

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

July 2018

---



*Photo by Larry Shields*

***At the Spring Slalom,  
Jeff Beard sharpens the claws on his  
2002 XKR***

# FOR YOUR JAGUAR...



BIG NAME BRANDS...



GENUINE JAGUAR PRODUCTS...

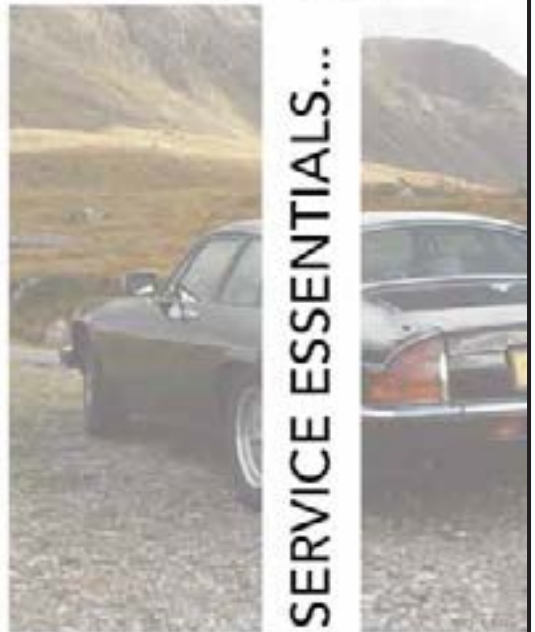
UPGRADES...



PARTS MADE IN-HOUSE...



SERVICE ESSENTIALS...



PARTS & ACCESSORIES  
FOR  
CLASSIC & MODERN JAGUARS

[WWW.SNGBARRATT.COM](http://WWW.SNGBARRATT.COM)



*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.

**JANE OFFICERS & COMMITTEE CHAIRS**

**PRESIDENT**

Dean Saluti, 617-285-6565,  
djsaluti@aol.com

**VP EVENTS**

Chuck Centore, 978-201-9782  
cpcentore@comcast.net

**VP MEMBERSHIP**

Howard Kalet, 508-380-7898,  
ryejag@comcast.net

**SECRETARY**

Bonnie Getz, 603-943-6400,  
nhbonnie@gmail.com

**TREASURER**

Don Holden, 603-673-8167,  
donholden@rcn.com

**CONCOURS**

Daniel Graf - 617.216.9703  
danielgraf100@yahoo.com

**HEAD JUDGE**

Aldo Cipriano - 508.320.1679  
cipriani62@yahoo.com

**SLALOM**

GlenMcLachlan, 508-202-3407  
tggmclachlan@gmail.com

Rich Hanley, 508-317-3474  
richhanley@britishbeer.com

**WEBMASTER**

British Marque

**TRAVELER CONTACT**

Gary Hagopian, 603-763-3093,  
g.hagopian38@gmail.com

**BOARD MEMBERS**

Ed Avis - Mike Axford - Ray Binder  
John Brady - Marjorie Cahn  
Chuck Centore - Aldo Cipriano  
Bonnie Getz - Daniel Graf - Don Holden  
Howard Kalet - Rich Kosinski  
David Moulton - Jane Murray  
Gus Niewenhous - Dean Saluti - Jim Sambold

**THE COVENTRY CAT EDITOR**

David Moulton, 978-448-6828,  
d18@moultonlabs.com

**PUBLISHER**

Post-Gazette newspaper

**CIRCULATION**

Barbara McLachlan, 508-947-0313,  
bmclachlan@aquasolutionsinc.net

Send articles, info, and photos to:

David Moulton, 978-448-6828,  
d18@moultonlabs.com

**ADVERTISING**

Mike Axford, 978-449-7415,  
mike.shstudios@charter.net

**COVER PHOTO**

Larry Shields

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

## From the President Dean Saluti



It's now July, 2018. I can revert to my youth as I drive around in my Jag, listening to the new Sirius XM Beach Boys Station 4 on the radio. Boy, is summer great! As a kid, I drove only MGs, I've had 8 of them and, in those days, I had 8-tracks. Happily, today we can enjoy our summer Jag drives with technologically-advanced radio. Actually, not much has changed – I'm cruising in a British car playing the Beach Boys and having a wonderful time. Life is grand with Jags and JANE! I have only one complaint – I really do miss Arnie "Woo Woo" Ginsburg.

As we drive through our JANE summer events, you should be thinking Concours, Concours, Concours! Our Concours Chair, Daniel Graf, has brought this event "over the top," securing a huge tent for our older vintage cars and for us to enjoy as a cool, shady oasis. Also, JANE member Dirk Burrowes, who is the Producer of a Classic Car television show on Public TV, will be filming our Concours for a documentary. So don't miss this event – you and your Jag can be on TV! The opening ceremony will include the British Consulate and the Vice President of Jaguar Land Rover North America welcoming us. Registrations are rolling in, so get yours in now. This is the highlight of our year. Bring your whole family and make it a weekend away in Sturbridge. And remember that Friday night is the ultimate "open house" Hospitality Suite party, with JANE member chef Max Paronich's delicious specialties, a single malt scotch tasting, and British beer.

Recently, our Concours Chair Daniel Graf won "Best in Show" with his 1948 Mark IV at Michael Gaetano's Bristol British Motorcar Festival. At our April dinner meeting, Daniel described the restoration of his car from a pile of rusty junk to an award-winning classic. JANE is really proud of Daniel.

Rich Hanley and Glen McLachlan ran the JANE Slalom in Andover, open to all marques. It was great fun and they did an excellent job with this event. Don't miss the fall Slalom.

Also, we had a great showing at the Larz Anderson British Car Day. Thanks to Board member Marjorie Cahn, we cordoned off prime spaces for JANE cars and had Bruegger's bagels and huge donuts from Quincy's famous Donut King. The highlight of the event was our "clean sweep" of the important awards, accomplished by JANE's Brady brothers – John, Tom and, of course, Don. The Bradys won "Best Jaguar" and "Best in Show" with their meticulously-restored classics.

Chuck Centore hosted our monthly dinner meeting at the Wayside Inn on June 27. We came early to display our Jags on the front lawn and enjoy the camaraderie. Then, 49 happy attendees filled the meeting room. Our speaker was Andrew Funk, known to many JANE members. Assisted by Stu Forer, he did a great job. Thank you, Chuck and Patt Centore, for a wonderful dinner meeting.

