

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

September 2018

[jagne.org](http://jagne.org)



*Photo by John Romano*

## ***The People's Choice!***

***Chuck Centore and his beautiful F-Type  
at JANE's 2018 Concours d'Elegance***



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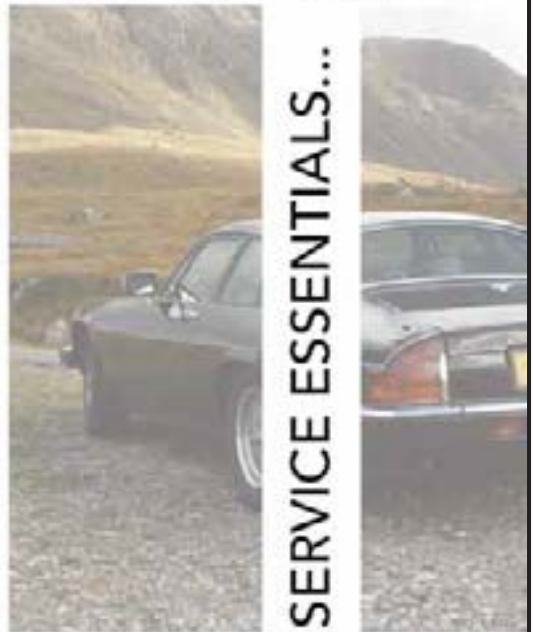
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*An ad in The Coventry Cat  
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with excellent demographics.*

## From the President Dean Saluti



As your President, I was honored to be involved in this year's Concours. It was a delight to be part of the Concours team and to work with such professionals as they planned, prepared and put on our Concours.

It wasn't easy, because of rain that was at times torrential! But our Concours team's contingency planning handled it beautifully, and despite the rain, our Concours was well attended with very few no-shows.

Registration was done under the hotel's large portico, under beautiful JANE welcome banners. This year, the meticulously prepared registration packets by Bonnie Getz and Marjorie Cahn

included an attractive dash plaque commemorating the Concours, while sensational goody bags from Hagerty included a white JANE Concours 2018 hat, a black Jaguar hat from JLR, and a fantastic commemorative lucite desk ornament made by Dirk Burrowes. Our Hagerty rep, David Zeller, also supplied many other goodies.

Meanwhile, JANE photographers John Romano and Bill Richardson took pictures of each entrant's car, from which John Romano produced a 4X6 copy in an acrylic frame for each entrant. Kudos to the check-in team – Marjorie Cahn, Deb Richardson, Patt Centore, Ray and Peggy Binder, Marge Dennis, and Anthony Celani.

The Classic and Champion cars were directed to a show tent (funded by the Town of Sturbridge) for judging, while the Driven class cars remained in the check-in area for judging under the portico, which meant the judges were all able to do their jobs in dry conditions. And Aldo Cipriano's Judges did a great job. We thank them all.

Assistant Chief Judge Sandy Cotterman was liaison between the Judges and Scoring team, while behind the scenes, Bonnie Getz had prepared Judging Sheets for every entrant. The Scoring team – Margie, Peggy Binder, Patt Centore, Deb Richardson, Sue Hagopian, and Barbara McLachlan did a fabulous job and made scoring look easy.

Jeanine Graf "MC'd" the opening ceremony, with welcomes from the British Deputy Consul, Jeff Dillon, the VP for Marketing for JLR North America, Kim McCullough, Hagerty NE Sales Manager, Will Corr, plus British and American national anthems. We didn't care that it was raining.

Throughout the weekend, JANE Master Chef Max Paronich, assisted by Barbara McLachlan, provided outstanding food. We had lobster rolls, clam chowder, turkey chili, mini sandwiches, antipasto, assorted salads, artisan bread, cheeses, and French pastries, plus donations of various types of British beer by Rich Hanley and single-malt Scotch and tequila for tasting by David Zeller. So, the Hospitality Suite became a welcome oasis all weekend. Also, Faith Lamprey and Bruce Vild, from the British Marque, were there to demonstrate the new JANE website.

JANE member Dirk Burrowes, the producer of a classic car television show on public TV, was on hand to film our Concours, including extensive interviews, for a future documentary. When the documentary is ready to air, I'll send a link to all JANE members. Thank you, Dirk.

Our Saturday evening awards banquet was held indoors in the Ballroom. Before the Awards Ceremony, Jeanine Graf conducted an exciting raffle. Earlier, she and Daniel, assisted by Margie Cahn, had assembled an impressive array of prizes – Langham Hotel, Colonnade, and Wayside Inn reservations, Red Sox tickets, Armani and Tiffany sunglasses, Longchamps handbags, etc. The Ballroom had great ambiance and the room was packed. Our JANE disc jockey, Joe Fasci, played all our favorites, from the Animals to refined jazz and international music.

Daniel and Jeanine, with Chief Judge Aldo Cipriano, conducted the awards ceremony. We thank Margaret Caruolo for once again sponsoring the "Best in Show" awards and for her excellent presentation at the ceremony. This year, the Brady brothers, John and Tom, received the Aldrich award for their contributions to JANE throughout 2018.

Now get ready for the "JANE Martha's Vineyard Weekend" from October 19-21. We will be staying at Lambert's Cove Inn in West Tisbury, which is holding all of its 15 rooms for us. There is a fantastic room rate, so make your reservations now, and also call Marjorie and me to RSVP (617-285-6565).

Finally, we thank Chuck Centore, VP of Events, for all our wonderful events, as we keep JANE the "biggest and best Jaguar Club in North America."



