

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

January 2018

A Cat of Mystery From Coventry



(photo by B. Getz)

And you thought all cats from Coventry were Jaguars!

This Mystery Cat really likes Jaguars, as you can see by his choice of reading. Svelte, all-knowing, endlessly engaged in the contemplation of the meaning of life as well as Moss gearboxes, the Mystery Cat is an inspiration to us all.

Happy Winter!

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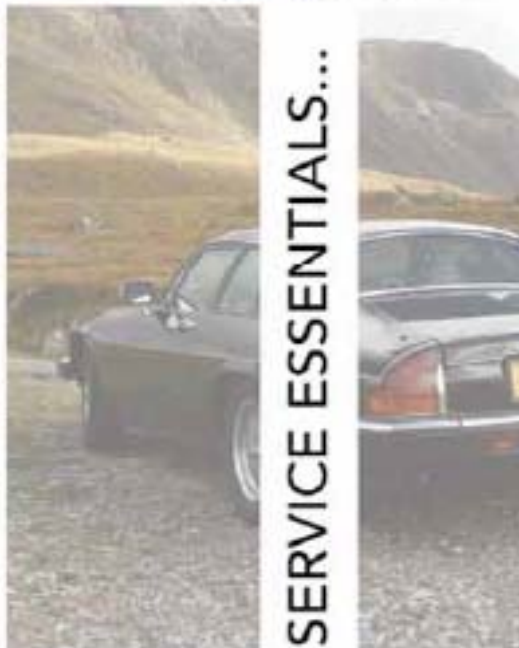
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The Coventry Cat is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Clubs of North America (JCNA). JANE is incorporated in the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

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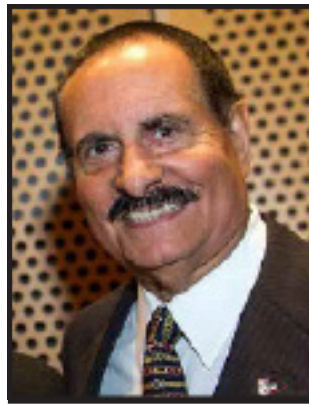
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An ad in The Coventry Cat currently reaches over 350 households with excellent demographics.

From the President Dean Saluti



JANE's January 2018 gave us a fantastic start to a new year of friends, fun, and Jags.

By early January, our new Coventry Cat Editor, David Moulton, managed to assemble, write and edit enough articles for a respectable December 2017 edition. Now he needed a professional design/layout/publisher and printing company for the Coventry Cat. Pamela Donnaruma and the staff at Boston's Post-Gazette weekly newspaper came to the rescue. Pamela, a third-generation publisher, owns this 100+ year-old newspaper with over 40,000 subscribers. As a result, the December edition of the David Moulton/Pamela Donnaruma effort looks great! We have all received the online edition and, thanks to the hard work of Barbara and Glen McLachlan, the printed version is now in the mail.

Our outstanding Vice President of Events, Chuck Centore, led a team of JANE Board members through a month-by-month review of potential upcoming 2018 activities.

Thanks to Chuck, we now have a tentative schedule that includes monthly dinner meetings at Longfellow's Wayside Inn and other excellent venues, our February Valentine's Dinner, Parker's Maple Barn Run, the JANE Larz Anderson Lawn event, the JANE at Myopia Polo event, a North Shore Lobster and Clambake at the Kernwood Country Club, a JANE Jaguar weekend in Martha's Vineyard (back by popular demand), some slaloms, our 50th Anniversary Concours, and several tech sessions.

Of course, our events schedule also reflects the fact that JANE will maintain its high-profile presence in the classic car community at large. Thanks to JANE member Rod Gilbert's coordination, we will be at the Larz Anderson Auto Museum's British Car Day. We will also be a presence at JANE member Michael Gaetano's two events – the Bristol, RI, British Motorcar Festival and the Stowe, VT, British Invasion. As always, we will continue our support of the premier annual classic car event, the Boston Cup, on the Boston Common. We thank the founder of the Boston Cup, Rich Doucette, for becoming a new JANE member.

