

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

December 2017

The 2017 JANE Annual General Meeting and Holiday Party



A Whole Lot of People!

Wherein about seventy JANE Members gathered at the Vesper Country Club in Tyngsborough, MA, and studied the combined effects of participatory democracy, an open bar, a banquet and some good old-fashioned Yankee Swappery. As always, a lot of swag and hooch changed hands, there was lots of good-natured confusion, and plenty of the kind of holiday cheer that only JANIACS can serve up. Also, thanks once again for the full Scottish Regalia, lads!

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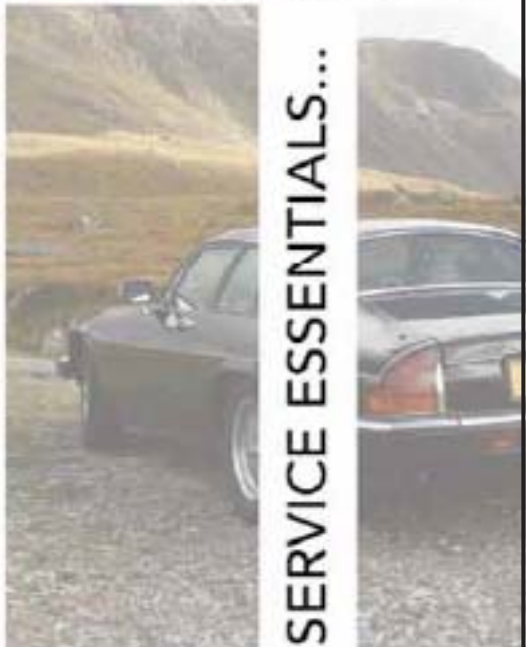
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The Coventry Cat is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Clubs of North America (JCNA). JANE is incorporated in the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

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

From the President Dean Saluti



JANE's November and December gave us three great year-end events.

As we drove toward year end 2017, our car club didn't slow down but just kept on moving right down the road. JANE had "one fantastic event after another" that brought our Jags and our JANE friends together for the holiday season.

In early November, thanks to JANE member Biff Michaud, we enjoyed our North Shore Tour which he hosted. It was a "triple header." Biff is the CEO of the Salem Witch Museum and a local North Shore celebrity, so we got the royal treatment all day! Our first stop was, of course, his historic museum, located right in the center

of Salem. Biff then led a scenic driving tour to our second stop, Paul Russell's world-famous restoration shop – Russell restored Ralph Lauren's XK that was on exhibit at Boston's Museum of Fine Arts.

Marjorie and I caught up with the tour at Paul Russell's because I had to teach that morning. We were very excited because the public is never allowed in, but thanks to Biff Michaud, we got a very warm welcome and a great tour (read the details in this issue of the *Cat*). Then, the third stop – Woodman's – for their famous fried clams. Biff immediately introduced me to the owner, who gave us a discount on all our meals. By this time, we were convinced that Biff should run for Governor. What a way to spend a fall Saturday!

The November JANE Dinner Meeting was held at our "home base," Longfellow's Wayside Inn in Sudbury. The Innkeeper, Steve Pickford, gave us his annual Thanksgiving presentation on the history of the Inn. Every time he does this presentation he shares more secrets. This time we learned that Pepperidge Farm bread and pastry products are made with flour that is produced at the Wayside Inn's grist mill. The picture on some Pepperidge Farm packaging is actually a sketch of that grist mill. As always, the meal was fantastic and the JANE camaraderie was exceptional. All of this was made possible by our VP of Events, Chuck Centore, who planned and executed the evening.

Our Holiday Party and Annual General Meeting (AGM) was held on December 3 at the Vesper Country Club in Tyngsborough. Many thanks to Diane Wells-Murphy who, with assistance from her husband Kevin, hosted the event. It was a packed house; the room was filled with JANE friends and guests dressed in holiday attire. Of special note were Glen Senior and Glen Junior McLachlan, dressed in their traditional Scottish kilts, sporting daggers and military medals. Glen Senior's medals included his Bronze Star, earned in Vietnam. Glen, thank you for your service!

