

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

November 2019

More than just a Car Club ...



Photo courtesy of ERA

***Sometimes, It's Easy To Know
Which Way To Go –
Other Times, Not So Much
– A Member Shares An Adventure***

Keeping your
Jaguar
on the road



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

From the President Chuck Centore . . .



Greetings again JANE Members and Friends,

Last month was full of the kind of events that we wait for all year. Our tour to the Deerfield Valley was a smashing

success. We also had our last regular BOD meeting, making way for the new year. We will have a couple of new Board Members and it looks like I am in for another year as President. We passed our new Bylaws, which we started to revise two or three years ago, and you can review them on the JANE website. We are nearing the end of the year and, aside from reflecting on our summer accomplishments, this means getting ready for winter.

So, we bring out all the heavy clothing, boots and the other necessities required to endure the cold. Our cars are another matter, however. Some of us, like me, never want to put them away. Nonetheless, they are destined for the storage locker, whether it be a friend's warm garage or a storage facility with plenty of AC outlets for the mandatory trickle chargers and the like. Winterizing our cars becomes a ritual and I am sure everyone deals with it differently: you know, make sure all the fluids are topped up and the tires are well inflated, dry gas or some favorite concoction in the tank to keep the gas from evaporating, a suitable cover and, finally, for peace of mind, you may want to visit from time to time just to make sure all your preparations were not in vain.

Personally, I always try to push fate and do things like NOT rake the leaves until just before the first snowstorm, as it then won't be necessary again until spring. This is a chancy maneuver, however, since no one really knows exactly when that snowstorm will actually arrive.

With cars, I do the same thing. I put bringing the car to a storage location off until the very last minute, which means just before the first snowfall. This is really pushing things, as it could come in October or November or even December but, whenever it does, I now have TWO things to tend to at the same time: raking leaves AND putting cars away!

Some 38 years ago, we kept a modest 30-foot sailboat in Red Brook Harbor in Pocasset. We had brought the boat to Cape Cod from California, in late August. Naturally, I still wanted to sail, so I relaunched the boat and went sailing on Buzzards Bay, for an enjoyable autumn with many good outings with family and friends. Then, winter looming, it was time to put the boat away. Naturally, I couldn't find a deckhand to help motor the boat to the storage marina, just across the Bay in Wareham, when the sun was shining and the breezes light. Finally, a day came in the middle of November and the sails were stowed below decks, but the wind was kicking up. How hard could it be to motor across Buzzards Bay? Well, the weather became so bad that we were forced to turn around and go back to Red Brook Harbor. Meanwhile, my wife Patt had driven to the storage location to meet us and we never showed up. This was before cell phones, so I called the police and described her car, They were good Samaritans and found her, letting her know we were OK back at the other side of the Bourne Bridge.

The moral, of course, is to get these things done as soon as possible. But I always want another good ride. So, this year I am going on the Larz Anderson MotoTour to and through Rhode Island at the end of October. Let's hope the weather cooperates and we have fair seas and sunny skies for a great tour, and THEN I'll rake the leaves and put away the cars!

Keep 'em on the road.

October 2019 Events

Dr. Dean Saluti, VP of Events



Looking Through My Rearview Mirror....

Dirk Burrowes, a member of JANE, was the speaker at our October dinner meeting at the Wayside Inn. I remember when I first met Dirk. I was with my friends from the Boston Area MG Club (BAMG), and Dirk showed up with one of his classic Rovers to a Faneuil Hall BAMG event. We became close friends immediately, and I was fascinated by his classic Rover that so much resembled a Jaguar MKII – gorgeous (maybe not quite as nice as Bonnie Getz’s “Grace”). I had no idea that Dirk was one of the top classic Rover collectors in the world.

Anyway, at our October dinner meeting, Dirk spoke about his Peking-to-Paris trip with Nick Grewal in a vintage 1940 Packard. Dirk produces and stars in a series he has created, called “Classic Drive Television” on YouTube. So, his presentation included clips that will be aired in future

shows. I think he did a fantastic job, and was one of our best speakers yet! It was really interesting to see how he scrounged parts and repaired the car in small, out-of-the way villages in Mongolia. And it was an honor to “take this trip with him.”

