

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

November and December, 2022 The "Party Time" Issue

*More Than Just a Car Club*



Photo courtesy of Dave Moulton

## *The Prince...*

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

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*An ad in The Coventry Cat currently reaches about 300 households with excellent demographics, who will politely read whatever we send them.*

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# From the *Top* of The Scratching Post

By Dave Moulton



As autumn leaves, it's time to get ready for another JANE Annual General Meeting (AGM) and Round of Holiday Parties (RHP), to help ward off our upcoming Winter Solstice and its related Falling

Farenheits.

To keep you cheered up in the meantime, in this issue of The Coventry Cat you can read about what happened at our October Meeting (JANE vs. PowerPoint), how the Fall Slalom went (quickly, for one of us), and touring Cape Cod (A Good Time Was Had By All!). After absorbing those enlightenments, please peruse our Slate of Kind Souls for 2023, who propose to serve you with even more Jaguar-infused adventures this coming year.

There's also a remembrance of member Alec Hay, who passed on October 30. We will miss him!

Gary Hagopian sent us an interesting article about work the Coventry Foundation is doing, while Herman Wiegman shares his F-Type track day adventures. We also have an assortment of thoughts, wisdom and other writings from all of us usual suspects (I'm not namin' names).

Another sad note from our sister club in New Hampshire, British Cars of New Hampshire: Bill MacDuff of the Monadnock Council passed away on November 4.

Have a great holiday season, everybody, and practice spelling important words such as Ardbeg, Laphroaig, Bruichladdich and Bunnahabhain, not to mention Lagavulin! You never know when they might come in handy, especially as you work on your shopping lists! Ho ho ho!

*Dave, your humble editor*

## From the President's "Jungle Cat" Garage



As we rapidly approach the end of the calendar year as well as the end of my second and final term as Club President, I reflect on what an honor it has been to serve the Club members and work with other Club Officials. We have weathered a few storms, navigated away from the rocks and kept the Club on even keel. Thank you all for your support.

In the ensuing weeks, we will continue to monitor Club expenditures and how we can continue to improve the bottom line. Thank you, Don Holden and Dean Bob Doyle for your

vigilance in this regard.

Thank you, also, Francesco Grimaldi, our own veteran racer, for a great presentation of your racing experience with the Camaro at the October meeting. Mark Donohue has nothing on Francesco (watch the video link of Frank at work in the October Meeting article).

JANE'S "Other Car" day suggested by Dave Reilly was a great success. Being an American car collector with a 1963 Pontiac Grand Prix named "Rhonda" (see the 1964 Beach Boys Album, "Shut Down") I particularly enjoyed Tom Brady's 1963 Ford Galaxy Sedan and Dean Doyle's

1966 Mustang Convertible, both well preserved examples of classic American motor cars.

I also want to make another shameless pitch for the phenomenal Groton Hill Music Center in the historical Town of Groton. A Club event will be planned by Dave Moulton and myself at this venue in 2023.

A sad note on the recent passing of a very colorful and beloved Club member, Alec Hay. May your bagpipes resound on the peak of the highest hill in Heaven, Alec. You have our salute. God speed.

Finally, let's have another great turn out for the Club's AGM/Christmas Party at the Wayside Inn on December 11, 2022.

Cheers,

**Aldo A. Cipriano, Esq.**  
**President, JANE**





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# Our JANE October Meeting at the Wayside Inn

*By Dave Moulton*

When Dean Saluti announced the October JANE dinner meeting, he asked us to bring “other” cars, our non-Jags, what I sometimes think of as our B rides (just kidding). What a concept!

Anyway, here are some of those lovely B rides we’ve treated ourselves to:



*Brian McMahon’s Aston Martin*



*Aldo Cipriano’s Landy*



*Gus Niewenhous’ Roller*



*John Brady’s 2013 XKR, next to an interloper’s AMG.*



*Bob Doyle’s 1966 Mustang*



*Chuck Centore’s Ferrari (sigh!)*

(Continued on page 7)





*Tom Brady's Ford Galaxie*

Our dinner and drinks were up to the Inn's usual standard of excellence and a good time was had by all. Our guest speaker was Frank Grimaldi, who intended to describe to us some highlights of his racing career. Unfortunately, the techno-Gods said "no" to Frank's plan to use a PowerPoint presentation, so he showed us some brief videos of his racing. He also promised to return with the PowerPoint after those particular Gods have been suitably placated.

To give you a taste of what was in the videos, here's one of Frank's best videos, of a 20 lap race at Lime Rock in 2006, complete with inserted captions to help us understand what is going on. It's one of the most authentic racing videos I've ever seen. Good luck typing it into your browser! Maybe we'll even have a quiz about it when Frank comes back.



*Frank Grimaldi with "Old #80" at the start of a Lime Rock Historic race in 2006:*  
<https://www.youtube.com/watch?v=vLRDyPuA5Lg>

*Also, I look forward to seeing you all on December 11 for the JANE AGM plus Christmas Party.*

## Help Wanted: Associate Editor!

*The Coventry Cat* is seeking an Associate Editor who is willing to consider becoming the Editor by the end of next year (2023).