The Calendar in the Cat lists all our summer events. First, we are looking forward to Aldo Cipriano's day at the Myopia Polo matches on July 29. Already, our reserved spaces on the field are nearly filled, so register right away if you plan to attend. Also, new to JANE this year will be a North Shore Ride, Clambake and Pool Party at the Kernwood Country Club in Salem, MA on August 26, hosted by David Zeller, one of our local Hagerty Insurance reps and a member of Kernwood. Also assisting on this event is Michael Finer from Finer Wealth Management of Salem and other local businesses. Don't miss this fun event.

And yes, by popular demand, we have brought back JANE's Martha's Vineyard Weekend! From October 19-21, we will be staying in West Tisbury at a quaint inn with a world-class restaurant, Lambert's Cove Inn. Lambert's is giving us a fantastic room rate and are holding all 15 of their rooms for us. When these rooms are gone, you will have to stay elsewhere, so make your reservations now.

Remember, our events are managed by VP of Events, Chuck Centore. Thanks, Chuck, for keeping us on track. Let's "rev our engines" and continue to keep JANE the "biggest and best Jaguar Club in North America."

## Jags Meet at Sudbury in June

By Brian R. McMahon



*Despite cloudy weather, JANE's optimistic OTS owners all drove top-down to Sudbury.*



*Frank Grimaldi explains the fine points of race preparation of his '56 XK-140 to John and Sue Frost.*



*Glen McLachlan speaks learnedly to a JANE guest about g-forces during cornering ... or something.*



*Like shipboard running lights, a red XJS is to port of the green F-Type to starboard.*



*Cheaters never win, do they?*



Andrew also participated in the Carrera Panamericana, a 7-day, 2,000 mile endurance race through central Mexico. Like the Mille Miglia, this annual event was cancelled in the 1950s due to the high death toll, but the Panamericana made a comeback in 1988. The 1990 winner was the Alain de Cadenet/Gordon Currie Jaguar XK, braving punishing heat, frequent braking on mountainous roads and dangerous Dead Man's Curves.



After dinner, our VP of Events, Chuck Centore, took some advice from the Godfather of Soul, James Brown (Make It Funky) and invited Andrew Funk to regale us with tales of restoring and racing vintage Jaguars.

Growing up in Wellesley many decades ago, Andrew was always fascinated with cars and the family yard was strewn with Chevy classics (like a '55 Chevy Nomad) that were in various states of reconstruction.

This ended abruptly when a colleague of **Andrew's** father observed that the Funks appeared to be living in a junkyard. Andrew was then strongly encouraged to find a new auto repair venue, and he decided to become an automotive restoration professional.

Initially, Andrew built his reputation by reconstructing Italian cars. He also involved himself in classic sports car racing, including the Goodwood event in the UK, where everyone is required to wear period-correct uniforms at the track. That meant that Andrew wore white mechanic's overalls and a tie, recalling Jaguar driver Mike Hawthorn's penchant for winning races in the 1950s while nattily attired in a four-in-hand.

Despite many Jaguar E-Type and Porsche 911 entries over the years, most of the cars that compete in the Panamericana are purpose-built racing cars with the bodies of 1950s and 1960s American cars, similar to NASCAR's current competitors that feature plastic replicas of Ford and Chevy bodies over tubular frames. Six-point seat belts, fire suppression gear, and toasty-warm triple layer fire-resistant uniforms are required in the Panamericana, and the blood types and allergies of the drivers are required lettering on the helmets and on the sides of the cars. But it's still surprising to see that the most successful marque in this grueling event is a US car maker that folded during the Lyndon Johnson presidency: Studebaker, which has won 22 of the past 29 events. The Raymond Loewy-styled '53 Starliner coupe is so aerodynamically perfect for this race that it is the most popular body style choice. As vintage Jaguar fanciers, we can all agree that a good design is timeless.



Continued on page 5

# Membership

## JANE Membership Report

by Howard Kalet



Membership as of June 29, 2018 is now at a total of 265 paid members. This month we had one new member join and 2 members renew late for 2018. Our membership ranks are lagging last year's level and are below the elusive 300 membership level we have reached in recent years. Hopefully, our full calendar of summer activities will attract more members.

Our current membership is comprised as follows:

248 are Full paid Members of JANE.

Plus there 11 are Associate Members, plus 6 lifetime and complimentary members

We have 14 Guest members that are not included in the paid membership totals. This is unchanged from last month.

Other Info: 109 of our members receive the printed version of the Coventry Cat, more and more members elect to receive the online version of the Cat. Interestingly,

all of our latest 3 members/renewals all have elected to receive the electronic copy of the Cat.

**Mail** - No changes from last month – but worthy to note!

**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. Even better, please keep 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** - Two badges were sold this past month. 89 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 now involved with the new website transition.

**Welcome our latest JANE member**

Kevin Samborn, Boston, MA - 2016 F-type

### Jags Meet (continued from page 4)

Shifting over to British marques, Andrew has established Oxford Motorworks of East Providence, RI. Several JANE members have benefitted from his creative automotive skills, including Michael Kaleel and our first JANE President Gary Hagopian. Stu Forer stated that every race car that Andrew has set up for him has completed its races, and a complete absence of Did Not Finish (DNF) race results is an unusual and admirable mechanical accomplishment.

Andrew moved on, telling us about the logistical problems involved in getting vintage race cars to events in California, dealing with high-maintenance cars and their higher-maintenance owners. If you are poor and make strange demands, you're just weird. But if you're rich and insist on setting unusual requirements ... well, then ... you're "eccentric". Oxford Motorworks has succeeded in providing excellent customer service tactfully.

As you may have noticed, our June meeting did in fact feature a lawn show before our dinner and Andrew's pre-July 2018



**Stu Forer and Andrew Funk tell all.**

sensation. Frank Grimaldi showed off his '56 XK-140 that has been victorious in many races. Pointing out the car's race record emblazoned on a lucite panel attached to the roll bar, Frank told us about the extreme lengths that successful race preparation required. Doesn't that stout roll bar on his car look like it was made out of high tensile steel? It's not. To save a few pounds of weight, the roll bar was fabricated from exhaust tubing. This would negate its value in a rollover accident but drivers were committed to piloting the lightest possible cars around the track. Later, as racetrack safety inspectors caught on to

this trick, they required drivers to drill a hole in the roll bar, a few inches up from its base so that the thickness of the tubing could be measured. Ever-resourceful drivers would then slide a short shim inside an exhaust tubing roll bar, and drill out the tube to make it appear that the roll bar met the required thickness. This may make it easier to be killed in a track accident, but as musician Elliott Smith observed: "Nothing's gonna drag me down to a death that's not worth cheating."