In order to prepare for the future impact of the ever-changing, fast-moving IT environment, I established an IT Committee of JANE Board members – Chuck Centore, John Brady, Marjorie Cahn and David Moulton. In my new career as a Computer Science Professor, I sat in to

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President's Message Continued from page 3

observe and occasionally make comments. The Committee's role is to assess JANE's current use of IT for reference and member communications from a strategic and sustainability standpoint. So far, they have been doing an outstanding job. I will keep you informed of this Committee's progress.

With the start of the new year, I made some important appointments. Daniel Graf, a former JANE Chief Judge, with stellar management ability, will Chair the Concours Committee. Aldo Cipriano will return to his former position as JANE Chief Judge. David Moulton has been officially appointed as Coventry Cat Editor. Glen McLachlan and Rich Hanley will co-chair the slalom events, with guidance from Rich Kosinski and Paul Bicknell, our former Chairs. Chuck Centore and Aldo Cipriano will serve as JANE Delegates to the JCNA Annual General Meeting in San Antonio, TX.

At the end of January, Chuck Centore gave us one of our best JANE dinner meetings ever, at our home base, the Wayside Inn, with a delicious buffet meal. He brought in Russ Rocknak, from Mesh New England magazine, who gave a riveting presentation. The room was packed, even though we had some last-minute cancellations – Barry Montgomery has suffered a broken leg, and several members have been laid low by the flu. At the suggestion of Aldo Cipriano, all of the members at the meeting identified themselves, where they live and what kind of Jaguar(s) they drive. This promotes inclusion and always helps us all to get to know each other better. Traditionally, we used to do this at all our monthly meetings. This is JANE congeniality at its best! So, don't miss the JANE Valentine's Dinner and the February Dinner Meeting at Longfellow's Wayside Inn.

Let's "rev our engines" and continue to work together to keep JANE the "biggest and best Jaguar Club in North America."



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2018 CALENDAR OF EVENTS

Note: this calendar only lists dates, times, events, locations and some speakers. For details, see the separate, more detailed event announcements as they are posted in the Cat and on the website. At this point, you will also see that we still have some tentative or undetermined dates. Stay tuned.

DATE TIME	EVENT	LOCATION
Sun, February 11 - 5:30PM	JANE Valentine's Day Dinner Gathering	Bullfinchs 730 Boston Post Road, Sudbury
Wed, February 28 - 7PM	JANE Monthly Meeting Speaker: Angus Dykman, Goodings Auctions	Wayside Inn, Sudbury, MA
March date TBA - 11AM	JANE Parker's Maple Syrup Barn Brunch	Mason, NH
Thurs - Sun March 22-25	JCNA AGM & International Jaguar Festival	San Antonio, TX
Wed, March 28 - 7PM	JANE Monthly Meeting, Speaker: Dean Cusano	Wayside Inn, Sudbury
Wed, April 25 - 7PM	JANE Monthly Meeting, Speaker: Daniel Graf. Mark IV Restoration	Inn at Bay Pointe
April date TBA	Tech Session	
May TBA	Concours Judges Training Session	
May date TBA	Belmont Day, Display your car in Belmont Center, Monterey-style	
Wed, May 23 - 5:30PM	JANE Jags on the Lawn and Dinner	Larz Anderson
Fri & Sat, June 1&2	Empire Drivers, Inc, two days of track time	Lime Rock Park
Fri - Sun, June 8 - 10	3rd Annual Bristol British Motorcar Festival	Bristol, Rhode Island
June date TBA	JCSNE Annual Concours,	Lyman Orchards @ Jct of Rts 147 & 157
Wed, June 27 - 7 PM	JANE Monthly Meeting, Speaker: TBA	TBA
Sun, June date TBA	British Car Day on the Lawn	Larz Anderson
June TBA	JANE Spring Slalom, In-Control Driver Training Facility	Andover, MA
Sun, July date TBA - 1PM	JANE at Myopia Polo Club Matches	
Wed, July 25 - 7 PM	JANE Monthly Meeting Speaker TBA	Wayside Inn, Sudbury
Fri - Sun, August 10-12	JANE Annual Concours	Sturbridge Host Hotel, Sturbridge, MA
Sat. August 25	North Shore Ride, Clambake, & Pool Party	Kernwood Country Club, Salem, MA
Sept date TBA	JANE Autumn Slalom, In-Control Driver Training Facility	Andover, MA
Fri - Sun, September 14-16	27th Annual British Invasion	Stowe, VT
Sun, Sept. 23 - 9AM - 2PM	7th Annual Boston Cup	Boston Common, Boston, MA
Wed, September 26 - 7PM	JANE Monthly Meeting, Speaker: TBA	Wayside Inn, Sudbury
Sun, October 7	Columbus Day Parade	East Boston
Fri - Sun, October 12-14	Martha's Vineyard Weekend	
Wed, October 24 - 7PM	JANE Monthly Meeting, Speaker: TBA	Wayside Inn, Sudbury
November date TBA	Tech Session	
Wed, November 14 - 7PM	JANE Monthly Meeting, Speaker: Innkeeper	Wayside Inn, Sudbury
Sun, December 2	JANE Holiday Party,	Location TBA