**The Situation:** The current Editor (that'd be me) is beginning to slip a few cogs and will need replacement in the foreseeable future (no, I'm not ill, just much more older!). So, while the sun is still shining and The Cat continues to purr agreeably, this is a great time and opportunity to learn how to do this rather pleasant and prestigious job in a comparatively stressless way, getting lots of guidance and support from said current Editor.

**About You:** Applicants should be able to deal with emails and Microsoft Word, be willing to try to deal with photographs, be kind to and communicative with people, be able to manage the angst that

accompanies deadlines, and be able to enjoy having fun. Proficiency in appearing to tell the truth regardless of actual content is a great advantage. Giving the impression of being able to help straighten out others' writing efforts is a big plus. And humor, oh yes, humor is something that you definitely should have a sense of.

**Compensation(?)** The salary is both remarkable and non-negotiable, as well as entirely confidential. The benefits are immense (see Marvin in the Wayside Inn tavern for details), and be aware that once you've worked on an April issue, you may never want to come back to reality.

To Get In Line: Contact Dave (that's still me) at 978-448-6828 or [d19@moultonlabs.com](mailto:d19@moultonlabs.com) to talk it over. Thanks!!! Fame awaits.

# The JANE Fall Slalom

By Dave Moulton



Just so you know, when it comes to slaloms, Bob Totten owns JANE!

Bob is not simply the fastest among our current slalom entrants, but he's also WAY fastest and he makes it look WAY easier than any of us mere mortals can approach. So here's to you, Bob, once again! You Rock!!



**Jim Lormer and Mark Koepper look over the competition as things start to get under way.**

While Hurricane Fiona was demolishing Nova Scotia some 300 miles northeast of us, it was a nice breezy and brisk but sunny early autumn day at what used to be the South Weymouth Naval Air Station. Once again, six of us showed up to try our hands at what I now think of as The Slalom, a 1/4 mile, 14 turn course devised by JCNA to help us all improve our skills at driving cars quickly



**Both John and Justin Hall showed up to give their lovely 1962 MGA a brisk workout.**

and smoothly under difficult and quite busy low-speed conditions. Six of us did just that.



**Either John or Justin heads for the Stop Box in fine style.**

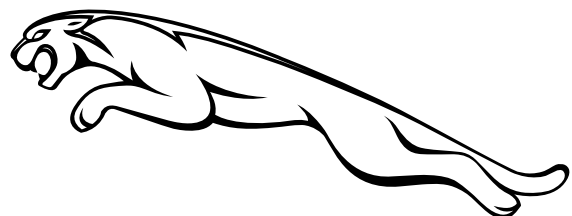


**Stew Berry brought this gorgeous Mercedes Benz SL500.**



**Mark Koepper brought his 2014 Corvette to have at the pylons.**

And finally, I also entered, in my 2014 Jaguar F-Type (no photos – I can't drive in a slalom and take pictures at the same time).



(Continued on page 9)



We also had a guest visitor from our landlord, In Control Crash Prevention driving school, an instructor named Jeremy Randall, in his awesome looking 427 Cobra.



Jeremy put on quite a show. His first run (ever!) was right around 45 seconds. His second run was about 43.9, while he complained that the Cobra's tires were cold and he couldn't get grip.



**No grip? Sure!**

So Jeremy went and got one of In Control's sedans (they were doing demonstrations at the other end of the runway) and with warm, fresh tires, knocked off a run in the high 42 second range.

And this is a very clear example of the benefits of practicing for your driving skills. Put in enough practice hours and you too can get results that appear to mere mortals to be absolutely magical.

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**Our best times were:**

**John Hall**  
**9.042**

**Justin Hall**  
**47.555**

**Stew Berry**  
**classified**

*(he kept getting lost, which is very easy to do on JCNA's course)*

**Mark Koepper**  
**46.132**

**Dave Moulton**  
**44.372**

**Bob Totten**  
**39.795**

As for me, well, I felt much better than during the Spring Slalom. Five clean runs, progressively getting faster, with a reasonable feeling of control, and G-meter readings getting up to around .9 to 1.1 Gs during braking and turns (back in the Spring, I was seeing .6 Gs under braking and .8 Gs in turns). By the end of the day, I was feeling that I knew where I could improve my times, while my vision (looking ahead!) and concentration (thinking ahead!!) were MUCH better than they had been in June.

So that was it.

Thanks again to Rich Hanley, Jim Lormer, Jeremy Randall of In Control Crash Prevention, and the whole In Control family for making the event possible. An added bonus was that In Control was having a sort of family outing kind of day and invited us all down to their end of the runway for hamburgers, hot dogs and rides/drives in their cars. Bless 'em!

By the way, In Control Crash Prevention is a great school, doing a really good job of getting drivers past the "unskilled" rudimentary level we all drive at as a function of our minimalist training undertaken just to get a driver's license. We all might do well to give In Control a try.

See you next Spring!



# 2022 Cape Cod Road Tour

*By Marguerite Dennis*

The beach chairs are back in their storage areas and the leaves have turned from green to russet. It's autumn in New England and time for our annual Cape Cod Road Tour. Hallelujah!



