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Official Newsletter of the Jaguar Association of New England

June 2018



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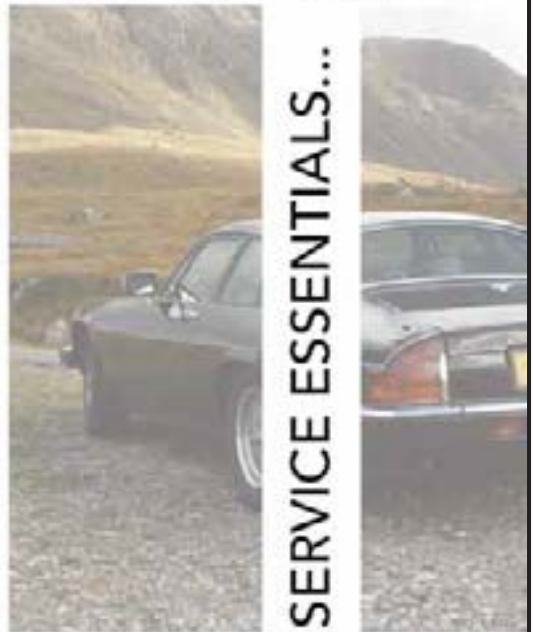
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JUNE 2018 VOLUME 20 NUMBER 6
The Coventry Cat is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Clubs of North America (JCNA). JANE is incorporated in the Commonwealth of Massachusetts.

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COVER PHOTO

Brian McMahon

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 June 2018, JANE can finally enjoy its summer events. This is what we look forward to all year long – tops down, cruising along open highways, displaying our Jags at car shows, lounging in lawn chairs with cigars and cocktails beside our cars, and hanging out “talking Jags.” It just doesn’t get any better!

Kudos to the JANE team for the Jags on the Lawn at the Larz Anderson Auto Museum night – Chuck and Patt Centore, the Bradys, Glen McLachlan, Max Peronich, Rich Hanley, Ed Marut. What a wonderful evening, all thanks to this very efficient JANE team (“many hands make light work”). The dining setup, car placement on the lawn, the buffet tables - all of it was carried out with precision.

Don’t miss JANE member Michael Gaetano’s Bristol British Motorcar Festival on the June 8-10 weekend. Many JANE members have participated in the last few years and can attest to the fact that this is an absolutely fabulous all-British car weekend. Most of us are already British car aficionados; if not, after a weekend in Bristol, RI with Michael Gaetano, you certainly will be. Margie and I wouldn’t miss this event for the world and, this year, we will greet you as part of the event team.

On Saturday, June 16, Glen McLachlan and Rich Hanley will be running the JANE Spring Slalom in Andover. You can bring any car because this event is open to all marques. It is great fun to race around the orange cones (timed and well-supervised, of course) and, who knows, you might set a record. I recently read that a Jaguar Estate Wagon actually did a faster run than some newer XKs. However, I could be hallucinating.

On Sunday, June 24, we return to Larz Anderson for “British Car Day.” What a showing we had last year, thanks to JANE member Rod Gilbert, who cordons off prime spaces for JANE cars – he also brings fresh bagels, cream cheese, and lox!

Chuck Centore takes us back to the Wayside Inn on Wednesday, June 27 for our monthly dinner meeting. It’s summer now, and the Wayside Inn encourages us to display our Jags on the front lawn. So, come early and enjoy our great JANE camaraderie.

Our JANE 2018 Concours Chair Daniel Graf has finalized arrangements for a large tent for our Championship Class cars and the older entries, so Marjorie and I are looking forward to a cool oasis there. Daniel is now preparing our Concours registration drive. I encourage you to register early, as this year’s Concours may be a sellout. Thank you, Daniel!

So, what do you think about JANE’s 2018 event lineup so far? Incredible, all thanks to our VP of Events, Chuck Centore. Once again, let’s “rev our engines” and continue to work to keep JANE the “biggest and best Jaguar Club in North America.”

