

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

November 2018

jagne.org



Photo by John Brady

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John Brady's and Cliff Lewis' XK120s
out for an early autumn spin**

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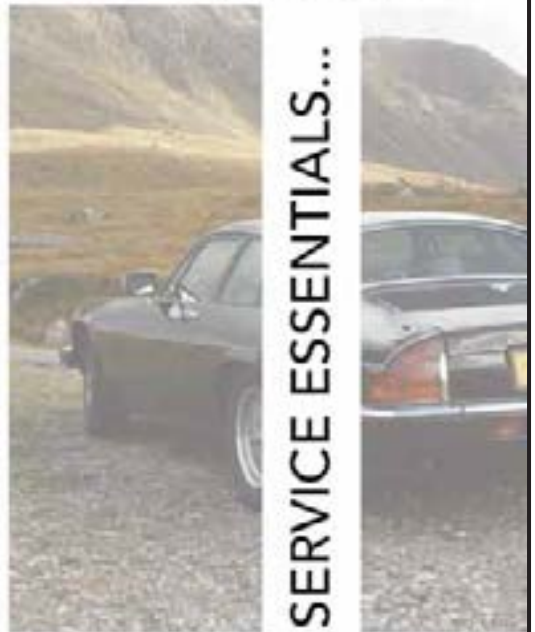
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November 2018 Volume 20 Number II
The Coventry Cat is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Clubs of North America (JCNA). JANE is incorporated in the Commonwealth of Massachusetts.

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John Brady

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

From the President Dean Saluti



Looking back at the JANE events of October 2018, I am really pleased with the current state of our Club and its future. I doubt there is any other car club in our nation, Jaguar-related or not, with 59 attendees at a regular monthly dinner meeting, coming to hear a fellow club member speak. This is amazing! All the pieces seem to have come together for JANE, and I credit Vice President Chuck Centore for this. Chuck creates the Constant Contact announcements we receive, and it is he who gets our guest speakers. This month, it was Frank Grimaldi who captivated us with tales of his racing career. We are blessed to have him as a member of JANE. From the smiles on everyone's faces it was evident that JANE camaraderie filled the room. This is the current state of our Club!

JANE Officer nominations always take place at our October dinner meeting. John Brady, Chairman of the Nominating Committee (which includes Glen McLachlan, Rich Hanley, Marjorie Cahn, and Ray Binder), put together an excellent slate. John brought in two outstanding new Board Members, Jeanine Graf and David Reilly. John Feng, a previous Board member, has now rejoined the Board. Kudos to John Brady for again a job well done.

The 2018 JANE biannual "Martha's Vineyard Weekend," October 19-21, was memorable. Most of us stayed at the quaint Lambert's Cove Inn in West Tisbury. The entire weekend was planned and executed by the former Martha's Vineyard Chief of Police, our friend General Joseph Carter, and Marjorie Cahn. At the Friday evening Welcome Reception at Lucky Hank's restaurant, the owners donated wine and cheese and we were greeted by the Dukes County Commissioner and the Executive Director of the Martha's Vineyard Chamber of Commerce. The Chamber gave each of us a fabulous goody bag, and Margie Cahn made special license plates and name tags for us. The next morning, after a tour of the "Gingerbread Houses" on the historic Campgrounds, we lunched at the nearby Slice of Life restaurant. The Oak Bluffs Police then escorted us to a tour of the magnificent Martha's Vineyard Museum, which is in the final stages of construction – a unique experience. That evening, we had a terrific banquet at our old favorite, Martha's Vineyard Chowder Company. Read the unique write-up by Brian McMahon.

Finally, check out our remaining events: our early Thanksgiving dinner meeting at the Wayside Inn and the JANE Christmas Party at the Vesper Country Club. Thanks to Chuck Centore, who will be our President next year, for all our wonderful events, as we keep JANE the "biggest and best Jaguar Club in North America."

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JANE Membership Report

by Howard Kalet, Vice President of Membership



Membership as of October 26, 2018 is now at a total of 271 paid members. Our current membership is comprised as follows:

There 13 are Associate Members, plus 6 lifetime and complementary members.

Other Information: 115 of our members receive the printed version of the Coventry Cat; more and more members elect

to receive the online version of the Cat.

Early Renewals

It's that time of year again. Email notification has just gone out. Additionally, paper renewal forms have been sent out to those who prefer snail mail. Overall response has been strong in the first few days on the new website. However, there have been some online issues with some members. I hope to iron out any "bugs" in coming days, with the assistance of our IT team. Please feel free to

contact me to help resolve renewal issues. Checks and paper renewals are always accepted, although electronic payment is preferred. The early renewal price is the same as last year, \$60 for those desiring the online version of the Coventry Cat and \$75 for those who prefer the printed version. Early renewal ends on December 31st, 2018.