*Paul Bicknell makes sure we know which club this is.*



*Aldo Cipriano sets out . . .*



*. . . as does Barb McLachlin,*



*Graham Briggs,*



*Forbes Anderson,*



*Russ and Marguerite Dennis,*



*Paul Vercollone,*

(Continued on page II)

November/December 2022





*... and Daniel and Jeanine Graf.*

And the sights we passed! The Brewster General Store, built as a church in 1852 and converted into a general store in 1988; the historic Eldridge Park, home of the Cape Cod Baseball League, as well as the Coast Guard Station. This station, by the way, was the subject of the 1952 film *The Finest Hour*, which portrayed a rescue by four brave coast guardsmen who, on the small 36-foot rescue boat CG36500, saved 34 crew members of the USS *Pendleton*, a tanker that had broken in two off the point between Orleans and Chatham. Undeterred by wind and buoyed by packed picnic lunches, we paused on Oyster Pond and listened to Tom Finan share some of his insights about Cape Cod and learned more about the CG36500 rescue from Aldo Cipriano.

Part two of the tour took us to the Chatham Marconi Maritime Center and a tour of the museum by Bob Fishback. Whether you are an amateur ham operator or a lover of history, this museum has something to offer. This part of Cape Cod played an important role during World War II in intercepting enemy communications. I followed the directions to decode a message, but no luck. Guess I'm not cut out to be either a spy or a cryptanalyst. Nonetheless, this jewel of a museum is worth a second visit.

Part three of the tour took us back to Route 6, the Mid Cape Highway, for our trips home. More fall foliage. More shared JANE experiences. More memories made.

When I asked Mary Finan what she liked about the tour, she told me: "I liked planning the trip with Tom and I so enjoy the camaraderie of this group." Tom Finan said "I liked the many Cape Cod water views."

Perhaps Graham Briggs said it best. "I woke up this morning to icicles. Now the sun is out. Thank God! The best part of the tour is that we all stayed together."

We all stayed together. And ready for the next JANE event to happen.

Special thanks to Tom and Mary Finan, Aldo Cipriano, Daniel and Jeanine Graf, and Russ Dennis for putting this tour together.



*Some of our leaders, Tom and Mary Finan, get ready to head out.*



*Jaguar C-X75*

# Once Again, It's Time for the Annual General Meeting, Not To Mention Elections

By Dave Moulton

JANE is obligated to have an Annual General Meeting (AGM) each year. And, at that meeting, we elect officers and board members to run the club on our behalf for the coming year.

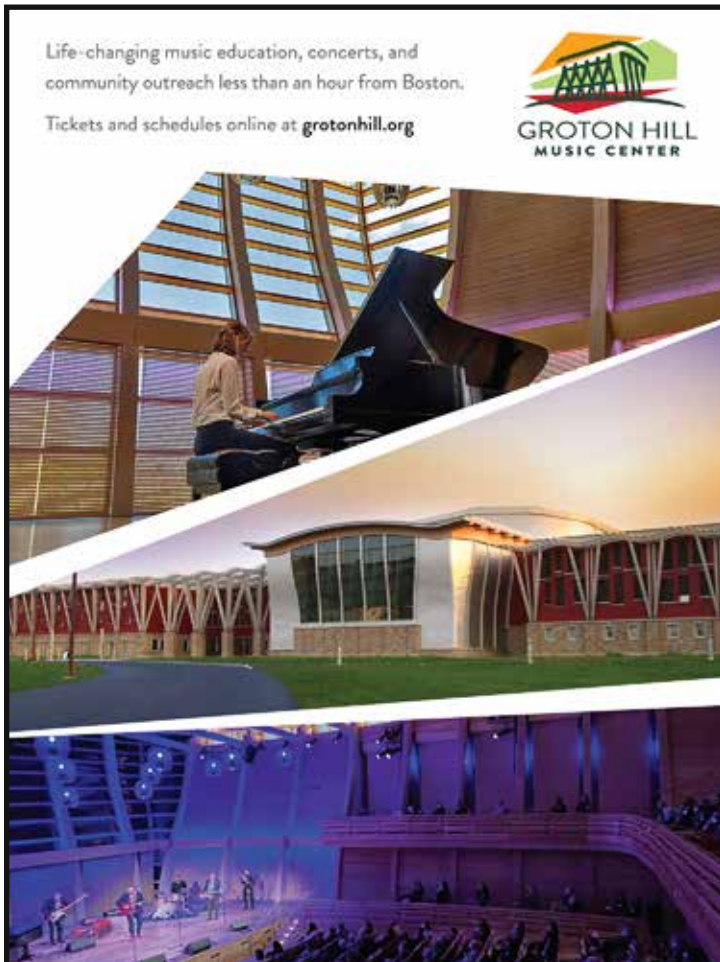
This takes some preparation, which is done by the JANE Nominating Committee. This Committee, currently chaired by John Brady, with Ray Binder, Rich Hanley, Margie Cahn and Dave Reilly serving as members, has been hard at work rounding up willing(!) nominees for the Board, as well as other nominations. These all need to be presented to the membership, for voting, in accordance with the JANE By-Laws.