UPCOMING EVENT



John Heywood

Future Cars: Their Technology, Needs, Performance and Appeal

Many aspects of our cars and light trucks are changing. Engines are improving, sales of electrified vehicles are growing, various roles for shared vehicles are being explored, self-driving vehicles are being developed and tested on our roads, and transportation's environmental impacts need to be more tightly controlled. This talk will explore how changes in vehicle and engine technology, and in the needed energy supply infrastructure, are expected to impact the vehicle's operating characteristics and its cost, and thus how well future vehicles will meet our wants and needs.

John Heywood is the Sun Jae Professor of mechanical Engineering at M.I.T. For many years he has directed the Sloan Automotive Laboratory. There, with colleagues and students, he has done research on engines, fuels, our broader transportation system, and its environmental impacts. He has written extensively on these topics: for example in his extensively used text *Internal Combustion Engine Fundamentals*, and in his team's "On the Road Toward 2050", a recent MIT Energy Initiative Report.



John Heywood in Sloan Automotive Laboratory, MIT

Thursday, February 15, 2018

Larz Anderson Auto Museum, 15 Newton Street, Brookline, MA 02445

Doors open at 6:30pm | Presentation at 7:00pm

Tickets: \$15 for Museum Members | \$20 for Non-Members

January Meeting Report

Text and photos by Brian McMahon

On January 24th, JANE held the its first meeting of the year, at Longfellow's Wayside Inn in Sudbury. Happily, Marvin the Bartender was on hand to help us get started and get started we did!



Just as our various members have strong opinions on the appropriate lubrication for their Leapers, Marvin was able to provide the human equivalents of Castrol, Pennzoil and Mobil One for our members.

After about an hour of schmoozing we all wafted upstairs to the dining room to check in and chow down. The prime rib was beautiful to encounter, behold and devour.



Observing the US Navy's "Take all you want but eat all you take" mess deck maxim, JANE members Glen McLachlan, Max Paronich and Ann Gimaldi readily accomplish the first part of this military requirement.

Our guest speaker was Russ Rocknak. Russ is the publisher of Mesh New England, a bi-monthly magazine that's "The Hub of New England's Car Community". He made an interesting and informative presentation on the distinctiveness of our local motor enthusiasts, their cars and events.

Like father like son; the elder Rocknak imparted to Russ a deep love of cars and their history. His father bought a 1923 Ford Model T "Woodie" for Russ before he was old enough to drive, the car stayed in the family and Russ still has this car in his own collection. Traveling through New Jersey on a family vacation in 1958, his father spotted an interesting car parked at a gas station with a "For Sale" sign stuck on the windshield. Inquiring further, he learned that it was an early 1950's Aston Martin DB2/4 2+2 that barely ran. That didn't stop his father from snapping it up for a few hundred dollars, and getting it home to Maine where it was eventually restored.