After the election of officers, we had a short business meeting, and I had the honor of introducing several new JANE members. Rich Doucette, the founder of the Boston Cup joined us for our celebration. Bob Gosende and his wife Mary Beth, from upstate New York, joined JANE and travelled from Albany to be with us. Bob is a former U.S. Ambassador. New member Sal Giugliano enjoyed his first JANE event. Sal, whose classics often take top prizes at Larz Anderson lawn events, has over 35 classics in his collection, ranging from Ferraris to Rolls Royces. Dirk Burrowes has also just joined JANE and he attended with his significant other, Lysiane Wing. Dirk is the President of RoverAmerica, and has the largest classic Rover collection in the world. David and Ginger Zeller are also new members, who said they especially enjoyed the "Yankee Swap." David is also our local Hagerty classic car insurance rep and an advertiser in the *Cat*.

Looking ahead, let's "rev our engines" and continue to work together during 2018 to keep JANE the "biggest and best Jaguar Club in North America."

JANE Annual General Meeting AGM and Holiday Party Report

December 3, 2017

by Diane Wells-Murphy

A record number of people (68) attended the Jaguar Holiday Party at the lovely Vesper Country Club on Sunday, December 3rd. There were also numerous members who stopped by to vote for the 2018 president. As always, the Vesper Country Club was decorated beautifully.

The afternoon began with people checking in, expressing their opinion as to the form of election we wanted (secret ballot won), and sidling up to the bar. Following that, we all schmoozed, enjoyed our cocktails'n appetizers, and cast our ballots.

At 4:00, the official Annual General Meeting began, and it was announced that Dean Saluti was re-elected as President. The Secretary, Treasurer, and President's reports were given, and our annual donation to David's House was presented. We then posed for our Holiday Party photo and returned to the Dining Room for a great meal. Entrees included Prime Rib, Chicken Marsala, and Jumbo Baked Shrimp Scampi with Wine Sauce and Asparagus, followed by Chocolate Mousse and Strawberries for dessert.

Dinner was followed by a Yankee Swap m.c.'d by Kevin Murphy, which at first had few "swappers" but got a good bit livelier as some single malts surfaced toward the end.

Personally, I really enjoy working with the people at Vesper County Club – they are both very organized and easy to work with. I hope you enjoyed the party. Please feel free to send me an email (to dwellsmurphy@gmail.com) with your comments about the party/venue.

For the record, the Secretary cast one ballot for each of the following, electing them to their positions for 2018:

VP-Events

Chuck Centore

VP-Membership

Howard Kalet

Treasurer

Don Holden

Secretary

Bonnie Getz

Board of Directors

John Brady: Elected for 3 Years,
Returning BOD Member

Dave Moulton: Elected for 3 Years,
Returning BOD Member

Ray Binder: Elected for 3 Years,
New BOD Member

Jim Sambold: Elected for 3 Years,
New BOD Member

As well as existing BOD Members Returning with

Remaining Time on Their Terms:

Ed Avis: Returning for 2 Years

Mike Axford: Returning for 2 Years

Margie Cahn: Returning for 2 Years

Gus Niewenhous: Returning for 2 Years

Aldo Cipriano: Returning for 1 Year

Rich Kosinski: Returning for 1 Year

Jane Murray: Returning for 1 Year

Daniel Graf: Returning for 1 Year

A New Editor's Plea

by Dave Moulton

Hi! I'm Dave. I'm the new editor (sort of) for the Coventry Cat, and I have a really tough act to follow. Prebble Eklof and Tracey Levasseur did a fabulous job with the Cat for many years, and I'm gonna be hard pressed to come anywhere even close to their level of editorial excellence. I'm also gonna need your help.

So, I need you *all* (you *all* know who you *all* are) to write up events, to write silly and/or profound Jaguar or other car stories, to write both irate and adoring Letters To The Editor, and so on. And here's the thing: you don't have to write them well – just write 'em and send 'em to me as they are. It's my job to make them sound *just like you* at your most brilliant, witty and thought-provoking. I'll even check back with you to see how you feel about my word-whacking, negotiate legal settlements and find out where to send the *very* occasional check.

