin' by, the plate can be dropped off at his home. There's a wooden box, with a hinged lid, on the porch by the front door, for just that purpose. And when your plate is finished being refurbished, Michael contacts you to arrange pick-up. Less than a week later, when you arrive at the arranged time, there'll be an envelope with your name on it in that box, and inside will be a newly refinished green Massachusetts license plate with its valid registration sticker in place.



MA 775•BGV after

That's exactly what Linda and I did last summer. On our way to Chatham for a vacation, we stopped off Rt. 3 just before the bridge to the Cape and put the plate from our Jaguar S-Type in the box. Then, after a wonderful week on the Cape, we stopped back at the house and picked up the newly-restored plate and (paraphrasing Billy Crystal from Saturday Night Live) it looked mahvelous. Better yet, since picking the plate up, it has passed state inspection with no problems whatsoever.

So, if you really *are* a keeper of old stuff, and still have an old green Massachusetts plate that you'd like to keep, I recommend that you contact Michael P. Richard at his email: Alphbtman@aol.com. He'll send you all of the details and instructions.

Be sure to tell him that you're from JANE (and that Paul sent you...); he'll give you a \$10 discount!



For Sale



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Parker's Maple Syrup Run

The Run For The Maple Syrup

Text by Brian McMahon

Photos by Brian McMahon, Bonnie Getz and others, as well as stock file photos

On JANE's recent Parker's Maple Syrup Run, one of the rally directions had us take a right on Catacunemaug Rd. and asked "What does 'Catacunemaug' mean?" Was it:

"a. Narragansett word for 'good water for making beer'

"b. Jaguars are welcome here

"c. Nipmuc word for 'swampy area' or

"d. None of the above"?

Any JANE member fluent in Nipmuc would obviously know the correct answer, but the rest of us might reasonably conclude that the JANE rally routes, designed by Bruce Whitmore and Carl Hanson, were actually really welcoming our Jaguars on JANE's first driving event of the year.

Assembling just after noon on April 8 at Johnson's Dairy Bar in Groton, Bruce and Carl signed in a dozen Jaguars and two other-than-Jaguars that would be entered in the rally. We had several XJs, an XF, the Richardson's' XJS, the Braun's' Series 1 E-Type, while the Rardins popped the top on their (and Phoebe the Newfie's) XK8. Bonnie Getz arrived in her spotless MK II, which had leaped with gusto from its winter hibernation just the day before.



At the start, Bruce Whitmore dispenses sage advice to John and Sue Frost, while Carl Hanson checks out cars.

Our rally masters divided our group into "Eastern Route" and "Western Route" contingents for the cruise to Parker's Maple Barn in Mason, NH, and then handed out our instructions for the 90-minute tours of the Massachusetts and New Hampshire countryside. A gift to rally newbies, the instructions clearly identified streets where we would turn right or left, as well as specifying both cumulative miles and the miles for each leg. Cryptic questions requiring peripatetic observation by rallyists, as well as frequent stops to read markers and signposts, were asked separately – requiring written responses – rather than functioning as turn points on the rally.

It was BOLO (Be On the Look Out for ...) as soon as we left the Johnson's parking lot, since Western Routers were asked "What is the price of premium gas" and we had to find a gas station and note "\$2.85" as we cruised past. After a turn at the lights, it was "Who makes the complement to vinegar for salads?" Movie aficionados may have been primed to look for a Godfather reference.



But then we saw "Catania Oils," which wholesales vegetable oils of all kinds and knew that we had found the rally reference. Many of us whizzed by the next subject, a school house, before realizing that we had to note its year of construction, as well as read the letters on an old stone monument in front. That necessitated pulling over, stopping, and making a quick jog back to the building before we proceeded. Later on, "What house would Abraham Lincoln live in?" had us looking for a log cabin and "What electrical components are part of the mailbox at #147? How many?" had us counting power-line pole glass insulators. This area was new to many of us, who never knew that central Massachusetts has many lakes bordered by cute little cottages and narrow, winding roads. Good thing the rally was conducted on a sunny Sunday afternoon.