Car Badges

Badges are available and are unchanged at \$45 per badge. Please contact me if you would like a badge.

VP Registration Chair Transition

Well, after 3 years, I have announced my plans to step down. I have enjoyed being an active participant in keeping the ranks of JANE up to date, and readily available for our club mailing, management and JCNA reporting. Additionally, it has been my pleasure to welcome many new members to JANE.

The Nominating Committee has provided a complement with their plans to have two club members take over the Membership Chair position! Best wishes for Jeanine Graf and Marjorie Cahn, who have been nominated as Co-VPs of Membership.



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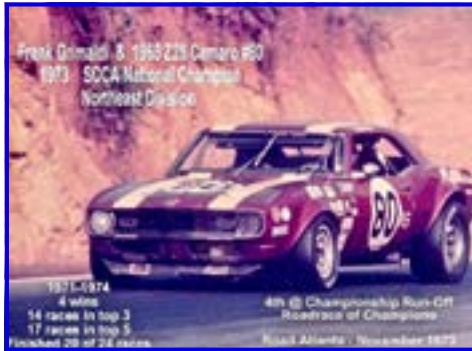
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OCTOBER MEETING REPORT

"I Won The 1973 SCCA Northeast Championship . . . Honest!"

Text by Brian McMahon, photos by Frank Grimaldi, various file sources.



At our October meeting, Frank Grimaldi regaled us with stories of his winning 1973 season, while also casting a bright light on the clever and consistent cheating that permeates auto racing.

Another JANE member, John Fuller, organized Viper Racing and at the end of the 1968 season bought Roger Penske's 1968 Chevy Camaro Z-28 when Penske shifted to American Motors sponsorship. Eager to drive in SCCA events, Frank made a successful offer on the Z-28 in 1970 but lacked the funds to buy the race-proven Bartz engine and had to settle for a locally tuned powerplant. Frank was fortunate in his association with John Fuller, who allowed Frank to work on the car at Viper and even taught him how to drive it competitively, but not without some ranting, arm-waving and head-shaking by John, as his newbie driver struggled to keep the Camaro on the track. For 18 of 22 consecutive Saturdays, Frank came in, tuned the Z-28, drove it around the circuit and then went home, although he did have to sacrifice one Saturday for the birth of his daughter Julie. Wisely, Frank paid tribute to Ann, his wife of 50 years, for her patience and loyalty.

In 1971, Frank did well enough to finish second in the region for SCCA's North Atlantic Road Racing Championship, even after blowing John Fuller's locally-sourced engine at Bridgehampton. These were hardscrabble days when

Frank was a shade tree mechanic and used a heavy equipment trailer to tow his Camaro. His Chrysler tow car was so overstressed that Frank had to turn the heater up to full blast to prevent the Chrysler from boiling over when driving up hills.

In the late 1960s, sales of "pony cars" (Mustangs, Camaros, etc.) zoomed, and SCCA realized that a "Pro SCCA Trans Am" racing series would dramatically increase the number of paying spectators. Since Ford couldn't bear to see Mustangs lose to Camaros, FoMoCo started shoveling money out to teams that raced their product. All the other manufacturers followed Ford's example, as well as many consumer product companies. Frank tried shaking the money tree, but only Crane Cams, Raybestos brake pads and Kendall Oils responded with either discounts or donations of their wares. He made it to Coca-Cola's shortlist, but lost out to NASCAR's Bobby Allison.

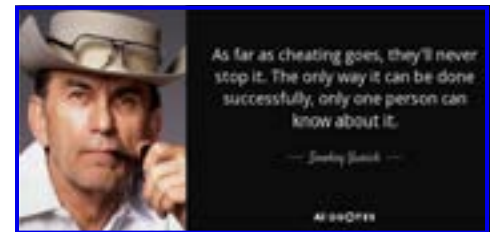
In 1972, Roy Woods campaigned the 1970 AMC Javelins that he had bought from Roger Penske. Racing cars are subject to technical inspections to verify they meet the rules, and SCCA would affix a brass tag to each car that passed. At Lime Rock, the Woods team sent one legal Javelin through tech and it received its tag. They then carefully removed the tag and then sent the car through tech again, where it received another brass tag. Meanwhile, the first brass tag was attached to an illegally modified Javelin that the team had entered.



The Roy Woods Team AMC Javelin

Eventually, SCCA realized what was transpiring and cancelled the "brass tag" inspection program. In the interim, though, Frank discovered that his Camaro had a warped cylinder head, and did not start the Lime Rock event.

Cheating was widespread in auto racing. Smokey Yunick, a celebrated NASCAR and Trans Am legend, was not only a mechanical genius, but he also spawned an army of race car cheaters.