Also, I need you to send me pictures. Actually, these are *way* more important than the articles. And, once again, they don't have to be *good* pictures, but they *do* need to have captions (which are often the best part). Don't send them to some dopey place like Dropbox, but email them



Dave is the one on the right, editing yet another Coventry Cat Issue

one at a time directly to me (d18@moultonlabs.com) embedded in a Word file or as an email attachment, one picture per email, neatly identified as something like "Bob's Adventure, Figure 7, Caption: From left to right, Bob climbing out of the tilting XK8 into arms of waiting officers Owen Shmigelski and Shen-Li Cordova of the [name withheld] Police Department." I'll take it from there. And you'll get credit. Think of that! Bob

may even thank you (or not).

That's about it. As *my* editor used to tell me, it is the editor's job to very carefully separate the wheat from the chaff, lovingly archive the wheat and then, to get it out of the office, publish the chaff. Because we're talking about Jaguars here, especially elderly Jaguars, and even more especially their owners and indentured servants, the wheat and chaff are virtually indistinguishable and it's all very easy and pretty damn funny when you think about it. Just look out for the truck on the left!

Thanks in advance for reading this, for all of your help, for your writing and, most of all, for your pictures and their captions.



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The Work Goes On:

Where I am with my 1952 Jaguar XK-120 Restoration

by Tom Brady



Where I started . . .

Since my presentation to the club last spring about the restoration of my 1952 XK-120 FHC, I have been proceeding a little more slowly than I expected, largely due to an excess amount of oceanside and other fun this past summer. Oh, well . . .

Anyway, I got this much done (wonk alert: reading this may make you tired or drowsy):

1. All chrome work, e.g. windscreen and rear opera window frames, door handles, front headlamp plinths, dash details, e-brake handle, tail lamps and opera window operators have been re-plated and installed.

2. A rebuilt Harting dual point square body fuel pump with the original fuel lines has been installed. I even got them installed correctly with the proper clips. Luckily the fuel lines are brass and held up well after their 50 year sleep in a Worcester back yard.

3. The heater unit has been restored and installed under the dash. The demister vents are similar to those used on early MK VII's. I luckily had a pair so I added mounting tabs and fitted them to the dashboard.

4. The carburetors were cleaned, all nickel plated parts were re-plated, and new gaskets were installed. The carb linkage was restored and installed, one of the

few items actually original to the car.

5. The distributor was restored and rebuilt with new springs and vacuum advance diaphragm, specifically selected to accommodate my 9:1 compression, "B" head, and dual exhaust. New ignition wires and a correct handmade red fiberboard plug wire loom (thanks Joel Miller!) was installed.

6. The bonnet cable was installed and adjusted.

7. The intake manifold, front breather cover, and valve covers were polished to a mirror finish. I spent a couple full days on this, with a little help from my friends.

8. The starter was restored and installed.

9. A wiring harness was sourced from England and has been mostly installed. I am still working on this. Much research was done to route it correctly. The voltage regulator, signal lamp control box, horn relay, heater control valve and original heater freeze warning plate were



Where I am now, sort of . . .

Continued on page 7



Top view of battery box, mounted on existing RHD M/C bracket.

all restored and installed. New omega clips were used to hold the wiring in place.

10. All the instruments were sent out for restoration and rebuild, and reinstalled on the dash plate and rewired. New speedo and tach cables were installed. I sourced positive ground LED lamps for the early instrument panel, and installed them.

11. A stainless steel sleeved dual master cylinder was obtained from Warren Cossitt, rebuilt by my brother John, and installed. The internal parts are from the original master cylinder. New cunifer (Cu Ni alloy) brake lines were bent to match the original lines from my car and installed. Brass sleeved wheel cylinders were installed on all four wheels, with stainless steel pistons installed on the rear ones. The front wheels have brake shoes installed, rears remain to be installed. New (NOS) Lockheed brake hoses have been installed.

