

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

December 2018

jagne.org



Photo by D. Claus (not her real name)

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from the Coventry Cat!***

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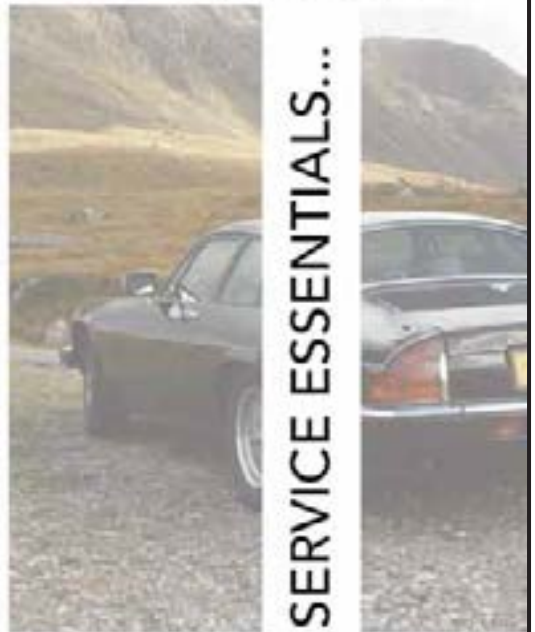
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December 2018 Volume 20 Number 12
The Coventry Cat is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Clubs of North America (JCNA). JANE is incorporated in the Commonwealth of Massachusetts.

JANE OFFICERS & COMMITTEE CHAIRS

PRESIDENT

Chuck Centore - 978.201.9782
cpcentore@comcast.net

VP EVENTS

Dean Saluti - 617-285-6566
djsaluti@aol.com

Co-VP MEMBERSHIP

Jeanine Graf - 617-959-8987
jeaninegraf@icloud.com
Marjorie Cahn - 617-285-6564
marjoriecahn@aol.com

SECRETARY

Bonnie Getz - 603.943.6400
nhbonnie@gmail.com

TREASURER

Don Holden - 603.494.8958
donholden@rcn.com

CONCOURS

Daniel Graf - 617.216.9703
danielgraf100@yahoo.com

HEAD JUDGE

Aldo Cipriano - 508.320.1679
cipriani62@yahoo.com

SLALOM

Rich Hanley - 508.317.3474
richhanley@britishbeer.com
Glen McLachlan - 508.202.3407
tggmclachlan@gmail.com

WEBMASTER

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TRAVELER CONTACT

Gary Hagopian - 603.763.3093
g.hagopian38@gmail.com

BOARD MEMBERS

Ray Binder - John Brady - Marjorie Cahn
Chuck Centore - Aldo Cipriano - John Feng
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Don Holden - Rich Kosinski - David Moulton
Gus Niewenhaus - Dave Reilly
Dean Saluti - Jim Sambold

THE COVENTRY CAT EDITOR

David Moulton - 978.448.6828
d18@moultonlabs.com

PUBLISHER

Post-Gazette newspaper

CIRCULATION

Barbara McLachlan - 508.947.0313
bmclachlan@aquasolutionsinc.net

Send articles, info, and photos to:

David Moulton - 978.448.6828
d18@moultonlabs.com

ADVERTISING

David Moulton - 978.448.6828
d18@moultonlabs.com

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D Claus (not her real name)

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

From the President Chuck Centore



This year has been filled with many exceptional events. These events give us great reason to be thankful for the leadership we have had with our current President, Dean Saluti, and the Board Officers and Directors.

Now, it appears it's my turn. For those who may not know me, my wife Patt and I have lived in Concord, MA for over 35 years. For more than 20 years of that time, we have been members of JANE. I have served on many of our Boards under many Presidents and have served as Club Treasurer, Events Chair, Nomination Committee Chair and Board Member.