With that said, I am pleased to present, for your information and voting pleasure, the 2023 JANE Board of Directors Slate, as presented by John Brady for the Committee. He writes:

*"Nominations are complete and 13 out of 15 of the members of the JANE Board of Directors are returning for 2023. Special thanks to all our club officers for continuing to serve in the top leadership positions. Bonnie Getz, who has served as our club Secretary, will be replaced by Susan Holden.*

*The slate is as follows:"*

<b>2023 JANE Board of Directors</b>				
	Title	Name	Term # Yrs.	Expires
1	President:	<b>Gus Niewenhous</b>	1	12/31/23
2	VP Events:	<b>Dean Saluti</b>	1	12/31/23
3	Co-VP Membership:	<b>Jeanine Graf</b>	1	12/31/23
4	Co-VP Membership:	<b>Margie Cahn</b>	1	12/31/23
5	Treasurer:	<b>Don Holden</b>	1	12/31/23
6	Secretary:	<b>Susan Holden</b>	1	12/31/23
7	Past President:	<b>Aldo Cipriano</b>	1	12/31/23
8	Director:	<b>Dave Reilly</b>	2	12/31/24
9	Director:	<b>Bob Doyle</b>	3	12/31/25
10	Director:	<b>Daniel Graf</b>	3	12/31/25
11	Director:	<b>John Brady</b>	1	12/31/23
12	Director:	<b>David Moulton</b>	1	12/31/23
13	Director:	<b>Chuck Centore</b>	1	12/31/23
14	Director:	<b>Ray Binder</b>	1	12/31/23
15	Director:	<b>Steve Gordon</b>	2	12/31/24
	Concours Chair:	<b>Daniel Graf</b>		
	Slalom Chair:	<b>Rich Hanley</b>		
	Editor: "Coventry Cat" & "Cat's Meow"	<b>David Moulton</b>		
	"Coventry Cat" Advertising:	<b>Open</b>		
	Assistant Treasurer:	<b>Bob Doyle</b>		
	IT Chairman:	<b>John Brady</b>		





# Membership Update for November and December

*By Marjorie Cahn and Jeanine Graf, Co-VPs of Membership*



Please check your records to be sure that you have renewed. Also check the JANE website – are you on the list of members? If not renew now!! If you are not sure or think that you have renewed but are not listed, call Margie (617-285-6564). You can always call or email Jeanine or Margie if you need help renewing.

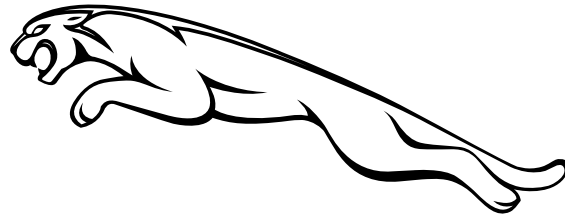
There will be so many great events coming up, including our Holiday Party and Annual General Meeting on December 11 at Longfellow's Wayside Inn. The Inn is always magnificently decorated for Christmas, so come and celebrate with us there!

**Margie and Jeanine**

**Margie – 617-285-6564 / [marjoriecahn@aol.com](mailto:marjoriecahn@aol.com)**

**Jeanine – 617-959-8987 / [jeaninegraf@icloud.com](mailto:jeaninegraf@icloud.com)**

Jeanine and Margie remind you that you can still renew your JANE membership (if you have not already done so) on the website ([www.jagne.org](http://www.jagne.org)) at any time. You do not want to be without our Constant Contact emails and our beautiful Coventry Cat newsletter!



# HONKU

*by Aaron Naparstek*

I let you over

now where is my thank-you wave?

Honda Uncivic

## Help Wanted: Advertising Manager

*The Coventry Cat* is seeking  
an Advertising Manager.

**The Situation:** The current Advertising Manager needs to step aside due to other commitments. The Advertising Manager is responsible for contacting and billing display advertisers and helping the Editor in the management of display ads for the advertisers.

**About You:** Applicants should be able make calls, send emails and letters and otherwise communicate as needed with advertisers, including billing. At present, the Coventry Cat has 14 advertising accounts that each need some attention once or twice a year, plus regular monitoring. Most of this is quite low-key and professional.

**If You are Willing To Help:** Contact Dave Moulton at 978-448-6828 or [d19@moultonlabs.com](mailto:d19@moultonlabs.com) to talk it over. Thanks!!!

# Alexander Wilson Hay, Jr.



**Alec Hay**  
**March 22, 1940 – October 30, 2022**

*The following has been adapted from the Richarson-Gaffey Funeral Notice and The Coventry Cat by the Editor*

Alexander Wilson Hay, Jr., known to us as Alec, passed away peacefully at his home in Scituate on October 30, 2022. He was the beloved husband of Bonnie (Brackett) Hay, with whom he shared nearly 40 years of loving marriage.

Born in New York, he earned his degree in English and Fine Arts at Colgate University in 1962. He enjoyed a lengthy career in Advertising, holding employment as an Advertising Executive with several companies including the J. Walter Thompson Advertising Agency, The New Yorker, New York Magazine and New West Magazine, as well as the trade publication for the Associated Industries of Massachusetts, Industry Magazine.