12. The wiper motor was rebuilt, installed and tested. Some adjustment of the drive cable was required since the entire sheet metal mounting panel had been replaced.

13. A new 16" steering wheel was sourced and installed. A very nice original flat horn button manette was installed, instead of the original sternum crusher.

Are you tired or drowsy yet?

Now comes the interesting part. I did not want to have batteries located inside the cabin behind the seats. In fact, I did not have any battery boxes installed in the shelf. Instead I selected a very powerful sealed racing battery and designed an aluminum battery box that fits neatly below the carburetors. See the following:

Steve Turschmann made the box from aluminum sheet stock, doing an excellent job as always. I had custom battery cables made up to fit. The sealed battery will require no maintenance and will not emit any sulfuric acid or hydrogen fumes into my cabin, as the originals did. And the cables are very short, compared to the originals.

What this all means is that I am close to firing up the motor and driving the car. I need to finish the wiring and dashboard installation, fill up the brake system and bleed the brakes, and install the floorboards and seats. That day is not too far off. Naturally, I will tell you all about it after that blessed day occurs.



Note the custom battery cables.



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Upcoming Event

Upcoming JANE Dinner Meeting - Wednesday, January 24, 2018

Russ Rocknak from Mesh New England Magazine

Longfellow's Wayside Inn, Sudbury, MA

Join fellow **JANE** members at The Wayside Inn in Sudbury MA for our January monthly meeting. This month, our guest speaker will be Russ Rocknak, the publisher of Mesh New England magazine. His publication is truly a treasure for every car enthusiast.

If you come early, you can meet and speak with Russ about what makes Mesh a magazine you will want to read.

"Mesh New England magazine ignites the passion shared by automobile enthusiasts throughout the greater New England area. From Ferrari to Delahaye, and Chevrolet to Duesenberg, we celebrate the cars and the enthusiasm of the people who collect them. Each issue features the events, drives and destinations that will enhance your motoring experience. Exclusive to Mesh New England, we profile some of the region's most prolific car collectors, restoration, service and supply experts, and the



people who stand alone creating rolling automotive art in their own garages" – Russ Rocknak

Russ is like us, a car guy. He sees more cars in a month than most of us. He is a professional photographer and is invited into some of the most beautiful auto collections throughout New England and beyond.

Russ will be giving us an overview of his publication, and will tell us about what makes Mesh unique. Russ has featured some pretty special automobiles for clients like Wayne Carini, Jay Geils and others, showing off some of the best in their collections. The current issue features a recent Dean Cusano E-Type Coupe restoration.

Worth a look - Dean is a JCSNE member and owner of Motorcars Incorporated in Plainville, CT.

You can register and pay online (\$30) and save the hassle of mailing a check or paying at the gate. You can also register online and pay at the gate if you prefer.

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Membership

Membership Report

by Howard Kalet



JANE Membership as of December 8, 2017, has grown to 320, which includes 299 full and 11 associate members. Years of superlative work of club leadership and volunteers have paid off! For those deciding on printed or online Cat, you may be

interested to know that 148 members are receiving the printed version of the Coventry Cat.

We now have 33 "guests" with 90 day memberships. Our guests have full privileges to our website and club activities. Once a month or so, JCNA also sends contact information for Jaguar owners looking for a local club, and copies of those emails also come to your Membership Chairman for follow-up.

RENEWALS

Renewals are in full swing. We presently have 117 members renewed for 2018! And the website is becoming more popular than ever, with most of those renewing early having registered and paid online. Early renewals are really great for JANE by minimizing mailings and, YES, very appreciated by your membership chairman.

Unfortunately there are still 181 members who have not renewed for 2018 and each will receive a paper mailing from your membership chairman!

MAILING THE COVENTRY CAT AND JAGUAR JOURNAL

Just a reminder, "snow birds" now have the option to add a winter mailing address to their profile. This can be done by each member online or by advising your Membership Chairman! *Additionally, this feature is now included on 2018 renewal forms and now it's easier than ever to enter "snow bird" mailing addresses.*

CAR BADGES

Please contact me to order your new Car Badges. *Remember that Car Badges make great gifts and it's that time of year!* They are available at the price of \$45 each, unchanged from the past. I plan to bring a few to our club meetings as well.

