

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

August 2019

*More than just a Car Club ...*



*Photo by Brian McMahon*

***JANE's  
Hudson Valley Tour  
Arrives In Rhinebeck!***

Keeping your  
**Jaguar**  
on the road



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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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# From the President Chuck Centore . . .



In looking over our Events Calendar, I realize that many of the things we do as a club have become traditions, things we seem to like to do each year in the same way we've done them for years

before. We often do this without realizing what we have created.

We create expectations. Our members have come to expect the Monthly Meetings will be held at the Wayside Inn. It used to be at a small diner in Chelmsford called "Skip's" and while the food was OK, our meetings were usually very lively, and we drew a good crowd each month. One waitress usually served 30 people without missing a beat. Then things changed when Skip's closed and they put up a new strip mall and as the song goes, they put up a parking lot. We kicked around for a while until several members found that the Wayside Inn had tasty beer and was open to JANE visiting on a monthly basis. A new tradition began.

Our Concours in Sturbridge is another tradition. I can remember Concours on a paved parking lot next to I-495 in Boxboro or at the Concord Academy's school grounds. We even had it at Austin Prep School for one or two years. Then we found Sturbridge again. You see, we left for reasons unknown to me, but the folks who ran the club then decided to try it again. And now it's a tradition.

Myopia has become a tradition, as well as the Stowe Invasion. We seem to be making new traditions all the time. We try new things for a year or two to see if the membership finds them of interest. A few years back we tried the Lobster Run. Seemed like it was fairly successful. I personally liked it but it has not been back on the schedule. Maybe next year.

We also have been working hard on tours. The planning and work done by the Saluti's for the Martha's Vineyard Tour was very tedious, but they did it and we had some really good times there.

Oh, there are more events and gatherings which are mostly social, but they always include bringing our Jaguars somewhere. Our recent trip to the Hudson Valley was just such an event. Seeing all the Jags driving the roads of the Hudson Valley was a big hit not just for our Club but for the people we met and talked with in small groups in a parking lot or on the road. Great fun and it should remind us how special our cars are to those who really do not see them every day.

Dave is also planning another tour, this time to the Deerfield area of Western Massachusetts for some driving on the back roads and country lanes of New England. Sign up now!

Our Holiday Party and AGM have also become a special tradition. Avis Melo, our original benefactor, made the arrangements to have her golf club's dining room available for JANE's AGM & Holiday party. Each year, the tradition continues because of Avis. She thought so much of this club and her friends at JANE that she arranged an agreement for JANE to be welcome to use Vesper after she passed away, for as long as we wanted. Through her generosity and love, we continue this tradition and have had many extremely enjoyable celebrations there over the years.

There are always places to show off our cars and many of you travel on your own or in small groups to special events, at Larz Anderson's Cars & Coffee or events in New Hampshire or Maine. JANE covers a large area and it is not always possible to get people together at a central location but many of you do and I hope more of you will gather as a group and show off your Jaguars. People really do enjoy seeing these automobiles and you might, just might, give someone the incentive to get involved - you are the Ambassadors of JANE. Remember that each and every one of you, every day of the week, has a chance to bring the magic of being part of this wonderful organization to those who could be future members.

Thanks for listening and keep 'em on the road.

# Summer Events

*Dr. Dean Saluti, VP of Events*



## **Reminiscing . . .**

Watch out – you may get what you wish for. It's July, the June rain has stopped, the sun is blazing and it's over 100 degrees in Boston!

I'm happy to report that my X-Type VDP's wheel rim is fixed, the air conditioning works well, and XM Sirius Radio 60s on 6 is playing the Beach Boys and Jan and Dean. Summer's here and life is good. But I had to ruin it all the other day when I was driving along and remembered "the one that got away" – my 1969, silver gray, powderpuff E-Type coupe – blue leather interior, automatic. It's the fall of 1973, and my friends have convinced me that my powderpuff Jag that I love dearly is not as "cool" as a 427 Corvette with side pipes. Boy, do I regret that trade! Now that's "Jaguar reminiscing."

## **A Recap of JANE at the Waterfront in Quincy . . .**

Our JANE Jags traveled to the South Shore to Quincy's Inn at Bay Pointe restaurant. There, we parked alongside some impressive yachts, and had cocktails and smoked cigars on the patio deck before dinner. The weather was perfect and there were over 40 of us there. The highlight of the evening was the presentation by Russ and Marguerite Dennis – "Travelling and Writing in the Jaguar World." Their presentation of classic car events in venues in California, England, and France was fascinating. We are really lucky to have this couple in JANE (at least for half the year, when they are not in Florida or overseas).