Alec and Bonnie loved celebrating Scottish history and heritage. Both chaired the Clan Hay tent at countless Scottish Highland games throughout New England for more than ten years. As we know, Alec was a passionate member of JANE and a die-hard Jaguar enthusiast. He and Bonnie were very active in club activities over the past decade, and they even fulfilled Alec's lifelong dream by acquiring their own 1954 Jaguar XK120-SE.

Alec was the proud father of Alex Hay, III and his wife Laura of Duxbury and proud grandfather of Alexander "Wilson" Hay, IV.

In the June, 2014 issue of The Coventry Cat, Alec wrote very kindly about JANE, saying, "Two years ago, through my Scottish friend Glen McLachlan, my wife, Bonnie, and I were introduced to the Jaguar Association of New England. The camaraderie and helpful information generously given to us by many members aided in our car search and enjoyment of the Jaguar Experience. I always tell Bonnie, 'We learn so much because these members are so generous with their knowledge and experience. The Jaguar Association of New England is awesome.'

"At the JANE get-together in Sturbridge, Massachusetts, John Feng gave me a ride in his magnificent silver XK120SE. My wife, Bonnie, then said that the ride she got started out very slowly until she said, 'This is not like the run you gave my husband.'

"John replied, 'You want fast and loud?'"

"Bonnie said, 'Yes.'

She said the next thing she knew she was looking for a grab handle."



**A Band of Brothers and One Girl, from left to right: Scott Campbell, Jack McLachlan, Bonnie Hay, Alec Hay, Glen McLachlan**



# November/December 2022 Events

*By Dr. Dean Saluti, VP Events*



## **Upcoming JANE Activities...**

We are scheduled for our annual JANE Thanksgiving Dinner at the historic Longfellow's Wayside Inn on Wednesday, November 16. This has been a tradition for us for over 10 years. Unfortunately, you will receive this newsletter after we have enjoyed this dinner. It is always hosted by the Innkeeper himself, who shares

the rich history of the Inn. The meal, the ambiance, and our JANE friends make this a night not to be missed.

## **JANE Holiday Party and Annual General Meeting – 4:00 PM, Sunday, December 11, Longfellow's Wayside Inn...**

Since this is our most important meeting of the year, we encourage all our members and their guests and families to come and celebrate the season with us. We have so much to be thankful for, as we have enjoyed "all things Jaguar" through our JANE's events and the creative planning of dedicated JANE Officers and Board of Directors.

The evening will begin with drinks and appetizers that will precede a short Annual General Meeting at which the 2023 Officers and Board will be officially elected. This will be followed by the Innkeeper's fabulous Christmas dinner and our famous JANE camaraderie that has kept us all together for so many years. As you know, it is our friendships that have given JANE its reputation as the very best Jaguar Club in North America.

## **UPCOMING EVENTS**

### **JANE Holiday Party and Annual General Meeting Sunday, December 11, 4:00 PM Longfellow's Wayside Inn**

Since this is our most important meeting of the year, we encourage all our members and their guests and families to come and celebrate the season with us.

By popular demand, we are bringing back our Yankee Swap. We missed it last year! Please bring a wrapped "gift" that costs no more than \$30 for the Swap. Please use your imagination and make it fun. For the Swap, everybody gets a number, and when your number is called, you get to pick a gift from the array and open it. If you don't like it, you get to swap it with anybody else's gift that has already been opened. This can all get pretty silly, as well as fun!

## **We'll Always Remember Our JANE 2022 Fall Event Fun...**

Rich Hanley's JANE Fall Slalom, co-hosted by In Control, was so much fun. The Grafts' Cape Cod Tour II 2022, with help from our President Aldo Cipriano, the Finans, and the Dennises, was again a great success. The October Dinner Meeting featured John Brady's Nominating Committee Slate of Officers 2023, followed by another great presentation by our very own JANE famous race car driver, Frank Grimaldi - complete with live-action videos! Wow! How much Jaguar excitement can we handle?!

Jan and Dean have reminded me that our JANE 2022 memories have been brought about by the leadership of our President and Chief Judge Attorney Aldo Cipriano. We all thank him for a job well done!

*Dean*



# The Coventry Foundation Provides Financial Aid, Student Projects

*Tom Wilson, Pennsylvania College of Technology;  
sent in by JANE member Gary Hagopian, Coventry Foundation Director*

Described by its chairman as a “little fish in a big pond,” the Coventry Foundation nonetheless has provided significant opportunities for students at Pennsylvania College of Technology through an endowed scholarship and provision for hands-on automotive work.

“We were small at the time, but we really wanted to support the next generation of car people, preferably in restoration,” said Gary Kincel, who heads the foundation board. “Gary Hagopian, one of our Directors, brought Pennsylvania College of Technology to our attention and led the effort to create a scholarship fund.”

That fund – which met its goal of a \$25,000 endowment last year – provides annual awards to full-time students enrolled in the two-year collision repair major or the automotive restoration certificate program. Preference is given to students with an expressed interest in restoration, particularly related to British cars.