And what's a JANE monthly meeting report without mention of Marvin the Bartender? Encountering him alone at his duty station when all of our members were enjoying the early summer weather, I ordered a drink and then suggested that he must have overheard enough Jaguar gossip by now to be a concours judge, eh? He demurred, so I asked him which of our cars outside was his favorite. Peering through the window, he said "That one there, the one with the ..." In the interests of our club's good comity, I will reveal nothing further.

## TUNING WINDTONE HORNS

Text and Photos by Adrian Curtis

XK120s use two Windtone (WT) .29U horns. One is high note (marked 'H' on the trumpet), the other is low ('L'). They are musical horns, tuned one musical major third apart, and give that nice British royal sound. They do require a lot of power though, second only to the starter motor and require a relay to prevent burning out the horn button wiring.

My horns sat on the shelf for 3 years before I remounted them. I'd long forgotten how they sounded. Installed on the car they sounded crappy, fuzzy, muted, not good! I suspected the relay was bad, but all the horns needed was for me to dress the points, adjust them, and ensure good grounds. Should have done this earlier!

I used three references: the XK120 Workshop Manual, a Haynes book "Classic Car Components" recommended to me by the late, great Harry Parkinson, and a neat YouTube video on Lukas Windtone <https://youtu.be/WEpS3D9WQb8>. If this address isn't correct, do a YouTube search; it's a short, entertaining video.

The car went up on jack stands again, off came the front wheels, and out came the horns. I tested continuity of the wiring to the horns. All was well. The 'H' horn goes on the driver's side as dictated by the horn bell. You can't reverse them. I improvised a vise to clamp the horn securely (see photo), my boat's 12V battery for power and two 8" clamped



test leads.

The 'H' horn blew but wasn't right. The first step was to dress the points. They were stiff and difficult to separate.

The points are designed to be closed under

rest. A test showed continuity from pole to pole. The horn sounds when a diaphragm, powered up, raises a push rod which opens the points, breaking power, the rod retracts restoring power, and the cycle continues creating air vibration. The adjustment nut and lock nut are a British size, but a 1/4" wrench will do. We're talking small nuts, and my 1/4" wrenches were too thick to turn the lock nuts without turning the adjustment nuts at the same time (see photo).

I bought two 1/4" wrenches for \$4 ea. and ground them down to just over .100" thickness. Now I could hold one nut

in place while turning the other. The 'H' bottom point was adjusted too high, probably due to 60 years of wear causing the top point to settle.

The Manual says to turn the bottom point down until the horn won't blow and then turn the adjustment nut one half turn in the opposite direction (up); the book goes into more detail and says to measure 12.5 amps at the correct setting; the video calls for the "best" sound. My gauge will blow a fuse at over 15 amps, and I didn't want to risk that, so I chose procedures 1 and 3. I turned the adjusting nut down until the horn wouldn't blow (points open), turned it back up 1/2 turn and then adjusted to the best sound. A very small turn. I secured the setting by tightening the lock nut. Simply went for the best sound on 'L'. I may regret not testing the amps – life's too short! Good luck with your horns. Tuning's easy. Don't be surprised when the "Horn Police" ask to hear them blow.

Addendum: I started feeling like I'd been just a little bit lazy, so off the horns came again. My dome covers had a placard reading "WT.614" (surprise) which should be adjusted to 6-7 amps, quite a bit less than the 29Us! Hooked up the meter in series set on Amps and blew the horns several times while I adjusted the points to get the correct setting. This time I worked outside so that I could actually see what I was setting AND I secured the adjusting nut tightly so that it won't move again under vibration. My neighbors heard all the noise and even drove over to make sure I was safe!



# The JANE Spring Slalom

## A Nice Day, and A REALLY Nice Event!

By Dave Moulton, with some really good photos  
by Larry Shields and Bonnie Getz, as well as a few less good ones by Dave.

Slaloms are interesting, if peculiar, events. They aren't really racing, they certainly aren't dangerous, and they aren't expensive, all of which distinguish them quite clearly from most other branches of motorsport.

What slaloms *really* are is an opportunity for each of us to come to terms with the behaviors of *our* car at its limits, for a brief, low-speed-but-full-throttle-steering-and-brake madcap excursion on a large patch of asphalt populated with many pylons-to-be-avoided. The benefits of such an adventure are not widely appreciated, but nonetheless worth your attention. They are a unique opportunity for you to easily confront and develop *your* ability to manage *emergency* maneuvers in *your* car, to learn what *your* car (and *you*) feels like in such an emergency, and to become comfortable and functional in such unpleasant situations. In the slalom, you get five short chunks of time (about a minute for each run) during which *you* experience driving in this state of *sustained emergency*. And here's the thing: you will probably learn *more* about car control and driving well from that five minutes than you will from the next 50,000 miles you drive on public highways.

So, once again, this is the easiest, least expensive and by far safest way to gain such skills. And as you become more familiar and skilled with driving in that sustained emergency state, you also become far safer when driving on public highways. This is, of course, a huge benefit for you. Enough said.



**Jill Libby hustles her Subaru through one of the gates on course.**

Eighteen entrants showed up at the In-Control Driving School facility in North Andover, MA for our first slalom of the season (there's another one in late September). Rich Hanley has kindly taken over the management of slaloms, and he was ably assisted by Glen McLachlan, Rich Kosinski, Paul Bicknell and Jack Memishian, in addition to chef Max Paronich, who cooked up a batch of *really good* hot dogs for lunch. The weather was hot and sunny, a little windy, and excellent for our purposes.



**Officials (Rich Hanley, left and Paul Bicknell, right) and not-so-officials hang out in the shade.**

After the drivers' meeting and course walk, we got to work. Run #1: Bob Totten in his well-developed Triumph Spitfire, led the way (40.948 secs.), followed by Larry Shields, of Gate City Corvette Club (41.257) and

Gary Hagopian in his thunderous race-prepared E-Type (43.305).



**Bob Totten at work in the Spitfire. It appears he may have done this before.**

Ari Check, in a Ford Focus RS, tried to slip past Gary with a 41.805, but collected two pylons for a 4-second penalty. Behind them was a gaggle of us mortal folks spread out between 45 and 50 seconds, three DQs (for getting lost and/or going off-course – common afflictions) and a few entrants either just learning or running antique cars – most notably Adrian Curtis in his lovely 1955 Jaguar Mark VII. Bless him!



**Adrian Curtis weighs anchor and gets his Mark VII underway with Grace and Space.**



**Now Adrian is up to full steam, er, Pace, and preparing to go hard-to-starboard.**

Continued on page 8

## Really Nice Day (Continued from page 7)

Run 2 saw reasonable improvements among us folks in The Gaggle, while Larry Shields (40.396) slipped by Bob Totten (41.159), and Justin Yost in his Toyota MR2 (43.363) nipped past Gary Hagopian's E-Type (43.395).