Those of us familiar with US Army history had an advantage when Western Routers circled around the huge complex that used to be Fort Devens and is now mostly just "Devens," the mixed-use home to some light manufacturing industries. We did have to stop at the gate for the Massachusetts Army National Guard armory and read the motto for the answer to "Who is always ready at #75, 381 & 87?" and we also passed by Devens Federal Prison. I resisted the impulse to wave to this Club Fed's current celebrity inmate, the disgraced former New York congressman (and selfie artist) with the risibly appropriate name "Anthony Weiner."

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“Left at road named after ‘Old Blood and Guts’ (hint: he was a WW2 hero)” was an exception to the rally rule of having us turn only onto named streets. If you saw the movie Patton, you knew the answer, along with the famous infantryman’s retort, “Yeah, our blood and his guts.”



Show me the way to go to Parker’s

A more difficult question was “Where might a Tuskegee Airman play a round?”, since it referred to the WWII African-American fighter squadron that contended with the Luftwaffe over Germany, flying P-51 Mustangs with red-painted tails. Sure enough, there was a “Red Tail Golf Club” that supplied the answer.



Red Tails relaxin’



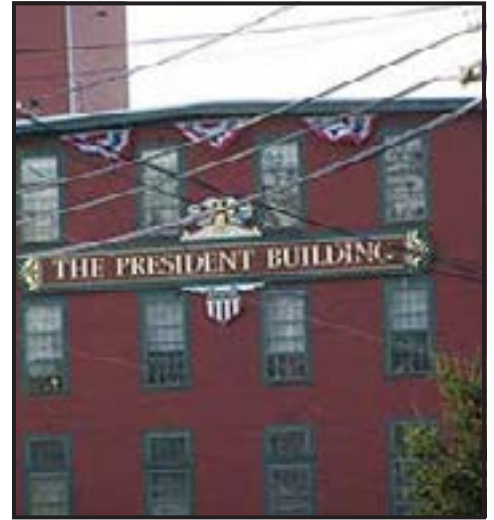
Red Tails workin’

Just to make sure that we were paying attention, after turning right on MacArthur, we were asked “Who is this street named after?” WWII General of the Army Douglas MacArthur, right? Wrong. It’s named after Lieutenant General Arthur MacArthur, his father. Yes, Sonny’s career outshined Daddy’s with the glow of two additional stars.



Thanks, Dad!

Passing through Shirley, MA, we were asked “What engine in hall,” which was the antique “Shirley #1” fire engine, and later “Name of building across from SFD?” Although we had already driven by The President Building, it was easy to remember with its huge wooden sign and its gilt letters blazing in the bright sunshine. Las Vegas may have neon, but we have carved wood.



Go ahead. Trump that clue!

After realizing that I had made a wrong turn at about the halfway mark, I considered turning back and trying the other direction. My tactical decision to stop frequently during the run to log answers to questions, as well as to prepare myself for upcoming turns, was prudent but time-consuming, and created its own strategic problem. Using my Jaguar’s GPS, I determined that I could break away from the rally route, head for Parker’s and be there on time, or I could violate the rally’s Prime Directive by finishing the route and arrive just as everyone else was settling their tabs and departing. Lunch orders at Parker’s were set for 2:30PM and we were strongly warned in the driving instructions, “Don’t get stranded out on your route while the rest of us are really enjoying our late Sunday lunch!” Well, no one has ever had to call me twice for lunch and my super-duper-charged Jaguar XJR had picked up the scent as well, so we turned away from the rally route, leaped down the direct road to Parker’s and arrived in plenty of time to be seated. Mission Accomplished.

(Continued on page 13)



Bruce made sure none of us would miss Parker's

Still busy at midafternoon, Parker's Maple Sugar Barn offered us heaps of pancakes and French toast, rashers of bacon, and an unlimited supply of their pure maple syrup. All 30 of us enjoyed the automotive camaraderie by re-hashing the day's adventures and misadventures, recalling past JANE events and looking forward to the new ones on the calendar.



Rich and Linda Kosinski share various stories with the Wetzels and the Kalets



The Richardsons, Susie Brassard, the Rardins and the Murphys wait for waffles

This event was a competition, though, so Bruce and Carl reviewed the correct answers to the questions for each of the routes. Then they asked how many of us had made "No mistakes? ... One mistake?" ... and on down, until one contestant (who had correctly answered almost all of the questions related to the first half of the run) revealed that he had not completed the entire course.