Coming Attractions

Check out the website and the Coventry Cat for the schedule of all our upcoming events, including meeting dates for January and February. And don’t miss our Annual Thanksgiving dinner meeting on November 20 – the week before Thanksgiving! The Wayside Inn Innkeeper, Steve Pickford, will host, talk about Wayside Inn lore, and present Wayside Inn’s annual turkey dinner with all the “fixins.” In December, we’ll all drive up to the Vesper Country Club for our Holiday Party and Annual General Meeting (AGM). You need to sign up for this no later than Sunday, November 17. I really look forward to seeing you all there. I’ll be with “Jan and Dean” and I’ll be driving the Jag.

Bannister the Barrister on Cars, Places, and the Law

by Barry Bannister, Barrister(say it ten times, quick!)

Barry Bannister, our kindly, if expensive, 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? Well, just in case . . .

In Denver, Colorado, it is illegal to drive a black car on Sundays.

Thanks, Barry, and we won’t ask you to explain. Anyway, now we know. As always, we look forward to next month and more interesting laws we need to abide by in various interesting places.

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

Lucas, Prince of Dim Humour)

(Laughibus Minimus Luminorum)

Joke for November

by Melanie (couldn’t be her real name)

Editor’s note:

For those of you who do not know, Prince Lucas has brought the same dim standards of performance to humour that he has to electrical systems.

In California, you cannot take a picture of a man with a wooden leg. Why not?

See the From The Top Of The Scratching Post for an answer.

HONKU

by Aaron Naparstek

Alaska’s melting –
hope your Yukon Denali
doubles as a boat

*And remember:
Honku if you love Jaguars*

Membership Update

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

JANE membership continues to grow steadily, and we hope to see and get to know all of you new members at our upcoming events. Just so you know, we are getting close to renewal time, so look for an announcement and get set for another great year with JANE. After all, as our President, Chuck Centore, reminds us, "We are more than just a car club."

Member Spotlight – Dirk Burrowes



Many of you enjoyed the October dinner meeting

at which JANE member Dirk Burrowes shared videos, accompanied by lively banter, of his "Peking-to-Paris" adventure. What a remarkable trip that was! Those of you who couldn't be there will be able to see these videos on "Classic Drive Television" on YouTube.

Now, let me tell you a little about Dirk. He owns a manufacturing firm, Vytek, in Fitchburg, that makes laser engraving machines. Until recently, when he acquired a huge, beautiful showroom facility, his factory had a section reserved for storage and maintenance of his very large collection of classic Rovers (50+). Each year, a gathering of classic Rover owners from around the world assembles in Fitchburg to share their enthusiasm for these classic Rovers. We Jaguar lovers can identify with the camaraderie that car lovers enjoy.

Personally, you have most likely seen Dirk at some of our events or at Larz Anderson with Lysiane Wing. Dirk and Lysiane have six children between them – the Brady bunch? Dirk has two sets of twins!

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marjoriecahn@aol.com

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jeaninegraf@icloud.com

A Moment to Pause, Mourn and Remember

By Dave Moulton

Sadly, we have two deaths in our Jaguar Family to acknowledge: Ed Hall and Bill Tracy



Ed Hall

Ed Hall was 80, and died August 24th after a brief illness. He was born in Pittsburgh, PA, served in the U.S. Marine Corps and was on active duty for four years (including an assignment near Cuba during the Cuban Missile Crisis). He was an entrepreneur with a strong work ethic who started many businesses during his career in the Worcester area. He continued to work regularly with his children in his businesses until he became ill.

As many of us know, Ed was a classic car enthusiast and restored many Jaguars during his lifetime, and was an active and very supportive member of JANE. He also enjoyed travelling with his wife and friends, including several trips to Ireland.