Blue Moon Judged by Chief Justice

By Carl Hanson

The photo of the Justices of the United States Supreme Court, with its caption, found on page 7 of the April 2018 issue really rang a bell for me.



“Supremely confident JANE judges reviewing an early XK120,” from the Upcoming Events section of the April Fools issue of the Cat.

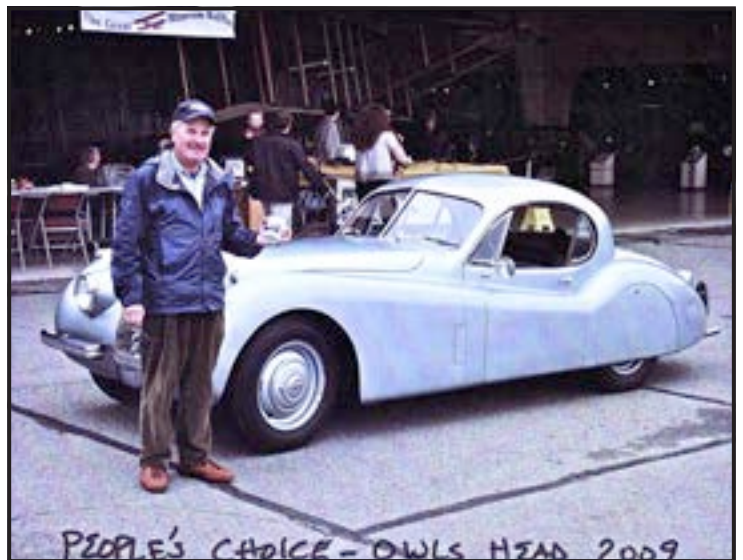
In fact, this is quite close to what really happened to me in 2009, believe it or not. As many old timers from JANE may recall, back in those days we often had the “Owl’s Head Museum Foreign Car Show” in Maine as one of the usual club events in October. A group of us would drive up the coast, enjoy lobster rolls at Red’s or lunch in Bath, enjoy staying at the delightful East Wind Inn in Tenant’s Harbor (a drink or several on the porch overlooking the harbor was both figuratively *and* literally a high point of our day), and attend the weekend foreign car show.

One year, JANE member Tom Moses took us out on his lobster boat for a cruise among the islands. Tom’s family has their summer house on Hupper Island, just off-shore from Port Clyde, which is maybe a mile or so down the peninsula from Tenant’s Harbor.

In October 2009, we had a shortage of participants from JANE, and the weather was not promising, but nevertheless I made the trip and entered my 1951 XK120 coupe (named “Blue Moon”) in the show. As one does at these events, I hung around the car to answer questions from interested people, but also took time away from the car to visit the magnificent museum of vintage aircraft and automobiles. So, I may have missed one important visitor,

or else just not recognized him, which is something I do quite often these days. In any case, as luck would have it, Blue Moon won 1st place in the People’s Choice class.

A few days later, at the next JANE meeting, Tom Moses told me that his neighbor on Hupper Island had come back from the show raving about the beautiful blue Jaguar coupe he had seen. Tom said, “Oh, right. That was Carl Hanson’s car. He’s a member of our Jaguar club.” As it turns out, Tom’s friend and neighbor on Hupper Island is none other than Supreme Court Chief Justice John Roberts! So, yes, these things do in fact happen. Blue Moon was judged by the highest court in the land! Truth certainly can be just as strange as fiction.



A supremely well-judged early XK120.


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JANE Membership Report

by Howard Kalet



The Annual Cars on the Lawn and Dinner at Larz Anderson was a superlative event. Great weather, great people, great cars and great food, makes it hard to miss! Now that better weather is with us, we can really enjoy our cars!

Membership as of May 25, 2018 stood at a total of 262 paid members. We are making slow progress back to our elusive 300 membership level once again. The summer activities generally attract more members our way!

Our current membership is comprised as follows:

245 are full paid Members of JANE.