Carl and Bruce revealing all of our various stupid failures

When the results were complete, Bruce and Carl determined that the Eastern Route champions were Rich and Linda Kosinski and the Western Route champions were Nancy Audin and Dave Kellogg. Both teams completed the course and missed only a few questions about the rally landmarks. Well Done!



Rich and Linda Kosinski celebrate their Eastern Championship



Nancy Audin and Dave Kellogg celebrate their Western Championship, too!

Even better, both teams were still on speaking terms at the finish and during lunch, proving that rallying can be an enjoyable experience for a couple tasked with making quick decisions together. It was clear to all of us that Bruce and Carl's extensive planning and supervision were a major factor in making this such a successful driving and social event.

Your humble correspondent was further humbled to receive the coveted "Broken Spoke Award," which was easy to attain after my careful reading of the rally rules, that posited sharing a hearty lunch with your JANE friends that took priority over wandering around until the run was eventually completed. It is popularly understood that Winston Churchill said that "History is written by the victors," so I am pleased to provide the exception to this rule with this Coventry Cat article.



Your Humbled Humble Correspondent

2018 Calendar of Events

Note: this calendar only lists dates, times, events, locations and some speakers. For details, see the separate, more detailed event announcements as they are posted in the Cat. At this point, you will also see that we still have some tentative or undetermined dates. Stay tuned.

DATE TIME	EVENT	LOCATION
Sat. May 19 - 8:00AM	Belmont Day Display your car	Belmont Center
Wed. May 23 - 5:30PM	JANE May Mtg. Jags on the Lawn and Dinner	Larz Anderson Museum
Fri. & Sat. June 1&2	Empire Drivers, Inc. Two days of track time	Lime Rock Park
Sun. June 3 - 9AM	Larz Anderson Museum Members Day	Larz Anderson Museum
Fri. - Sun. June 8-10	3rd Annual Bristol British Motorcar Festival	Bristol, Rhode Island
Sat. June 16 - 10:30AM	JANE Spring Slalom	In-Control Driver Training Facility, Andover, MA
Fri. - Sun. June 22 - 24	JCSNE Annual Concours	Lyman Orchards & Meriden, CT Jct of Rts 147 & 157
Sun. June 24 - 10AM	Larz Anderson Museum British Car Day	Larz Anderson Museum
Wed. June 27 - 7PM	JANE Monthly Meeting, Display Your Jag	Wayside Inn, Sudbury
Sat. & Sun. July 21-22	Misselwood Concours d'Elegance	Beverly, MA
Wed. July 25 - 7PM	JANE Monthly Meeting, Display Your Jag	Wayside Inn, Sudbury
Sun. July 29 - 1PM	JANE at Myopia Polo Club Matches & Picnic	Hamilton, MA
Sun. August 5 - 10AM	Larz Anderson Museum Tutto Italiano Day	Larz Anderson Museum
Fri. - Sun. August 10 - 12	JANE Annual Concours	Sturbridge Host Hotel Sturbridge, MA
Sun. August 26	North Shore Ride, Clambake, & Pool Party	Kernwood Country Club, Salem
Wed. - Sat. September 6-8	Road Trip to The Glen	Watkins Glen, NY
Fri. - Sun. September 14-16	27th Annual British Invasion	Stowe, VT
Sun. September 23 - 9AM-2PM	7th Annual Boston Cup	Boston Common, Boston, MA
Wed. September. 26 - 7PM	JANE September Meeting, Speaker: TBA	Wayside Inn, Sudbury
Sat. September 29 - 10:30AM	JANE Autumn Slalom	In-Control Driver Training Facility, Andover, MA
Sun. October 7	Columbus Day Parade	East Boston
Fri.-Sun. October 12-14 Tentative	Martha's Vineyard Weekend	
Wed. October 24 - 7PM	JANE October Meeting, Speaker: TBA	Wayside Inn, Sudbury
November date TBA	Tech Session	
Wed. November 14 - 7PM	JANE Monthly Meeting, Speaker: Innkeeper	Wayside Inn, Sudbury
Sun. December 2	JANE AGM and Holiday Party	Location TBA

Introducing new members Tony & Kathy Fontaine

Text and photo by Tony Fontaine of Yarmouth, Maine



The object of our affections, and our reason for joining JANE

Being longtime British car enthusiasts and occasional Jaguar owners, we thought we'd introduce ourselves to JANE members.