(Adapted from the Worcester Telegram & Gazette)



One of Bill Tracy's C-Types.

Bill Tracy, of Sarasota, FL, died October 3. Bill was a veteran in the United States Marine Corps during the Korean War, and then spent 25 years as an airline pilot with USAir and American Airlines. He also founded Bill Tracy

Jaguar Auto Parts in the Sarasota area, fabricating and supplying parts to firms such as XKs Unlimited, Welsh Enterprises and Moss Motors. He also collected what he called "some very exotic" Jaguars, most notably the No. 18 C-Type originally owned by Juan Fangio, as well the Briggs Cunningham lightweight E-Type 5114WK. His working motto was "What Is Common Today Will Be Rare Tomorrow."

(Adapted from the Sarasota Herald Tribune and the Bill Tracy Jaguar Auto Parts Website)

2019 Fall Slalom Report

By Dave Moulton, photos by Bonnie Getz, and Larry Shields



Slalomeers, at the ready.

Twenty-four cars were entered in JANE's Fall Slalom this year. It was another lovely day, bright, sunny and pleasant. We continue to be blessed by excellent slalom weather.

The range of cars entered was quite large as well as very interesting. Along with our typical array of older, middle-aged and newer Jaguars, we had two Corvettes and a Viper, two Loti, five "hot hatches," a Toyota MR2, two Miatas, an MGA driven well by two drivers, Bob Totten's Triumph Spitfire, and a Tesla Model 3.

Larry Shields, in his Corvette C6 "Buh-Bye," got fastest time of day (41.841), followed closely by an array of eight other cars under 44 seconds! These included Justin Yost's MR2, Rich Lossa's Lotus, Bob Totten's Spitfire, David Hill's Corvette, two hot hatches (Turcotte and Check), Gary Hagopian's XKR-S (fastest Jag), and John Loring's Viper.

The rest of us mere mortals did the best we could, whacking the occasional pylon, getting lost and occasionally not getting quite stopped in the stop box. Big news of the day was that Bonnie Getz, after two years

of trying, finally broke the 50-second barrier in her Jaguar E-Type "James," not once, but twice! The Tesla also did quite well, silently (except for noisily complaining tires) getting around quickly and smoothly (45.381). Nice car!

Here are a few pictures (sorry that we can't show them all)



Jessie Loring brings his Mazda Miata out of the Figure 8 in fine form.



David Hill's Corvette gets up a head of steam on the box straight.



Rose Perry in her Lotus, a perfect car for this stuff!



Eitan Check boogies in the quietly quick Tesla 3.



Bonnie Getz gets "James" in the groove!



The big Viper of John Loring is fast and smooth.

(Continued on page 7)

November 2019



Larry Shields, fastest time of the day, and Gary Hagopian, fastest Jaguar of the day.

See you in the spring!

The official overall results are:

Place	Car #	ENTRANT	Car/Class	Time
1	9	Larry Shields	Corvette C6/Z	41.841
2	20	Justin Yost	Toyota MR2/Z	42.067
3	11	Rich Lossa	Lotus/Z	42.178
4	17	Robert Totten	Spitfire/Z	42.315
5	2	David Hill	2012 Corvette Z	42.993
6	22	Ben Turcotte	Subaru WRX/Z	43.358
7	3	Gary Hagopian	2015 XKR-S/L	43.422
8	13	Ari Check	Ford RS/Z	43.535
9	15	John Loring	Dodge Viper/Z	43.721
10	21	Jeffrey Keating	VW GTI/Z	44.492
11	16	Jessie Loring	Miata/Z	44.528
12	18	Eitan Check	Tesla 3/Z	45.381
13	12	Jill Libby	Subaru WRX/Z	46.177
14	1	Paul Bicknell	XF/M	46.280
15	8	Rose Perry	Lotus/Z	46.402
16	7	Dave Moulton	F-Type/R	47.791
17	10	Justin Hall	MGA/Z	49.270
18	4	Bonnie Getz	E-Type/D	49.679
19	6	Jeff Beard	XKR/L	49.825
20	14	Ben Morong	MG Midget/Z	50.303
21	5	John Hall	MGA/Z	51.502
22	23	David Lewis	Dodge Shadow/Z	51.506
23	24	Neil Flaherty	Miata/Z	54.825
24	19	Bill Hastings	E-Type/D	60.306






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It's a Long Way to Fly for Some General Tso's Chicken . . .