## **A Recap of the JANE Monthly Dinner Meeting – Jags on the Lawn at the Wayside Inn . . .**

Our July monthly dinner meeting kept up the tradition of displaying our Jags on the front lawn of the Wayside Inn in the summer. It was a gorgeous evening and our cars looked just great! We drank cocktails outside and talked JANE and Jaguars until it was time for dinner. After the dinner, with over 40 of us, Peter Bourassa shared racing anecdotes (you now know what a great storyteller he is!). Peter is also involved in an event that is bringing racing celebrities into Boston in the fall. Peter gave us all the opportunity to pick up these world-famous race car drivers from Logan Airport and deliver them to their Boston hotels in our Jags.

## **The Concours is here!!! It is August 9-11 in Sturbridge**

JANE's signature event each year is its professional Concours D'Elegance, held in August. Concours Chair Daniel Graf and his Event Team have been working hard to make this year's event memorable. Chief Judge Aldo Cipriano has his Judging Team ready to go. There will again be a tent for shade and display of Champion class judged cars. This year, you can check in early on Friday evening in the hospitality suite, and pick up your participant folder and goody bag. Of course, we will have single malt scotch, tequila (from Hagerty's David Zeller), and an eating extravaganza on Friday evening. Again, this year, we will have the Saturday evening awards ceremony and dinner indoors in the ballroom. And, please plan to stay for Sunday's Parade of Jaguars through Sturbridge.

Check out the website and the Cat for the schedule of all upcoming events. I look forward to seeing you. I'll be driving the Jag.



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# Membership Update

## Your Co-Vice Presidents of Membership Share Some Thoughts

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

### JEANINE GRAF

#### ON JANE SYNCHONICITY

*Synchronicity* is a word that most of us don't use on a daily basis (unless you're my niece, and writing a book about it) but the literal definition comes from two Greek words: *sync*, which means coincide, and *chronos*, meaning *time*. Einstein probably had an equation for it, but I would simply define a *synchronicity* as a "coincidence." But whatever you call it, it seems to happen rather frequently in this club.

For instance, my husband received a call from New York about the Concours d'Elegance. After a brief conversation, the caller said that as a teen he hung around a garage in Kew Gardens where "the Irish guys" worked their magic on British cars. One of those cars happened to be Daniel's first Jag, an XK140! Synchronicity. Another synchronistic example came on the night of the JANE dinner meeting at the Museum of Transportation. On my way in, I was reminiscing about another night . . . an ingathering that Daniel arranged at the Café Renault in Paris for JANE members and friends driving their vintage cars in the *Tour de France*, including Sherman Wolff and his co-driver, Phil Hill. The French call a memory a *souvenir* . . . and I cherish that one . . . in fact, that is what I was thinking as I entered the Museum . . . when Susan Holden appeared beside me and said, "Sherman really loved this place." He was her neighbor in New Hampshire. What a *coincidence*, I thought, as I took my seat across the table from Dennis and Elaine Jolicoeur, who had just returned from celebrating their anniversary in . . . you guessed it . . . Paris! I confessed that one of my favorite cars . . . a car that is so ugly, it's adorable: the Citroen 2CV, the *deux chevaux*! The Jolicoeurs literally LOL'd! The car that they were chauffeured in was . . . a *deux chevaux*! Synchronicity? And next . . . at the Wayside Inn, someone told me that Wayne Carini had sold a French Citroen 2CV, a *deux chevaux*! At the last dinner meeting, Marguerite and Russell Dennis did a marvelous presentation on The Retromobile . . . where? Paris! JANE Synchronicity . . . Anyone?

### MARJORIE CAHN

#### AND OUR MEMBER SPOTLIGHT

**Attorney Gus Niewenhous,  
A Renaissance Man**

Gus Niewnhous is a JANE Board Member who has been active in JANE for many years. He contributes to our club



**Marjorie Cahn and Jeanine Graf**

as a respected Judge at the Concours. Over the years, he has also used his skills as an attorney to help refine our club's bylaws. He has been a local and national officer of the Rolls Royce Club, exhibiting excellent leadership skills and "cross-fertilizing" Jaguar and Rolls Royce enthusiasts. For the last year, Gus has served as the President of a prestigious, privately held military museum in Boston's Back Bay. He has effectively led both active duty and retired Army officers of high

rank who belong to the museum's association. Needless to say, his management skills are excellent, and his high-profile positions in the community speak well for JANE's Board of Directors. With respect to his law practice, Gus' client base includes several large North Shore banks.

Now that you have been introduced to Gus the professional and Jaguar and Rolls Royce owner, I must point out that there is a whole other side to his personality. For years, he has been a Judge, and sometimes Chief Judge, at the British Invasion in Stowe, VT and the British Motorcar Festival in Bristol, RI. There, you may have seen him dressed in one of his many authentic British Officer uniforms, as the consort for "The Queen," aka Michelle Dickson. For years, Gus and Michelle have played the Royal Couple for our British car community. Thank you, Gus, for bringing a little bit of England and a lot of happiness to all of us!