**Larry Shields says "Hi" to fastest time of day.**



**Justin Yost neatly flicks the MR2 past the hourglass.**

Run 3 was more of the same, with The Gaggle continuing to become more competitive, particularly Dave Hill's Corvette (45.337), Paul Bicknell's Jaguar XF (46.268) and Hristos Giannopoulos' Fiat Abarth (46.325).



**Hristos Giannopoulos shows why Fiat Abarths are legendary.**

Up front, Larry Shields (40.557) continued to head Bob Totten (40.821), while Ari Check (42.841) also got by Gary Hagopian (43.407), who was puzzling out whether 1st or 2nd gear (or neither?) was faster.

The hot dogs weren't ready yet, so we went ahead with Run 4 on empty stomachs. Some of us succumbed to "the red mist" (Larry Shields collected two pylons, for instance) and turned in notably worse times, while others pressed on and kept improving in little increments. Bob Totten saw his best time of the day (40.619), while Gary Hagopian continued to be stuck in the mid 43s (43.368). Then lunch, and Max's great hot dogs. Thanks, Max! You rock!

One more run, on full stomachs. Most of us stayed the same, but a few got better. Justin Yost got the MR2 around in 42.902, while Hagopian horsed his E-Type around in 42.560 to gain almost a second. Second gear, it turns out.



**"Lessee, is it first or second gear this time . . . ?"**

Meanwhile, Ari Check really got the Ford Focus moving, with a 41.716.



**Ari Check, in the Focus, contemplates an earlier misadventure.**

So, the final results have Larry Shields (Corvette) as fastest time-of-day (40.396), trailed by Bob Totten (Triumph Spitfire) at 40.619 and Ari Check in the Ford in 41.716. Fastest modified Jag was Gary Hagopian, of course, at 42.560, while the fastest street Jag was Paul Bicknell in his XF at 46.204. Your humble editor needs some new tires (grumble, grumble) and a little, er, practice. Then I'll show you all.

After that, we had dollar runs (\$1 for a timed run that doesn't count), which went on for almost an hour, giving many of the entrants a wonderful opportunity to really grind down their tires while adding big chunks of invaluable additional sustained emergency driving experience to their driving skillsets. Bonnie Getz was determined to break 50 seconds in her E-Type, and finally made it down to 50.004, which I advised her was close enough.



**Bonnie Getz is having a grand time. Note the big smile.**

*And so,  
a great time was had by all.*

*Thanks, Rich.*

*And thanks*

*Glen, Rich K., Paul and Jack.*

*And, of course, Max.*

(Continued on page 9)



A Really Nice Day - (Continued from page 8)

**Results:**

| <b>Car#</b> | <b>Entrant</b>       | <b>Car</b>             | <b>Year</b> | <b>Fastest Time</b> |
|-------------|----------------------|------------------------|-------------|---------------------|
| 1           | Paul Bicknell        | Jaguar XF              | 2015        | 46.204              |
| 2           | David Moulton        | Jaguar F-Type S V8     | 2014        | 46.380              |
| 3           | Dave Hill            | Chevrolet Corvette     | 2012        | 45.337              |
| 4           | Larry Shields        | Chevrolet Corvette 427 | 2013        | 40.396              |
| 5           | Adrian Curtis        | Jaguar Mark VII        | 1955        | 57.461              |
| 6           | Jens Griem           | MGA                    | 1960        | 49.880              |
| 7           | Matthew Warren       | Toyota Supra TT        | 1993        | 46.702              |
| 8           | Hristos Giannopoulos | Fiat 500 Abarth        | 2013        | 45.352              |
| 9           | Justin Yost          | Toyota MR2             | 1986        | 42.902              |
| 10          | Gary Hagopian        | Jaguar XKE             | 1963        | 42.560              |
| 11          | Jill Libby           | Subaru WRX             | 2017        | 45.783              |
| 12          | Ari Check            | Ford Focus RS          | 2018        | 41.716              |
| 13          | Hamza Abbas          | Subaru BRZ             | 2013        | 47.853              |
| 14          | Bob Totten           | Triumph Spitfire GT    | 1964        | 40.619              |
| 15          | Bonnie Getz          | Jaguar XKE Series 1    | 1967        | 50.516              |
| 16          | Geoffrey Keating     | VW GT1                 | 2017        | 46.067              |
| 17          | Anna Griem           | MGA                    | 1960        | 70.753              |
| 18          | Jeff Beard           | Jaguar XKR             | 2002        | 50.520              |



*The cars take a breather while the humans go around the course*



SALES \* SERVICE \* RESTORATION

**MOTORCARS**  
INCORPORATED

333 Cooke Street \* Plainville, CT 06062

**2004 JAGUAR X-TYPE 3.0 AWD**

**Nice Silver with Black Leather. This is a one-owner truly immaculate vehicle. Loaded with the 17 inch Alloys, Rear Drop Down Seats, Power Heated Seats, Day/Night Mirror, Digital Climate Control with Key-Less Entry and Factory Alarm, and just so much more and so much Value. 80K mi. and this AWD is the Perfect All year Round and mostly a Great Winter vehicle.**

**Motorcars Incorporated. Jaguar Sales, Service, and Restoration since 1977. 800-899-1055  
For multiple pictures and other inventory: [www.motorcarsinc.com](http://www.motorcarsinc.com).**

# UPCOMING EVENTS in JULY and AUGUST

## REMEMBERING HOWARD JOHNSON'S AND DISPLAY YOU JAGS ON THE LAWN AT WAYSIDE INN

**Wednesday, July 25, 6 PM**

We are having a Howard Johnson's night with Author Anthony Sammarco speaking about his best selling book on Howard Johnson's. Our meal will feature some Howard Johnson's favorites.

**Coordinator: Chuck Centore**  
([cpcentore@comcast.net](mailto:cpcentore@comcast.net))  
**978-201-9782.**

## JANE PICNIC AT MYOPIA POLO CLUB MATCHES

**Sunday, July 29th, 12:30 PM**

**Myopia Polo Club, S Hamilton, MA**

Our annual tailgate picnic party, done in the finest polo club style. If you don't believe me about how utterly cool this is, check out this YouTube video shot at Myopia, much of it taken from right where we park: <https://www.youtube.com/watch?v=rKtkLDSOpA> You'll want to watch the whole 2-minute clip, to get a whiff of just how really cool we and *all of our cool friends* really are. Who knew? Better sign up *real* early, because once this gets around . . .