# Membership

## JANE Membership Report

by Howard Kalet, Vice President of Membership



Membership as of August 26, 2018 is 269 paid members. This month we had three new members join, and we no longer have guest members. Potential members will be able to learn about JANE from our website, as well as take part in any of our events. Of course, a potential member can simply sign up as our newest Member!

Meanwhile, our membership numbers remain slightly below last year's level. At present, there are 12 Associate Members and 6 lifetime and complementary members. 115 of our members receive the printed version of the Coventry Cat, while most members elect to receive the online version of the Cat.

### Car Badges

No badges have been sold this month. 89 badges are available for sale out 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

I am now actively involved with the transition to the new website. The website data is in a similar format as it was in the past, but requires some translation and reformatting for the new website. Member profiles are still being populated with all historical information. Non-Jaguar

cars owned and dates of joining are not yet complete. I expect all member data will be updated by the end of September. Based on the IT committee recommendations, membership data will now be updated on a monthly basis, rather than as changes occur during the month.

Beyond the Member Profiles, there are many other facets of this transition to coordinate and tweak as we approach our critical year-end/winter registration period. Membership updates/renewals will be recorded through Constant Contact. Then, this data will be manually entered, collated and submitted to the new JANE website. Additionally, member mailing operations will be different for email and snail mail. Stay tuned for the latest, and please let me know if you have questions about the process. For your information, the JANE website data will be utilized to register our members with JCNA, as well as for our routine club communications and monthly mailings. This is not a change from the past, but I thought our members might be interested in where our club documentation is now stored.

### Welcome our latest JANE members

*Bill Hastings, Georgetown, MA  
1961 E-Type Series 1 OTS*

*Charles Stevens, Brewster, MA  
2008 S-Type Sedan*

*Debra Stevens, Yarmouth Port, MA  
2014 XJL Sedan*



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# EVENT OF THE YEAR REPORT

## 2018 JANE Annual Concours d'Elegance, August 10-12

Text by Dave Moulton, photos by John Romano, Dean Saluti, Chuck Centore and Dave.



**Our leader, Daniel Graf, has obviously arrived!**

Banquet plus substantial partying. This year, Daniel Graf chaired the Concours and did a bang-up job.

Revisiting the checklist for "Things That Could Possibly Go Wrong," Daniel decided to arrange for a large show tent for the Championship Class cars to provide shade and shelter for these special cars. This turned out to be prescient, and ended up saving our event from catastrophe. Similar attention to detail in the hospitality suite and with the judging, as well as in cooperation with the hotel and community, made the event go very smoothly even in the face of some serious atmospheric adversity.

Friday was arrival day, and many of us showed up in sweltering humidity to load in, get organized, work on the event and/or start partying. Star of the day was chef Max Paronich, who produced an entire dinner *in the hospitality suite(!)* for the assembling multitude, with plenty left over for lunch on Saturday! And this was no typical hotel buffet with wilted lettuce, tired tomatoes and been-there done-that sandwiches, punctuated by tiny bags of off-brand potato chips – this was the real deal, with plenty of really good fresh lobster and other rolls, clam chowder, turkey chili, various pasta salads, fresh breads and then French pastries for dessert. Needless to say, we did not suffer.

For those of us who were interested, there was a well-stocked open bar featuring a liter of Glenlivet scotch whisky and a fifth of Patron Añejo Tequila for sipping, courtesy of David Zeller and Hagerty Insurance. On behalf of many of us, thank you, David and Hagerty! Little by little, we all wafted off to our rooms and air conditioners.



**A "little something" that Max Paronich threw together to sustain us!**

The JANE Concours d'Elegance is JANE's biggest and most important event each year, usually including a full weekend of fun at the Sturbridge Host Hotel, a show field of really well-prepared cars, a very nice and reasonably dignified Awards

Saturday morning, well, the rains came. At about 8 am, the skies, like, totally, fully, opened. I understand nine inches of the stuff fell in Lynn. I think we only got about three.

Suddenly, the wisdom of getting the tent became blessedly obvious. Thank you, Daniel! And thank you, Sturbridge (who donated the tent at Daniel's kind suggestion)! And here is where Daniel's organizational and diplomatic skills really paid off. The show field was practically useless for showing or judging, except for the tent.



**Bill Richardson takes his XJS through the rinse cycle one more time.**

Daniel immediately arranged with the hotel for us to use the hotel's check-in portico for judging the Driven classes, making for an extraordinarily civilized judging workstation, dry, with tables and chairs, and competitors neatly lined up (*on pavement, no mud!*) to file through one at a time and be judged. At the same time and just as important, the hotel moved our banquet from the outdoor pavilion we normally use to one of the banquet rooms. Nice! Thank you, Sturbridge Host Hotel!



**Our leaders: Dean Saluti, Marjorie Cahn, Jeanine and Daniel Graf, still smiling and in control of things.**

During a break in the rain about noon, Dean Saluti opened the ceremonies in front of the show tent, with introductory remarks by Jeff Dillon, Deputy Consul of the British Consulate ("I always bring a Sunny Day speech and a Rainy Day speech. I think today I'll go with the Rainy one . . ."), Kim McCullough from Jaguar Land Rover, Hagerty Insurance's regional VP Will Corr, and music plus various national anthems from our irrepressible veteran DJ, Joe Fasci.

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## Concours (continued from page 5)

For those of you who don't know, Kim McCullough is VP of Marketing for Jaguar Land Rover in the US, and she and her husband Mitch are serious motor-heads. They even brought their XK120 to exhibit in the Championship class (it used to be Bernie Yurt's car, and was present at the *first ever* meeting of JANE's precursor Jaguar club, NEXKA, in 1968).