By: Brian McMahon, photos courtesy of Dirk Burrowes and Endurance Rally Association

. . . and even longer driving home again!



1940 Packard 110, driven by Nick Grewal, with Dirk Burrowes navigating. They finished 20th overall, in a field of 120 cars built between 1907 and 1975. Featuring a heavy, simple and solid frame, with a rebuilt but unmodified flathead straight 6 engine, this 79-year-old Packard carried Nick and Dirk safely over 8,500 miles from Peking to Paris.

At JANE's October meeting we were treated to Dirk Burrowes' enthralling tale of competing in the 2019 Peking-to-Paris Rally, as the navigator of a 1940 Packard 110 coupe driven by New Hampshire race car collector and enthusiast Nick Grewal. This was the seventh running of the new series of races. The original race was held in 1907 as an endurance test for the emerging automobile industry and to prove that the horseless carriage would be a dependable means of transportation. There were no rules promulgated for the first race, just leave Peking and try to arrive in Paris before anyone else. The prize? A magnum of Mumm's champagne, of course. It was won by Count Scipione Borghese, who made a 900-mile detour during the race to attend a team dinner before returning to the route and winning the rally.

That route is now 8,500 miles long and crosses 6 time zones, from Beijing through Mongolia's Gobi Desert, then through Kazakhstan and Russia to St. Petersburg and finally southwest through Finland, the Baltic states and central Europe to Paris.



After the race starts at the Great Wall of China



106 contestants head off on what might modestly be described as a Third World automotive adventure. Most of the trip is on unpaved roads through sparsely inhabited deserts interspersed with occasional steep mountain passes. Contestants also witnessed some amusing if bizarre sights



Amorous dinosaurs bridge the China-Mongolia Border, as seen by a 1970 Alfa Romeo Giulia, driven by Philip Macwhirter (AUS)/Laurette Macwhirter (AUS), which finished 41st.

and in Mongolia, they camped out in yurts and tents, where



they were grateful for whatever food the locals provided. Wisely, they decided to adhere to an event tradition of NOT asking what part of which animal you are being served. Moreover, protocol suggests that you should respectfully toast your hosts with the kumis (slightly alcoholic fermented mare's milk) that they offer you.

The route, as driver Bill Holyroyd observed after this year's event, consists of "mountain roads and farm tracks. If you were driving from Manchester to London and then back to Birmingham on farm tracks and mountain passes, you'd go bloody mental."

Since everyone is running at full bore, the frames, suspensions and tires of the rally cars take a severe beating.



A 1972 Datsun 240Z, driven by David Gainer (AUS)/Steve Gainer (AUS), finished 5th, gets some roadside attention to the front suspension.

Fortunately for the crews, the organizers do permit them to replace the original seats with modern race car thrones, complete with safety harnesses. Curiously, though, crews don't wear helmets.

(Continued on page 9)

November 2019

It's a Long Way (Continued from page 8)

The rally is a brutal, month-long endurance test of man and machine that features some of the oddest vehicles imaginable. "Classic" cars must be built prior to 1976 to enter the rally, with a "Vintage" class available for pre-WWII cars. Surprisingly, the entry list reveals no Jeeps or Land Rovers, but did include everything from a 1975 Rolls-Royce Silver Shadow to a 1910 White MM Pullman steam-powered tourer.

Instead of simply racing to the finish line, the reincarnated competition is now a rally with a series of check-in points that must be carefully approached. Dirk told us that arriving 5 minutes too early costs more points than arriving one hour late, so many competitors adopted a "hurry up and wait" strategy of tearing across the countryside, stopping a few hundred yards shy of the checkpoint, and then rolling through at the appropriate time.