For JANE members, family, and friends, the gates will open at 12:30 p.m. and socializing will continue until 3:00 p.m., when the World Class Polo Match gets underway. Picnic lunches and libations from your Jaguar boot, the Ladies of JANE in their fine Ascot Park-style hats, the excitement of Polo competition, and the now classic Field Parade of Jags with the trophy presentation, are all planned. For examples of what you might consider wearing, see: <https://www.nationalreview.com/photos/royal-ascot-horse-race-top-hats/#slide-1>  
**Coordinator: Aldo Cipriano**  
**508-481-8806 [cipriani62@yahoo.com](mailto:cipriani62@yahoo.com)**

## JANE ANNUAL CONCOURS D'ELEGANCE

**Friday - Sunday August 10-12,**

**Sturbridge Host Hotel, Sturbridge**

Our biggest and best event of the

year! This year, Daniel Graf will be the Event Coordinator for our Concours d'Elegance. His team has laid out a full weekend of events, including the Concours itself, an Awards Banquet, a Jaguar Parade through Sturbridge, plus a Raffle and Silent Auction, in addition to plenty of time for R&R (i.e., partying). The Event Team is working on a few surprises as well.

Contact Daniel if you have any questions or would be willing to help out (he needs numerous extra hands). If you have any questions or want to know more about early registration,  
**Contact Daniel at [Danielgraf100@yahoo.com](mailto:Danielgraf100@yahoo.com)**

## NORTH SHORE CLAM BAKE

**Sunday, August 26,**

**Kernwood Country Club,**

**Salem, MA**



It used to be Potluck in Groton. Now we're moving up in the world, right into the heart of The North Shore, at the luxurious Kernwood Country Club. David Zeller is chairing the event, and he writes:

"WOW! Imagine me, a Bentley driver, chairing a Jaguar Event!!! Especially since I only thought I was being a nice guy offering my club's venue! That Dean has a special way of sweet talking his way through life.

In any case, I will do everything I can to help make the event a success. Take a look at [www.kernwood.org](http://www.kernwood.org) to see what we're getting into. If you have any golfers, maybe one would like to organize a fun "putting contest" – my pro has already said they would try to accommodate us on the practice green. We will have use of the locker rooms because if the weather is nice, we can dive into the pool.  
Regards, David"

## ROAD TRIP TO WATKINS GLEN

**Wednesday - Saturday,**

**September 5-8**

Jaguar is the featured marque for this year's Watkins Glen Grand Prix Festival. There will be a Jaguar car show plus a rally on Thursday, Sept. 6th, followed by a morning tour and some parade laps around the modern Watkins Glen track on Friday, Sept. 7th, plus more parade laps around the original open-road course and a street party. The informal plan is to drive out Wednesday, Sept. 5th, and enter all the events on Thursday the 6th and Friday the 7th. See the current Jaguar Journal for a more detailed write-up on the event(s). Participation will be on a do-it-yourself basis, but the more coordinated we are, the more fun we are likely to have. Kevin Murphy has volunteered to be our informal coordinator, so get in touch with him for planning information ([xpertcool@aol.com](mailto:xpertcool@aol.com)).

## 27<sup>TH</sup> ANNUAL BRITISH INVASION

**Friday - Sunday, September 14-16,**

**Stowe, VT**

**This is THE Car Show!**

As you know, beautiful Stowe, Vermont, plays host to the largest all-British motorcar show in the United States, a dazzling collection of classic British motorcars on the third weekend in September every year. MG, Triumph, Austin-Healey, Jaguar, Singer, Morgan, Land Rover, Rover, Rolls-Royce and Bentley, Riley, Sunbeam-Alpine, and British Motorcycle comprise over 65 separate classes.

From high-brow to low-slung, the gamut of British auto history is well represented. There are two major car shows - **People's Choice** and the **Concours d'Elegance**. Stowe has a wonderful British flavor and provides the perfect setting for this event, with rolling hills, spectacular fall foliage, and wonderful winding roads to entice us all. Contact <http://www.britishinvasion.com> for details and registration information.

## ALMOST AN XK150

*By Frank Grimaldi. Photos by Frank Grimaldi and David Nicholas.*

A rare occasion driving on the Lynnway one raw, grey winter day resulted in my purchase of a badly neglected Jaguar roadster, one that might have desirable parts for my race car. That Jaguar turned out to also hold a number of secrets, one of which remains unconfirmed almost sixty years later.

As I drove northbound that day, rolling down the incline off the General Edwards Bridge, I caught a glimpse of a red sports car on a small used car lot across the divided roadway. It was one of only two cars on the lot and a man in a large full length overcoat was standing in the doorway of a tiny office that was about the size of your basic phone booth. In those days I was racing a Jaguar XK120M in SCCA Road Races. For those of you who don't know, the drum brakes on XK120 and XK140 Jaguar race cars were a weak link and they faded after only a few hot laps on a race track. I immediately recognized the red car as a Jaguar XK150, and SCCA allowed upgrading components available on later models, so the disc brakes from this XK150 could be an important (and legal) improvement.



**Frank in his XK120 cresting the Lime Rock Uphill, circa 1962.**

As I approached the man shivering in the office doorway, he said "No matter which car you are interested in, I will sell it for a price you can not resist. The red one is especially inexpensive because the rear end is locked and the car will not roll. I can have it towed

to your house tonight." The car was a roadster but had no top and obviously had been out in the weather for some time. This didn't matter. All I wanted were those disc brakes.

I opened the hood and was shocked to see three two-inch SU carburetors and the rare high-performance 'Gold' cylinder head. This was not just any XK150, this was the rare XK150S model. I hid my enthusiasm when he said "You can have it for \$250. I am the landlord of this lot and my tenant left town owing me a lot of money. I need to sell everything as fast as I can."

An 8pm phone call that night from the tow truck driver reported a 'little problem' with the delivery. He said he had been towing the car with the locked rear wheels high off the ground when "All of a sudden the front wheels of your car came rolling right on by me." He sounded pleased when he reported that he found both of those 'spinnny things' that hold the wheels on. He was not so pleased that he could only find one of the front wheels but said he found the spare tire in the trunk when he got the car back to his shop. I asked how he got the car back to the shop and with some sarcasm he said "The only way I could – I dragged it back!" With a dose of my own sarcasm I instructed him to be sure to wire those spinnny things to the wire wheels so they would not come off again.