**Kim and Mitch McCullough and their XK120**

Anyway, the show tent worked *very* well, and the entrants, judges and spectators all remained reasonably comfortable and dry throughout the afternoon. The net result of this was that the Concours came off on schedule, more or less on budget, and in strong support of full party mode. The judges finished up in good time with solid results, the banquet was terrific, and the rain abated just enough after dinner for us to sit outside, smoke cigars to daunt the mosquitoes, and, shall we say, imbibe.

At the banquet, Margaret Caruolo gave a brief, wonderful talk about the nature of jaguars, pointing out that they are native to the Americas, sacred to many Native Americans, fast, with immensely powerful jaws, and known as "the beast that kills with one leap." They are also an endangered species, which should concern us.

The only cancellation of the weekend was the Sunday morning Sturbridge Jaguar Parade, which the police called off due to an estimated spectator count of zero (the rain continued pretty hard all day Sunday, with the addition of considerable fog to keep us on our toes).

I'm very pleased to note that out of about 60 registrants, almost 50 showed up and 36 cars got judged in Championship and Driven classes, in addition to the 13 Display entries. Given the weather, that is stellar performance on the part of both entrants and event staff. JANE can be very proud of this one!

So, a shout-out to Daniel and Jeanine Graf, Dean Saluti and Marjorie Cahn, Chuck and Patt Centore, Aldo Cipriano and the Judges (I know, it sounds like a '60s rock band), and Bonnie Getz, as well as all the people who propped them up and made this event such a delightful and improbable success. You guys rock!

## RESULTS

**People's Choice: Chuck and Patt Centore, 2017 F-Type OTS**



**Best in Show, Driven Class:  
Larry Goldberg, 1983 XJ6 Saloon**



**Best in Show, Championship Class: Eric and Daryl Hagopian,  
1968 E-Type Series 2, OTS**



**The James Aldrich Award for service to the club:  
John & Tom Brady**



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Concours (continued from page 6)

**CLASS WINNERS**

Some class winners are pictured on the previous page. Also, we regret that we didn't have a photo of one winner that we could use. These winners are, in order: **Driven 6:** Larry Goldberg, 1983 XJ6 Saloon, pictured as **Best in Class Driven 7:** Edward Barry, 1997 XJ6 Sedan, no photo **Driven 15:** Chuck and Patt Centore, 2017 F-Type S, pictured as **People's Choice S 2:** Eric and Daryl Hagopian, 1968 E-Type Series 2 OTS, Pictured as **Best in Class**



**Championship 8:** Roger Wright, 1961 Mark 2 Sedan



**Championship 9:** Barry Montgomery, 1987 XJ6 Sedan



**Championship 4:** Jim and Gena Collins, 1958 XK150S OTS



**Championship 13:** Bill and Deb Richardson, 1995 XJS OTS



**Championship 5:** Don and Mary Jane Tremblay, 1962 E-Type Series 1 OTS



**Championship 14:** Robert Silvestri and Ann Marie Pastor, 1998 XK8



**Championship 6:** Bill and Adelaide Braun, 1968 E-Type Series 1 1/2 OTS



**Championship 16:** Jennifer Taylor, 2000 S-Type Sedan



**Championship 7:** Gary and Sue Hagopian, 1963 E-Type Series 1 Coupe

(Continued on page 8)





**Championship 17: Kim and Mitch McCullough, 1954 XK 120 OTS**



**Driven 3: Vincent and Marion Barre, 1970 E-Type Series 2 2+2 Coupe**



**Championship 9: Barry Montgomery, 1987 XJ6 Sedan**



**Driven 4: John Champagne, 1971 E-Type 2+2 Coupe**



**Driven 1: Don and Susan Holden, 1956 XK 140 OTS**



**Driven 5: Bonnie Getz, 1967 Mark 2/340 Saloon**



**Driven 2: Richard and Donna Sabonis, 1965 E-Type Series 1 OTS**



**Driven 10: Martha LeClair, 2006 XK8 Convertible**

(Continued on page 9)



Concours (Continued from page 8)