The Coventry Foundation augmented that during the Fall 2019 semester with the loan of a 1973 E-Type Jaguar, intended to let students acquaint themselves with a classic British automobile. The 12-cylinder vehicle, owned by only one family, was to be entrusted to the program’s most engaged and dedicated students for a partial restoration.

“It was in decent shape, but mechanically tired, and we thought it would be a great project for them,” Kincel explained. “The bonnet (hood) needed to be untwisted, and it required some attention to various components – the cooling system, the hydraulics, the brakes.”



The foundation found reliable partners in collision repair instructor Roy H. Klinger and in SNG Barratt, a vendor that donated parts to the restoration effort.

A handful of students had the pleasurable challenge of working on the Jaguar over the ensuing years, most notably Jim A. McCormick, formerly enrolled in automotive technology and automotive restoration, who is continuing his studies in metal fabrication technology this fall; and Anthony M. Maguschak, a Coventry Foundation Scholarship recipient who earned an associate degree in automotive technology with high honors in May 2021 as well as a certificate in automotive restoration with distinction in August.

A brief talk with either student reveals the breadth of their automotive knowledge.

“I actually was looking for an automotive restoration college and I did a Google search,” McCormick said. “Among my options Penn College was really the best one

I found. It was the closest to my parents’ house, too, so I went for it. And I love my experience so far.”

McCormick, originally from Australia and most recently residing in Pittsburgh – after stops in Japan and Ireland – acquired a hand-me-down love of automobiles from his well-traveled father, whose restoration work includes a 1924 Holden-bodied Chevrolet and a 1932 J2-model MG purchased in the United Kingdom.

“I just started working on the Jaguar in my free time during my metal-shaping class,” Jim said. “From there, I worked on it when I could, sorting out the brakes and the carburetors, and it just escalated.”

McCormick delved into a lengthy task list that included a substantial makeover of the fuel and cooling system: He removed and replaced the fuel pump, cleaned the entire fuel system, replaced all of the rubber fuel lines, cleaned the fuel filter and its housing, and performed an overhaul on the carburetors.

(Continued on page 17)

November/December 2022



## Foundation (Continued from page 16)

"I discovered that one of the carbs was actually leaking fuel out of the overflow, so I decided to take it apart," he said. "I ordered four full rebuild kits for the carbs. I cleaned everything and I tested the float. I put it in a beaker of water to make sure that it floated and it did. I rebuilt all of them, and now they're working really nice."

McCormick ran out of time before he worked through his entire wish list. There were the inevitable complications, such as a cracked radiator, and the subsequent troubleshooting that ate up classroom hours.

"But I did what I could," he said. "I was able to get the car running, but I wasn't able to get it driving because, obviously, you need brakes to drive a car."

McCormick then spent this summer at the Vintage Motorcar Co., a full-service restoration shop in Inwood, West Virginia.

"They have a couple of E-types and a few Corvettes," he said. "They also have three real Shelby Cobras, which is pretty cool."

Conversation with Anthony Maguschak similarly reflects far more than a passing familiarity with his chosen field. But despite his teenage purchase of a 1997 Jeep Grand Cherokee – "I pushed it home, actually," he said – vehicles weren't his first choice.

"I was set that I wanted to do wildlife technology out of high school. I got accepted into Penn State and, right before I was getting ready to go, I was talking with my parents. I said, 'You know, I really don't think I could sit in the classroom. So I'm not going to college.' And they said, 'Well, what else would you want to do?' I said, 'Well, I like working on cars,' so we found this school. And I said if I get into Penn College, then I'll go for automotive. And while I was here, they sucked me into the restoration program!"

While completing his two-year degree, he served an internship at a car dealership. And because he was more experienced than some of his peers, who were still doing basic engine work, he inherited the Coventry Foundation E-Type from McCormick.

"Mr. Klinger said, 'Hey, there's a Jag sitting in the corner; it just needs the brakes bled.'"

"They said they can't get a pedal," Maguschak added.

"They had tried bleeding it for hours, so I went over all of it and realized that that car actually has two master cylinders. The secondary one was the one that they kept checking, but there was a ripped cup on the primary one. So I got a replacement and put that on. Now the brakes work!"

Anthony worked closely with Coventry Foundation President George Camp for technical advice and sourcing of parts. This past summer he interned at the NB Center for American Automotive Heritage in Allentown, PA, where Nicola Bulgari, retired vice chairman of the Italian luxury jewelry brand, has assembled a collection of about 180 cars.

Gary Kincel, who had delivered the Jaguar to campus with Hagopian in October 2019, returned for it last semester – meeting Maguschak, attending the Penn College Motorsports Association's Spring Car Show and assessing the students' work on the vehicle.

"I wasn't ready for it to be picked up, to be completely honest with you," Maguschak said. "I would have liked to have gone over the systems; checking over things that weren't just right or things that needed to get finished. I know the rack was still leaking when I left it, but I unfortunately ran out of time."

"There were still one or two things that they didn't get around to dealing with," Kincel acknowledged, "but it starts fabulously, runs, drives – and the brakes work."