The driver arrived the next morning ready for my protests about how much damage he had done. The front torsion bar knuckles and nuts were severely ground down at an angle. I complained that the car was now useless and I would need to replace the entire torsion bar system. He was sympathetic and emphasized that his insurance adjuster would provide a fair settlement. The adjuster appeared within a week. After examining the damage he finally said

"Not knowing the condition of the lost tire and wire wheel, I can only allow a generic settlement for them. However, considering the other damage, I can write you a check for \$450." I did a splendid job of hiding my satisfaction. I even protested that the amount was too small, but fearing I would laugh out loud I quickly agreed to the settlement.

What this meant was that instead of paying \$250 to get a pair of disc brakes with a derelict car attached, I was now being paid(!) \$200 to accept a pair of disc brakes and a high-performance cylinder head with three carbs, with a derelict car attached. This does not happen often in the world of amateur racing.

I had already determined that although the front torsion bar knuckles and castellated nuts were visibly ground down by dragging on the road surface, the large cotter pins and main body of the nuts were not damaged at all. What looked at first to be terminal damage was actually superficial.

The insurance adjuster was barely out of sight when, expecting the worst, I removed the cover on the locked differential. The car would not roll because the ring and pinion were encased in a large block of ice. I immediately suspected that not only had the tenant skipped town but he apparently sabotaged this car before leaving. In any case, come spring the block of ice melted and the rear end was fine when filled with gear oil. By that time I had already installed the disc brakes as well as the 'Gold' cylinder head and its three carbs into my XK120 race car. Learning that the differential was undamaged, I decided to install the drum brakes and an old XK120 cylinder head I had into the XK150. Now I had a drivable XK150 with drum brakes. It was 'Almost An XK150'.

(Continued on page 12)

## Almost an XK150 (Continued from page II)

I also discovered cut off ends of a unique roll bar brazed onto the floor directly behind the driver seat. This car obviously had been a very serious race car because the roll bar had been made of exhaust tubing! Innovative racers used exhaust tubing rather than steel pipe to save weight. Also this roll bar had been no wider than the driver's seat, saving even more weight. The few other XK150s being raced had roll bars that spanned the full width of the cockpit. Being more interested in cannibalizing its parts, I never even saved the chassis number of my 'Almost An XK150'. I would regret this many years later when trying to confirm its racing history. I suspect it was the car raced by Harry Carter seen here at Montgomery AFB in August 1958 where he finished 2nd Overall and first in Class CP.



***"Almost An XK150" in a suspected former life as a race car. David Nicholas photo.***

Another mystery concerned the amount of gnarly rust throughout the car. The rust was more severe than expected in a 5-year-old Jaguar but I wasted no energy thinking about this minor flaw.

Flat towing a race car was common in those days so I decided to tow my XK120 race car with 'Almost An XK150'. A friend who worked at a junk yard outside Boston had also done some auto projects for me at his farm in Pepperell, MA, so I asked him to fabricate my trailer hitch. When I arrived at his barn he was Very Interested in my new car. Where did I find it? How much did I pay for it? How did it run? With each answer he seemed more entertained and it



***"Almost An XK150" flat-towing Frank's XK120 race car. Even though the picture is fake, you can't make this stuff up!***

became obvious he knew something about this car that I did not. When I explained my sabotage theory about the locked rear end he could not keep his composure. Roaring with laughter, he revealed that while working at the junk yard he was sent to retrieve a car that had backed off a pier into Boston Harbor. It was partially submerged, it was red and it was this very car!

'Almost An XK150' towing my XK120 race car was certainly an odd sight merrily rolling down the highways to races in New Hampshire, Connecticut and New York. The ever-increasing rust never became problem, and as long as I allowed for much longer braking distances, this rig proved to be very reliable and trouble-free.

During the second year of its towing service, a hit-and-run driver T-Boned 'Almost An XK150' while parked in a

supermarket parking lot. That damage forced me to park it in my father's back yard alongside my abandoned '40 Ford hot rod. In the next few years two wrecked race cars, the XK120 and my first XK140, joined them. My long-suffering father finally issued his ultimatum: "Get all that junk out of my yard!" My friend in Pepperell offered to take all the hulks to his farm. He said he would put them in a field and maybe someday bury them for landfill.

Decades later, I searched for that farm. I hoped to finally learn the chassis number of my 'Almost An XK150' and maybe even find that one of my cars could be salvaged. I approached the familiar giant oak tree landmark but no barn remained there. It had been replaced by a few small ranch houses, and none of my old cars were waiting for me in the fields.

### Part for Sale

Original E-Type gray  
jack screw type with  
separate gray ratcheting  
handle for OTS & FHC  
#C20661 mint condition  
\$790.00

781-837-6272, have  
many NOS E-Type parts  
for sale

***rogershill2@yahoo.  
com***



# 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.*

| <b>DATE - TIME</b>       | <b>EVENT</b>  | <b>LOCATION</b>                       |
|--------------------------|---|---------------------------------------|
| Sat. - Sun. July 21-22   | Misselwood Concours d'Elegance  | Beverly, MA                           |
| Wed. July 25 - 6PM       | JANE Monthly Meeting<br>Remembering Howard Johnson's & Display Your Jag | Wayside Inn, Sudbury, MA              |
| Sun. July 29 - 1PM       | JANE picnic at Myopia Polo Matches                                      | Myopia Polo Club, South Hamilton, MA  |
| Sun. Aug. 5 - 10AM       | Tutto Italiano Day  | Larz Anderson Museum                  |
| Fri - Sun. Aug. 10-12    | JANE Annual Concours  | Sturbridge Host Hotel, Sturbridge, MA |
| Sun. Aug. 26 5 PM        | North Shore Ride, Clam Bake, and Pool Party                             | Kernwood Country Club, Salem, MA      |
| Wed. - Sat. Sept. 6-8    | Road Trip To Watkins Glen   | Watkins Glen, NY                      |
| Fri. - Sun. Sept. 14-16, | 27th Annual British Invasion  | Stowe, VT                             |
| Sun. - Sept. 23 9AM-2PM  | 7th Annual Boston Cup   | Boston Common, Boston, MA             |
| Wed. Sept. 26 7PM        | JANE September Meeting,<br>Speaker: Frank Grimaldi                      | Wayside Inn, Sudbury                  |
| Sat. Sept. 29 10:30AM    | JANE Autumn Slalom, In-Control Driver Training Facility                 | Andover, MA                           |
| Sun. Oct. 7              | Columbus Day Parade   | East Boston                           |
| Fri-Sun. Oct. 19-21      | Martha's Vineyard Weekend   |                                       |
| Wed. Oct. 24 7PM         | JANE October Meeting, Speaker: TBA                                      | Wayside Inn, Sudbury, MA              |
| Nov. date TBA,           | Tech Session  |                                       |
| Wed. Nov. 14 7PM         | JANE Monthly Meeting, Speaker: Innkeeper                                | Wayside Inn, Sudbury, MA              |
| Sun. Dec. 2              | JANE AGM and Holiday Party  | Vesper Country Club, Tyngsboro, MA    |