Dirk explained the navigational problems they encountered when their GPS either failed or lured them astray, as they worked from printed rally directions that featured "tulips" as turning points. Before each day's start, navigator Dirk and driver Nick Grewal were also handed course revisions from a scouting team that had driven 100 miles ahead to alert them of inconveniences (like a flock of grazing sheep covering the road) or dangers (like washed out roads or bridges). They also endured numerous shock absorber failures, requiring them to seek out welders in Ulaanbaatar (Mongolia) and St. Petersburg (Russia) who could fabricate new attachment points. In general, Chinese and Mongolians were quite helpful, but some Russians needed coaxing. A shock absorber attachment that Dirk thought could be whipped up in 15 minutes took several hours of grimacing by a surly

St. Petersburg mechanic. That is, until the vodka bottle was nearly empty – then it was no problem. While some newer sailors dream about crossing the Pacific to Tahiti or sailing the Atlantic through the Mediterranean Sea to Santorini, many veterans describe such long distance cruising as "Fixing (or looking for someone else to fix) your boat in exotic places", which seems to apply perfectly, in an automotive sense, to the Peking-to-Paris Rally.



A 1931 Bentley Speed Eight, driven by Rene Backx (B)/Jef Augustyns (B) gets some on-the-road engine work. They finished 31st.

Most of 2019's 106 entrants completed the rally, just as all but one of the 1907's race entrants finished. That 1907 DNF was August Pons and his Contal Mototri 3-wheel motorcycle, which failed in the Gobi Desert, stranding the rider and navigator in survival conditions for weeks. This year the Gonnissen/Gelan team rode a similar 1907 Contal Mototri across the finish line, to a tumultuous welcome.



A 1907 Contal Mototri tricycle, "driven" by Anton Gonnissen Sr. (B)/Herman Gelan Jr. (B), finishing 16th overall. Navigator Gelan rode in the "suicide seat" for 8,500 miles, saying "I was closer to nature than

any of the other competitors and the sheer beauty of the route and the surroundings are what will stay with me for a long time."

JANE members should be proud that both Jaguars (a 1961 Mark II and a 1965 E-Type) entered and finished in this year's endurance race.



1965 Jaguar E-Type, Boris Gruzman (USA)/Eliot Gruzman (USA), 55th. This is Jaguar TEAM USA – does it get any better than this for JANE members?

In fact, British cars in general did quite well, with Graham and Marina Goodwin's 1925 Bentley Super Sports winning the Vintage class



1925 Bentley Super Sports, Graham Goodwin (GB)/Marina Goodwin (GB), Vintage Class: 1. Dirk Burrowes was especially impressed with the Downton Abbey-vintage Bentleys because they were extremely rugged.

and a 1974 Leyland (Australia) P76 as the overall winner of the Peking-to-Paris Rally. Expertly driven by 87-year-old Gerry Crown, with a somewhat younger Matt Bryson navigating, they have now won their third Peking-to-Paris Rally, making them the all-time champions.

(Continued on page 10)
9 The Coventry Cat



1974 Leyland P76, driven by Gerry Crown (AUS)/Matt Bryson (AUS), 1st Overall. Geezers Gone Wild!

Let's not forget some other British cars that competed and finished, such as:



1933 Alvis Firefly, Alex Vassbotten (N) / Randy Marcus (USA), 15th Overall.



1954 Bristol 403, Paul Hickman (AUS) / Bas Gross (GB), 9th



1967 Morgan Plus 8, Benoit Adelus (F)/Pierre Elizabe (F), 28th. Wooden cars and iron men.



1972 MGB GT, John Crighton (AUS)/Marian Crighton (AUS), 24th.



1954 Austin Healey 100/4, Ashton Roskill (AUS)/Giles Cooper (AUS), 16th.

And cars as quirky as many British vehicles:



1973 Citroen DS20, Daniel Spadini (CH)/Scipione Dibello (NL), 71st. H-m-m-m-m . . . How did that pneumatic suspension fare in Mongolia? Could local mechanics figure out French automotive engineering?