**Driven 12: Kenneth Lemoine, 2007 XJ8 Sedan**



**Driven 13: Gregory Bilotto, 2004 X-Type 3.0 Sedan**



**Driven 11: Betsy and Gordon Taylor, 2007 XK Convertible**



**Driven 14, Tom and Mary Finan, 2009 XF Premium Luxury Saloon**

**COMPLETE RESULTS IN CHAMPIONSHIP, DRIVEN AND DISPLAY CLASSES:**

First Name	Last Name	Class	Year	Model	Style	Color	Score	PLACE
Jim & Gena	Collins	C4/150	1958	XK 150S	OTS LHD	OEW	98.930	1
Anthony	Amato	C4/150	1959	XK 150	DHC	BRG	98.170	2
Russell & Marguerite	Dennis	C4/150	1958	XK 150S	OTS	OEW	96.720	3
Donald & Mary Jane	Tremblay	C5/E1	1962	E-Type Series I	OTS	Opal. Dark Blue	99.140	1
Bill & Adelaide	Braun	C6/E2	1968	E-Type Series I 1/2	OTS	BRG	97.820	1
Gary & Sue	Hagopian	C7/E3	1963	E-Type Series I	FHC	Red	99.340	1
Barry	Montgomery	C9/XJ	1987	XJ6	Sedan	Black	97.620	1
Bill & Deb	Richardson	C13/JS	1995	XJS	Convertible	Red	98.280	1
Robert	Silvestri & Ann Marie Pastor	C14/K8	1998	XK8	Convertible	Meteorite	99.900	1
Jennifer	Taylor	C16/SX	2000	S-Type	Sedan	Red	99.900	1
John & Susan	Frost	C16/SX	2006	X-Type	Saloon	Ebony	98.250	2
Kim & Mitch	McCullough	C17/PN	1954	XK 120	OTS	Dove Grey	99.460	1
Barry	Montgomery	C17/PN	1972	E-type Series 3	Coupe	White	96.770	2
Barry	Montgomery	C18/PN	1986	XJ6	Sedan	Black	95.880	1
Donald & Susan	Holden	D1/PRE	1956	XK 140	OTS	BRG	9.972	1
John	Brady	D1/PRE	1954	XK 120	DHC	BRG	9.958	2
Richard & Donna	Sabonis	D2/E1	1965	E-Type Series I	OTS	Black	9.898	1
Roderic	Gilbert	D2/E1	1962	E-Type Series 1	OTS	BRG	9.752	2
Vincent & Marion	Barre	D3/E2	1970	E-Type Series 2	2+2	BRG	9.934	1
Barry	Kuehl	D3/E2	1970	E-Type Series 2	FHC	BRG	9.926	2
John	Champagne	D4/E3	1971	E-Type	2+2	BRG	9.981	1
Bonnie	Getz	D5/SLS	1967	MK 2/340	Saloon	Black	9.982	1

Larry	Goldberg	D6/XJ	1983	XJ6	Saloon	Black	9.996	1
Edward	Barry	D7/XJ	1997	XJ6	Sedan	Sapphire Blue Met.	9.992	1
Andrew & Judy	Picariello	D7/XJ	1996	XJ12	Sedan	Carnival	9.880	2
Martha	LeClair	D10/K8	2006	XK8	Convertible	Ebony	9.992	1
Lance	Munn	D10/K8	2003	XK 8	Convertible	White	9.840	2
Gordon & Betsy	Taylor	D11/XK	2007	XK	Convertible	BRG	9.986	1
Kenneth	Lemoine	D12/J8	2007	XJ8	Sedan	BRG	9.978	1
Gregory	Bilotto	D13/SX	2004	X-Type 3.0	4-Dr. Sedan	BRG	9.990	1
Dean	Saluti & Marjorie Cahn	D13/SX	2007	X-Type	Estate Wagon	Black	9.917	2
Mary & Tom	Finan	D14/XF	2009	XF Prem. Lux.	Saloon	Indigo Blue	9.952	1
Charles & Patt	Centore	D15/F	2017	F-Type-S	Convertible	Red	9.931	1
Eric & Daryl	Hagopian	S2/MOD	1968	E-Type Series 2	OTS	Grey	10.000	1
T.G. Glen & Barbara	McLachlan	S2/MOD	1954	XK 120 MC	OTS	White	9.944	2
George	Jones	Z/Display	1964	E-Type Series I	OTS	Carmen Red	Display	
Jude & Chauncey	Dayton	Z/Display	2012	XF	4-Dr. Sedan	Blue	Display	
Richard	Barnard	Z/Display	2006	X-Type	Sedan	Blue	Display	
Larry	Hoffman	Z/Display	2005	X-Type	Estate Wagon	Topaz	Display	
David	Moulton	Z/Display	2014	F-type	OTS	BRG	Display	
Carl	Hanson	Z/Display	1951	XK 120	Coupe	Blue	Display	
Aldo	Cipriano	Z/Display	1986	XJ6 Series III	Saloon	Bronze	Display	
Richard	Hanley	Z/Display	1959	XK 150	DHC	White	Display	
Kenneth & Naomi	Coleman	Z/Display	1962	Mk 2 3.8	Saloon	Opal. Dark Blue	Display	
Thomas	Brady	Z/Display	1961	Mk 9	Sedan	BRG	Display	
Margaret E.	Caruolo	Z/Display	2016	F-Type	Coupe	Red	Display	
Daniel & Jeanine	Graf	Z/Display	1948	Mk IV	DHC	Blue	Display	
David	Zeller	Z/Display	1996	Bentley Azure	Convertible	Black	Display	



## A Member Reminisces

### *An E-Type Saga – Sometimes owning a beautiful, aspirational car isn't quite as safe as you'd think it should be . . .*

*by Bob Reeves*

Back in the winter of 1969, while stationed at Wright-Patterson Air Force Base in Dayton, Ohio, my wife and I (mainly me) started looking for a late series I E-Type roadster. One Sunday morning, my wife noticed an ad in the paper for a '67 E-Type Roadster for \$3,500. I called the number and a very inebriated woman answered the phone. She told me that she was the original owner and that the car was still available.

When I arrived at her house later that day, there was the E-Type, sitting in the driveway with the top down, full of snow! A disheveled young woman answered the door in a bathrobe. Turns out she'd gone to a party the night before and forgot to put the top up, while we had also had a snowstorm that dumped nearly a foot of snow overnight. She did not appear to be a happy camper that day.

Nonetheless, I asked her for a shovel to clear out the car, and began inspecting it. Mechanically the car seemed fine – 150 lbs. compression across the top, 40 lbs. oil pressure, and 12,000 miles on the clock. Not surprisingly, cosmetically the car left a bit to be desired. However, I offered her \$2,600, explaining that it was obvious that she hadn't taken very good care of it. Her response to my offer was X-rated and unprintable. But I gave her my name and number anyway, in the unlikely case she might change her mind, which provoked another X-rated response!

About a month later on a Sunday morning, my wife answered the phone and said, "Some woman for you." Over the phone, the woman identified herself and told me she had begrudgingly decided to accept my offer. Thus began our continuing 49-year saga with the E-Type.