Racing teams knew that making their cars lighter would enhance their chances of winning, while the technical inspectors knew that mechanics would try to illegally lighten their cars. So, weigh-ins of cars and drivers were part of tech inspection. There were many creative methods designed to pass the weight qualification while making the cars faster and more agile. One team concealed the illegal lightening of their car by supplying their driver with a helmet full of concrete. At weigh-in, the car and driver made their weight, but by race time the driver was wearing a normal helmet in a car that was lighter than the competition. When this trick was discovered, SCCA banned the driver for life.

The Penske/Donohue 1967 Camaro was outrageously modified. The unibody and all major body panels were removed and shipped to Lockheed Aerospace, where they were dipped in acid to thin out the metal.

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The Penske/Donohue Camaro

The 350 pounds that this saved would permit compensating ballast to be added where it would help the car corner. This turned out to be an inexact science and the Z-28's structural integrity was so compromised that Donohue told Penske that the Camaro should be destroyed as being unsafe to drive. "Fix it!" ordered Penske, so Donohue successfully petitioned SCCA for permission to substitute a full-width steel tubing safety roll bar in place of the driver-only roll bar, for increased driver protection. Of course, the real purpose of the larger roll bar was to restore structural integrity lost by acid-dipping the body. In the 1968 Sebring race, this car was hidden in the Penske garage and a 1968-model Camaro was put through tech twice, with one certification transferred to the lightweight 1967 model. No one noticed the difference between the 1967 and 1968 model Z-28s. When Frank saw the car years later at a Mid Ohio Vintage Race, he pressed his finger into the left front fender and it flexed as if it were Reynolds Wrap.

Sam Posey drove the Roy Caldwell Team's thoroughly "dipped" 1970 Dodge Challenger at Riverside. When rival Mark Donohue visited the Caldwell garage, he leaned on the weakened roof of Posey's Challenger and threatened "If you run this car as fast tomorrow in the race as at practice today, I will protest your acid-dipped roof."

Two factors helped Caldwell and Posey: they had overnight to solve the problem and they had rented a factory-stock



The Roy Caldwell/ Sam Posey Dodge Challenger

Challenger as ground transportation for the team. Ray told Sam to bring the rental car into the garage, where they cut off the Challenger's acid-dipped roof, and then also removed the rental car's top, followed by splicing the heavier but legal roof into place on the racing Challenger. They won the race and avoided any post-race technical inspection problems. What about the rental company's newly fashioned "convertible?" Caldwell ordered, "Park the rental outside, put the keys on the sun visor and lock the door."

Instead of continuing to race in the Trans Am series, Frank entered his Z-28 in the A-Sedan class, avoiding Trans Am rule changes that would have made his Camaro uncompetitive. With help from Ed Curtis at Plaza Speed and Machine, Frank had a highly-tuned engine, and Ed would eventually build him a new engine in time for the Road Atlanta competition. In 1973, he did so well in the regional races that he was invited to SCCA's national American Road Race of Champions at Road Atlanta. There, Carl Shafer was very fast during practice and Frank learned why: special tires and some lightweight cheating tricks. Goodyear provided free tires to competitors and Frank noticed that all of the tires were the same, except those reserved for Carl Shafer's 1970 Camaro, identified by #3979 (front) and #3491 (rear). Trying his own little trick, Frank confronted the Goodyear manager and complained that his tires were incorrect; he was supposed to receive a set of the #3979 and #3491 tires. "Nice try, kid. Those compounds are only for Car #80" (Carl Shafer's Camaro). While Carl's Z-28 was up on blocks in the garage, Frank noticed some large, crudely cut lightening holes cut in the car's undercarriage. Much later, he learned that Shafer was an artful cheater and that the ugly holes were designed to distract technical inspectors from going over the car too closely.

Carl Shafer won pole position, and soon after the start of the race, the 1969 Camaro #76 driven by Joe Chamberlain suffered a transmission lockup, forcing him into the pits for repairs. The same problem could have happened

to Frank, who was tempted to skip the pre-race warm up – he had had shrimp flambé the night before and was feeling nauseated. But he forced himself to take the car out on the track and the transmission locked, just as Chamberlain's transmission did during the race. At least Frank had some time before the start of the race to solve the problem.

On Lap 6, it was the Roger Pierce Mustang in the lead, followed by Frank's Camaro, and then Chamberlain's Camaro passed the Doug Mills Camaro to move into third. Attempting to pass Frank, Chamberlain's left front fender struck Frank's Z-28 and Frank had to struggle to keep his Camaro on the track, finishing fourth that day. Years later, Frank was upset that an online commentary of the race claimed that it was Frank who hit Chamberlain's car so hard that it forced #76 to retire from the race. With some sleuthing and help from John Fuller, Frank was able to piece together video and photographic proof that he was the victim and not the aggressor.