Welcome New Members

CHARLES AMBROSSECHIA

Middlefield, CT
2017 F-type, 2014 XJL

DIRK BURROWES

Fitchburg, MA

SALVATORE GIUGLIANO

Lynnfield, MA

KEITH TAYLOR

Cambridge, MA
1963 XK-120

KRIS ALAERTS

Lexington, MA
1984 XJ12

DAVID ZELLER

Lynn, MA

RICH DOUCETTE

Boston, MA

ROBERT GOSENDE

Albany, NY

And Welcome Rejoining Member:

KEN LEMOINE

Framingham, MA
1998 XK8, 1959 Mk1

Cruising the North Shore, or: How WE Spent OUR November Saturday

(a picture album for adult children)

by Brian R. McMahon

JANE made yet another coastal road trip on November 4th, skipping Maine this time in favor of the wonders of Paul Russell as well as the lobsterpots of Essex.

Chuck Centore and Biff Michaud organized a very civilized and enjoyable cruise of Boston's North Shore,

starting at the Salem Witch Museum in, well, Salem, continuing along the coast road to Singing Beach in Manchester-by-the-Sea, on to Paul Russell's vintage car restoration garage, and ending with lunch at Woodman's in Essex.



Here's Mike Kaleel braving the morning chill in his '54 XK 120.



Meanwhile, Bonnie Getz drove "James", her '67 E-Type Series 1.25, down from New Hampshire to join the tour.



However, Mike noticed a trail of foamy liquid under his car and set to work determining the source.



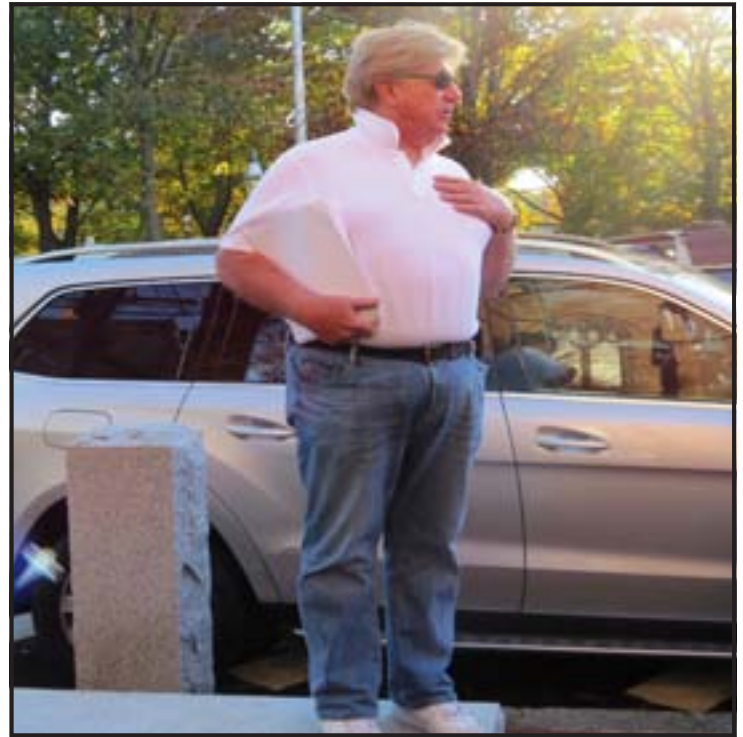
Fellow JANE members soon joined in, as they always do, to offer useful advice and/or just kibbitz,