There 11 are Associate Members, plus 6 lifetime and complimentary members

We also have 12 Guest members that are not included in the paid membership totals, which is unchanged from last month. Each guest member receives a free 3-month guest membership. If you know any of these guests, please encourage them to attend JANE events. Thanks.

Other Info: 109 of our members receive the printed version of the Coventry Cat, while more and more members are leaning toward the electronic copy of the Cat.

Mail - No changes from last month – but worth noting!

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 communications to all members. So, please keep me informed of email or snail mail address changes. Updates help all the behind-the-scenes JANE volunteers run our club better!

Car Badges - No changes from last month

91 badges are available for sale 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 ready to assist in the new website transition. I am told that the website is progressing and that detailed development, evaluation and testing will be coming shortly.




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THE FORTY-YEAR JAGUAR RESTORATION

by Marguerite Dennis

Photos by Russ and Marguerite Dennis

This is the story of a 59-year-old Jaguar and a restoration that took 40 years to complete. It is a story told from the perspective of a wife who sometimes acted as a navigator but who mostly just enjoyed the ride.

We were married in 1970. While some brides receive diamonds or pearls as a wedding gift, my husband proudly presented me with Anthony, a 1958 Cotswold blue 150 S, OTS.



Anthony

Never mind that my height prevented me from driving the car (my feet could not reach the pedals). That minor flaw never prevented me from enjoying trips to Cape Cod, MA, Washington, D.C., Bar Harbor, ME or Montreal, Canada. I thought the car was elegant with a design that was utterly classic.



Anthony with friend



Classic Anthony lines in a prosaic world

Then in 1977, without warning, the timing chain snapped and all of you reading this article know better than me what that does to a car's valves and engine.

So, for the next 40 years Anthony waited patiently to be restored, moving with us from garage to garage in New York, Washington, and Boston as we raised children, bought and sold houses and established successful careers.

As the years rolled by, like us, Anthony changed; its skeleton now covered with rust, its once beautiful façade pale from neglect and decay. The car could easily be classified a "barn find," except that the "find" was in our garage.

Then two years ago, with children raised and careers in retirement, we decided to honor Anthony's patience with a full restoration. Finally, our garage was absent one car.



Anthony goes into the shop

As with life, nothing goes as planned with a classic car restoration. Many of you reading this article know what I mean. You know of the frustrations. You know of the timelines that have long since passed and the estimated costs that turn out to have only the slightest resemblance to fiscal reality. And you also know that no matter what, you have to do this.

After we decided to begin the restoration, I thought I should learn something about the history of the 150 S and thought Bernard Viart's book, *Jaguar XK 150 explored*, would be a good place to start. This is a very technical book. It is also very interesting. And the sentence on Page 6, "The XK 150... must continue at any cost," seemed particularly pertinent.

A few interesting facts courtesy of Mr. Viart. Sir William Lyons launched the Jaguar 150 on May 22, 1957. The model had a good run before disappearing in 1961 to make way for the E-type. But not before selling, in 1958 alone, 4,547 cars.

The 150 S straight port head development began in 1956. The open-two seater, produced primarily for the American market, was advertised for both touring and competition with the "straight port" cylinder head. New comforts included a

(Continued on page 7)

Forty year restoration (Continued from page 6)

one-piece windscreen, roll-up windows, convertible top and 4-wheel disc brakes.

Reading the first 50 pages of this book, I learned the history of the styling, the body, the bonnet, the front wings, the scuttle and firewall, the rear deck, tonneau and wings, the bootlid, the chrome parts and accessories, the interior design, the chassis frame and running gear, the engine, the transmission, the suspension and brakes, accessories and the differences between the fixed and drop heads.

My discovery of all things 150 ended when detailed diagrams claimed the next sections of the book.

Beginning in 2015, we made frequent visits to the restoration garage and the fabrication/body shop. I particularly enjoyed watching the mechanics take our shell of a car and strip it down to its “bones” and bring it back to “life.” These men are, in my estimation, the real deal. And I fear they are a dying breed. At least in our part of the world (the east coast of the United States), it is hard to find experienced mechanics with the knowledge and skills to restore classic Jaguars.