**(R- L) A dapper Gus Niewenhous with "The Queen," Michelle Dickson, meet with the world-famous "Voice of the Boston Symphony," Ron Della Chiesa.**

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# June Meeting Report

## Marg and Russ Dennis at the Bay Pointe Waterfront Restaurant, Quincy, MA

By Dave Moulton, photo by Brian McMahon



**The Bay Pointe Marina and Waterfront Restaurant.**

On June 26, about fifty of us braved the South Shore Expressway, I-93 and I-95 (noted as national leaders in the generation of automotive congestion) for a pleasant seaside respite and dinner at Quincy's well-known Bay Pointe Waterfront Restaurant, situated on Town River Bay.

Dean Saluti was at his best as host and MC and ran a very genial and funny meeting. And after we all made our obligatory multiple trips through the buffet line, Dean introduced Marg and Russ Dennis, to talk about their various car show adventures over the past year or so.

The backstory is that Marg is a Trustee for Regents University London, and as a result travels back and forth to London at least four times a year, while Russ is a retired commercial airline pilot. Between them, then, they have the travel connections, skills and resources to attend most of the major car shows in the UK, Europe and the US whenever they desire.

Their talk covered about six of the fourteen events they have attended in the past two years. Many of their adventures have already been reported in the Coventry Cat, and we won't reprise them here, but they include the Shelsley Walsh XK70 Festival, the International Jaguar Festival in Santa Barbara, CA, Retromobile in Paris and the London Classic Car Show, with extensive arrays of photos of the various cars they encountered at each event.

A technique they used to make the talk more interesting was to alternate back and forth between Russ and Marg. It kept them fresh and allowed them to much more effectively engage with the listeners.

An excellent presentation. Thanks, Marg! Thanks, Russ! We look forward to more tales from the show floors of the world!

## HONKU

by Aaron Naparstek

**Sharp turn to the right –  
sixty-ounce Super Big Gulp  
winds up in my shoe**

And remember: *Honku if you love Jaguars.*

Also, The Coventry Cat *will* publish your honku.

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# JANE Takes Off on a Hudson Valley Tour

By Brian McMahon, photos by Brian McMahon, Chuck Centore, Bonnie Getz



In June, JANE's Committee in Charge of Road Shows arranged a fabulous long weekend in the Hudson Valley for JANE members and friends: touring the Old Rhinebeck Aerodrome, enjoying fine dining at the Culinary Institute of America in Hyde Park, NY, and conducting an extremely educational tour of the Hillrock Estate Distillery in Ancram, NY.

It all began when Chuck Centore, our fearless President, planted the idea of the Aerodrome visit way back in November. Bob Gosende championed the group tour of the Institute and dinner at their Caterina de' Medici Restaurant (it's a good thing that JANE has a former diplomat available for tasks like this). Dave Moulton, having lived in the Hudson Valley, knew all the back roads to maximize the scenery and uncongested left-right-left driving experience that's so well suited to Jaguar driving. Bonnie Getz served as arbiter of good judgment on route choice ("No, Dave, do NOT send an XK-140 down THIS road!") and Kevin Murphy worked out the logistics with the Aerodrome so that we could all park together adjacent to the runway and put on an informal car show. With Diane's help, he also checked out the entire three-day route in a single day (460 miles of driving!) In addition, Kevin and Diane provided the swag bags, ball caps and magnetic signs.

Many of us chose to stay overnight



## ***Centores, Hagopians and Larsen/Monaghan getting warmed up at the Red Lion Inn***

Thursday at the Red Lion Inn in Stockbridge, MA, since it was the starting point of Friday morning's drive to Rhinebeck, NY. Lots of history here, with the Inn originating as a tavern in 1773, and developing into an inn during the 19th century. It has been in continuous operation since 1897, hosting everyone from President Theodore Roosevelt to artist Norman Rockwell to music legend Bob Dylan. Appropriately, we brought British weather with us to Stockbridge but the drizzle stopped as we began our final dash across the Hudson Valley to the Beekman Arms/Delamater Inn in Rhinebeck.



***Jags waiting patiently in the rain to depart on Friday morning. Hit The Road, Jags!***



**Ahhhh! Our kind of road coming up!**

Nothing screams "Road Trip!" quite like those colonic squiggles indicating routes that show off the cornering ability of our Leapers. Maneuvering up, down and around the Berkshire and Taconic Mountains, we even came across Bash Bish Falls. After a steep descent into the Hudson Valley, we enjoyed a lunch break at Dad's Copake Diner, a 1950s time machine in upstate NY.