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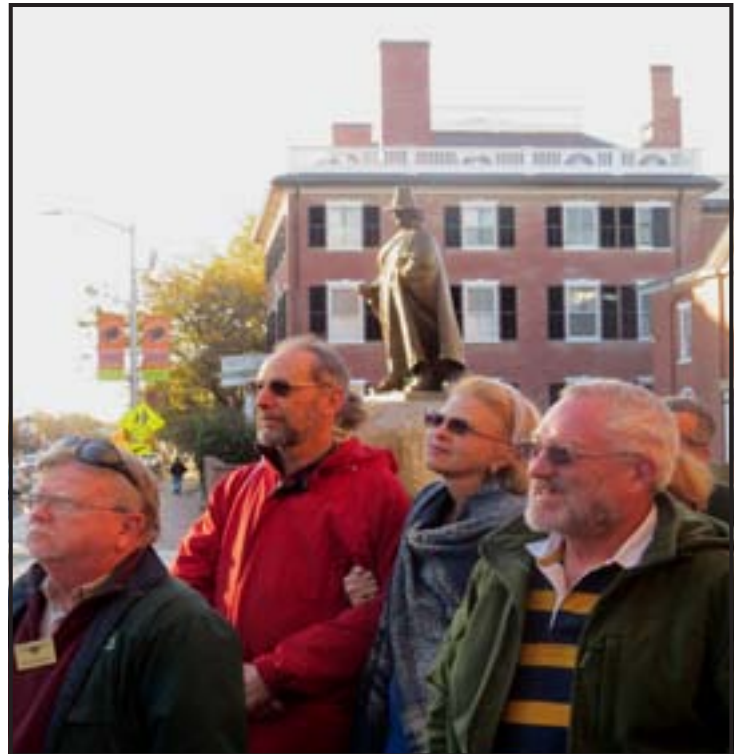
While John Feng enjoyed an owner-only perch on his beautifully restored '54 XK 120M.



Moving right along, Biff Michaud provided each driver with an outline of the planned route, including descriptions of local historical sites.



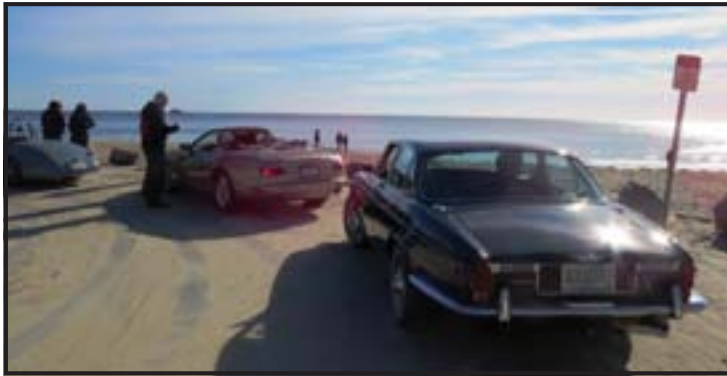
After our Witch Museum guide discussed the origins and history of witchcraft in New England as well as around the world, and shared many other fun facts and stories about Salem witches, we set out up the coast.



As drivers pretended to pay attention to the plan, and were then divided up into three groups for the cruise.

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As our Jaguars purred along the RT 127 coastal road, we stopped at Singing Beach in Manchester-by-the-Sea. Under the right conditions, you can hear a murmuring; the sound is produced by wind shear, in which the surface of one sand grain rubs against the layer beneath it.



David and Donita Rardin's Newfie, Phoebe, seemed to be a backseat driver, eager to take the wheel of their XK8. After more coastal meandering, we then arrived at Paul Russell and Company for a tour of the facility by Alex Finigan, their classic car sales manager. See the sidebar about this fascinating establishment.

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Mike Kaleel was our tour group leader, and his blue Jaguar XK 120 was easy to follow.

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Paul Russell and Company wouldn't accept any payment for our tour of their facility, but they suggested that McPherson College could use a donation. So, JANE as a club and the 45 members who visited the garage as individuals joined forces to make a significant gift to the college.



After departing Paul Russell's shop, a lunch stop at the conclusion of the tour was at Woodman's in Essex, where we fully satisfied our Minimum Daily Requirement of deep-fried batter. From left to right, you can see that Dean Saluti and Margie Cahn, Chuck and Patt Centore, Bonnie Getz, Nancy Achin-Audesse and David Kellog are all approaching diabetic comas, each in their own way.



