

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

April 2018



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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



Even though we've had snowstorms for the last three weeks, as we hit the month of April JANE has continued to prepare for our spring and summer events. I know that our Jags are "whining" for warm weather, but our JANE Concours and IT Committees have remained indoors, noses to the grindstone, working away, optimistic that spring may actually come.

Marjorie Cahn and I have continued working with our Concours Chair Daniel Graf and his wife, Jeanine. We had a working session with chef Max Paronich, who has done some outstanding planning for the hospitality suite, including a variety of hot and cold dishes for the Friday evening buffet. – personally, I'm looking forward to Max's signature New England clam chowder and lobster rolls. He also plans to prepare his turkey chili, an antipasto and a variety of salads. From Brookline's famous Clear Flour Bakery, we'll have a delicious assortment of fabulous breads, while Daniel will bring mini pastries from his favorite French bakery. We also have planned for a single malt Scotch tasting and some high-end local microbrewery beer. An upscale, innovative hospitality event!

JANE Chief Judge, Aldo Cipriano, and Associate Chief Judge, Sandy Cotterman, will host a judges' training session on April 29th in Marlborough, MA. I recommend that you all sign up for this free training, an opportunity for you to learn how to improve the Jaguars that we love so much. And thank you, Aldo, for arranging for such a professional event.

The JANE IT Committee continues to progress. Marjorie and I have been in long working sessions with Faith Lamprey and Bruce Vild from the British Marque, which is well known as the monthly newspaper for our nation's British car clubs, which has been servicing British car clubs across the country with its custom website development and management offerings. The initial design of a new JANE website has been completed, and a custom prototype is being developed. John Brady's strategic planning and direction have also been invaluable. I will keep you informed as the website effort continues.

Constant Contact has been working well for us so far, thanks to Chuck Centore. Chuck is becoming really skilled at using Constant Contact, and all the eye-catching event announcements that we now receive have been created by him. In a very short period of time, he has personally moved

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President's Message Continued from page 3

JANE to a professional communication tool that has helped us a great deal. And thanks to Chuck, the Slalom and Concours communications are also now being sent via Constant Contact.

Chuck and Patt also ran a fantastic dinner meeting in March at the Wayside Inn. Dean Cusano spoke on his restoration projects to a packed house, and also shared pictures and videos of his charity event, "Dream Ride," that has brought smiles to the faces of many Special Olympians. It brought smiles to our faces, too – thank you, Dean Cusano. There was also, of course, our own eating, drinking, smiling and having a wonderful JANE evening. The camaraderie can't be beat!

Next month, Chuck Centore has scheduled a meeting in Quincy, MA at the Bay Pointe Waterfront Restaurant. Jags and yachts! A great view! This venue has always been a great hit. Our speaker will be Daniel Graf, who will talk on the impressive restoration of his 1948 Mark IV. You have to see it to believe it!

We have now had our fourth issue from JANE's Cat Editor, Dave Moulton. Dave's F-Pace adorns the cover. I really enjoyed the meeting report co-authored by Brian McMahan and Chuck Centore. Also, there were two excellent articles by JANE race drivers Frank Grimaldi and Stu Forer. Thank you, Dave, for another fantastic issue [My pleasure, Dean – the Editor]. And thanks Barbara and Glen McLachlan for getting the hardcopies out.

Next month we'll have our annual Jags on the Lawn dinner meeting at the Larz Anderson Auto Museum in Brookline, MA. Marjorie and I are responsible for the Italian buffet, delivered by Spinelli's and Pace, two of Boston's best caterers. Of course, we will have the traditional beer and wine open bar, and, yes indeed, we will serve England's Boddington ale! Returning by popular

demand, South Shore DJ and classic car legend Joe Fasci will be playing '60s British Invasion tunes for us, as we all gaze at all our Jaguars on the lawn. Don't miss our May meeting!

Once again, let's rev our engines and continue to make JANE the biggest and best Jaguar Club in North America.