My husband made frequent trips to the U.K. to attend auto jumbles to purchase spare parts. Along the way he connected with a number of Jaguar enthusiasts with information on chrome parts, seat belts and the correct shade of red for the interior.

Sometimes discouragement replaced anticipation as the weeks and months passed with delays that prevented us from enjoying Anthony on the backroads of Cape Cod.

Then one day, like magic, we received a phone call. Anthony was ready for pick up.

October 16, 2017 dawned cold and overcast. No matter. This was THE day. Finally, after nearly two years, we would be re-united with our car. I woke up at 3:30 am in anticipation and at 8:59 am we walked into the showroom and happily greeted the front office clerk with “We are here to pick up our car.”

I would be both a liar and a fool if I denied that I did not tear up as we were ushered into the garage and saw our restored Jag. Anthony now sports an Old English white exterior, a red interior and a black hood. For a long time, I just stared at the car in joyous disbelief. AnthonyRestored gave new life to the word spectacular!



Anthony Restored

At 11:00 am we left the showroom to begin the test ride. The last time we were in the Cotswolds, we bought Harris tweed caps and a plaid car blanket to use with Anthony when his restoration was complete, and we managed to forget to bring either. No matter – they are just props. Now it is time for Anthony to perform. Come with me as we travel from the Berkshires to Cape Cod, across many of the best parts of Massachusetts.

I thought that since there was, and still is, no radio in the car, the art of conversation would replace music and talk radio shows. But we drove in silence for a good many miles, each of us lost in our own thoughts and perhaps memories of years long ago. After a while, though, we compared feelings. All good.

The Berkshires are beautiful anytime of the year, but particularly so in autumn. We take secondary roads and are rewarded by miles of tangerine, burgundy and yellow trees, ready to shed their leaves to make way for winter. There are lots of thumbs up and smiles as we pass rural New England towns; from policemen working construction details, from college students running to class, from retired men who know they are seeing something special. After eight hours, we arrived on Cape Cod and Anthony is driven into the garage, to rest for the evening, basking in glory.

For my husband, Anthony’s restoration was an exercise in determination and ingenuity. For me the restoration symbolized a time in our lives when we were young and unburdened by the demands of life. I can’t and don’t want to turn back the clock. But I must admit that I do feel a tiny bit younger riding in the Jag.

There are many beautiful cars in the world. I know I am biased but none are, in my opinion, as beautiful and as classy as Jaguars. The men and women in Coventry who created these cars really knew what they were doing.

The restoration was difficult and frustrating. The result was worthwhile. Now it is time to stop writing and go for a ride.

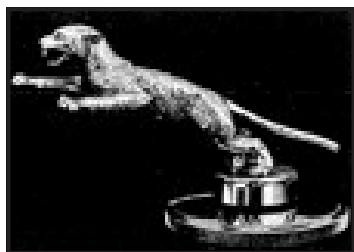


A Brief History of the Leaper

By Daniel Graf - Photos from Jaguar History, by Bernard Viart

About 25 years ago, I purchased a 1950 MK V Saloon from a gentleman in Connecticut, who had originally purchased the car in 1951 from Hoffman Imports in NYC. The car had been sitting in his garage since early 1960, a true barn find, completely original down to the suitcases which were then available as accessories from the dealer. Interestingly, the radiator cap was adorned with an unfamiliar Jaguar mascot. Research inquiries with British Auto, Welsh Jaguars and many other local Jag repair shops and owners at the time, couldn't provide any information other than it probably was an after-market item, like something featured in a JC Whitney catalogue.

The mystery was solved when I stumbled across the extensive two-volume "Jaguar History" written by Bernard Viart, that included a couple of pages on the evolution of the Jaguar mascot. Here is a translation (from the original French), peppered with additional information, that I would like to share with you.