Since noon temperatures rose into the 50s, more JANE members elected to go "topless." Meanwhile, Ray and Sheila Buttarro, fellow Life Members of Jubilee YC, accompanied us in our Jaguar XJL. They enjoyed riding like a British prime minister. See following photo.



And after that, we all went to the seashore and lived happily ever after.

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Sidebar: Paul Russell and Company

Specializing in the total rebuilding of European exotic cars from the 1930s through the mid-1970s, Paul Russell and Company is world renowned and has restored several Pebble Beach Best in Show winners <https://paulrussell.com/rPortfolio/>.

They no longer schedule tours of the facility, but a JANE member prevailed on his good friend Paul Russell to give us a look. Unfortunately for the Coventry Cat, no photography was possible inside because the owners of the cars undergoing restoration insist on privacy.

Alex explained that there are three restoration paths taken by owners of intact vintage cars:

- Perform modest repairs (like stopping leaks), clean the body and interior, and accept that faded paint and cracked leather is just the patina of old age. The car will never be truly “original” if it is restored. This is the approach taken by the Larz Anderson Auto Museum.

- Have a skilled and patient team disassemble, repaint, reupholster and reassemble the car using current methods and supplies. When we see a beautifully-restored car, we often say that it “looks like it did when it rolled out the factory door” but this may be inaccurate if the vehicle has been re-manufactured by hand, and painted with a deep gloss finish. Up until a few years ago, this was the most popular goal in classic car reconstruction.

- Completely rebuild, repaint and reupholster the automobile, with all of the imperfections that were present on the car when it was new. This is the prevalent goal today, though many of us would cringe at the idea of paying thousands of dollars to reproduce all of the “orange peel” and sags of an original factory paint job, when a perfect lacquer finish with a clear coat is possible.

If you want Paul Russell to rebuild a car for you, there’s a three year lead time and once work commences, the typical vintage automobile requires around 3,000 hours of labor, and perhaps \$750,000, to bring it up to show standards. There aren’t many shop manuals available for pre-WWII cars, replace-

ment parts are rare, and some of the cars are incomplete when delivered to the shop.

Paul Russell and Company has an extensive machine shop for fabricating new parts, maintains a photo dossier on many marques, and sends mechanics overseas to inspect cars that are similar to the ones under rebuilding.

When this shop rebuilds a car, every component - even a windshield wiper motor - is disassembled, refurbished, cleaned and reassembled. They have even adopted some old methods from the time that the pre-war cars were constructed. As one example, fabricating an exhaust system is accomplished by filling a steel tube with sand, capping both ends, and then applying heat to the area that needs bending. The caps are removed, the sand is poured out, and the tube resembles the original factory exhaust pipe with no kinks or flat spots.

Of course, this restricts the market for Russell’s services to a very small and very select number of cars. While at the facility, we inspected a 1938 Bugatti cabriolet (with its interior removed and doors undergoing reconstruction), a 1937 Lago-Talbot (with its sweeping fenders removed for repainting), and the shell of a 1960 Ferrari 250 California Spyder mounted on an inclined platform. It had no undercarriage, no engine and no interior, and was stripped down to bare metal. Even in this condition, the shell was worth \$17 million and the completed renovation will be worth several times that amount. Alex told us that the Ferrari was a “barn find” from France and that the owner discovered that the car had been considered lost without a trace because the vehicle identification number had been misreported in the Ferrari register as belonging to a coupe. Based on this sleuthing, the new owner was able to make a very advantageous purchase of the Ferrari at auction.

It’s difficult for restoration garages to find and retain mechanics who are not only technically profi-

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cient but also creative. Faced with the disassembled front suspension of a 1934 Delahaye, an automotive restoration mechanic needs to imagine what a French automotive engineer was thinking when it appears that the shock absorber mounts are backward from every other marque's suspension. Fewer high school graduates today see skilled trades as prestigious career option, even if the pay has climbed significantly. Paul Russell and Company bills shop labor at \$130/hour, which gives you some idea what their mechanics are paid. The demands of an automotive restoration garage are higher than those of a typical car dealer, further restricting the supply of qualified auto restorers. McPherson College, a small school in Kansas, has developed a niche program <https://www.mcpherson.edu/autorestitution/> that trains young students in the science, art and skill of rebuilding classic cars, and their graduates are in demand.