***A step back in time, at Dad's.***

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## Hudson Valley (Continued from page 7)

At Dad's, we ignored the usual surgeon-general's dietary advice and instead ordered menu items that included farm-to-table ingredients from all the major food groups: salt, fat, grease, and sugar. Our digestive systems would have to cope with a lunch of artisanal Coney Island chili dogs and then bravely move on to a dinner of gourmet Italian food. These tours are fun!



***Eileen DeVito, Shelley Green, Ed Marut and Dick DeVito lunching happily at Dad's.***

We also pulled over at Morgan Motors of New England, a small dealership and two-bay garage, to take a tour and see strange sights such as a British sports car up on a lift being repaired.



***A Morgan 4/4 gets a good going over!***

The dealer, Larry Eckler, had a friendly and indulgent staff who were convinced that Jaguar owners' fondness for wooden dashboards would extend to the wooden floorboards of Morgan Plus Fours.



***Now there's a car!***



***Now there's a dashboard!  
(courtesy of Ken Kilcourse)***



***The Ultimate Rally Instruction:  
Go straight at the Fork in the Road.***

By the end of Friday's driving, though, we all alighted, looked at our cars and said: "A-r-r-r-g-h!" Our beautiful Jags had been "rode hard and put away wet" after morning showers along the route had turned what our tour guide referred to as "benign dirt" into a muddy spray that thoroughly covered our beloved rides. Once we arrived in Rhinebeck, many of us immediately drove off to a nearby self-service car wash. Oh, the horror, the horror!



***Rode hard, put away wet! Aieeee!!  
The Culinary Institute of America***



***JANE Tour about to get a tour at the CIA.***

That evening, we were fortunate in having bright and engaging student guides to escort us around the Culinary Institute of America. Established in 1946 to train returning GIs in the gustatory wonders that lay beyond creamed chipped beef on toast, the school grew to a point where purchasing this magnificent former Jesuit novitiate made economic sense. Today, almost 3,000 undergraduates pursue Associates or Bachelors degrees, with many choosing to live on campus. Cora, our guide, chose to follow an accelerated three year Bachelors program that included classes in the summers. She'll be following in the footsteps of 1992 graduate Jérôme Bocuse, son of the late Master Chef Paul Bocuse, who had served on the CIA's board and was a strong supporter of the school.

Most of the Associates degree students learn practical cooking skills, while the Bachelors candidates begin with these basics and proceed to more academic topics like culinary chemistry, menu planning, food

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## Hudson Valley (Continued from page 8)

safety, and even restaurant business planning. The term paper for the latter course requires students to create a business plan for opening a new restaurant, researching available rental space in their hometowns, calculating the cost and financing of ovens and refrigerators and staff salaries, as well as food ingredients, and then estimating gross sales based on seating capacity. Oh, yes, they have to figure out if gross sales will exceed gross expenses, since all this work needs to be profitable. We're not running a soup kitchen here, folks.

Suitably educated, we all adjourned to the CIA's Caterina de' Medici Restaurant for a superb meal prepared and served by students. Kevin and Diane Murphy and Glenn and Barb McLachlan were four of the JANE diners who savored the fixed menu of salad, veal ragu, lamb chop, and dessert pastry.



**Kevin and Diane Murphy and Glen and Barb McLachlan feeling better thank you, after a big meal at the CIA's Ristorante Caterina de' Medici.**

We heard no complaints about the quality and taste of our meal, but we did give the waitstaff a chance to recover from mistakes without the rude tirades that they may face in the real world. One JANE guest had requested a vegetarian alternative menu in advance. While the first course complied with this, she got the same second course as the rest of us. "Maybe those are just chopped mushrooms" we hopefully suggested before she took a bite and informed us, "Nope,

it's veal." While "quiet desperation is the English way" (we do belong to a Jaguar club, after all), the other guests chivvied her up with some assertiveness training – after all, she would either violate her dietetic principles or leave the restaurant hungry, and our student chef wouldn't learn the importance of diligently fulfilling a diner's menu requests.

So, our vegetarian comrade decided to request a different dish. Fortunately, the waitperson was very apologetic about the staff's mistake and fixed it immediately. It could have gone far worse for our CIA student, because for every hot-headed Chef Gordon Ramsay rant, there are ten irate restaurant patrons who will summon the chef to their table, shout "How dare you serve me this slop!" and dump a plate of braciolettine on the floor. It can be a tough business.

After dinner, JANE President Chuck Centore thanked JANE members for participating in the tour, and also praised the team who planned, organized and guided this major event. Like a Jaguar XK engine, there were a lot of moving parts that needed synchronizing – as well as an occasional shot of oil or something – to run smoothly.