Headquartered in Columbia, South Carolina, the Coventry Foundation aims to perpetuate the heritage of Jaguar automobiles in North America through an archive of printed material, tools and vintage automobiles, annual scholarships to students, and recognition of accredited restoration programs.

The E-Type Jaguar, in the meantime, has been returned to its position in the Foundation's permanent collection, which is housed in several facilities. Coventry Foundation has its main library and research center in Columbia, SC, a display at the British Sports Car Hall of Fame in Petersburg, Virginia, and a second library in conjunction with Classic Showcase in Oceanside, California.

Those interested in contributing to the Coventry Foundation Scholarship fund or establishing a scholarship may send a donation to the Penn College Foundation, One College Avenue, Williamsport, PA 17701 or contribute directly to the Coventry Foundation.



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# The Get-Away Cat

By Herman Wiegman

## Living with a Vermont Cat

Summer had passed in northern Vermont. There was a particular moment when I left the house and sensed it. The shores of Lake Champlain were vacant of boats and activities, morning traffic was now regimented by the methodically slow, uniformly distributed yellow school buses tending their daily routes, and the evening light was quickly receding. The earth was swinging hard left through the heart of Autumn.

**Time is Flying:** But something didn't sit right with me. I was not ready to let go and accept closure of the driving season just yet. The weather was still unseasonably warm. But the audible queues of geese overhead and crackling of leaves underfoot warned me of the rapidly changing time of year. So, I knew I had to act quickly and take advantage of one more driving event before I would really feel ready to welcome Halloween trick-or-treaters onto my porch.

My summer had been busy with aggressive goals, not to mention a second bout of COVID, which left me with little time or energy to plan a track day with my F-Type. To gather some momentum, though, I coerced my son to join me for an event, figuring I could convince him to do the preparation work.

No dice. He was already busy each weekend, and was secretly planning an elopement with his fiancée. Miraculously, though, the stars swung into alignment and we found an open Saturday morning, sandwiched between two other commitments that we were both attending. The track event available to us was in Canaan, NH, 120 mile distant. That'll do.

**Packing Light:** To orchestrate this event, we would have to abandon our usual list of fancy preparations and just run "old style" – wake-up early, drive to the track, enjoy the morning session, and then depart to try to attend at our

next regularly scheduled event (which was a pot luck fall festival at a co-worker's homestead farm, pure Vermont style). So our track day would have no camping the night before, no support vehicle or trailer, no spare tires, no sun shade or tent, just an umbrella, a helmet, and a bicycle tire pump. Well, that's all that fits in the back of an F-Type in any case.

So, I woke at O'dark-thirty, anxiously waiting for my alarm clock to go off. In four minutes, it did. I drove to my son's apartment in said dark and handed him the keys. To date, he had accumulated less than 30 minutes behind the wheel of the F-Type. I figured the 120 mile trek through the Green Mountains to New Hampshire would help familiarize him with the car. He had fun trying to adjust the seat in search of some comfort for his 6 foot 5 inch frame.

We arrived at Canaan Motor Club as the sun rose over the adjacent hills, weakly attempting to burn off the fog. In sympathy, the event's start time was delayed for an hour to compensate. So I put my offspring to work pumping up the tires, which had never warmed from the wet morning drive. Luckily, the weather turned out to be spectacular, so we didn't need our umbrella.



*Pumping iron.*

**Comparing Notes:** This track event featured 2 hours of open practice for all participating cars, and passengers were allowed. We took advantage of that and had a great time comparing notes and trying different tactics. We each messed up a bit on execution, recovered, and then proceeded on to the next corner. The car didn't mind the occasional overcooked corner entry, or liberal application of steering through the sweeping corners. Driving the V6 manual just past the limits of adhesion of the tires was challenging, but fun. We never felt like we were losing control and the car gave us progressive handling characteristics.

(Continued on page 21)



We had a great time pointing out each other's mistakes as well as occasional successes. My son has lapped this track close to 1000 times on various motorcycles, so he knew where every bump and apex was. I had 5000 miles of driving in the F-Type and also had a few track days under my belt. So we both had some perspective to bring to the event.

**May the force be with you:** We also had chance to photograph the car at speed. On Corner 1 entry, the inside front tire would lift off the ground, and on Corner 1 exit, the inside rear tire would also lift and offer little adhesion due to the open differential in this RWD car.