Each President was his or her own person and led the club in ways which each felt would be best for the Club. I remember Dave Roth, Karen Bates, Adam Owens, Carl Hanson, Ray O'Brien, Mike Kaleel, Dennis Eklof, Jim Sambold and, most recently, Dean Saluti. All different for sure, but through the years, each has made significant contributions to the good of the club and has, in his or her own way, helped make it what it is today.

To operate successfully, as we have for many years, it takes many dedicated people to do the work. President, Treasurer, Membership, Events, Advertising, Coventry Cat, JANE Website, IT Committee, By-Law Committee and Concours are the most visible groups that require complete harmony with the organization and membership. They are the most visible elements of our success, but our Members and their participation at events are the actual lifeblood of our organization. Without our Members, we will not be successful. With the members and the team that is assembled to bring harmony and enthusiasm to JANE, I see only success.

My role, as we move into 2019, will be to build on those traditions and work with the Board to complete the work we have started over the past few years and engage them in new and different ways to enjoy together our love of the Jaguar marque.

We also need to look to the future to see where JANE might fulfill its role as a leader at National events and find ways to engage in Regional events with our sister clubs in North America.

My "door" is open to all of JANE, and should you have an issue you feel needs to be explored, let me know, and maybe, just maybe, we can get you the answers you need.

Thank you all for your confidence in me, and I look forward to serving you all during 2019.



Membership

Your New Co-Vice Presidents of Membership *Share Some Thoughts*

by Marjorie Cahn and Jeanine Graf

We are looking forward to a great new year for JANE, and are excited as we embark upon our new roles as Co-VPs of Membership. And as we sing "Auld Lang Syne," we bid farewell to Howard Kalet, who has filled the Vice President of Membership position well for the last three years, thanking him for his help and guidance during this transition.

We have been thinking about all of the fabulous events that we have every month and want to enable more and more Jagophiles (did we invent a new word?) to enjoy them. So, our first goal is to reach out and bring in more members to benefit



***Our Membership team:
Marjorie and Jeanine***

from all that JANE, the biggest and best Jaguar club in North America, has to offer.

The enthusiasm and the camaraderie of JANE members are unparalleled.

We would love to share these with people who are new to the club. It's OK if they don't yet own a Jaguar. We can bring them to an appreciation of these cars and can even help them buy one.

We look forward to our Wednesday evening dinner meetings, where we have developed many meaningful friendships. A car club is all about fun! Of course, we do a lot of eating, beverage consumption, and laughing. And yes, our Jaguars are the catalysts for our good times.

So, send any potential new members our way. We'll do the rest. Here's to a great 2019!



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For sale: 1957 XK-140MC OTS

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***Call Bill Powell at 508-366-5844 or
email at bpowellma@aol.com***



NOVEMBER MEETING REPORT

He looked Death in the Eye . . . and said “I do.”

Text by Brian McMahon, photos from Brian and file sources.

At November’s JANE meeting at the Wayside Inn, we enjoyed Innkeeper Steve Pickford explaining that his distant predecessor, David How, married Hepzibah Death on Christmas Day, 1700. Unfortunately, Puritans abjured any “excessive revelings” at Christmas, as well as at marriages or any other events that were permitted on this day. So, it was a quiet event, possibly deadly dull.

Seven years later, Sudbury records show that David and Hepzibah built a home on the lot that eventually held the Wayside Inn, and the “Summer Beam” that’s in the bar today came from the original homestead. In 1716, David petitioned the town to “keep a hous (sic) of entertainment for travelers” and doubled the size of their small home to accommodate visitors. The Boston Post Road had begun in 1673, and the Inn hosted travelers journeying between Boston, Worcester and New York.



The Inn in broad daylight; an unusual sight for JANE members, other than . . .



. . . our summertime meetings when the sun sets late and we show off our Leapers.