When his father asked if Russ wanted to experience the test run upon its renovation, Russ wasted no time in hopping in for a life-changing experience. Hearing the roar of the Aston's straight six engine, feeling slammed back in his seat during acceleration, seeing the leaves scatter in their wake, and inhaling the heady aroma of motor oil, gasoline and leather, Russ was immediately hooked on cars for life.

After college graduation, Russ excelled at writing and photography and decided to accept an extremely risky role at The Robb Report. At the time, the publisher was desperate because the entire creative staff of the magazine had resigned in protest and a new issue was due in two weeks. If there were no new issue, the magazine would go bankrupt. Russ was able to quickly complete the planned edition and then hire new staff to change the focus of the periodical. The Robb Report had deteriorated into a magazine lauding the excess of "champagne dreams and caviar wishes", without any appreciation of the craftsmanship and design of high-end cars, boats and timepieces.

Russ was able to encourage collectors and deal-

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Upcoming Events in February

- **Sunday, February 11th, 5:30 PM, The JANE Valentine's Day Dinner**

Our very popular Valentine's Day Dinner celebration is on again in 2018, at the ever-popular Bullfinchs Restaurant in Sudbury. Join other JANE members to celebrate love and Jaguars. We'll begin with cocktails at 5:30 and have dinner around 6. Bullfinchs' capacity is limited so please register early.

In any case, RSVP no later than Monday, February 5th with Chuck Centore (cpcentore@comcast.net), or else on the website. This event is always a sell-out, so don't delay. Then all you have to add to this are some flowers, candy, some decent jewelry and, of course, the keys to a new red F-Type. You'll be a legend in your own time! Think of that.

- **Thursday, February 15th, 7 PM, Larz Anderson Auto Museum, Community Lecture**

JANE members may remember that last year MIT Professor John Heywood gave a very informative talk on the future of cars in general and Jaguars in particular at the March 2017 monthly meeting. He has since been invited to give an expanded version of that talk at the Larz Anderson Auto Museum Lecture Series. All JANE members are encouraged to attend.

- **Wednesday, February 28th JANE's February Monthly Meeting at the Wayside Inn in Sudbury**

Our speaker will be Angus Dykman of Goodings Auctions. As many club members visit Amelia Island events each year, Angus will focus his attention on the Amelia event and some of the special cars being auctioned off this year. He will also try to prepare those who might be interested in going but have never participated in an automobile auction, with some tips on proper protocol for being a bidder/buyer at the auction.

Meeting Report Continued from page 7

ers to explain their fascination with their cars, and then extended his reach by meeting with managing directors of several car marques, including Luca di Montezemolo, president of Ferrari. This collaboration benefited both the magazine and Russ, who was frequently invited to test drive new Ferrari models at Monza. In a dozen years of Rocknak's supervision, advertising revenue grew from \$1 million to \$12 million and The Robb Report became secure financially as well as editorially.

Russ's next challenge was to start his own publication that would cover New England motoring events of all kinds, with cars of all kinds, from hot rods to Healeys. Mesh New England is now in its fifth year of publication, surviving and prospering with superb production values and quality, at a time when many other periodicals are in difficulty.

Thanks, Russ!

JANE's Vice President of Events, Chuck Centore thanked Russ for his insightful comments on the local motoring community.



RAY BINDER



Ray and Peggy Binder

Ray Binder and his wife Peggy have been members of JANE for close to twenty-five years and are the proud owners of a beautiful 1953 XK120 OTS in British Racing Green. Many of you may have seen their car in the Grand Ballroom at the 2014 AGM for JCNA in Cambridge.

Prior to being transferred to Boston, where he met Peggy in 1979, Ray worked in the metropolitan New York area and across the country for the Engineered Machinery Group of a major air conditioning and refrigeration equipment manufacturer. He recently retired from an executive management position with a large mechanical contracting firm and now consults on specialized commercial and industrial mechanical retrofits and equipment replacement projects.

His interest in Jaguar began in the late sixties when he saw an E-Type in a dealer's showroom in suburban New York and was intrigued by the engine, suspension and toggle switches on the dash. Several years later he acquired a 1968 XKE in desperate need of repair

and proceeded to restore it as a "date-night" driver.