Desmo Mascot 1937-1950

First Jaguar Leaper. Commissioned and sculpted by Desmo Ltd, a small British manufacturer specializing in producing automotive accessories such as rearview mirrors, lamps and badge-bars. The company noted the absence of radiator cap mascots which were prevalent on many European and US cars, thus hoping that it would be adopted by SS as their official mascot. It came in two models: one leaping off a cylindrical base and the other off a

rock mount. Ernest Rankin, SS publicity director at the time, was not impressed, and described it to William Lyons as "a cat standing on the top rail of a fence." Lyons then assigned him the mission of providing a suitable design. This was convenient for Rankin since he was a bit of a sculpture hobbyist himself.

Though the factory showed no interest for this model, this cat became very popular among SS owners that were not happy with a plain radiator cap.

The design reflected a similar leaping jaguar which appeared on a marketing color poster illustrating a SS 1937 model 2.5 liter Saloon.



**Leaper on early marketing poster
Factory Mascot
First model 1938 - 1951**

First appeared on the 2.5 liter Saloons and SS100. Designed by Frederick Gordon Crosby, a young artist who was head illustrator for Autocar magazine. He created a limited number of prototype castings in bronze by his favorite foundry, Par/anti. The bronze prototype was delivered in late 1938 to William Lyons and met his approval.* Rear legs coiled on a triangular base, preparing to leap. Remarkably dynamic in design with accentuated muscle tone. Adorned all radiator caps on Saloons and DHCs from 1938 to 1951, as a factory option. Cars included 1.5, 2.5, 3.5 liters, SS100, MK V 2.5 & 3.5. Never on XK120 and MK VII. Chromed over bronze before WWII, and pot metal thereafter.

*last sold in 2011 for £42,000. 30

replicas in bronze have since been made.



**First factory leaper
Second Factory Mascot. 1955-1964**



Second factory leaper

Rear legs fully extended in a superb leap, reflecting a muscular arrow flying through the air. This factory revision was authorized with the permission of Gordon Crosby. It appeared on XK150s, MK I, MK VIII, MK IX, MK II & S. Never on the hoods of XK140. Reference no. BD4915-BD7858-BD7859- BD 10954 etc.. Chromed over pot metal.

Third Factory Mascot. After 1965

Due to increased safety regulations, the "Big Cat" was reduced 50% in size from the original design, in conformity for hood mountings. Resembling the 1st factory model with coiled hind legs, however with the head angle slightly dipped. Mounted on MK X and 420 G. Reference BD 21037. Chromed over pot metal.

For today's later cars, there are many leapers reflecting first or second factory models, of various lengths ranging from 3.5" to 5.5" with spring mounted attachments, often found on later X, S -Types, XJB, etc.

(Continued on page 9)



Third factory leaper

Another similar Jaguar mascot sometimes appears for sale on eBay or other classifieds. This design is mounted on an art deco base, announced as a pre-war or early MK IV. These appear to be copies of a Brau sculpture made in the early 1930s, with no known connection to the Coventry factory.



Copy of Brau sculpture

In closing, this beautiful dynamic sculpture has been the symbol of Jaguar Cars for decades and most likely will continue its superb leap . . . into the future.

*Happy motoring,
Daniel Graf*

For Sale



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Have all records since purchase in 2008. 3.0 engine and all-wheel drive. White with light tan interior. Approx 146,000 miles. Runs well and looks excellent. \$4,000. Bob Doyle, Franklin, MA rgdoyle12@gmail.com, 508-528-1698.



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UPCOMING EVENTS in JUNE and JULY

BRITISH MOTORCAR FESTIVAL

Friday and Saturday, June 8th and 9th
Bristol, RI

Friday will feature Car Show Registration at Independence Park, a Fun Rally, and a Registrant's Reception. Friday night will include a street party in downtown Bristol by the Bay with a live band and reserved parking for British Motorcars. Saturday, at Colt State Park, will start with the arrival of the "QUEEN" in her Royal Carriage to a Royal British Brigade canon salute. There will be the Concours d'Elegance (Judged Competition); the British Classic Motorcar Show (People's Choice); a British Car Corral; and a New British Motorcar Display. Please contact Mike Gaetano at: mgaetano@britishmotorcarfestival.com for more details.