Like most museum tours, this one concluded in the "Gift Shop", a showroom for the cars available for sale (including a 1954 Maserati, a Porsche 911 and late 1960s vintage Mercedes SL), cars awaiting regular maintenance (including a "Birdcage" Maserati grand prix race car), and cars awaiting reconstruction.

As a defensive move, Paul Russell and Company bought adjacent commercial area for renting space to car collectors seeking a safe, climate controlled, and monitored winter home for their toys. The area had been a woodworking shop which had moved out and a 24-hour bakery was planning to move in and set up a retail store. Faced with the prospect of parking lot damage to customers' cars caused by a neighbor whose trucks would be coming and going day and night, and retail customers hurriedly arriving for a dozen jelly doughnuts, Paul Russell bought the space with the help of his own customers.

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New Director's Biography

Daniel Graf



Daniel Graf *en famille* in Mark IV

Daniel Graf was born in France, then travelled to New York City in 1952 with his family on the S.S. France. In 1965, he joined the ranks of Air France Passenger Services at JFK International Airport. His XK140 cut his commuting time considerably, but became a little costly due to speeding tickets whenever his need to hear the “purr of the engine” became paramount.

The next Jag, a MKII, came with the news that he was headed to Logan Airport, Boston, initiating the Aircraft Ground Operation for the launch of the B747 Cargo Aircraft, in addition to passenger flights. A short stint in Anchorage, Alaska, was followed with the challenge of managing the Station Operation at Chicago’s O’Hare International Airport, and then back to Boston!

A Jaguar E-Type then became a fitting symbol for his new responsibility: Ground Support Operations for the arrival of the Concorde at the behest of Governor Ed King, for the debut of the Volpe International Terminal (E). It wasn’t long before an XJ6 navigated the Southeast Expressway, but a shapely California XK150 chassis took up residence in the new garage (with the promise of patience to wait until Restoration Day) while Dulles International beckoned

for the Inaugural Commercial Concorde Operation in Washington, D.C.

When Daniel finally came back to Boston, the XK 150 got special, undivided attention, and made it to the cover of E-Jag Magazine! A special car cover arrived in the mail when Air France announced the news that he was needed to open a new station in Atlanta, with flights to Paris. A MKV DHC took up residence in the Graf barn, and literally began to glow majestically with the news that Air France, Boston, would once again celebrate a Passenger Service Inaugural with Graf at the helm of his own homecoming. The XK150 was overjoyed, and has made space in her boudoir for a MK IV. Let’s not forget that the E-Type is also part of the Graf Jaguar collection.

Dan Graf has been a member of JANE since the 1980s. Now retired, his excellent management and leadership skills will be put to work on the JANE board. Dan and his wife, Jeanine, live in Marshfield. They remind us that any JANE members who travel (Business or First Class) to Paris from Boston should take advantage of the “Graf Lounge,” as they relax, awaiting their departures.



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Vehicles Shown: 2017 Jaguar XE R-Sport, 2017 Jaguar XF R-Sport, 2017 Jaguar F-PACE First Edition. European license plates shown. [†]Claim based on number of new Jaguar vehicles sold in the U.S. from January to December 2016 as compared to number of Jaguar vehicles sold during calendar year 2015 (+116%), and compared against reported U.S. sales figures by automobile manufacturers for the same time periods. *Class is cars sold by luxury automobile brands and claim is based on total package of warranty, maintenance and other coverage programs. For complete details regarding Jaguar EliteCare coverage, please visit JAGUARUSA.COM, call 1.855.JAGUARUSA / 1.855.524.8278 or visit your local Jaguar Retailer. © 2017 Jaguar Land Rover North America, LLC

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