During the next year, several mechanical failures plagued Frank during races, and with the birth of Debbie, his second daughter, he needed money to expand their home, so he sold his championship Camaro. In a strange twist of fate, he managed to buy it back 15 years later and still races it. All told, Frank Grimaldi has had an enviable record of racing success, even though it was a part-time effort from a single car garage in Tewksbury, using volunteer help from John Fuller and Ed Curtis.



Frank receives thanks and a plaque from Chuck Centore

And In The Beginning ...

... There Was NEXKA

Text by Carl Hanson and Dave Moulton, photos by Dave Moulton and from the JANE Archives.



Our first dash plaque!

Sunday, September 15th, 1968 was a special day for our Jaguar club. A classified ad in the Boston Herald-Traveler Sunday, September 8th edition announced the "First gathering of new Jaguar XK Owners group." It turns out that this event, organized by Bernard Yurt, was the start of the New England XK Association (NEXKA) which evolved into our Jaguar Association of New England (JANE) about 20 years later.

So what happened on that fateful day? Fortunately, we have a report in the archival NEXKA photo album housed in JANE archives. At the appointed hour of 11 a.m., a group of eleven people met at The Red Barn Steakhouse parking lot just off Rt. 109 in Millis, MA. According to the report:

"The very flexible plans for the day are as follows: 11 a.m. to 12:30 – meeting of members and guests and general XK talk. 12:30 – we have planned a tour to West Hill Dam where there are picnic grounds and you are invited to bring a lunch if you desire." The only information regarding what was said during the "general XK talk" is that Dick Mayo brought "...a fabulous collection of XK articles in album form..." and we are sure it was fascinating to all. (Author's note: In a listing of early members, Dick Mayo's Jaguar was an aluminum-bodied XK120! Wonder where it is now.)

The attendees at The Red Barn were: Bernie & Audrey Yurt, Martin & Janet Schorer, Dick & Beth Mayo, Ed & Myra Hunt, Joe Mahoney, Bob Parks, Richard Small. From Millis, the group continued on to West Hill Dam in Uxbridge, which is part of the flood control project on the West River in southern Massachusetts.

The area near the dam itself now has walking trails, a picnic area, and the U.S. Army Corps of Engineers office. We are not sure what facilities existed in 1968, but Bernie Yurt obviously thought it was worth a tour.

Photos from the day show only two Jaguars participating in the tour, Bernie Yurt's XK120 and Martin Schorer's E-Type.



The Yurts and Schorers arriving at West Hill Dam

The other people motored to the dam site in domestic conveyances. Additional archival photos show the picnickers enjoying their lunch and posing as a group.



Then, as now, we take our food seriously!



NEXKA's first group photo: L to R: Front row: Beth Mayo, Audrey Yurt, Myra Hunt, Janet Schorer. Back row: Martin Schorer, Dick Mayo, Bernie Yurt, Ed Hunt, Richard Small.

From this "First Gathering" of a few members, the club grew to nearly 100 by 1971. Our friend Warren Cossitt was #79! Members enjoyed a variety of events, including socials, concours (the first one was 1970 at Larz Anderson Park), rallies, and tours. The rest is history!



Masthead of the first Coventry Cat, Volume 1 Number 1.

In honor of all this, Carl Hanson and Dave Moulton decided to hold a small 50th Anniversary ceremony at West Hill Dam. We missed the exact date because many of us were at The British Invasion, and then Hurricane Florence drowned out our first attempt on September 18th. However, we persevered and on October 3rd, the following JANE members convened at West Hill Dam for the Anniversary: Carl and Sing Hanson, Bonnie Getz, Tom Brady, Dave Moulton



Jags return to West Hill Dam, 50 years later!



Carl, Ron the Park Ranger, Sing, Tom, Bonnie and Dave

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UPCOMING EVENTS in NOVEMBER, DECEMBER & JANUARY

NOVEMBER MEETING

WAYSIDE INN IN SUDBURY, MA

Wednesday, November 14, 7 PM

Speaker: Steve Pickford,

Innkeeper of the

Wayside Inn



Once again, Marvin will serve us drinks and the wait staff will guide us through the special pre-Thanksgiving buffet.

The Innkeeper, Steve Pickford, will tell us about the extremely interesting and rather special history of the Wayside Inn, in a brief prelude to the holiday season.

ANNUAL GENERAL MEETING AND

CHRISTMAS BANQUET AT

VESPER COUNTRY CLUB,

Tyngsborough, MA

Sunday, December 2, 3 PM



What a crowd! What a year!

In accordance with ancient Jaguar tradition, this event will feature our Annual General Meeting and election of officers and board members for the new year, plus a Christmas Banquet and a Yankee Swap. Did I mention a full bar? How about Santa Claus? What else could you possibly need, or even want? Details to follow.