**DAVID E. ZELLER**  
INSURANCE AGENCY INC.  
"Antique, Classic & Exotic Car Insurance"

Proudly Representing **HAGERTY** Classic Car Insurance

DAVIDZELLER@DAVIDZELLER.COM  
TEL (781) 595-2071  
FAX (781) 623-0076  
CEL (781) 632-0008

370 LYNNWAY-HARBOR MALL  
LYNN, MA 01901-1708  
WWW.DAVIDZELLER.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.



Ad placed by

Wes Keyes Phone: 207 363 5338 E-mail:  
[westonkeyes@hotmail.com](mailto:westonkeyes@hotmail.com)

## For Sale



### **2005 Jaguar X-Type Estate**

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](mailto:rgdoyle12@gmail.com), 508-528-1698.

WWW.JCTAYLOR.COM

1-888-ANTIQUE



**INSURING YOUR VEHICLES  
FOR OVER 50 YEARS**

UNPARALLELED CLAIMS SERVICE

AGREED VALUE COVERAGE

EASE OF DOING BUSINESS



[facebook.com/jctaylorinsurance](https://facebook.com/jctaylorinsurance)

PROUD SUPPORTER OF THE JAGUAR ASSOCIATION OF NEW ENGLAND

**What's New On The Nerd Front** Just so you know, I've been studying and writing for some years about us humans learning to drive with excellence. That has also led me to a study of autonomous cars, about which I am less than totally enthused.

With that said, at the end of May I attended a conference on autonomous vehicle technology at MIT, sponsored by the New England Motor Press Association. I thought I'd give you an update, especially given that Jaguar (and the I-Pace) is in the thick of this particular technological adventure.

Bryan Reimer of the MIT AgeLab gave the keynote address, and spent a good bit of time talking about all the things we *don't yet know* about this technology. His most significant comment, for me, was a comment during the panel discussion that "geo-fencing" is going to be with us for a long time. I'll discuss what that means in a moment.

Other presenters included an expert from the (Boston) Mayor's Office of New Urban Mechanics, a manager from Toyota's Research Institute, a director of Autonomous Driving Ecosystems/Nvidia (a software gaming company that has expanded into autonomous car control systems), and a VP of Marketing from Humatics, an MIT startup working on low-cost beacon systems to help autonomous cars navigate safely.

### **Here are some scoops:**

- Fully autonomous cars are going to be an urban development technology for the near and middle future. They will mostly serve as taxis for urban centers. At the present time, they are not for the rest of us.

- Boston is hard at work with a number of developers testing such autonomous cars on the streets of Boston. Until now, they have been confined to the seaport district, but are now beginning to tackle all of Boston (some 850 miles of streets) in many but not all weathers. Could be interesting.

- High-resolution mapping is a vexing problem, because streets vary so much and so often. At present, such streets apparently need to be remapped several times a day for safe operations, and street and lane



**The editor, trying to learn how to drive autonomously.**

markings need to be re-painted perhaps monthly. As the areas in fully autonomous service grows, this will probably become, literally, a *huge* problem.

- Machine-learning algorithms that will enable autonomous cars to safely adapt to "new" situations require massive amounts of data and computing – many teraflops (one *trillion* floating operations per second each) have been suggested (both from Nvidia and, earlier, Intel). Computing speeds were not discussed at the conference, but it is clear to me from the Uber crash in Tempe, AZ that those

computing speeds may be way too slow at present (4.7 seconds *measured reaction time* in the Tempe crash).

- GPS navigation is far too crude for safety (ca. 50 feet these days?). According to the panelist from Humatics, we need local radio beacons installed everywhere and on all moving things, and we need to get our localizing precision down to about 1.3 inches. This has some very interesting social and governmental implications, going ahead.

- Geo-fencing (restricting where autonomous cars can operate) is going to remain essential (Level 5 *fully* autonomous cars that can go anywhere anytime are not going to be possible for a very long time). This means autonomous cars are going to have *very* limited usefulness. It also suggests some interesting social consequences (closing streets, or limiting access to streets via selective geo-fencing – more totalitarian-state-type implications).

So hang on to your helmets – your local dystopian nerd says it's gonna get bumpy!

Enough. I hope you have enjoyed this July issue. In August, we'll have George Parker and Bob Reeves reminiscing, plus a great report from Marguerite Dennis on XK70, the XK Jag tribute held at Shelsley Walsh Hillclimb in the midlands of England. Also, Brian McMahon will write about going to school.

That about covers it. Feel free to complain to me about anything, at [d18@moultonlabs.com](mailto:d18@moultonlabs.com). And once again, thanks for sending me all this material that I could never possibly make up! And, especially, thanks for then *reading* it all!

See you at Myopia.

# ALL PARTS JAGUAR.



We specialize in Stock, Performance and Restoration parts for all Jaguar models - from the XK120 to the 2016 Jaguar F-Type.



1.800.851.9438 | [terrysjag.com](http://terrysjag.com)

A DIVISION OF ENGEL IMPORTS

5850 STADIUM DRIVE KALAMAZOO, MI

REBUILDING BRITISH SPORTS CARS  
SINCE 1983



See our shop: [www.ThisWeekInTheShop.com](http://www.ThisWeekInTheShop.com)

## Sports Car Services

Routine Maintenance, Heavy Repair & Restoration

[www.sportscar-services.com](http://www.sportscar-services.com)

Keene, New Hampshire (603) 352-4540

DOT certified transportation throughout New England

## Parts For All Jaguars From 1948

XK-120-140-150 | E-Types | Early Saloons | XJ-6/XJS | XKs | Late Models



Get All Six Model-Specific World-Class  
Parts Catalogs On A Single CD



Replacement Parts | Performance Parts  
Upgrade Parts | Accessories | Books

...CD Sent No Charge In North America



Please Contact Us...