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Membership

JANE Membership Report

by Howard Kalet



Joanne and I took a few weeks away from New England winter to get some Florida sun and make our own Red Sox spring training evaluation. We also took the opportunity to visit with a few JANE members, Russ and Marguerite Dennis as well as Alec and Marge Karys, continuing our friendships far away from home. Russ kindly suggested that we visit The Revs Institute (which holds the Collier Collection of cars), truly a must see when in the Naples area. Not surprisingly, we choose to extend our Florida visit while the latest Nor'easter passed through New England.

The calendar says it spring but there are still remnants of snow from the last storm. The New Hampshire Maple Sugar celebration just took place on March 24 and 25. Yes, this is a suggestion that the upcoming trip to Parker's Maple Barn is very timely.

JANE is once again the largest club in North America! The data has just come back from the JCNA AGM meeting. We should all take pride in the size of our club!

Membership as of April 2, 2018 is a total of 261 paid members. We are working our way back to that elusive 300 membership level once again. Typically, every year, 40 members or so do not renew due to a variety of reasons and the member ranks are replenished with new members or members who simply renew late.

Our current membership is comprised as follows:

244 are Full paid Members of JANE. Plus there 11 are Associate Members, plus 6 lifetime and complimentary members. We have 10 Guest members that are not included in the paid membership totals. They receive a free 3 month guest membership, and should all be viewed as potential new JANE members!

Other Info: 110 of our members receive the printed version of the Coventry Cat

Mail

Snail Mail: There has been no returned mail, unchanged from my last report. Accurate database management is important to minimize mailing costs for JANE and JCNA!

Email: There are a few bounced emails, sometimes due to electronic server issues, especially when the power is out! Others are due to errors/email account updates. I request each member help to keep me informed of any email changes that occur. This helps JANE stay in contact with members for Coventry Cat, Activities and other club communications that may occur during the year. Your Activities Chairman and Coventry Cat staff also appreciate those updates!

Car Badges

One car badge has been sold this last month. 91 badges are available for sale of the last order of 100. The price is unchanged at \$45 per badge. Please contact me if you would like a badge.

Website Update/Transition

Membership records are critical to running our club. Website transitions will require extra diligence to keep our club running through the evaluation and transition phases. Your support is appreciated to keep your membership information as accurate as possible. Thanks!

Upcoming Events in April

- **Sunday, April 8**
Parker's Maple Sugar Farm Rally in Mason, NH.
Meet at Johnson's Drive-In
164 Boston Road, Groton, MA 01450
Coordinator: Bruce Whitmore
(cell: 781-307-8560)

As we all know, spring doesn't actually arrive until we have our traditional JANE tour to Parker's Maple Sugar Farm. The tour will run on Sunday, April 8th, when the maple sap will also be running freely. Prizes for Tour winners include tins of Parker's Maple Syrup, which is legendary for its quality. Don't be surprised if the competition gets a little rowdy.



A typical Parker's Maple Sugar Farm light snack, waiting for the syrup.

In order for us to have our very own dining room, the rally doesn't commence until lunch time. So we will meet at Johnson's Restaurant and Dairy Bar in Groton, Massachusetts at 12:30 PM, and be on our way by 1 PM, with our Maple Sugar Rally drivers following two different sets of directions to Parker's. We'll arrive about 2 o'clock, leaving a little time to go on the tour of the sugar house, or else go visit the wonderfully campy gift shop before we are seated in The JANE Dining Room at around 2:30. And if you don't want to rally, just meet up with everyone at Parker's around 2 PM. The rallymaster Bruce Whitmore needs a head count (hint: the first 30 people who register will be in our JANE dining room, while others will be seated in the main dining area on a first-come-first-served basis). So please register, either online, by calling Bruce (cell:781-307-8560), or by emailing him no later than April 4th if you plan to attend.

- **April 25**
JANE's April Monthly Meeting at the
Bay Pointe Waterfront Restaurant, Quincy, MA.
Drinks at 6 PM, Dinner at 7 PM.
Our speaker in April will be Daniel Graf,
discussing his gorgeous Jaguar Mark IV
and its restoration.



Daniel Graf's Jaguar Mark IV. Ahhh!