JANUARY MEETING

WAYSIDE INN IN SUDBURY, MA

Wednesday, January 23, 2019 7 PM



Details are sketchy, but we're almost certain Marvin will be there to take care of us and that the roast beef buffet will be just as good as ever. We doubt they'll have the lawn plowed for us. The rest is still a mystery, but definitely a mystery worth looking forward to!

NEXKA - (Continued from page 7)

Once again, we picnicked and told stories. Tom Brady brought a whole batch of car magazines from the 50s which we all read with great enthusiasm, including contemporary coverage of Jaguar's 1951 win at Le Mans. Naturally, we toasted our forebears, and we also toasted the next 50 years. And as one of the Park Rangers asked, as we were leaving, "So, is the plan to leave all these cars to your kids and have them come back here again in 2068?."

Not a bad idea.



Jaguars, just hanging out!

JANE Force Report: Operation Martha's Vineyard

And The Jaguars Keep Rolling Along!

Text and photos by Company Archivist Cpl. Brian McMahon

Spearheaded by our intrepid Colonel Dean Saluti, JANE's amphibious assault force stormed ashore on Martha's Vineyard and captured the hearts and minds of all the inhabitants. Thanks to thorough staff preparation by his G2 (Intelligence), G3 (Operations), and G5 (Plans) officers Margie Cahn, and Chuck and Patt Centore, the island's key targets were identified for our swift occupation: the inns, the restaurants, the historic sites, and, most critical to mission success, the bars and taverns. All were overwhelmed by the roar of our Jaguars and the relentless charm offensive that we waged during our weekend campaign.

J-Day was Friday, 19 October 2018, and by Sunday, 21 October the entire island had been secured and pacified. Our force then returned home for our victory celebration, which included a brilliant if suspense-filled televised ceremony for all to see, that depicted our Patriotic subjugation of Bears from the Colony of Chicago. What a metaphor!



As the JANE Force assembled in Woods Hole for the invasion, our G9 (Public Affairs) Pvt. Moulton and G1 (Administration) 1st Lieutenant Getz were ready to roll.



Our XJR assault vehicle was loaded onboard the transport. In case things went bad, we were conveniently sited next to the lifeboat.



The tranquil harbor scene revealed that we had the crucial element of surprise in our favor.



On the return voyage, we were the last onboard an early ferry, so were ready to leap ashore first in Woods Hole for our victory parade back to Burlington.



Also on that return trip, Tony and Kathy Fontaine's Jaguar Cinquecento joined us on the top deck. But I digress . . .



JANE's command post for the weekend was Lambert's Cove Inn, a charmingly fortified bed-and-breakfast in West Tisbury. Here's how the inn looked as we arrived on Friday afternoon. Note how cleverly concealed the artillery is – you can't even see it!



The marque of choice in the inn's parking area this weekend was Jaguar, of course.

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An Imposter?

We did apprehend a Teutonic infiltrator who believed that his false ID might conceal his true colours. After intense interrogation using the "single malt method," the alleged infiltrator confessed that the origin of his ID was "a long story." We now believe that he may be a double agent, and on our side!



Here's Martha getting close to nature.

Happily, the inn maintains a small farm, featuring 50 chickens and four alpaca brothers: Toast, Butter, Marco, and Hamilton. This means that provisions won't be a problem, especially at breakfast (I'm thinking especially of toast and butter here, perhaps some eggs as well)!



"Oh, Give Me a Home Where the Alpacas Roam ..."

Alpacas are related to camels and llamas, and have been domesticated for annual shearing of their soft, luxurious hair, which, unlike wool, is hypo-allergenic because it lacks lanolin.



Toast looks like he's having a Bad Toupee Day after his shearing.



JANE Cavalrypersons celebrated the first phase of our island invasion with an impromptu party. Here, Cavalrypersons Ralph Murray and Tom Larsen discuss their rides.



Graf, Monaghan and Cahn enjoy the improvement in the weather over JANE's previous Martha's Vineyard invasion.



No, it's not what you think; our crotchety sommelier Graf is simply uncorking a particularly recalcitrant bottle of excellent Chateauneuf-du-Pape.



We were joined by the island's retired Chief of Police, Joe Carter, and his wife Rae.

Joe's friendship with our Colonel Saluti extends way back to their Army National Guard service, with Joe retiring as a Major General. Joe and Rae provided us with local intel and offered us a plan of the day for the next day's maneuvers.

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After establishing our beachhead, Martha and I took our XJR on a photo recon mission to Aquinnah. The clay cliffs of Gay Head are dramatic, and even more so at sunset when they glow red.



Gay Head Light stands guard over the southwestern tip of Martha's Vineyard.

In the 19th century, the Vineyard Sound passage was second only to the English Channel in volume of shipping traffic, as ships made the transit between New York and Europe. Congress granted Treasury Secretary Alexander Hamilton funds to build a lighthouse at Gay Head, and a wooden structure was established and a whale oil light was first lit in 1799. The brick tower that we see today was built in 1856, and the first-order Fresnel lens was replaced in 1952. This lens was then donated

to the Martha's Vineyard Historical Museum and will soon be on display in Vineyard Haven.