The car has had a total of five trips across the Atlantic Ocean. Built on 29 March 1967, it was shipped to the distributor, Jaguar Cars, New York on 19 April, and sold on 31 October, according to the Jaguar Daimler Heritage Trust Certificate.

Then, over and back from Spain, and over and back again from England.

It was near the end of a four-year tour of duty in Spain in 1979 that the E-Type nearly got me murdered. Early one morning at about 2 A.M., there was a knock at the door of our apartment in Madrid. Standing in the doorway were two Guardia Civil (Spanish State Police) and two US Air Force Air Police. They informed me that earlier that evening they had arrested three Basque Terrorists (E.T.A. – the same group originally blamed for the train bombings in Madrid). Among their possessions they discovered a hit list with ten names on it. The plan apparently was to kidnap and assassinate each person on the list, for political and/or financial reasons.

Guess whose name was at the top of the list! They (the Basque Terrorists) seemed to know that I drove a green Jaguar to the USAF base every day at about the same time, taking the same lovely secondary winding road. Being a creature of habit, my daily routine was entirely predictable, and they had apparently been following me just to make sure. Apparently, I was driving what was regarded as a highly visible car usually owned by (undeserving?) wealthy people (we all know about E-Types, right?).

So, we were told to get dressed immediately, and were escorted that night out to the Air Base. My wife and two daughters were flown out of the country within a few days. I was restricted to base and finished out the last month of my tour of duty. It was the kind of serious close call that makes you feel the need to sit down for a minute and contemplate the nature of luck and your mortality.

Since it was necessary to drive the Jag to Cadiz, Spain for shipment back to the States, I was allowed to leave the base one more time. Bright and early one morning I headed south toward Cadiz on the Autopista out of Madrid. Just south of Seville while cruising along at 90 mph,

all of a sudden the Jag dropped dead. It took me about a minute to figure out the problem – fuel pump! The points had a fair amount of corrosion on them. No emery board, no sandpaper – I was dead in the water. Suddenly, two Guardia Civil came by on their motorcycles. All I got out of their questioning was "Que es su problema," and "Ayuda" (help). In my perfectly broken Spanish, I told them that, "La bomba de gasolina no funciona." I needed a piece of sandpaper, but the best I could come up with as "Papel de piedra" (rock paper). After what seemed like an eternity they seemed to understand. "Veinte minutos" and off they went, while I figured I would be eaten alive by mosquitos and die right there on the side of the road, before they ever returned. Lo and behold, about half an hour later, they showed up again and handed me a piece of sandpaper. It took a few minutes to clean the points, install the pump, say a prayer, and hit the starter button. After profusely thanking them in more perfectly broken Spanish, I was on my way without further trouble. A week later, I flew out of Spain and haven't been back since.

Our tour in England from 1981 to 1985 was comparatively uneventful. I used the E-Type as my daily driver - in hindsight probably not a great idea. In 1984 I took it to a Jag specialist and had him pull the engine and tranny and replace anything showing wear. The oil pump showed some wear and was replaced. That was it! To this day the old girl (the Jag, not my wife) just keeps ticking along. I always keep a spare fuel pump in the trunk, just in case!





# UPCOMING EVENTS in SEPTEMBER and OCTOBER

## BOSTON CUP

Sunday, September 23, 9AM-2PM  
The Boston Common, Boston, MA



This is NOT your basic car show! As they say, "The Boston Cup is now in its 7th year and considered to be in the top five Classic Car Shows in the country and is the only car show of its caliber in the Northeast. With over 30,000 people in attendance and 1,000 VIPs, The Boston Cup continues to draw and delight car enthusiasts from all over New England and beyond." We all might want to consider entering and/or attending.

Contact Rich Doucette at  
[rdoucette@thebostoncup.com](mailto:rdoucette@thebostoncup.com) or  
617-834-3937.

## NEVILLE SWALES at the WAYSIDE INN

Wednesday, September 26, 7 PM



### *The legendary Jaguar XJ13*

Stop the presses! Flash! We have an exciting surprise guest speaker, Neville Swales, speaking about Jaguar's legendary XJ13 racing prototype and Neville's work creating exact replicas of that amazing car. This will be a unique opportunity to hear about and savor one of Jaguar's most interesting racing efforts, and the reverberations that continue to this day. And just so you know, Frank Grimaldi has graciously moved his talk to the October meeting.

Coordinator: Chuck Centore  
([cpcentore@comcast.net](mailto:cpcentore@comcast.net))  
978-201-9782.

September 2018

## FALL SLALOM

September 29, 2018, 10:30 AM  
In-Control Parking Area  
OSGOOD LANDING  
1600-1650 Osgood Street  
North Andover, MA



Once again, here's one of those rare opportunities to hone your driving skills, as JANE hosts our second JCNA-sanctioned Slalom of the year at the North Andover In-Control training facility. Lots of adrenalin with no stress! A lot of fun! Rich Hanley is in charge this year, so if you have any questions or need more information

Please contact Rich at  
[richhanley@britishbeer.com](mailto:richhanley@britishbeer.com)

## COLUMBUS DAY PARADE

Sunday, October 7 at 11AM  
(to approximately 3PM)  
East Boston, line-up at  
Suffolk Downs



Cars of all types are encouraged. We kick off the parade, so there is no starting and stopping (no overheating). We have pizza as we line up at Suffolk Downs, and we have a gathering, with Italian food of course, after the parade, probably at the Beachmont Revere VFW, as in the

past. Contact Dean Saluti ([djsaluti@aol.com](mailto:djsaluti@aol.com) or 617-285-6565). Note that this is the day *before* the actual Columbus Day. You don't want to show up on Monday!