Daniel writes, "In 1965, I purchased my first Jaguar, which was a black XK140 DHC with a red interior. It was my daily driver to negotiate the streets of Manhattan. It became immediately apparent that I should get up to speed on the mechanical learning curve. Compared to big American muscle cars in those days, Jaguar style and performance were real head turners. Ever since then, Jaguars became my primary mode of transportation. As a hobby, the Jaguar Classics always beckoned to my passion, not just in form, but also in function: the challenge of restoring rusty hunks of steel and resurrecting them into beautiful, original sculptures. My joy in restoration is also fueled by history, pre-war, post-war, to the present – a kind of time travel."

Coordinator: Chuck Centore
(cpcentore@comcast.net), 978-201-9782.

- **Sunday, April 29th, at 9:30AM.**
Judges Training Seminar at the Royal Plaza Hotel
and Trade Center
Route 20 West in Marlborough, MA.
Chaired by Aldo Cipriano.
Coordinator: Chuck Centore
(cpcentore@comcast.net), 978-201-9782.

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Supremely confident JANE judges reviewing an early XK120.

Aldo Cipriano writes, "The Judges Seminar Exam and training event will be conducted at the Royal Plaza Hotel and Trade Center located on Route 20 West in the city of Marlborough, MA on Sunday, April 29th between 9:30 a.m. and 2:30 p.m., with breakfast and lunch provided. The session will consist of an update on National Concours rules, a short presentation on

properly completed scoring sheets, taking the North American exam and practice judging on some vintage Jaguars in the Trade Center pavilion. All Club members with an interest in judging and having a valid JCNA number are invited to attend. Any questions can be directed to me at 508-320-1679 or Cipriani62@yahoo.com."

Part for Sale

XJ6 Big Valve cylinder head. Totally rebuilt with new valves, springs, tappets and seals. Seats are recut. Has tappet guild hold-down kit installed on exhaust side. Gasket face is resurfaced. Has late XK6 4-bolt cams installed. Alternate cams installed by request. Front of head can be polished to resemble early head. More pictures can be seen at JAGFIX.com or by request. Location: York, Maine.



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Dean Cusano

A Renaissance Car Guy at Work and Play

By Dave Moulton and Chuck Centore, photo by Bonnie Getz

Once again, about 40 JANE members crowded into the Wayside Inn Tavern to greet Marvin the Bartender and then, after an hour or so, gently wafted upstairs to make our usual member/car introductions and tuck into the glorious prime rib dinner, while also sharing lots of car stories and the occasional car lie. After we made it through dessert, our speaker was Dean Cusano of Motorcars,



Inc. in Plainville, CT. Dean talked about his life with E-Types, a particular project car named Enzo Sez (for those of you who don't know, Enzo Ferrari, when he first saw an E-Type, called it "the most beautiful car ever") and Dean's work with The Dream Ride Experience, a combination motorcycle Ride-In from around the country, a Special Olympics Dream Cruise, a Dream Car Show and a fundraiser (last year they raised \$1.5 million).

Dean specializes in the restoration and maintenance of E-Types, and figures he's done more than 220 E-Types in the 29 years he's been with Motorcars, Inc., a family business. Currently, he completes about eight cars a year, each project taking about a year. The Enzo Sez project, however, took 2.5 years. The current owner was a beginner at vintage car ownership, bought the car from Dean, loved it, but then wanted to make it into a "perfect, reliable" E-Type. He commissioned Dean to undertake an open-ended full restoration to create an ultimate E-Type.

This involved substantial very careful modifications to the body, suspension, drive-train and wheels and tires. As Dean put it, "Here was a guy that wanted to hire me to do what I've wanted to do my entire life!"

The resulting car is absolutely gorgeous, with beautiful lines and a wonderful balance between what an E-Type was originally and what it could be "knowing what we know now." For the record, it weighs about 2,700 pounds and develops 354 hp at 6200 rpm.