The cliffs have suffered severe erosion, so the lighthouse was moved 134 feet inland in 2015 to its present location.

Our force lived off the land during the weekend. Our first night saw an engagement in Edgartown, at Lucky Hank's, whose management avoided outright expropriation of their restaurant by providing us with a most welcoming wine and cheese hour. We were so impressed with the quality of our subsequent dinners that we not only paid the cost but also tipped their waitstaff generously.



As you can see, our fearless leader predicts total victory in our island campaign . . .



. . . although he does appear to have forgotten where he parked his staff car.



At ten hundred hours Saturday morning, our Jags surrounded the Martha's Vineyard Camp Meeting in Oak Bluffs and we began ground operations. Chuck and Patt's F-Type was the vanguard for our march through the Tabernacle grounds and the cottage tour.

A religious revival movement swept through America in the early 19th century, and weeklong prayer services and sermons were conducted on the campground. Initially, individual mainland churches would travel to the Vineyard together and erect a common tent with a male/female privacy curtain. Over the

(Continued on page 12)

years, family-occupied tents became more prevalent, and then families were granted permission to build wooden cottages.



The Tabernacle

According to our tour guide, Edie Lowe, one cottage was used by a hard-drinking Rhode Islander who came to the Vineyard's Methodist revival camp for The Cure. He lasted one year before he returned to the mainland. Sounds like he could have been one of us!



The designer of the Tabernacle had his own cottage named "La Dolce Vita" . . .



Our forces consider the new intel, while our agent Joe Carter maintains a careful watch for possible out-of-season tourists.

Edie explained that the Camp Association owns all 33 acres and that cottage owners pay rent to the Association for the land on which their cottages rest. In the past, only practicing Methodists were allowed to own cottages, and three letters of recommendation were required of buyers. One had to be from the applicant's clergyman that attested to their good character. Our Major General wonders how many JANE members would pass this test.



The current permanent Tabernacle was completed in 1879 and featured a wrought iron structure designed by the Hoyt Foundry in Springfield, MA.



. . . and it's identified by this plaque.



Our cottage tour guide, Edie Lowe, is also a resident and here is her "Lowe Tide" cottage.



With limited vehicular traffic, the JANE occupation army was free to reconnoiter at will in the middle of the street.



Our expert Tour Guide Edie Lowe provides us with excellent local intel.

(Continued on page 13)

Here are a few more cottages.



Owners are free to name their cottages whatever they desire and paint them any variety of colors, but have severe restrictions on any alterations to the outside. Edie explained that cottages are generally Romanesque or Gothic in style. The house with windows and doors coming to a point at the top like medieval cathedral doors are in the Gothic style. Cottages with rounded or square door and window tops are Romanesque.



The whimsy even extends to the local foliage.



Hidden in the gingerbread decoration of many cottages are carvings of animals, like the dog in this wooden filigree.

There are 312 cottages in the Camp Association; about 10% are occupied year round and an additional 10% are winterized. The rest are suitable only in temperate weather, like this museum cottage, here showing the parents' bedroom.



The most famous cottage may be The Pink House. Ironically, it's owned by a Texas family who proudly fly a Lone Star flag (a great color match!) when they are in residence.



Museum Cottage, parents' bedroom.



(Continued on page 14)



Here is the baby's room and some typical 19th century clothing.

Initially, cottages lacked running water and required use of outhouses. Food was also cooked away from the cottages, so additions adding first floor kitchens and bathrooms are often visible where these were added before the Camp became a National Historical site.

Former Chief of Police Joe Carter organized a police escort for our motorcade from Oak Bluffs to the Martha's Vineyard Museum in Vineyard Haven. In 1804, President John Adams authorized construction of a hospital for sick and insured American mariners on Martha's Vineyard, which was a busy whaling port. When the merchant marine medical system was dis-established in 1952, the hospital slid into disrepair until Islanders raised money for the gut-renovation of the building and re-purposing of the building as a museum. It is due to open on December 15, 2018.



Learning about the "new" Martha's Vineyard Museum.



We toured the building and were shown the future home of the first-order Fresnel lens from Gay Head Lighthouse.

About that Fresnel-lens light: after erecting the light's revolving mechanism, each of the 1,011 glass reflecting surfaces will be assembled with a diamond cutter's precision inside the Museum building's addition. The Museum hopes to be granted permission to illuminate the light on special occasions.

Do you consider yourself a law-abiding citizen? Willing to follow all police directives? Well, former Chief of Police Joe Carter heartily encourages all JANE members to send contributions to the Museum. Their website is <https://transformmvm.org/> and you can tell them that Joe sent you. In two years, the JANE Force will return to the Vineyard and see how

our contributions have helped expand the Museum's reach.