## WEEKEND ON MARTHA'S VINEYARD

Friday - Sunday, October 19-21



We will be staying at the very special Lambert's Cove Inn, with an island tour planned for Saturday with all sorts of stops, plus a quite special banquet on Saturday evening. It should be fabulous!

Contact Dean Saluti  
[djsaluti@aol.com](mailto:djsaluti@aol.com) or 617-285-6565

to see if there are still spaces. Also, don't forget to book your car's berth on the ferry!





# EventReport

## JANE Enjoys a Clambake at the Kernwood

*Text by David Moulton, Photos by Dave and Bonnie Getz*



*Jaguars are right at home at Kernwood*



*. . . and this way to the clambake, if you please . . .*



*Sidney was our very nice bartender*



*And as our President likes to say,  
"The food was OUTSTANDING!"*



*A good time was had by all . . .*

(Continued on page 13)





. . . thanks to our gracious hosts, David and Ginger Zeller.

Kernwood is a beautiful private country club nestled along the Crane River in Salem, MA, in just about the heart of the North Shore. David Zeller, a member of both Kernwood and JANE, generously hosted JANE at the club for a really nice, mellow and civilized late summer clambake. The club staff made it look utterly effortless and easy, the food was great, and about 35 of us had a lovely time in some of the loveliest weather we've had this summer. And therein lies a really nice Jaguar story.

As you may recall, at the Concours in early August, David generously provided the liquid resources to enable a "tasting" of single malt scotch and upper-middle-class tequila by the JANE membership. As he and I were discussing a wide variety of things during said tasting, at one point he asked me if there were any 4-seat Jaguar convertibles, specifically ones in which you could carry a dog in the back. After another taste of tequila or so, he then confided that his wife Ginger loved to take her dog, Levi (a Woodle), in the car, and had said to him that if he could find a Jaguar convertible with a back seat suitable for Levi, he should think about getting a Jaguar.

I recalled that Donita and David Rardin's Newfoundland, Phoebe, owns an XK8 that she likes to ride around in with David and Donita chauffeuring, so I casually said to David, "Sure, just buy an XK8. Phoebe, the Rardin's Newfoundland, loves hers," and had another sip of the Glenlivet. We then went on with other car stories and stuff (ask him about the day he took delivery of his Bentley, and wanted to make it a surprise – a great story, and he tells it extremely well), and we continued to sip and taste, swap stories, taste and sip. You know how these things go. By the next morning, I had pretty much forgotten our conversation.

Well, David hadn't forgotten (probably due to some mystical healing quality of upper-middle-class tequila), and during the two weeks that elapsed between Concours and



Ginger Zeller with her "new" XK8, delivered to her at the Clambake.

the Clambake, he actually went out and found a gorgeous blue XK8, bought it, and had it brought to the Kernwood for the Clambake, where he surprised Ginger with it as a gift!

Now is that a romantic Jaguar story or what? I personally think it's the stuff of which legends are made. Can you imagine someone doing that with a Chevrolet Cruze, or perhaps a Nissan Maxima? At the Kernwood?

Anyway, after we had had all the corn bread, salad, fresh corn, clams, lobster, and steak tips we could stand, we formed up in a motorcade and set off up Route 114 to the legendary Richardson's Ice Cream in Middleton, MA for a little something to round off the meal. This was an obviously grand plan, and so when we got there we found that approximately one quarter of the adults living in greater Boston, as well as three-eighths of the child population, were executing the exact same plan. Good natured chaos reigned, a great deal of ice cream appeared to be being served and consumed, and more of a good time was had by all. Great event!



Richardson's in the dark on a Sunday night





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# 2018 Calendar of Events

Note: this calendar only lists dates, times, events, some locations and speakers.  
For details, see the detailed event announcements as they come on line.

DATE - TIME	EVENT	LOCATION
Sun. - Sept. 23 9AM-2PM	7th Annual Boston Cup	Boston Common, Boston, MA
Wed. Sept. 26 7PM	JANE September Meeting, Speaker: Neville Swales	Wayside Inn, Sudbury
Sat. Sept. 29 10:30AM	JANE Autumn Slalom, In-Control Driver Training Facility	Andover, MA
Sun. Oct. 7	Columbus Day Parade	East Boston
Sun. Oct. 7, 10 AM-2PM	British Legends Weekend Car Show	Sandwich, MA
Fri-Sun. Oct. 19-21	Martha's Vineyard Weekend	
Wed. Oct. 24 7PM	JANE October Meeting Speaker: Frank Grimaldi	Wayside Inn, Sudbury, MA
Wed. Nov. 14 7PM	JANE Monthly Meeting, Speaker: The Innkeeper	Wayside Inn, Sudbury, MA
Sun. Dec. 2	JANE AGM and Holiday Party	Vesper Country Club, Tyngsboro, MA

**18th ANNUAL BRITISH Legends Weekend SANDWICH**  
Chambers

**CBCC 18th ANNUAL BRITISH LEGENDS WEEKEND & CAR SHOW**  
Register your British Car at [www.capecodbritishcarclub.org](http://www.capecodbritishcarclub.org)

**Friday Night Meet & Greet**  
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**Saturday Morning**  
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**Saturday Evening**  
Dinner Don's Webster Inn  
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See BLW Registration form at [www.capecodbritishcarclub.org](http://www.capecodbritishcarclub.org) for details

**Sunday BLW Car Show 10am - 2pm**  
See BLW Registration form at [www.capecodbritishcarclub.org](http://www.capecodbritishcarclub.org) for details

Car Show Open to the General Public (Suggested \$ Donation for the Sandwich Food Pantry)