1957 Chevrolet Bel Air, Tim Eades (USA)/Jim McLaren (USA), 69th. Cheech Marin, describing the effects of an especially strong medicinal herb, exclaimed "Santa Maria, I saw God! And He was driving a '57 Chevy!"

Reviving the Ford v. Ferrari duels of the late 1960s at Le Mans, there were also:



1975 Ferrari 308 GT4, Giorgio Schon (I)/Enrico Guggiari (I), 48th. The rooftop wheel could be useful during rollovers.



1968 Ford Mustang, Marc Buchanan (USA)/Ralf Weiss (D), 47th. And, as in the past, the Ford finishes just ahead of the Ferrari.

(Continued on page 11)

Dirk concluded by announcing that his Classic Drive TV channel is editing the terabytes of video that he and Nick shot during this rally, and the result will be featured soon on this channel. Tune in, and if the idea of an 8,500 mile trek across the Mongolian outback in a vintage car is appealing, you now have three years in which to prepare for the next Peking-to-Paris Rally, scheduled for June, 2022.

Avanti!



All roads lead to . . . ?

Smile if You're On Amazon: A Letter from Gary Hagopian

Hi Dave,

If you remember at a recent meeting, I stood and pitched Amazon Smile's program whereby, Amazon will donate .5% of anyone's purchases to the buyer's favorite charity, ours being the Coventry Foundation, Columbia SC. I'm hoping that you'll consider the Foundation's work and scholarship efforts worthy enough to include the attached appeal to the membership for help, as an article for the Coventry Cat newsletter.

A BOOST FROM AMAZON

The COVENTRY FOUNDATION, the USA's most complete, private repository of Jaguar heritage, is already getting a boost from the Amazon Smile program. Several of our members have signed up at smile.amazon.com naming the Coventry Foundation, Columbia, SC as their "favorite charity", to receive .5 of 1% percent of the value of their purchases as a donation, at NO COST TO THE PURCHASER!

This program has already resulted in Amazon's having made donations to "favorite charities" totaling more than \$144,000,000. A small percent of their future donations could easily fund the Coventry Foundation's endowment at the Penn College of Technology where the Foundation's annual scholarships are helping to fund students involved in their two-year RESTORATION ARTS degree program. The Coventry Foundation has awarded scholarships for the past three years, but needs further revenue to establish an endowment to insure scholarships in perpetuity.

These graduates will insure the availability of properly trained technicians to service and restore our JAGUARS and other vintage automobiles, going forward.

Please help! All that is needed from you is 10 minutes of your time to establish a smile.amazon.com account, or to convert your current account to a smile.amazon.com where at no cost to you, .5% of the value of your purchases will be donated to the Coventry Foundation.

You must select: Coventry Foundation, Columbia, SC, as your "favorite charity".

Please go to smile.amazon.com NOW, and follow the directions to establish your account that will result in Amazon's help in growing the pool of technicians available to restore our Jaguars!

Since this is NOT an appeal for a cash donation, I hope that we can motivate at least 25 or more members to take a few minutes to sign up for, or convert their existing Amazon account, into a smile.amazon.com account where their subsequent purchases will yield revenue for the Foundation without adding to the price of the item.

Thanks!