After more talk about some of his other restorations and the shop's practice of naming all of their project

cars (often after characters from "The Sopranos"), Dean turned to one of his other passions, the Dream Ride event, an all-in fund-raising weekend event for the Special Olympics. Groups of motorcyclists ride in from satellite location points around the Northeast, there is a Dream Cruise where volunteer drivers with classic/exotic cars (the list of cars was, ah, astonishing!) give rides to Special Olympians in a parade which culminates in a triumphant red carpet welcome for them at the end, and finishes with a huge Dream Car car/motorcycle show on Sunday. Needless to say, much partying goes on the entire time. Dean solicited JANE to pull together a group of cars and hinted he could possibly provide tent space parking for us with the other Jaguar groups. This all happens August 3-5 at the Farmington Polo Grounds in Farmington, CT.

Dean finished up his talk and slides, and then took plenty of questions. A great presentation, warm, personable, witty and really informative and interesting. Once again, we had to be gently herded from the dining room.

Thanks, Dean!

What Can A V-12 E-Type Jaguar Do?

by David Clark

“Jaguar V-12. New Breed of Power” read the magazine ad announcement in the spring of 1971. My Stars! The ultimate car, the E-type, had just received the ultimate engine. Two years later I bought one, and 48,000 miles after the fact I still have it.



David's V-12 E-Type, warming up on a wintry Vermont morning.

Probably the best original description I've ever read about the E-type was from a Hemmings journalist who wrote, "It was a jet aircraft in a piston aircraft era." That's a good summary.

The first E-types had what were actually the XK 150S 3.8 litre engines fitted, and don't argue with me here, I've had my hands on one of the very first, and it still retains its pumpkin orange XK150S paint on the cylinder head. These cars were flyers, easily twice as fast as virtually anything else on the roads in Great Britain and certainly faster than anything in the U.S. in 1961. In Geneva, Switzerland at the time, the E-type was publicly unveiled in March of that year, Jaguar had a fixed-head coupe and an open two-seater on display and available for public demonstration to all comers. Both these cars would top 150 mph. Virtual Space Travel.

Ten years later, with the addition of the 5.3 liter V-12, a very fast sports car became a very fast Grand Tourer. And this is when and where I personally got involved.

The V-12 E-type was built on the 2+2 platform, which made it much more comfortable but also a somewhat less svelte automobile, not that it matters much if performance is the primary objective. So let's get it straight right now: all E-types are great cars, while, arguably, some *might* be greater than others. An early 3.8 car with three SU HD8 carburetors is gonna have a lot more woof than a 1970 4.2 running on Stromberg emission carbs, but you can raise the top and crank up the A/C in the Stromberg car and be completely comfortable on a hot day. When I ordered my E-V12, I checked the AC box because with that much engine, air conditioning wasn't going to have much effect

on overall performance. I proved this fact to my own satisfaction by rolling up the windows and putting up the top and making the run from Las Vegas to Salt Lake City in about 4 hours flat, back in the days when some stretches of Interstate 15 were still the Two Lane Death Trap.

So what is the V-12 E-type really like? Well, somewhere out around Chapell, Nebraska, about 40 years ago, there was a Nebraska Highway Patrolman who could answer that question for you.

In June of 1976, I decided it was California or bust, and so, at about 10:00 AM on a fine Vermont morning, I threw what little I had for luggage into the trunk of my E-Type and left. I collected two tickets the first day, Connecticut and Pennsylvania, and two the second day, the first one bright and early in the morning in Indiana, and the second one near Chapell, Nebraska, maybe fifty miles east of the Wyoming border.

As you travel west, the highway tends to straighten and the traffic to thin out, so some time after midnight on what was really the beginning of the third day, I was running with the hammer pretty well down, cruising at a fairly steady 125 mph, easing off the throttle to maybe 110 to pass the trucks. I'm a pretty careful driver, really.