Around the same time, he found the XK120 they still have today in a one-car garage that was collapsing around it. The car ultimately underwent a full frame off restoration that began in New York and was moved to Boston as a rolling chassis, lots of boxes and the engine in a crate. The car sat in parts and pieces for years before the restoration was fully completed around 1995.

Today Ray's interest is still in the older Jaguars that can be fixed with a screwdriver or a wrench and not made of plastic and run by a computer. When not tinkering with his XK120, Ray is putting the finishing touches on converting his Harley-Davidson from two wheels to a trike.

Ray is looking forward to his new position on the JANE Board and continuing the hard work of the board members and his predecessors in helping to advance the organization to new heights for all the membership.

"O, reason not the need!"

Text and photos by Brian McMahon, assisted by W. Shakespeare and G. Lucas

Does anyone really need a new 550 hp Jaguar XJR sedan? Especially when they're already driving a perfectly good 385 hp Jaguar XJL? [Absolutely! -Ed.] I was sure that my four years as an English Lit major at Boston College would give me a snappy, high-toned and appropriately British answer to share with dubious family and friends. "O, reason not the need!" Of course!

In Shakespeare's *King Lear*, the old ruler wishes to step down from active administration of the kingdom and yet retain all the perks that he enjoyed as an active leader. At first, his daughters agree to provide him with a hundred knights at arms, but eventually they reduce the size of his retinue, and then finally ask why he needed even one knight when they were providing him with a regular household staff. Lear's "O, reason not the need!" is something that any of us gearheads can employ when dubious friends ask about our most recent and absolutely necessary automotive acquisition.



Brian's former 2013 XJL, a lovely long-wheelbase car hanging out with lots of other Cats at the British Invasion.



Brian McMahon and his new navigation team study the Route Instructions for JANE's upcoming Parker's Maple Barn Tour.

My "Ultimate Black" XJR is the fourth Jaguar I've owned, after a 2004 XJ8, a 2009 XF and the previous Leaper, a 2013 XJL that took to the field at the 2017 British Invasion in Stowe, VT.

Growing up in New England, all of my cars have nonetheless been rear wheel drive, including four Ford Mustangs, each one sporting a pair of chunky rear wheel "snow tires" in the winter. A more practical friend always drove Ford Crown Victorias, since they were roomy, inexpensive to buy and insure, and easy to maintain. Since these "cop cars" were also RWD and he had grown up in North Carolina, I asked what modifications he made for winter driving in New England. "Simple," he said. "I load part of the trunk with the densest material known to man." "What's that, plutonium?" I asked. "Nope, bound stacks of old National Geographic Magazines."

So, I was less fearful than many of us about owning and operating rear wheel drive Jags in a wintery northern clime. Mine have all been daily drivers, requiring some restraint, patience and judgment in the winter. A set of four winter wheels and snow tires also really helps to travel safely. All of my Jags

Continued on page II

have taken me on ski trips to Stowe, Loon and Attitash, where they'd be the only Jaguars in the parking lots (remember, this was before the F-Pace arrived). Why drive a truck 12 months of the year, when you can easily modify a really elegant sedan to get you through even New England winters?

Here's how my gear head reasoning went: "It's five years old, the four year warranty expired a year ago, Jaguars are expensive to repair, and at least four of its eight tires should be replaced. Time to trade it in rather than start spending good money just to keep it running." That sounded way better than "I just want a new car" – the Jesuits had taught me well – logic and rhetoric could give me anything I wanted.

So, I scouted online for something newer ... something faster ... something with door sills that glow pale blue when you enter or exit at night. Essential stuff like that. I found it at the Jaguar dealer in Sudbury, a black-on-black 2016 XJR that was a new car with only 35 miles on the clock available at a substantial discount from its original sticker price. After confirming that it really was a new car, I decided that I'd check it out when I brought my 2013 XJL in for annual maintenance.

Buying a car that has sat on the dealer's lot for a long time can be a problem because none of the fluids have been regularly circulated, and everything (including the battery) is already two years old. There could be problems in the future, but, happily, Jaguar now provides a five year warranty from the date of purchase.