NORTH AMERICA: 800-444-5247

WORLDWIDE: +1 805-544-7864

WEB SITE: [WWW.XKS.COM](http://WWW.XKS.COM)

EMAIL: [PARTS@XKS.COM](mailto:PARTS@XKS.COM)

FAX: +1 805-544-1664





# LETTERS: MORE ROYAL CARWATCHING AT THE RECENT ROYAL WEDDING

*This letter is from a friend of Doug Touart's who lives in England. He writes:*

## **My observations –**

Meghan and her Mother arrived in the oldest of the Queen's Phantom Fours, the one with side mounts that was Green when Philip bought it in 1948. It was repainted Black over Royal Garnet over Black when Elizabeth became Queen. The car had a Flying Lady Mascot for the wedding and followed the carriage with Prince Harry and Meghan all the way through the town and back to the castle, but I could not see who got out of it when it pulled up in front of the Royal Apartments.

The Queen and Prince Phillip arrived in the new Black over Royal Garnet Bentley limousine which had the St. George and the Dragon mascot.

Charles & Camilla arrived in what I thought was CANBERRA, the Queen's Phantom Five, as it had a perplex roof. However, when Charles got out it did not have suicide

doors so it was the Crown's Phantom SIX. It had no license plates (which means it belongs to the crown NOT the Queen), was Black over Royal Garnet and – SURPRISE – it had St. George and the Dragon as a Mascot. That meant the Queen is now recognizing Charles as her sovereign. AHHHH, isn't that very interesting?

Someone arrived in a dove grey Bentley Azure. Obviously important but NOT a Royal.

Harry and William arrived on foot. I thought that odd.

Kate and a collection of children arrived in three Daimler Limousines with the Empress Body style designed in the mid 50's by Osmond Rivers for HOOPER Coachbuilders, all in the colors of the Royal livery, Black over Royal Garnet. One perhaps being the one the Queen Mother ordered shortly before her death. Jaguar had to build something like five of them as that body had been out of production for years and years. But the Queen Mother insisted she had ALWAYS had Daimlers, so Jaguar complied with her wishes and built her one.

The Royal Mews probably bought the other three or four that Jaguar was forced to build. I think Jaguar belonged to FORD at the time, but as FORD wanted to hang onto the ROYAL WARRANT, they did it.

DAVID



**DONOVAN**  
MOTORCAR SERVICE  
*Fine Automobile Service & Restoration*  
*Jaguar Specialists*

- \* Routine service to full diagnostics and rebuilds of all British and European late model cars
- \* Minor project work to full concours-winning restorations
- \* Safe, clean and dry storage
- \* Consignment sales of collectible cars
- \* Performance improvements for street use
- \* Full race preparation, track support and transport of all foreign and domestic vintage cars

***Home of the Jaguar Racing XKEs***

4 Holmes Road  
Lenox, MA 01240

Tel. (413) 499-6000  
Fax (413) 499-6699

[www.donovanmotorcars.com](http://www.donovanmotorcars.com)  
[info@donovanmotorcar.com](mailto:info@donovanmotorcar.com)





- Restoring XK model Jaguars for 40 years.
- Finest upholstery available.
- Our mail order upholstery kits have all the parts, even the hard to make ones and they fit; backed up by toll free installation support.
- Extensive Parts selection with mail order world-wide.
- Sensible mechanical and performance upgrades.
- We also work with many other European marques.



## BASSETT'S

PO Box 245 Wyoming, Rhode Island 02898, USA  
 Tel: +1-401-539-3010 • E-mail: jagwillie@basnettsinc.com  
[www.basnettsinc.com](http://www.basnettsinc.com)

**Upton Foreign Motors**  
 Quality Jaguar Service and Repair  
 Factory Trained Master Jaguar Mechanic  
 Guaranteed to Beat Dealer Labor Rates

Dana Schwehr, Owner  
 138 Milford Street (Rt.140)  
 Upton, MA 01568  
 (508) 529-4040  
[www.uptonforeignmotors.com](http://www.uptonforeignmotors.com)

603 (&USA 800) 424-3820  
 Fax 603-424-0900  
 e-mail: aew@autoelectric.com

**AUTO ELECTRIC WAREHOUSE, INC.**  
 Starters, Alternators & Batteries  
 OUR DIFFERENCE IS EXCELLENCE

8A Griffin Street  
 PO Box 1208  
 Merrimack, NH 03054-1208

**DANA J. MERRILL**  
 PRESIDENT

**WELSH**  
 ENTERPRISES, INC.

1-800-875-5247 | [www.welshent.com](http://www.welshent.com)

The largest independent retailer of new, used & rebuilt Jaguar spares since 1965

- New Parts
- Used Parts
- Rebuilt Parts
- 100,000 sq ft facility
- Orders placed before 3 pm ship that day

**Proud supporter of the JCNA**

# FASTEST GROWING AUTOMOTIVE BRAND IN THE U.S. IN 2016<sup>†</sup>



This year, we're ready to start where we left off, because we're not ones to rest on our laurels. Our lineup of high-performance vehicles backed by Jaguar EliteCare Best-In-Class coverage\* has us poised to keep leaping ahead.

**JAGUAR NORWOOD**  
449 NEPONSET ST  
NORWOOD, MA 02062  
781-619-9000

[WWW.JAGUARNORWOOD.COM](http://WWW.JAGUARNORWOOD.COM)

— JAGUAR ELITECARE —  
**BEST IN CLASS  
COVERAGE**  
— 5 YEARS 60,000 MILES —

- 🛡️ New Vehicle Limited Warranty
- 🕒 Complimentary Scheduled Maintenance
- 📞 24-Hour Roadside Assistance
- 📶 Jaguar InControl® Remote & Protect™

## 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](http://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

Jaguar Association of New England

P.O. Box 692027 • Quincy, MA 02269

Place  
Stamp  
Here

Mailing Label

## WINNING REQUIRES INTENSE RISK MANAGEMENT

Recognized in the financial industry as a leader and complex problem solver, Michael Kaleel and his team provide guidance on multifarious issues including:

- Reducing Investment Portfolio Risk
- Securing Insurance for Special Medical Circumstances
- Mitigating the Potential Impact of Taxes through Sophisticated Investment, Insurance, & Planning Strategies

*Financial success today requires complex problem solving to manage the risks you see, and those you don't.*

**K**  
Kaleel

SERVING UNCOMMONLY  
SUCCESSFUL INDIVIDUALS FOR  
**46 YEARS**



The Kaleel Company, Inc. | 77 Franklin Street, Suite 501, Boston, MA 02110 | 617.338.8747 | info@kaleelcompany.com | www.kaleelcompany.com

INVESTMENTS OFFERED THROUGH REPRESENTATIVES OF LINCOLN FINANCIAL SECURITIES CORPORATION, MEMBER SIPC. LINCOLN FINANCIAL SECURITIES CORPORATION AND KALEEL INVESTMENT ADVISORS, LLC ARE NOT AFFILIATED

LEWIS & CLARK