*Entering Corner 1*

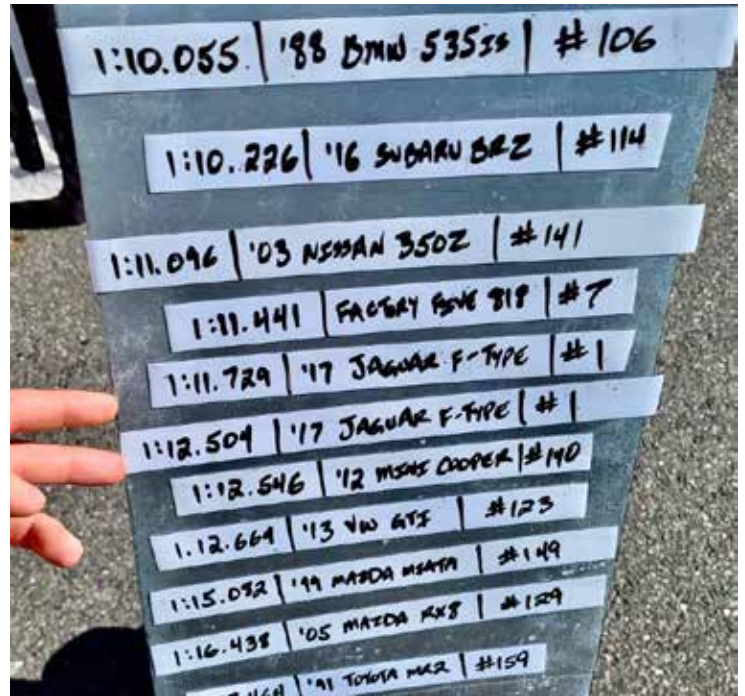
My son wasn't used to pulling close to 1 gee laterally in the corners. He struggled to keep himself well positioned behind the steering wheel. On a motorcycle, the rider leans into the turn and feels the cornering forces vertically through their torso, using their legs to transfer the forces into the bike. I tended to use my knees and elbows against the door or center console to help stabilize my weight in the deep corners.

**Timed Runs:** After the open practice was over, we were each able to take a timed "hot lap." From earlier in the day, we only had a vague notion of how our lap times were progressing. Now, we were pleased to see that each of us got in a clean hot lap and our times were right next to each other on the timing board. Well done!



*Exiting Corner 1*

**Going out on your own:** If individuals in JANE are interested in getting started with track events, they can check out the regularly scheduled events listed on MotorSportsReg – run by Hagerty Insurance. This web



*Score Board*

site lists a broad range of motor sports events across the country. Type in your zip code and limit the radius to a few hundred miles and see what is happening. The events range from parking lot Autocrosses all the way to Time Trials on frozen lakes. You may also want to read up on each event's organizer and see if they match your learning objectives.

The other drivers at the Canaan event enjoyed seeing a Jaguar F-Type out in the wild, enjoying a day at the track. The unmolested stock nature of the car plus the glorious sound track it shared with the neighborhood on each gear change garnered many compliments. Participating in this event was a great way to share the marque with the motor sports community, and spend some quality time with my son. I hope you all also had a chance to get out and make the most of the fall season.



## From the *Bottom* of The Scratching Post



It's the end of the year. Maybe time to take stock?

Here's a brief look at some overarching automotive issues that we are currently trying to deal with:

**Autonomy** – There appears to be a growing consensus that we aren't going to get real, full autonomy in cars, maybe ever. Probably not a big disappointment for us JANE members; maybe even some comfort in the idea that our vintage restorations might not get clocked by an overly and boldly enthusiastic Full Self Driver. We might even be

just as happy not to have any ADAS (Advanced Driving Assistance System?), thanks to our vintage rides.

**Electricity** – EVs are here, in relatively small quantities (2% of the new cars sold?). They are a little expensive to buy as well as a little inconvenient, but cheap to operate. They actually seem to work pretty well now, subject to some caveats. You probably want a (heated) garage with a charging station for your EV, and you probably will need another, non-EV for (a) long trips and (b) as an occasional backup for your beloved EV. First World Needs. Right now, public charging stations are marginal, unreliable and, well, just plain hinky, but they will get better. In ten years, maybe 25% of our cars will be EVs and charging stations will have the same cluttered and marginal ambience that typical service areas have now.

Does any JANE member have an EV? Would you like to write about it, or share your thoughts with me so that I could write about it? Your humble and eager editor is standing by!

**Fossilism** – We have now collectively adopted a moral position that fossil fuels are profoundly evil spawn of the devil. So, we are now rushing to ban new fossil-fueled cars beginning in 13 years, sort of like what happened in Salem with witches some years back. Panic abounds amongst vintage car collectors, which would include many of us. No gas? Ohhh Noooo!!!

While we may have used fossil fuels foolishly, excessively and recklessly, it seems clear to me that such fuels have a meaningful place in our energy engineering, simply due to their remarkable energy density. It remains to be seen if we can move to a multi-faceted, redundant energy system that takes appropriate and efficient advantage of *all* of our energy modalities. It sure would be nice. It may also be unreasonably sensible.

**Fun In The Meantime?** – So how can we enjoy our increasingly demonized cars in these troubled times? Does it make sense to enjoy them? Is it moral? Etc.

At a basic level, figuring this out may be one of JANE's most important activities over the next year, along with actually conducting such enjoyable, if demonized, car activities in reasonable ways.

From my viewpoint, our dinners, tours and Concours are all extremely pleasant activities that should arouse no road rage in anyone. Slaloms and track days, which might seem a little more dystopian, are actually very important activities to help us with our car control (i.e., car safety in an up close and personal way). We may even want to IMPROVE OUR car control skills, possibly with guidance from organizations such as *In Control Crash Prevention*, *Bridgestone Winter Driving School*, or other high performance driving schools, as well as with experience gained from our slaloms and track days. It's all worth thinking about, talking about, and doing stuff about in our upcoming year of 2023, as well as some successor years.

Thanks for listening.

**Your Humble Editor**





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