Best Regards,
Gary Hagopian
Sunapee, NH

2019 Calendar of Events

Here is what JANE has planned (in bold) for the rest of 2019, plus January and February meetings in 2020

November 20 - Wednesday - 7PM	JANE Monthly Meeting, Speaker: Steve Pickford, The Innkeeper	Wayside Inn, Sudbury, MA
December 7 - Saturday - 3PM	JANE AGM and Holiday Party	Vesper Country Club, Tyngsboro, MA
2020		
January 22 - Wednesday - 7PM	JANE Monthly Meeting, Speaker: TBA	Wayside Inn, Sudbury, MA
February 26 - Wednesday - 7PM	JANE Monthly Meeting, Speaker: TBA	Wayside Inn, Sudbury, MA

Annual General Meeting and Holiday Party

Saturday, December 7, 2019

Vesper Country Club

185 Pawtucket Blvd. Tyngsboro, MA 01879

Event Schedule

3:00 - 4:00 pm - Cocktails (Cash Bar)

4:00 - 5:30 - Annual General Meeting

5:45 p.m. - Buffet Dinner

After Dinner: Yankee Swap



(Editor's swap suggestion: hint, hint!)

You know the drill.
Bring a wrapped gift valued
at least \$25 to have the valuable
opportunity to play the
exciting and rewarding game of **Yankee Swap**.
Dress is Business Casual/Holiday Attire
(please, no jeans at Vesper, kilts OK).
\$85 per person. Please register and pay online,
and do so no later than Sunday, November 17,
as we must give our expected count to Vesper on
Monday, November 18. If you pay by check,
make your check payable to JANE and mail to:
JANE - c/o Diane J. Wells-Murphy
1 Doyle Lane, Hopkinton, MA 01748
Please mail to arrive no later than
Saturday, November 16, 2019.

If you are not registering online, you must contact
Diane Wells-Murphy so she can register for you, via
email: Dwellsmurphy@gmail.com, or (508) 849-9979.

FOR SALE

5 Dunlop 15" wire wheels in excellent condition, with 215/70 R tires (somewhat worn), from a 1986 Jaguar XJ12. Can be inspected by appointment in Lexington, MA. \$800 for the five wheels and tires, to be picked up in Lexington. For details, call or email Kris Alaerts at 617-347-8075 or kris.alaerts@outlook.com.



2020 JANE Board of Directors Slate

Chairman, Nominating Committee, John Brady

Nominations are complete and 15/17 of the members of the JANE BOD are returning for 2020.

Expect the same level of quality meetings and events as we have had in the past.

Special thanks to Chuck Centore and Dean Saluti

for continued energy and leadership in the positions of President and VP of Events.

The slate is as follows for election 12/6/2019

	OFFICE	NOMINEE	Term # Yrs	TERM EXPIRATION	TERM PERIOD
1	President	Chuck Centore	1	12/31/20	Elect for 1 year
2	VP Events:	Dean Saluti	1	12/31/20	Elect for 1 year
3	Co-VP Membership:	Jeanine Graf	1	12/31/20	Elect for 1 year
4	Co-VP Membership:	Margie Cahn	1	12/31/20	Elect for 1 year
5	Treasurer:	Don Holden	1	12/31/20	Elect for 1 year
6	Secretary:	Bonnie Getz	1	12/31/20	Elect for 1 year
7	Board:	Dave Reilly	2	12/31/21	Returning for 2 yrs.
8	Board:	Aldo Cipriano	2	12/31/21	Returning for 2 yrs.
9	Board:	Richard Kosinski	2	12/31/21	Returning for 2 yrs.
10	Board:	Gus Niewenhous	3	12/31/22	New 3 yr. term
11	Board:	John Feng	3	12/31/22	New 3 yr. term
12	Board:	Bob Doyle	3	12/31/22	New 3 yr. term
13	Board:	Daniel Graf	3	12/31/22	New 3 yr. term
14	Board:	John Brady	1	12/31/20	Returning for 1 yr.
15	Board:	David Moulton	1	12/31/20	Returning for 1 yr.
16	Board:	Ed Marut	1	12/31/20	Serving for 1 yr.
17	Board:	Ray Binder	1	12/31/20	Returning for 1 yr.
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From the Top Of The Scratching Post

by Dave Moulton



Robert Gosende, JANE's leader in dignity, elegance and diplomacy, gracing the Boston Cup with his presence.