**Chuck Centore and JANE after dinner.**

### ***The Old Rhinebeck Aerodrome***

*"A flight of fancy on a windswept field Standing alone, my senses reeled ..."*



***Aloft in the sunny Rhinebeck skies. It's just not the same as JetBlue.***

How long has it been since any of us looked forward to flying? Today, airline passengers are treated like suspected terrorists and herded aboard aluminum tubes that can take them pretty much anywhere, just not with much comfort or civility. A hundred years ago, flying was a thrilling – though often dangerous – adventure. Early pilots faced upcoming flights with wonder, and the Old Rhinebeck Aerodrome, with its vintage aircraft and friendly people, is keeping this spirit alive.

All of the Aerodrome's reconstructed or replica planes regularly go aloft because their guiding philosophy is: "If it doesn't fly, it's not an airplane" (some of our early XK Jaguar owners may sense a similarity). An example of this is the Aerodrome's Standard D-25 biplane, which takes passengers up for flights over the Hudson Valley.



**Standard D-25 biplane taxiing.**

It's a rebuilt 90-year-old biplane with an aluminum fuselage frame and wooden wing framework covered with coated canvas. When boarding the plane, the other two daredevils and I were told to walk only on

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the black non-skid along the wing root. "Don't step on anything that's orange-colored or you'll fall right through." With this disconcerting warning, we boarded the biplane and reflected that in 10 minutes we would be 3,000 feet off the ground. Fortunately, the Standard's in-flight entertainment put our minds at ease: a sign on the cockpit's forward bulkhead that advised, "Tips are greatly appreciated by your pilot!" In case you didn't know, dead people don't tip. It follows with certainty that we would all have to survive the flight if the pilot was going to receive his gratuities. He now had a financial incentive (in addition to self-preservation) to return us all safely to earth. Much better!



***Sometimes, tips seem like a really good idea!***

After roaring down the grass airstrip and lifting off, we circled around and headed west towards the Hudson River.

*"Can't keep my eyes from the circling skies /*

*Tongue-tied and twisted, just an earth-bound misfit, I"*

Some perspective here: While airliners usually tilt at a 10 degree angle when turning, small planes like the Standard will normally bank left or right at 30 degrees when turning. My sailboat will heel 20 degrees in the wind; any more makes the boat hard to handle. The biplane's roll was

more than my sloop's heeling, but way less than the climbing, 80 degree roll that I and my lunch experienced when taking a P-51 Mustang on a demonstration flight.

Anyway, we three adventurers gradually lost our trepidations and began to enjoy the thrill of flying in a small plane,

*"There's no sensation that compares with this /*

*Suspended animation, a state of bliss"*

even though our weather, while sunny, had lots of gusty winds. On our final approach to land, a puff of rude air bounced us upwards maybe 20 feet, but our skilled pilot kept the plane under control and brought us in for a smooth landing in spite of nature's little prank. We then heard that scheduled flights for later that day, as well as the air show, had been cancelled because of the unruly wind gusts.



***The Standard biplane bringing JANE members down to earth!***



***Rich Kosinski and Ed Marut are glad to be back!***

Back on Planet Earth, we strolled around the airfield and saw this 1917

French S.P.A.D. S.VII fighter, which the French started using in 1916 as a front-line fighter and the US Army Air Corps used as an advanced trainer after entering the war in 1917. The S.P.A.D. was a relatively sturdy plane, and a solid gun platform, with good climbing and diving characteristics. Maneuverability, though, was not as good as the French Nieuport and German Fokker fighter planes.



***1917 S.P.A.D. S.VII biplane***

When weather is favorable, the Aerodrome stages air shows of mock dogfights between planes like the S.P.A.D. and this 1918 Fokker D.VIII monoplaner replica.



***1918 Fokker D.VIII monoplane***

Aerodrome pilots love this agile little Fokker (sorry, couldn't resist) because it has only one wing and none of the wire bracing that's common on biplanes of this era. When backing off the throttle during landing, a S.P.A.D. or Sopwith will slow down suddenly because of all the aerodynamic drag, but it's much easier to quickly and precisely adjust the landing speed of the Fokker. The builder simply made thicker wing spars that would take the load without requiring additional wire

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supports, and the Fokker D.VII biplane and the Red Baron's Fokker Dr.1 triplane featured the same technique.



### **The Aerodrome's Spirit of St. Louis replica**

Many of us have seen the original Spirit of St. Louis suspended from the National Air and Space Museum. How about an exact replica of the Spirit ... that performs in air shows? The Aerodrome is proud to have built an exact replica, having been allowed by the Museum to ride up to the Spirit in a bucket truck to lean into the cockpit and take measurements and photos. The engine is an unused Wright Whirlwind radial that the Aerodrome was able to buy, and they also recreated the Spirit's special "earth inductor compass" that compensated for the earth's magnetic variation which changes over wide areas.