At first sight, this sleek black sedan with the red disc brake calipers really had a Darth Vader vibe to it, which floated my Death Star for sure. So, the sales rep and I went out for a drive and I found I really enjoyed the enhanced rumble from the exhaust, tighter steering (even in standard mode), and all the power of the Dark Side when you punch the throttle.

OK, so I'm interested – let's make a deal. In my insurance business, I subscribe to the National Automobile Dealers Association used car price guide and I could see that the discounted price of the car approximated the asking price of similar, but pre-owned XJRs, with 5,000–7,000 miles on them. Sounds good, but the value of your trade-in car is

always debatable and the sales manager started by quoting a value from the Kelley Blue Book that was \$5,000 less than the NADA figure for my older XJL. He may also have doubted that I was a serious buyer, but with some Jedi wizardry ("I find your lack of faith ... disturbing.") he agreed to my offer and we signed the papers.



Brian in a sales cubicle at Jaguar Sudbury during negotiations.



Brian arrives at home with his new Lord Vader XJR and can't stop staring at it!

After enjoying the trip home in my new Leaper, I did experience a First World Problem: quickly finding winter wheels and tires that would fit the XJR before our first major snowstorm. The car's OEM tire sizes are 265/45/20s on the front and 295/45/20s on the rear. But no tire maker sells winter tires that are 295 width. Uh-oh.

Meanwhile, Tire Rack's website gave a "Sorry, nothing available" when I queried them for wheels that would fit, and local tire retailers said that they might be able to find wheels that would clear the brake calipers but they'd have to see the car and take

Continued from page II

measurements, yada yada. Kindly left unsaid was the implicit thought that “If you want to drive a luxu-Brit car in the winter, why didn’t you just buy a Land Rover like the oligarchs do?”

One Jaguar dealer said that they believed that smaller OEM wheels would work, apologized for the price that he quoted, and then noted that the wheels were currently sitting in a UK warehouse. Doubting that a freighter with a set of Jaguar wheels would safely cross the North Atlantic and clear Customs before springtime, I kept looking. Finally, Jaguar Sudbury said they could get a set of 245s for the front and 275s for the rear, mount new Blizzaks on them and be ready to bolt the winter wheels and tires onto my XJR within a week. Whew! That was a relief.

So, there’s nothing left to do now but enjoy driving my new Leaper to JANE events. See you at the Wayside!



Darth, er, Brian and his navigation team enter the Tavern at the Wayside Inn, having just arrived with plenty of Grace, Pace and Space, plus a curious dollop of attitude (what’s that all about, Brian?).

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A Montclair Misadventure

By Brian McMahon

Back in high school, my friend Lenny Campbell was the first kid to buy his own car, spending \$250 to acquire an 8-year-old Mercury Montclair, a car that was as spectacularly garish as a Las Vegas hotel of the same era.

Lenny invited three of us to see the car when he got it home on a cold November day, so we all bicycled over to his house, piled into the car and turned up the radio. As Catholic high school bad boys, we all lit up [regular tobacco] cigarettes and marveled at the Motown rococo style of the interior.

After a few cigarettes we were all gasping and coughing, and then we discovered that this was the first car we ever sat in that had electric windows. KOOL! So, we spent the next half hour or so making minute adjustments, constantly playing off the need to stay warm against our need to breathe.

Naturally, Lenny refused to start the car and turn on the heater because the Merc had the optional "Turnpike Cruiser" V8 engine that inhaled voluminous amounts of high octane gas through its four-barrel carburetor. Even at \$0.35/gallon, Lenny's after-school supermarket

job would barely cover the operating costs of the car, which he drove to work to earn enough money to pay to keep enough fuel in the car so that he could drive to work; a typical teenage guy situation.

Well, finally, we ran out of smokes and convinced Lenny that we had to go cruisin' in his big land yacht. After considerable grumbling, he finally agreed, dug out his car keys and stuck them in the ignition switch. Then he turned the key. Nothing happened. So, he tried again. Still nothing. So, he tried again with his special "lucky key." Still nothing. Then, after sitting there in the slowly freezing silent car for a while, we all trash-talked both Lenny's intelligence and the ridiculously stupid quality of his first automotive purchase, then hopped on our bicycles and went home, abandoning Lenny and his silent, smoke-filled Mercury Montclair.