No, that's obviously not me in the picture. That's Bob Gosende and his Mark II at the Boston Cup this Fall. Unfortunately, all of the Coventry Cat's cub reporters were out partying that weekend, and we never did get coverage of what I understand was a great event. However, here are a few more photos:



My kind of car, if only I could get out of it unassisted. A modern Morgan 3-Wheeler, in Gulf livery. Utterly cool!



Our good friend Wayne Carini, hanging out, as you might expect, in an interesting car.



And our favorite JANE photographers, Bill and Deb Richardson.

Moving right along . . .

A few weeks later found the Coventry Cat's humble as well as senior editorial staff out leaf-peeping in the Monadnock region of New Hampshire, as part of British Cars of New Hampshire's (aka BCNH) annual Monadnock Art Tour. This lovely and scenic drive ended up at former Timberdoodle Stable that is now the striking home of Bill and Marilyn Ezell, in northern Temple, at the foot of Pack Monadnock Mountain.

There we chowed down/imbibed/told lies in the finest car club fashion. Not only were BCNH members there, but a substantial number of JANIACS (the estimable and delightful Ms. Getz,

(Continued on page 16)

the Honorable Don and Sue Holden, the brilliant, eccentric and extremely funny Cat correspondent Brian McMahon and his extraordinarily polite and patient wife Martha), as well as a fine turnout of Aston Martin Owners Club (AMOC) members, including John Loftus (a car guy worth trying to emulate!), complete with cars (and those cars were gorgeous!). A few more photos:



More such peacefully co-existing cars. I really like those Aston-Martins!



Rival British cars peacefully co-existing in New Hampshire, under the unifying umbrella of BCNH. Nice!



Our gracious hosts, Bill and Marilyn Ezell. Thank you so much!



1994 XJS, 150,000 miles, maroon with beige int., six cylinder with unusual factory 5 speed standard trans, sport suspension, rear seat delete kit (I think the seat is in there), very good physical and running condition?? Asking \$15K.

For more information, please call John Hall at 774-551-6837.



1956 XK-140- around 62,000 miles, black with beige int., four wheel power disc brakes and power steering, alternator, five speed, chrome wire wheels, This car has a MC Series head and up rated.

For more information, please call John Hall at 774-551-6837.



1964 Jag MKII, 62,000 miles, silver blue with original dark blue int., automatic trans., very good looking, running and driving condition. Asking \$30K. Negotiable. **For more information, please call John Hall at 774-551-6837.**

Another tidbit, also from BCNH. Lou Belanger, the club membership coordinator, wrote me the following: **"We have a new member, Ron Curcio, who joined BCNH earlier this month, and along with his application was a pic of his car with the following note added: 'I recently purchased this Jag (my third) and it came with no Driver's Manual. I need help!!' If you have any feedback for Ron, please contact him directly at:Docron38@comcast.net. Thanks!"**

An error to report: a sharp-eyed reader who shall remain nameless pointed out that Adrian Curtis' XK120 on the cover of the October issue is not an OTS, but rather a DHC (not an open two-seater but rather a drophead coupe). Said reader bet that no one would notice. He was right. My bad (a technical term meaning, "Yes, I know. I screwed up again!").

Thanks for reading this, and have a great Thanksgiving.

Oh yes, about Prince Lucas: He says, "You can't take pictures with a wooden leg. You need a camera to take pictures."



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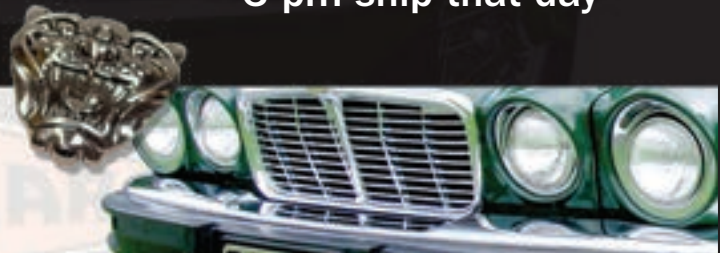
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