Lindbergh's plane was a Ryan mail plane, and although he loved flying, Lindbergh was also competing for the \$25,000 Orteig Prize to make the first nonstop trans-Atlantic flight. He contributed \$2,000 of the \$10,580 purchase price for the plane, which he had saved from flying the US Mail for Robertson Aircraft Corp., and from contributors like the St. Louis Raquette Club from Lindbergh's hometown. The plane had to be modified by constructing a new wing that would allow greater lift, because 2,710 pounds (ca. 340 gal.) of fuel were needed to make the 3,600 mile flight from New York to Paris. The main tank sits behind the engine and in front of the cockpit and is so large that Lindbergh had almost no forward vision. A US Navy submarine veteran August 2019

working at Ryan Airlines constructed a periscope to afford at least some forward visibility. The pilot's wicker seat was very light, built specifically for Lindbergh, and purposely uncomfortable, since he would have to stay awake and manually fly the plane for over 33 hours straight. After tense moments wondering if Lindbergh's flying gas tank would clear the trees bordering Roosevelt Field on takeoff, "Lucky Lindy" succeeded in flying to Le Bourget Field in Paris, using the Eiffel Tower, illuminated by Citroen, as a landmark.



### **An early Parisian navigational beacon from the 1920s, built in 1889 by a prescient engineer named Eiffel.**

The Aerodrome also features cars of the early 20th century like this 1909 Renault touring car that they restored and turned into a taxicab configuration. During WWI when the Kaiser's army threatened Paris, over 600 of the capitol's taxicabs were requisitioned by the French Army to deliver soldiers to the front lines for the Battle of the Marne.



**1909 Renault Taxi**

And seen here is the Aerodrome's fanciful list of fares on the door of the cab.



### **"Lessee, is it the Louvre, the Front, or Madame Fifi tonight?"**

But it wasn't just hundred-year-old cars that were displayed. JANE's airfield parade of Leapers was on Old Rhinebeck's program as a featured event after a brief air show that starred the Aerodrome's Piper Cub.



### **Our JANE Jag Parade Hillrock Estates Distillery**



On Sunday morning, many JANE

(Continued on page 12)

## Hudson Valley (Continued from page II)

members followed the back roads suggested by our cheerful tour guides to Hillrock Farm, home of an artisanal distiller of bourbon, rye and single malt whiskies.

After a beautiful drive, and absolutely thirsting for scientific knowledge, the JANE entourage arrived at Hillrock Estates. Our practical chemistry tour guides, Tyler and Doug, started right in and explained that Hillrock is unusual in growing, harvesting and distilling its whiskies completely in-house. "Field to Glass" is their motto, and even the water is drawn from the distillery's proprietary wells.



***Tyler and Doug have a barrel of fun trying to educate us.***

Tyler and Doug explained that Hillrock bourbon is made using the Solera method of rotating casks on a planned schedule, so 10 gallons of bourbon from each barrel are transferred to other barrels of a different vintage on a tightly controlled schedule. This is designed to mellow and enrich the flavor and it also helps to maintain consistency. By law, bourbon must be aged in barrels constructed of American oak and Hillrock also goes to great lengths to be sure that its barrels have not been kiln-dried, since this would impart a different flavor note to their bourbon.

Tyler and Doug showed us the agricultural components of bourbon, rye and single malt whiskies: barley, rye, corn and the peat that is used as fuel to toast the barley. They encouraged us to scoop out a handful of each to

experience their textures and aromas. One JANE member had just scooped out a handful of peat briquettes when another member asked Doug about this ingredient. "It's basically earth poop," Doug explained simply and our unfortunate JANE member quickly dumped the lumps of peat back in the jug. No one wanted to shake his hand for the rest of the day.



***We study the grains and peat that go into making whiskey.***



***Tyler explains about the malt grain drying.***

Moving on through the distillery, we realized that somewhere in the Appalachian backwoods, Darryl and Earl may be trying to replicate a still as sophisticated as the copper colossus at Hillrock, but it's doubtful that their backwoods still could progressively

process the same batch five times in one pass the way that Hillrock's Vendome still can.



***And finally, we get to the still.***

Eventually, it was time to test and evaluate the results of Hillrock's chemical experiments, which came down, of course, to tasting them.



***Hillrock's Test Facility, at the ready***

Our cheerful tour guide expert, Dave, had been extremely pleased with the Hillrock solera bourbon that he tried during his evaluation visit for the Tour (yes, at JANE we sample everything before we expose the membership to it), and here he was equally happy with the rest of their product line, which includes wonderful single malt and rye whiskies.

(Continued on page 13)

August 2019

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

by Barry Bannister, Barrister

Barry Bannister, our kindly Barrister, gently explains to us the law as it exists in various places to which JANE members and their automobiles may or may not travel.