Edgartown Town Hall.

After the Museum tour, Martha and I drove to Edgartown and walked around the town. We wondered how Martha's Vineyard got its name, and learned that the English explorer Bartholomew Gosnold arrived on the island in 1602. He was looking for survivors of the ill-fated Roanoke, VA expedition and stopped first in Maine before working his way down the East Coast. Sailing directions to America in the 17th century were simple ("Head south from Britain and turn right when you get to latitude 42, and then sail on a straight course West for a month. You can't miss it") but often led to widely varying outcomes.

Arriving on Martha's Vineyard, Gosnold harvested a valuable crop of sassafras, which 17th century physicians believed was useful in curing gout and syphilis and today is used to flavor root beer, once safrol is removed from the plant. In a weird coincidence, today safrol is used by amateur pharmacologists to make the party drug Ecstasy.

In the course of Gosnold's island expedition, his crew noticed grapes

(Continued on page 15)

Martha's Vineyard (Continued from page 14)

growing wild, and thought that wine could eventually be produced. Since Gosnold's mother-in-law, Martha Judd,

had financed his expedition to the New World, Gosnold named the island "Martha's Vineyard."



Later that night, JANE's victorious army convened a post-action review at the Martha's Vineyard Chowder House in Oak Bluffs. JAG Aldo Cipriano keeps his distance as Rae Carter makes a point.



Retired Chief of Police Carter seems amazed at what passes for intelligent conversation at JANE events.



After Labor Day, as well as after our departure, the Edgartown harbor is once again peaceful. And, as General MacArthur once genially pointed out, "We Shall Return!"



A J-Type Coming?

Text by David Moulton, stock file renderings

If you follow automotive blogs (I follow two of them), every now and then you run across a piece about Jaguar. In recent months, I've run across three pieces suggesting that a new high-performance Jaguar may be well into design stages, possibly even prototyping. The story goes something like this: a mid-engine hybrid sports coupe would replace the F-Type, supporting Jaguar's move toward electric cars as well as its tradition as a manufacturer of high-performance cars. This might all come to some sort of fruition in 2020, or so.



A rendering of an imagined J-Type from Car Price and Specs. (It's not clear when this was created.)



And here's a rendering of a Jaguar C-X75 from Jalopnik this year.

The article in Jalopnik, by Justin Westbrook, suggests that, "Jaguar still reportedly has plans to put a mid-engine supercar into production. It could replace the current F-Type and reportedly be called the J-Type. . . . Jaguar wants to replace the F-Type with a hybrid mid-engine supercar utilizing some of the battery and motor technology it developed for the all-electric I-Pace. The hybrid Acura NSX is reportedly the benchmark for the new car, with dreams of it also taking on the McLaren 570S and Audi R8."

Interesting, eh?

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*Very lightly used, original,
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factory service manual*

(Publication #E-165/1) for sale.

\$125.00, including US shipping.

Contact via phone or email

Andrew Picariello

508/420-2914

afpic@comcast.net.

Car For Sale: 1986 Jaguar XJ6

Blue, tan interior. 128,000 miles. Garaged, not used in winter. Well maintained (transmission replaced, engine rebuilt, tappet "hold down kit" installed, etc.). Interior in excellent shape. Pirelli tires. Watertown, MA. Last pre-Ford model, Pininfarina design. \$5500.

Contact Paul McGovern

617 645 8493



2018 - 2019 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.*

2018

Wed. Nov. 14 - 7PM	JANE Monthly Meeting, Speaker: The Innkeeper	Wayside Inn, Sudbury, MA
Sun. Dec. 2 - 3PM	JANE AGM and Holiday Party	Vesper Country Club, Tyngsboro, MA

2019

Wed. Jan. 23 - 7PM	JANE January Meeting, Speaker: TBA	Wayside Inn, Sudbury, MA
Sun. Feb. 10	JANE Valentine's Day Dinner	Location TBA.
Wed. Feb. 27 - 7PM	JANE February Meeting, Speaker: TBA	Wayside Inn, Sudbury, MA
Wed. Mar. 27 - 7PM	JANE March Meeting, Speaker: TBA	Wayside Inn, Sudbury, MA



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NOMINATING COMMITTEE REPORT

John Brady, Nominating Committee Chairman, has submitted the Slate of Officers and Directors for 2019. The Election will be held on December 2, 2018 at our Annual General Meeting at Vesper Country Club by members in attendance casting their votes for the candidates on the slate.

Nominations are complete and 14 out of 17 of the members of the JANE officers are returning for 2019. Expect the same level of high quality meetings and events as we have had in the past. Special thanks to Dean Saluti and Chuck Centore for their continued energy and leadership in the positions of President and VP of Events.