JANE SPRING SLALOM

June 16, 2018, 10:30 AM

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. It's time to refresh your car-control skills, and have some serious fun doing it. 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.

JCSNE 50TH ANNIVERSARY CELEBRATION AND CONCOURS

Friday-Sunday, June 22-24

4-Points Sheraton Inn in Meriden, CT and
Lyman Orchards, Middlefield, CT.

On Friday at 6pm are the Arrivals and Meet & Greet Parties at the Hotel. Saturday offers a choice of Events: a JCNA Slalom in Cheshire or a Winery Driving Tour. Saturday evening will be a Celebration Banquet with Special Guest Speaker Kim McCullough. And on Sunday, there will be the Annual JCSNE Concours at Lyman Orchards. JANE members are invited to join in all the proceedings. Register online at <http://www.jcsne.org>. This weekend is Very Big Deal for our sister club JCSNE!

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.

JANE PICNIC AT MYOPIA POLO CLUB MATCHES

Sunday, July 29th, 1 PM

Myopia Polo Club, South Hamilton, MA

Our annual tailgate picnic party, done in the finest polo club style.

Coordinator: Aldo Cipriano

(cipriani62@yahoo.com)

Part for Sale

XJ6 Big Valve cylinder head. Totally rebuilt with new valves, springs, tappets and seals. Seats are recut. Has tappet guild hold-down kit installed on exhaust side. Gasket face is resurfaced. Has late XK6 4-bolt cams installed. Alternate cams installed by request. Front of head can be polished to resemble early head. More pictures can be seen at JAGFIX.com or by request. Location: York, Maine.

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EVENT REPORT

JAGS ON THE LAWN AT LARZ

Text by Brian McMahon, most photos by Brian McMahon, the last one by Chuck Centore

President Dean Saluti, with help from Director Marjorie Cahn and Events VP Chuck Centore, organized an extremely successful May meeting at the Larz Anderson Auto Museum. They also arranged for stunningly beautiful late afternoon weather. Even an evening sprinkle while we enjoyed dinner did not dampen our enthusiasm. Over forty Jaguars of all vintages and eighty JANE participants (also of all vintages) created a huge turnout.



JANE members are eager, as usual, to share stories about their cars.



The Museum grounds make a beautiful backdrop for our Leapers.



Look - no flat black plastic engine cover!



New convertible F-Type S in Firenze Red.



Marguerite and Russ Dennis bask in the admiration of JANE members for Anthony, their just-restored '58 XK-150 S. Check out their story in this issue.



A flotilla of X-Types graces one corner of the lawn, including Dean Saluti and Margie Cahn's "Jag Wag" on the left.

(Continued on page 12)



Howard Kalet with his 2004 supercharged XJR. Over the winter, he restored those 20" wheels, exactly torquing down each one of alloy rim's 19 bolts on his dining room table, rather than in a freezing garage. His wife Joanne, for her forbearance, has been nominated for JANE's "Most Accommodating Spouse Award".



Say, aren't those hood louvers designed to irrigate the Lucas electrical components?



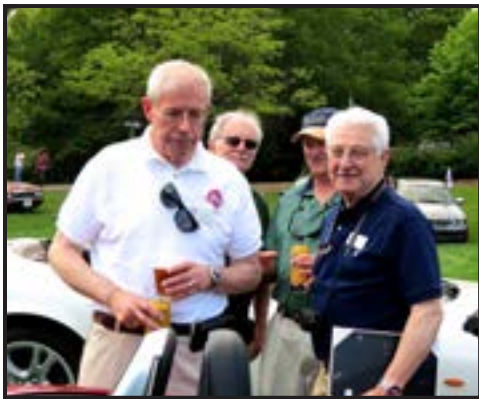
Margaret Caruolo and Dean Saluti enjoy the late afternoon ambience.



In classic British Racing Green, Bill and Adelaide Braun's E-Type attracts a lot of attention.