Presented by **Concours d'Evolution**

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**18th ANNUAL BRITISH Legends Weekend SANDWICH**  
Chambers  
Oct 5th-7th & 7th 2018

**BLW CAR SHOW**  
SUNDAY OCT 7th 10AM - 2PM

**Public Welcome**  
Suggested \$ Donation for the Sandwich Food Pantry

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## A Member Seeks Higher Education

### “I Feel The Need . . . The Need For Speed!”

By Brian McMahon



*“I feel the need ... the need for speed!”*

Eager to check yet another item off my Bucket List (Item 118: Learn how to drive a sports car around a race track pretty fast, without screwing up!), I signed up for a 2-day Ron Fellows Performance Driving School at Spring Mountain, Nevada. They are a licensed SCCA racing driver training facility that also offer a GM-subsidized “performance driving” school open to all, but mostly aimed at current Corvette owners. It’s a serious program of two 8-hour days including some classroom sessions and *a lot* of track time, all designed to show you how to whizz around a race course the way that professional wizards whizz around them. There are other driving experiences also available in Nevada, but many of those seem designed for those of us who simply want to boast (or murmur) at a cocktail party that, yes, we’ve driven a Lamborghini Aventador at speed (sort of) around some racetrack or other. At such courses, you spend most of your allotted two-hour time in a driving simulator before you (and a guide) get in the car and take ten laps around the 1.1 mile course. If you average about 60 mph around the circuit, that means you’re only behind the wheel of said Aventador for about 11 minutes. Isn’t it more interesting and useful to learn from the professionals about the skills *they* use to win automobile races?.

So, after landing in Las Vegas, we picked up our rental car and drove one hour west to the Ron Fellows school in Pahrump, Nevada (pronounced, just so you know, as if you’re going over a speed bump: “Pah-RUMP”). That particular day the desert suffered the Nevadan equivalent of a New England Nor’easter: a sandstorm driven by 40 knot winds that was strong enough to knock over tractor-trailers in Vegas, and which totally blanketed our rental Sonata with desert droppings of all sorts, mostly granular, in Pahrump.

This city’s other businesses include a bordello that Heidi Fleiss, the “Hollywood Madam,” established after decamping from California. Before Nevada made marijuana legal, she was arrested for growing pot on her property. Appearing before an appropriately named judge, she beat the rap because the deputy had failed to obtain a valid search warrant. With a surfeit of irony, the local newspaper’s headline declared that “Pahrump District Judge Kim Wanker Discharges Heidi Fleiss Drug Case.”

Anyway, the Spring Mountain course is a 2.1 mile track with several straightaways, some 90 degree turns, “S” curves and a hairpin turn that starts as a rising straight and then declines onto a another medium length straight.

The track is part of a motor-head condominium complex, where amateur racers from all over can visit for a weekend of racing. For instance, we saw an orange Lambo from Los Angeles being flogged, ah, run up to its limits by the owner, since the track is a relatively safe place at which to *really* use and abuse all of your particular supercar’s abilities. Last year, Spring Mountain even sponsored an open-road high-speed test wherein a Koenigsegg Agera RS did a 279.9 mph 2-way run on Route 160, a public highway, just south of Pahrump. Even a Nevada State Police helicopter isn’t that fast.

The performance driving school has a fleet of new Corvette Stingrays, some with manual transmissions and some paddleshift automatics. You’re offered a choice of driving either the 460 hp version or the supercharged 650 hp model of a car that clocks zero to 60 in either 3.7 or 2.8 seconds, brakes from 70 to zero in 149 feet and corners at 1.04 times the force of gravity. This isn’t quite the same plastic Chevy that we remember from our youth. Hoping that I am a good man, and believing that the supercharged version was probably beyond my level of driving skill, I chose the more sedate version in accordance with Dirty Harry’s dictum:



Continued on page 18



In the picture below, I'm driving the blue #62 Corvette on our first morning and following the instructor's red #04 Camaro through a low speed slalom course designed to teach braking and cornering skills.



There were 17 in our class, so we alternated classroom and track time. For all driving events, we had an instructor in the lead, with three of us in-line behind, following each instructor's Camaro SS, which was linked to us by VHF radio ("Roger, Red Leader, kshhht!"). The school invited spouses of drivers to ride in the instructors' Camaro, and Martha made three laps during one session. Unlike her, some other spouses got queasy after being slammed left-right-left-right at 1 g through the Esses during our afternoon laps around the track.

We also experienced the advantage of anti-lock brakes and traction control; they wet down part of the paddock and set up rows of traffic cones marking narrow lanes 300 feet from a starting line. Each of us accelerated to 40 m.p.h. and then had to hit the brakes hard at the first pair of cones that marked the wet road (accidentally, I found that you can defeat the traction control using full throttle and "peeling out," which led to a little extra excitement during my stint). We did this several times to quicken our reaction times and reduce our stopping distance, and were both glad and gratified to see that this technology really does enable you to stop on a wet road without the car spinning out of control. The next test was similar, except that an instructor stood further back on the wet paddock with an orange traffic cone in his hand. This time, as we hit the brakes, the instructor would point the cone in the direction of an adjacent lane and we were required to maneuver the car quickly into that lane while using the brakes hard. Again, the wizardry allowed us to do this safely, with no spinning or other loss of control.



*Here I am hard at work in class*



*The school's fleet of cars*

A professional photographer took photos of each of us on Saturday, as we learned the track and later reduced our lap times. My French sister was disappointed that the school didn't lend us the kind of white racing driver coveralls that Steve McQueen wore in *Le Mans*, but we did borrow the school's racing helmets.