Poor Lenny. But, after considerable fussing and cursing, he finally figured it out: all of our fiddling with the radio and power windows while "saving" fuel had, of course, run the Montclair's battery totally flat.

And that's how male adolescents learn.



A Mercury Montclair

JANE Membership Report

by Howard Kalet



This is a very busy time of year for your VP of Membership, with renewal a key focus for the last few months. This schedule is driven by the JCNA membership deadline in February. For 2018, we presently have 230 full paid members, 9 associate members, plus 7 life/complimentary memberships – a total of 246 members. This is slightly behind our same time last year, 2017 membership levels of 246 full paid members, 13 associate members, and 7 life/complimentary members for a total of 266. Also of note, 99 members prefer the printed version of the Coventry Cat, down a bit from last year, but not a surprise in our electronic age!

Late renewal reminder notices will go out in early February to those who have not renewed by the end of January. Just a reminder, members who have not renewed by January 31 will lose website access.

Just so you know, new and renewing member registration accuracy is *critical* for the JANE database. This data allows for club contact by email or snail-mail, for all club communications including upcoming events and the Coventry Cat. This same database also allows easy access for our members to update their own information, including car photos.

We now have 6 “guests” with 90 day complimentary 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, copies of those emails also come to your Membership Chairman for prompt follow-up.

And congratulations to the Early Membership Renewal lottery winner: Jan and Steve Wetzel. The Wetzels will be receiving one free year of membership.

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 at any time!* They are available at the price of \$45 each, unchanged from the past.

Welcome New Members:

Barry and Nancy Gonder, Wellesley, MA, 1967 XKE OTS

And Welcome Rejoining Members:

Charles Case, N. Marshfield, MA, 1967 XKE OTS and a 1969 XKE OTS

Thomas Iglesias, Mansfield, MA, 2004 XK8 Convertible

from The Editor's Pit

Well, we finally got the December issue of the Coventry Cat out, in spite of my best efforts to maintain a record-breaking holiday binge of procrastination. Thanks very much to Pam Donnaruma for bringing our authors' words to life. And thanks to Tracey Levasseur and Prebble Eklof for assisting us from unreasonably far beyond their end of tenure.

My goal is to get us back on schedule by April, by creating a new issue every three weeks. And starting in April, I'll submit all copy and photos to Pam for layout and publication on the first Wednesday of the month (memorize that day!). She'll publish, I hope, by about a week later. What this means for all of you is, if you want material to go into the Cat to enhance your fame



The editor, thinking about dinner.

and, perhaps, fortune, please try to get it to me (text, photos and captions) by the Monday or Tuesday before the first Wednesday of the month. Also, I'd love it if you'd call (978-448-6828) or email me (d18@moultonlabs.com) to discuss your intentions, if you have a chance.



I'd really like some Letters To The Editor. Also, racing stories, misadventures, weddings, rants about Lucas electrics and apocryphal stories (the crazier the better) about anybody involved with Jaguar over the years. All of these will be grist for my particular automotive mill. And all I can say is, thanks!

See you again in a couple of weeks.

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Error of the Month

Several hundred readers have written in to ask about this mysterious and forbidding photo found lurking in Brian McMahon's report on the North Shore Tour last month. What could such hostile anti-parking signs possibly have to do with Jaguars and their owners? What did it mean? Why was it there? Inquiring minds seemed to want to know.

Well, the answer is, your intrepid editor (that'd be me) *forgot* to include the caption for this photo when he sent in his copy to be printed! So, in the interest of full disclosure, here is the missing caption: "In the busy summer season, there's 'No Nothing' permitted in the turning circle at Singing Beach, where we briefly parked to take pictures and stretch our legs. With cool November temperatures, only dog walkers were making use of the beach. A police cruiser made a leisurely swing through the area; our Club members watched warily, then waved. The officer waved back. Then he departed. Whew! Ah, the joys of November."



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