No grease, no dirt, lots of polishing, lots of pride.



Gus Niewenhaus, Howard Kalet, Brian McNamara and Chuck Centore survey the field.



The happy couple.



Howard Kalet, Membership Vice President, confirms that JANE's 260 members continue to make our organization the largest Jaguar club in North America.



Inside, we are treated to the current Larz Anderson display of New England Hot Rods, featuring this chopped '51 Mercury, in a flawless copper lacquer finish. "Just tell all your hoodlum friends outside / You ain't got time to take a ride!"



A sharp-eyed young concours judge notices a smudge on the left rear bumperette. Points off!

(Continued on page 13)



Aldo Cipriano, our Chief Concours Judge, encourages everyone to attend JANE's August Concours event. Members can choose to compete, or else simply take the field in their Jaguars to display them while socializing with assorted adult beverages.



Our editor, Professor Blahblah, explains the literary fine points of Coventry Cat articles, while our Secretary Bonnie Getz politely waits him out and Aldo Cipriano swats a fly.



Russ details his XK's long ownership history.



Spinelli's of East Boston and Pace of Saugus provide a sumptuous buffet of Italian delicacies for us.



JANE's Vice President of Events, Chuck Centore (left) thanks Director Marjorie Cahn (center) and President Dean Saluti (right) for all their work pulling this great event together.



Jags. Lawn. Ahhh!

ERROR OF THE MONTH

From the Editor . . .

In the April issue, The Cat made note of several awards received by JANE members at this year's JCNA Annual General Meeting in San Antonio. Some of these awards were for articles published in The Coventry Cat. As an addendum to the report, I wrote the following: *"It needs to be noted that all of the writing awards involved the astute editing of Prebble Eklof."*

Well, the fact is that *all* of those writing awards involved the astute editing efforts of not only Prebble Eklof, but also Tracey Levasseur. In fact, from 2013 through 2017, Tracey was the Editor of The Cat,

while Prebble was the Assistant Editor. So, while my crediting of Prebble was true, it was also woefully incomplete. My only excuse is that "I wasn't thinking clearly at the time," for which I apologize. We will not discuss "why" I wasn't thinking clearly. I would also like to note that during the period of editor transition for The Cat, Tracey was absolutely professional and helpful in getting me underway with The Cat, for which I will always be grateful. So give it up for Tracey, everybody! She did a great job with The Coventry Cat, and deserves all of our thanks.




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2018 Calendar of Events

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

DATE	TIME	EVENT
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 Speaker: Andrew Funk on Vintage Auto Racing	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
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

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from The Editor's Pit

Thanks to everyone for their contributions this month – aside from all my mistakes, I really like the issue.

The July issue also seems to be shaping up nicely, with another racing reminiscence by Frank Grimaldi, an article by Young George Parker on restoring a burnt(!) XK120 and another piece, by Adrian Curtis, on the care and tuning of XK120 horns. Bob Reeves has also promised some interesting reminiscences about life with his E-Type.



The editor, preparing to make yet another mistake.

Remember the rhyme: *Something old, something new, something borrowed, something blue*? Well the royals sure handled that one deftly at Harry and Meghan's wedding, with that lovely light blue Project Zero electric E-Type, on loan from Jag, serving as the royal getaway car. Ahhhhh!

As usual, I am once again reduced to begging for more light summer reading with which to fill The Cat. Remember, it doesn't have to be true. As I keep saying, you'll never get an *easier* opportunity to become a world-renowned author. 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 (almost 300 faithful and loyal readers each month)!

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

See you on the lawn.



More About License Plate Resortation

The article in the May, 2018 Coventry Cat was quite interesting. As a follow-up to it, there is a company www.licenseplates.tv located in Ft. Lauderdale, FL that makes replacement or custom license plates. They make them for all US states and countries throughout the world. Their Massachusetts duplicate of the green lettered plate is an exact match to an original.

The cost including shipping is \$95 and the delivery is usually 3-4 days.

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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. [†]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

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