*This is how my French sister thinks I should look when attending driving school.*

Below is a shot of me taking a Stingray through the "S" curves. The school only gets two weeks out of each set of tires before they need replacing.



Feel the Need (Continued from page 18)

The Performance Data Recorder is a windshield-mounted video camera and records video and data from the car's computer system onto an SD card – similar to the “black box” on airliners. Some students said that they use it on scenic trips in their Corvettes but why would they want their Stingrays to rat them out to the State Police after being pulled over for speeding? Anyway, here's a screen shot from my Spring Mountain Corvette taken while I was accelerating on the long main straightaway, including all of the following info: Position on the racetrack, Speed, Brake pedal, Accelerator pedal, Gear, G-force meter, Engine RPM and steering wheel angle.



We were taught to use the whole track, weaving down the straights and passing as close as possible to the traffic cones that were set up on each side or a corner. When our peripheral vision showed that we reached the outboard cone, we would turn hard and head for the inboard cone sitting on the red and white markings, always looking further down the track.

Although the photographer's telephoto lens bunches up my car and the following car in the next picture, we maintained at least a 5 car-length separation on the track. You can see the red and white markings for the apex of the corner, which we were taught to drive over.



Each session involved three laps with the Corvettes in line behind the instructor's Camaro. As we finished each lap, the Stingray behind the instructor would pull to the right, allow the other students to move up, and then move back to the left as the last car. This gave the instructor the opportunity to better see and coach each driver.

And here's a video of an actual lap that I made around the track, should you be interested: [https://youtu.be/k4cY2aQ\\_3GM](https://youtu.be/k4cY2aQ_3GM)

And yes, we all got “Drivers Ed” certificates at the conclusion of the weekend.

Finally, Commencement! Here, our instructors are clustered around the front and back of this Corvette while all of us graduates are in the middle (I'm 6<sup>th</sup> from the left in the back row). All of us left the track feeling that we had learned *a lot* about our cars and had a *much* greater appreciation for the skill of professional drivers. By the end of the training we had also mastered the art of revving our unmuffled engines in a salute to the town: “PahRUMP! PahRUMP! PahRUMP!”



***I have just been elevated to a new level of attainment and have successfully completed my Bucket List Item 118.***





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- **1979 MGB:** This 1979 MGB is exceptionally clean and the fit and finish are good. Mileage shows a little over 10k (I guess this is since restoration). It had 4,876 when I bought it in 1979. True mileage is unknown. It has a Quantum Mechanics five speed transmission, down-draft Weber, factory electronic ignition, Mini Lite wheels, full tonneau cover, Alpine stereo with Ipod dock, and a Heritage Trust Certificate. Also, factory jack kit and shop manual. This is a nicely restored example of an appreciating MGB product. It is very comfortable for us tall folks and is a sweet highway ride with the five speed. Hagerty Ins. puts the value at \$15k. I am asking \$10,500 or b.r.o.
- **1962 Jaguar MK II.** I have owned this car since the late 80's. Started to restore it in 1999 and completely redid the under-carriage. Brian Donovan of Lenox did all the work and this car will out-handle any stock XKE. It sat in dry storage until 2017. It is legal and a blast to drive. Redid the wood interior, tach and odometer. Hagerty has a \$17k value but I am pricing it to move. I have receipts for all the work done since I've owned it. Also service manuals, heritage certificate, hubcaps and replacement fog lamp. True mileage is unknown.
- **1966 Jaguar MK X.** A barn find. 52k miles. Sat in storage for 20 years. Solid body, but needs an interior (a racoon got into it). Runs, but true overall condition is unknown. I bought it last Sept. hoping to begin restoration, but didn't. VIN1D763728BW. Have a heritage certificate.

  
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## from The Editor's Pit



**The editor, thinking about leaves of various colors.**

**Well, it's September . . .**

Time for them apples, leaves beginning to turn, cool crisp scenic drives, slightly nippy mornings and the first intimations of our annual autumnal yearnings for ever bigger, ever warmer garages.

Two noteworthy Jaguar tidbits scampered across my desk this month. First, Octane Magazine featured the Jaguar XJ6 on its cover and in half a dozen quite interesting articles that acknowledged the 50th anniversary of that estimable car's introduction in 1968. Most interesting to me was Glen Waddington's remark in the feature article that the XJ6 is "arguably not only the finest Jaguar but also the best saloon ever made." For me (stuck in memories of the '50's and '60s), that is a fresh and very interesting idea. Think about it: "the best saloon ever made." Assuming it's true, quite an accomplishment. And then consider that between 1968 and 1992, Jaguar built and sold almost 320,000 of them (including the XJ12). Now *that* is really quite an accomplishment.

The other tidbit is a little startling. Motor Trend Magazine and their highly respected test driver Randy Pobst just set a lap record (for stock 4-door electric vehicles, or EVs) in a completely stock Jaguar I-Pace at Laguna Seca (neither a fast track nor an easy one), getting around in a very brisk 1:48.18 (almost 76 mph). That kind of lap time is not too far from high-performance car times, in a compact crossover SUV! We may have a new version of Grace, Space and Pace on our hands. Worth thinking about.

On a more parliamentary note, Dean Saluti has just appointed the 2018 JANE Nominating Committee:

John Brady - Committee Chair, Glen McLachlan, Rich Hanley, Marjorie Cahn, Ray Binder

If you would be interested in serving on the JANE Board of Directors (or in any JANE office), please let anyone on the Committee know of your interest. And remember, we *need* you!



Thanks for reading this. As always, you can complain about anything at [d18@moultonlabs.com](mailto:d18@moultonlabs.com).

**See you at the Slalom.**

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