2019 JANE Officers and Directors Slate

OFFICE	NOMINEE	TERM EXPIRATION	TERM PERIOD
<i>President</i>	Chuck Centore	12/31/2019	New 1-yr. term
<i>VP of Events</i>	Dean Saluti		
<i>VPs of Membership</i>	Jeanine Graf and Marjorie Cahn	12/31 2019	New 1-yr. terms
<i>Treasurer</i>	Don Holden	12/31 2019	New 1-yr. term
<i>Secretary</i>	Bonnie Getz	12/31/2019	New 1-yr. term
<i>Director</i>	Aldo Cipriano	12/31/2021	New 3-yr. term
<i>Director</i>	Richard Kosinski	12/31/2021	New 3-yr. term
<i>Director</i>	David Reilly	12/31/2021	New 3-yr. term
<i>Director</i>	Gus Niewenhous	12/31/2019	Ret. for 1-yr.
<i>Director</i>	John Feng	12/31/2019	Serving 1-yr. term
<i>Director</i>	Ed Avis	12/31/2019	Ret. for 1-yr.
<i>Director</i>	Daniel Graf	12/31/2021	New 3-yr. term
<i>Director</i>	John Brady	12/31/2020	Ret. for 2-yrs.
<i>Director</i>	David Moulton	12/31/2020	Ret. for 2-yrs.
<i>Director</i>	Jim Sambold	12/31/2020	Ret. for 2-yrs.
<i>Director</i>	Ray Binder	12/31/2020	Ret. for 2-yrs.

If you have any questions, please feel free to contact me directly.

John Brady Email: JBrady5282@aol.com

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1952 Jaguar XK120 FHC Project.

Mostly complete, most of the body is solid but needs sills and repair behind the seats. Age-appropriate Mark VII block and XK120 head plus 120 gearbox and rear axle. Disc wheels and spats. Needs total restoration. \$12,000



1958 Jaguar Mark VIII Project.

Very solid original CA car, sat in the desert for 50 years. Needs total restoration but completely straight and original. \$2,500. Parts car available too.



1967 Jaguar 2.4 Mark 2 Parts

Car. Complete RHD 4-speed all synchro transmission (no OD), nice black Ambla seats, decent wood but pretty rusty. \$2,500 or will sell parts. Also have an all-synchro overdrive gearbox and a running 420G engine.



Contact Geoff Rogers, 413-259-1722

rogers@jollyrogersmotors.com


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from The Editor's Pit



Your humble editor, thinking about very little.

Well, October turned out to be surprisingly busy. Fortunately, Brian McMahon stepped into the breach and wrote some great articles about Martha's Vineyard and Frank Grimaldi. I hope you've found his efforts as interesting (Grimaldi) and funny (Martha's Vineyard) as I have. If you see him at a

meeting, buy the man a drink. He's earned it!

October also saw our toasting of NEXKA's 50th Anniversary, paying homage to our club's origins. We've come a long way, and so has Jaguar!

I've heard rumblings that we may repeat our Martha's Vineyard Invasion again *next* year, instead of waiting two years to let the island recover. I've also heard talk of some very interesting possible tours to some very interesting other places in 2019.

And now that it's November, it's time to get serious about our garages, their contents, and some snow tires for our "other" cars. And here's where my F-Pace really begins to shine – with its Blizzaks fitted, it can go just about anywhere, anytime, anyweather. This means it becomes my daily driver during the dark months and I have a Jaguar to play with all year round. Nice.

Finally, keep in mind that on the fourth Thursday of November, as on every other day, we are what we eat! Keep calm, carry on and pass the stuffing.

See you at Vesper Country Club!

Two cars for sale - Located in CT near Lime Rock.

I'm moving south, won't be taking the cars and don't want to pay storage.

Call my cellphone (978 815 4277) or email Beach.4rays@verizon.net.

Cash or certified check only. **Motivated.** Peter Wadsworth.

Two cars for sale. Located in CT near Lime Rock. I'm moving south, won't be taking the cars and don't want to pay storage. Call my cellphone (978 815 4277) or email Beach.4rays@verizon.net. Cash or certified check only. Motivated. Peter Wadsworth.

- **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.

- **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. \$6,200 or b.r.o.



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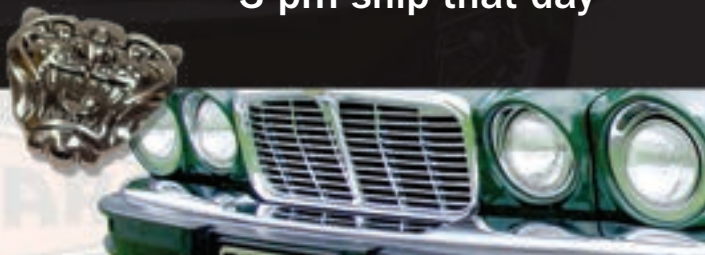
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