Why? Just in case . . .

This month, Barry explains to us that in Alaska, it is illegal to drive with your dog tethered to the roof of your car.

Thanks, Barry. Now we know. We look forward to next month.

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

Hudson Valley (Continued from page 12)



*Our intrepid tour guide Dave about to taste test a new whiskey on our behalf.*



*Things are beginning to look real good in the Tasting, er, Testing Room!*

And so, after an enjoyable week-end touring the Hudson River Valley, we could now return to our Jaguars and enjoy a scenic ride home. Life is good!



*Jags about to depart from Hillrock Estates and the Hudson Valley*



**For sale: 1998 Jaguar Vanden Plas four-door sedan.** The color is metallic tan. It has eight cylinders and the manuals are with the car. It has four new rotors, a year old, new front brakes and a box of unopened rear brake pads. New filter and synthetic oil changed. The car has 140,000 miles. It needs an oxygen sensor and I have a diagnostic print-out. It may need new gasket. Selling to a mechanical Jaguar enthusiast would be ideal.

**My email is [dollet400@yahoo.com](mailto:dollet400@yahoo.com).  
Phone 508-561-4648. Best offer.**

## Car for Sale: 1985 Jaguar XJ Vanden Plas

I bought this car last year from a friend's estate. It now has 49,000 miles on it. The previous owner always kept it out of inclement weather and maintained the auto in impeccable condition. I have every book, original bill of sale and paper work on this vehicle. I recently had it completely gone through and had the air conditioning upgraded, oil changed and replaced the roof motor and mechanism for connecting to two gas tanks. It is perfect and drives and handles like a dream. I'm asking \$25,000 and accepting offers. I am Peter G.Hill at 401-641-6091 ([peterghill02840@yahoo.com](mailto:peterghill02840@yahoo.com)) in Newport R.I.



## FOR SALE: JAGUAR MARK X DONOR CAR

It is in very rough condition but essentially complete, engine, transmission, rear end, etc. Rust-wise it is almost certainly only a donor car only. \$500 or best offer. Car is in Charlton, MA.

**Contact John Zaghi (508 341 7330)  
or [zaghi1970@yahoo.com](mailto:zaghi1970@yahoo.com).**

# 2019 Calendar of Events

Here is what JANE has planned (**in bold**) for the rest of 2019, plus some other events we usually enjoy as well. Our monthly meeting dates are firm, as is almost everything else. So go ahead and write them in using ink now, to make your calendar look impressively busy and connected, as well as guaranteeing some serious fun along the way!

<b>August 9-11 - Fri. - Sun.</b>	<b>JANE Annual Concours</b>	<b>Sturbridge, MA</b>
August 17 - Saturday - 9AM-3PM	Lions Club Charity Car Show	Amherst, NH
<b>September 7 - Saturday - 10AM</b>	<b>JANE Deerfield Valley Tour</b>	<b>Start in Lancaster, MA</b>
September 13-15 - Fri. - Sun.	29th Annual British Invasion	Stowe, VT
<b>September 25 - Wednesday - 7PM</b>	<b>JANE Monthly Meeting, Speaker: TBA</b>	<b>Wayside Inn, Sudbury, MA</b>
<b>September 28 - Saturday - 9AM</b>	<b>JANE Autumn Slalom</b>	<b>North Andover, MA</b>
September 29 - Sunday - 9AM-2PM	8th Annual Boston Cup	Boston Common, Boston, MA
<b>October 23 - Wednesday - 7PM</b>	<b>JANE Monthly Meeting, Speaker: TBA</b>	<b>Wayside Inn, Sudbury, MA</b>
<b>November 20 - Wednesday - 7PM</b>	<b>JANE Monthly Meeting, Speaker: Steve Pickford, the Innkeeper</b>	<b>Wayside Inn, Sudbury, MA</b>
<b>December 7 - Saturday - 3PM</b>	<b>JANE AGM and Holiday Party</b>	<b>Vesper Country Club, Tyngsboro, MA</b>






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**Car for Sale: 2007 Jaguar XJ 8 Frost Blue, V8 engine and automatic transmission**



The car is in excellent condition with only 47k miles. It is registered and available for test drive. New brakes and tires installed last year, new battery a year before that. Oil changed annually. Price new was \$66,950. Asking \$12,750 or Best Offer. More pictures and information available on request.

**Contact Info:**  
**Martin Shooter - 978-774-4158**

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# A Member Discusses Fuel Lines

*By Doug Chadwick, A.S.E. Master Technician*

Hi All,

My name is Doug Chadwick, and I am a new member of JANE as well as a retired automotive master technician. I'd like to discuss fuel system safety and maintenance, something to keep us and our treasured Jags safe. Yes, fuel systems need to be inspected and repaired at some point in the car's life.