It was strange, but every so often I had a sense of headlights in the rear view mirror, way back at the horizon, pacing me. It was just a small distraction until, while coming around a fast sweeping curve, I saw I was rapidly approaching a set of flashing red lights out in front of me, which, as I was able to see as I got a little closer, were attached to the Chevy Nova cruiser of a local constable, parked perpendicularly across the highway astride the dotted white line denoting the two travel lanes. It was a sight to behold, and quite unexpected. I rolled off the throttle, gently braked and slowly pulled up to the offi-

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cer, inquiring politely as to what *he was after*. It seemed odd to see him there, at that hour, joyride killer Charlie Starkweather having long since been apprehended, in Wyoming, I think, back in 1958. Imagine my surprise when I discovered that *what* he had been instructed to 'Be on The Lookout for,' actually, was *me!*

This was confirmed a couple of minutes later when a *very irate* Nebraska Highway Patrolman screeched to a halt behind me, bolted out of his cruiser and announced in quite strident law enforcement vernacular that he'd been pursuing me for the previous 25 miles. Dang! He never got close enough that I could see his strobe lights, just that headlight glow back beyond the horizon.

At the patrolman's strong urging, I handed over my driver's license and then followed behind as he jerked the wheel of his cruiser hard left and gunned it across the median, heading back eastbound toward the Chapell exit. I followed, edging a little more gingerly across the median than he did, worrying about where I was going to find

a replacement exhaust system for an E-type out in that country if I hit something in the median. However, much to my astonishment, the point was moot. Sometime after darkness had fallen, the land had turned to pure open prairie, flat as a billiard table, and a replacement exhaust system wasn't going to be needed after all.

So into Chapell we went. We pulled up in front of the Post Office and the Highway Patrolman wrote out the ticket, sold me a stamp and watched as I put the ticketed fine money, in cash, into the self-addressed County Court envelope that he provided, and continued to watch as I dropped it in the outside collection box. Driver's license back in hand again, I was off once more, a bit chastened maybe, but most definitely a free man once again.

In the dark, I popped a cassette into the tape player and cranked it up. It was Bob Dylan singing "Meet Me in The Morning," which is very good road music for making time.

And now you, also, know what a V-12 E-type will do.



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More Tales From the Crankcase

THE VINTAGE RACER'S MANTRA RACE IT – BREAK IT – FIX IT – GO BACK (AKA "The Hagopian Four-Step")

Text and photos by Gary Hagopian

When we do this:



Necessitating this:



So you can get back to this:



It sometimes results in this!



And this:



And now, the full story:

There I was in my '63 E-type, in the last race of the Veteran's Day weekend race at Road Atlanta, one of my favorite race tracks. As I upshifted into 3rd gear, BANG, the transmission blew, ending my racing then and there (see Figure #2)!

After the nine hour drive back home to Weeki Wachee, FL, we jacked the car up in the garage, and pulled the engine/transmission. With the minimal equipment in our FL garage, the engine had to be pulled from the top; not the ideal method.

Inspection of the gear box, a Tremec 5-speed commonly found in 1985-1993 Mustangs, indicated that a major overhaul was needed. I took the transmission to a local shop, whose owner naturally said, "Yeah, we can fix it."

The shop ordered new gears, including the input shaft, overhauled the gearbox and returned it to me for installation. Typically, "engine-out" takes me about 1 1/2 days,

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II The Coventry Cat

Vintage Racers Continued from page II

and “engine-in” another 3 days installing, connecting, and tidying up the engine compartment.

Installation went as planned, and the car came off the jack stands one day prior to the planned departure date for the Sebring Historics, Dec 1-4, 2017. I cranked it up for a little shakedown run around the neighborhood, just to make sure that nothing was falling off as well as to check for leaks. One circuit around the block was all that it took. The gears were howling like a BANSHEE! AIEEE! I wanted to HANG MYSELF!

Needless to say, no “Historics” for me!

No choice! Back in the garage, back up on the jack stands, and engine/transmission now out for the SECOND time! Once out, the trans cover was removed for inspection, but the gears appeared normal. I disassembled the trans, and stood both the new and old input shafts on the bench, side-by-side (see Figure 6), and suspected that the gear on the original shaft was slightly larger than the new one!

When ordering new gears, the transmission shop made a “simple mistake,” unfortunately causing a complex repair!

Good news! After five days of extra work and an apology from the transmission shop, the car is back on its wheels and ready to race again, March 1-4, 2018 at Sebring.