Our motivation for joining JANE this year is presently parked in our garage. As it has been for many years. In a partially disassembled state. In many, many, *many* pieces. Does this sound at all familiar?

But the prospect of meeting up with likeminded enthusiasts by summer's end has kindled a fresh hope to get our 1976 XJ6 Coupe back on the road this summer in at least running condition, with bodywork and interior restoration scheduled for next winter. Does this, too, sound familiar?

Our Series 2 coupe is our third Jaguar, which we picked up while living in Michigan about 18 years ago. Being a west coast car, it was a rare find in America's rust belt and has never been subjected to the ravages of snow and well-salted winter highways. Driven sparingly after we acquired it, we finally parked it about 10 years ago when, upon returning from a trip to Prince Edward Island, we pulled into our driveway with the old girl leaking every conceivable fluid, even including a few which didn't belong.

And here is where the purists may shudder. After reviewing the costs associated with a proper restoration compared to the car's potential value, I elected to approach the car's rejuvenation from a different angle. After

all, we wanted a driver, not a trailer queen. Having come across and then acquired a low mileage facelift XJS that had suffered the indignity of a light head-on crash, I decided the coupe would receive the newer XJS 4.0 L drive-train along with a few other bits and pieces. This heart transplant is currently underway and should be running later this summer. After we've worked out all the bugs, it will all be pulled apart again next winter and subjected to a bare metal re-spray. Then, when completed, at about the same time we plan to retire, the car will be used for lengthy road trips, rallies and other car events.

Other Jags in our past have included an XJS HE and a Mark 2. The XJS was a surprise for my wife when we lived in Colorado, it being a low mileage late model used car at the time I bought it. My wife's car at the time was a newish Honda that had been severely damaged by a hail storm. Unbeknownst to her, I purchased the XJS, drove it to her office, and parked it in place of her dimpled Civic. So began our love affair with the leaping cat. Some years later, she returned the favor by parking a Mark 2 in front of the house, with a large bow on top. I don't recall complaining.

Though our location, two hours north of Boston, in Yarmouth, ME, will probably keep us from regularly attending JANE events, we nevertheless look forward to meeting others from the region with whom we share a love of some of the most sensuous cars to ever grace the highways.

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From the Editor's Pit

In this May issue, Tony and Kathy Fontaine of Yarmouth, Maine introduce themselves and their 1976 XJ6C, while Don LaHaye of Waitsfield, VT reminisces about his XK8. Paul Bicknell also shares with us his really satisfying adventure with license plate restoration. And give it up for Brian McMahon and his spectacular reminiscence about capturing the coveted *Broken Spoke Award* at this year's *Parker's Maple Syrup Run*. Read how it's done by the pros!



The editor, thinking about Marvin the Bartender.

For June, Marg Dennis has written a great piece on the 40-year restoration of Anthony. Who is Anthony, you ask? Find out in June. Also in June, unencumbered by popular demand, you may encounter my article on *The Zen of Making Driving Mistakes*. Uh-oh.

After that, I am once again compelled to beg. We need summer reading for the Coventry Cat. Light, amusing

fare about the preparation of Pimm's Cups, night-time encounters with Prince Lucas, your favorite rotary, the story about the cop, the priest, the Humber and the SS-100. Stuff like that.

Remember, it doesn't have to be true. Or it can be true. Maybe both. Your choice. As I keep saying, you'll never get an *easier* opportunity to become a world-renowned author. Carl Hanson tells me that the royalty checks he's been getting for his XK70 article have been simply unbelievable. So, give me a call (978-448-6828) or email me (d18@moultonlabs.com) to discuss your ideas and intentions. Or, if you're shy, just email me

stuff without saying anything. Still no pressure. Still much fame!

Also, feel free to complain to me about anything, at d18@moultonlabs.com. And once again, thanks for helping out and thanks for reading this stuff!

See you in May.

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