Recently I got an email from Welsh Jaguar out in Ohio, letting me know that they had just received a new salvage car whose engine had caught on fire but the interior, which had just been replaced, was undamaged. It just so happened that I needed a new interior for my 1987 XJS, so I called them up and told them that I wanted the interior. After a pleasant fourteen hour drive to Welsh to pick the interior up, they took me over to their salvage yard to inspect the car in question. It was a really nice 1986 XJS that somebody had just spent a lot of money on, having the interior done. Score me!

While I was there I lifted the hood (sorry, bonnet) to see why the car had caught fire. The top of the engine had burned up, so I pretty much knew what had happened. The fuel lines had rotted, sprayed raw gas on the engine, and it caught fire. I felt really bad for the former owner because, other than the engine, the car was in Concours condition. I happened to notice two other XJSs parked nearby. They also had caught on fire the very same way.

And this is why fuel system inspection is so important. As anybody who owns an XJS knows, there is little to no ventilation under the hood (sorry, bonnet). The E-types have louvers to direct the heat out of the engine compartment, while the XJS does not. Engine temps under the hood of an XJS can exceed well over two hundred degrees. So after years of being exposed to this type of heat, the rubber starts to break down and dry

rot. Also we have to deal with ethanol fuels, which rot the rubber from the inside out. This is a disaster waiting to happen.

What can you do to prevent this problem? If your car is more than ten years old, inspect the fuel system for leakage and gas fume smells, and repair as necessary. If your car is more than twenty years old and, as far as you know, the fuel lines have not been changed, just change them.

What needs to be replaced? On the Jaguars of this era, the fuel injection system was a Bosch/Lucas EFI with fuel coming from the fuel tank to the injectors and excess fuel returned to the tank. Fuel pressure is 30psi, which is enough to blow out an old fuel line. You will need to replace all rubber fuel lines coming from the fuel tank with new EFI-rated-50-psi or higher fuel lines. Replace all twelve fuel injector hoses, the cold-start injectors if your car has them, and all of the return lines going back to the tank. Be sure to use new hose clamps as well. (Note: Use only fuel injection clamps, not the screw type clamps.) All of the fuel lines in the trunk that connect the tank to the fuel pump, filter and in and out lines will also need to be replaced. They may not be exposed to as much heat, but the ethanol rots them from the inside out. Also the two metal and rubber fuel lines on top of the rear sub frame will have to be changed. You can't buy new metal and rubber lines, so you have to replace just the rubber section. After the lines have been replaced, turn on the ignition, let the fuel pump pressure up the system and check for leaks. At the same time you may want to consider replacing all of your vacuum lines because they are subject to dry rot as well.

I hope that this information helps because I don't want to see another beautiful Jaguar end up in the salvage yard.

## From the Top Of The Scratching Post



*Your cheerful and humble editor*

the same platform. Range of the new XJ is projected to be 300 miles.

This production initiative will, in turn, save 2,500 jobs at Castle Bromwich. It is being supported by \$625 million in August 2019

As a follow-up to the Jaguar news stories we mentioned last month, I'm happy to report that Jaguar has just announced that it is going to release an electric replacement for the XJ sedan. This will be the first of three new electric cars to be manufactured at the Castle Bromwich facility. The second car will be a large SUV, while the third car is unspecified as yet, all based on

loan guarantees from the UK government, which wishes to encourage EV development.

Of equal importance on the local front, Kevin and Diane Murphy are pleased to announce the arrival, on July 12<sup>th</sup>, of their new granddaughter, Catherine Elizabeth. Both grandparents are doing just fine, thanks, and are now able to sit up and take nourishment.

And by the time you read this, we will have partied with the polo ponies at Myopia and lounged on the lawn at our beloved Wayside Inn. Good luck at the Concours and have a great August!

*Thanks for reading this.*

Unfortunately, Prince Lucas was very busy helping out Con Edison in New York in July, and missed his deadline for this month. It's not the first time, either! Maybe we'll have him back next month. Maybe.

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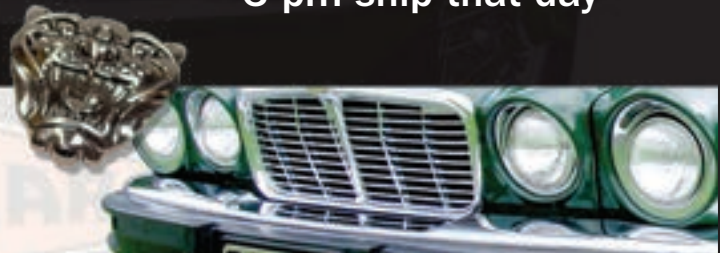
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