RACE IT – BREAK IT – FIX IT – GO BACK
The Vintage Racer’s Mantra!

Eureka! The number of teeth on the new gear was off by one tooth!



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The XK70 Jaguar Festival

Organised by the XK Club

Saturday 9 - Sunday 10 June 2018



As momentum for the XK70 Jaguar Festival gathers apace, our preparations are in full swing.

With activities to suit all tastes – from panels, forums, displays and personalities to vintage fashion, fairground attractions, live theatre and family fun – this promises to be a truly spectacular Jaguar celebration.

We are now delighted to announce our latest additions to the festivities.



XK70 Driving School

Thursday 7 June 2018

On Thursday 7th June, and as the perfect prelude to the XK70 Jaguar Festival weekend, we are offering the opportunity to take part in a special Driving School. This will enable you to get the best from your car if you choose to enter the hillclimb competition at the Weekend.

You will start the day with an overview about competitive hillclimbing, followed by a drivers' briefing before starting out on the track. The day will be conducted under the supervision of highly experienced instructors who are seasoned hillclimb competitors.

The cost of £195 per participant includes breakfast, lunch and afternoon tea.

Guests will be welcome – we just ask for £30 per guest for catering during the day.

Please note that places are limited and will be on a first come-first serve basis



XK70 Hillclimb

Saturday 9 June 2018

One of the main features of XK70 will be the timed runs at Shelsley Walsh Hillclimb. With a unique history, competing at Shelsley is very special. Dating back to 1905, pre-war there were three main venues for motor racing in Britain: Brooklands, Donington Park and Shelsley Walsh.

Anyone taking part will be driving in the wheel tracks of such motor racing giants as Sir Malcolm Campbell, Raymond Mays, Stirling Moss, Peter Collins and 1951 Le Mans winner Peter Walker who broke the Sports Car record in a works C-type.

Entries are now open to all XK-engined cars.

If over-subscribed, preference will be given to cars with a competition history. Classes will be decided when all entries have been received. Entry is limited to 80 cars.

Entry includes four runs for £120 per person.

Jaguar E-type & XK Clubs, Hilltop Farm, Knighton-on-Teme, Tenbury Wells, WR15 8LY, UK Tel: +44 (0) 1584 781588
Email: louise@e-typeclub.com Book online or download a booking form at www.xk70.co.uk

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. April 8 - 12:30PM	JANE Parker's Maple Syrup Barn Rally	Mason, NH
Wed. April 25 - 7PM	JANE April Mtg. Speaker: Daniel Graf	Bay Pointe Restaurant, Quincy
Sun. April 29 - 9:30AM	Concours Judges Training Session	Royal Plaza Hotel, Marlborough
Sat. May 19 - 8:00AM	Belmont Day Display your car	Belmont Center
Wed. May 23 - 5:30PM	JANE May Mtg. Jags on the Lawn and Dinner	Larz Anderson Museum
Fri. & Sat. June 1&2	Empire Drivers, Inc. Two days of track time	Lime Rock Park
Sun. June 3 - 9AM	Larz Anderson Museum Members Day	Larz Anderson Museum
Fri. - Sun. June 8-10	3rd Annual Bristol British Motorcar Festival	Bristol, Rhode Island
Sat. June 16 - 10:30AM	JANE Spring Slalom	In-Control Driver Training Facility, Andover, MA
Fri. - Sun. June 22 - 24	JCSNE Annual Concours	Lyman Orchards & Meriden, CT Jct of Rts 147 & 157
Sun. June 24 - 10AM	Larz Anderson Museum British Car Day	Larz Anderson Museum
Wed. June 27 - 7PM	JANE Monthly Meeting, Display Your Jag	Wayside Inn, Sudbury
Sat. & Sun. July 21-22	Misselwood Concours d'Elegance	Beverly, MA
Wed. July 25 - 7PM	JANE Monthly Meeting, Display Your Jag	Wayside Inn, Sudbury
Sun. July 29 - 1PM	JANE at Myopia Polo Club Matches & Picnic	Hamilton, MA
Sun. August 5 - 10AM	Larz Anderson Museum Tutto Italiano Day	Larz Anderson Museum
Fri. - Sun. August 10 - 12	JANE Annual Concours	Sturbridge Host Hotel Sturbridge, MA
Sun. August 26	North Shore Ride, Clambake, & Pool Party	Kernwood Country Club, Salem
Wed. - Sat. September 6-8	Road Trip To The Glen	Watkins Glen, NY
Fri. - Sun. September 14-16	27 th Annual British Invasion	Stowe, VT
Sun. September 23 - 9AM-2PM	7 th Annual Boston Cup	Boston Common, Boston, MA
Wed. September. 26 - 7PM	JANE September Meeting, Speaker: TBA	Wayside Inn, Sudbury
Sat. September 29 - 10:30AM	JANE Autumn Slalom	In-Control Driver Training Facility, Andover, MA
Sun. October 7	Columbus Day Parade	East Boston
Fri.-Sun. October 12-14 Tentative	Martha's Vineyard Weekend	
Wed. October 24 - 7PM	JANE October 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 AGM and Holiday Party	Location TBA

JANE Members' Awards at AGM Meeting

Congratulations to all the Jane Members who received awards at the recent JCNA Annual General Meeting in San Antonio. Recipients include:

- The Presidents Award: Presented to JANE Board Member, Ed Avis. Ed has been involved with JCNA and has contributed to their effort to improve Membership methods and procedures in local clubs and JCNA.



- JANE has continually won writing awards over the years. This year Carl Hanson was presented with a 1st Place Heritage Writing Award for an article he wrote about keeping Bernie Yurt's XK120 alive and well.



- Mike Kaleel won a 2nd Place Award for his *Jaguar Life Style* article about his life-long dream to race his XK120, his Lotus and his Lola at prestigious tracks around the country.



- Dennis Eklof also won a Life Style Award for his article titled *Two Guys in a Car*.

- JR Phillips of Bath ME submitted a winning photo entry for the Coventry Cat Cover that caught the judge's eye and landed him a special recognition.

It needs to be noted that all of the writing awards here involve the astute editing of Prebble Eklof – the Editor.



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From the Editor's Pit



The editor, searching for a parking space.

Now that we're in April (and in case you hadn't noticed, anything goes in April), the Coventry Cat is finally back on schedule. Thanks for your kind patience. Meanwhile, starting about now, things seem to be getting a little more serious around both JANE *and* Jaguar. Here at JANE, judges are getting trained, the club is getting organized, and summer (where the living will be easy) will soon be upon us. Ready the Pimm's Cups, lads. This all commences, really, with our *Jags on the Lawn* at Larz Anderson Museum on May 23rd, followed by our Spring Slalom in June, on June 16th. Back at the factory, in Whitley, Coventry, Jaguar's new electric I-Pace has really started strong, with some very favorable reviews (and a star turn at the New York Auto Show), suggesting that it's a really attractive alternative to the Tesla Model X. Meanwhile, Google/Waymo has ordered 20,000 I-Paces to be fitted as autonomous vehicles for their upcoming ride-sharing service in 2020. Finally, Jaguar has announced a hotted-up F-Pace SVR with a 550 hp V8 (you knew it had to happen!), due at dealers later this year. We live

in interesting, if ambivalent, automotive times.

Back here in New England, Paul Bicknell will write about license plate restoration (really!) in the May Coventry Cat, while Tony and Kathy Fontaine of Yarmouth, Maine will introduce themselves and their 1976 XJ6C, and Don La Haye of Waitsfield, VT will reminisce about his XK8. Should be a great issue.

After that, the article bin is still open, except for my wonky and dreary article on *The Zen of Making Driving Mistakes* (I've been saving it for an emergency).

So, in order to head off dreary wonkdom, I invite you to refill the article bin. You'll never get a better or easier opportunity to become a world-renowned author. Give me a call (978-448-6828) or just throw your manuscript over the wall into my garden. Still no pressure. Still much fame! Still working on the fortune part of it.

As always, feel free to complain to me about anything at d18@moultonlabs.com. And once again, thanks for helping out and thanks for reading this stuff!



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