As travel increased over time, so did the size of the Inn. Lumber receipts show that David’s son Ezekiel How (or “Howe” in some documents – as Andrew Jackson asserted, “It’s a damn poor mind that can’t think how to spell a word more than one way”) expanded the Inn to eight guest rooms during 1748-1760. Business success made Ezekiel a prominent Sudbury citizen and he was appointed Lieutenant Colonel of the Sudbury Militia, leading them into battle at Concord in 1775. Twenty one years later, Ezekiel died and his son Adam became innkeeper, adding the final ninth and tenth rooms to the Inn. The last How

family member to own and manage the Inn, Lyman, took over in 1830 and ran the Inn until his death in 1861. Because he had no children and his relatives did not want to operate the Inn, it was sold at auction in 1861.

Operating as a boarding house for itinerant farmers and temporary guests, the Inn slid into decrepitude as the Red Horse Tavern until it began operating as an inn again in 1867. Even so, when Henry Wadsworth Longfellow visited the Inn during 1862, he gathered the material needed for his *Tales of a Wayside Inn* that was published in 1863. The Landlord of the *Tales* was based on the Tavern keeper of the time and the book enthralled contemporary readers with its poetic fireside storytelling. The first printing sold out in one day, and visitors flocked to the Inn. Soon, guests began referring to the establishment as “Longfellow’s Wayside Inn,” long before the name was officially changed. For the rest of the 19th century, the Inn attracted the Boston literati as a country refuge, but the definitive moment for this occurred in 1896 when Edward Lemon bought the Inn, renamed it officially as “Longfellow’s Wayside Inn” and promoted it as a “mecca for literary pilgrims.” In the early 20th century, the Inn also hosted the “Paint and Clay Club” of painters and sculptors, further enhancing its appeal.

Having a strong interest in Americana, Henry Ford bought the Wayside Inn in 1923. This was before he built Greenfield Village near Detroit, housing exhibits that exemplified both early American history and American ingenuity, including the Dan Gurney/A.J. Foyt Ford GT 40 that won the 1967 LeMans race. This was the only all-American victor of this challenging endurance competition.



The Gurney/Foyt Ford GT40 of 1967.

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Ford believed that “We ought to know more about the families who founded this nation, and how they lived. One way to do that is to reconstruct as nearly as possible the conditions under which they lived.” He also revered Longfellow, whose “Psalm of Life” encouraged him to buy the Inn. Setting about recreating life in colonial America, Ford added eight new buildings to the property, hired a hydraulic engineer, J.B. Campbell, to construct a working grist mill, moved a one-room schoolhouse onto the property for local school children and opened the Wayside Inn School for Boys to train indigent youths in trades and crafts.



The Grist Mill

The hurricane of 1938 brought down many trees on the property and the boys of the school used these damaged trees to construct the Martha-Mary Chapel, a popular site for weddings today. The Inn was also a quiet spot for Henry Ford, Thomas Edison, Harvey Firestone and John Burroughs to socialize at their annual “Vagabond Retreats,” well away from reporters.

The access road that we take to arrive at the Inn is actually part of the original Boston Post Road. Realizing that too much traffic and commercialization would detract from the Inn’s mission, Henry Ford paid \$2 million to pave a new detour that continues the Road in its westerly direction. He then asked to be paid only \$1 by the Commonwealth to deed the roadway to the state. Ford’s grist mill supplied whole wheat flour for the Boys’ School, as well as Pepperidge Farm’s bakery division from 1952-1967. The mill that is pictured on loaves of Pepperidge Farm bread today is the Wayside Inn grist mill.



The Pepperidge Farm logo

Today, all of the bread and rolls served at the Inn are baked from flour ground at the Inn’s grist mill.

Although the Inn was placed in trust in 1944 and Henry Ford died in 1947, the Ford family remained active stewards by serving as directors of the board of trustees. A devastating fire in 1955 forced an expensive reconstruction and renovation, which the Ford family supervised. Once the situation stabilized, the Ford family transferred ownership of the Inn to the National Trust for Historic Preservation. Given the cost of maintaining the property, though, the National Trust asked prominent Bostonians to create a local trust to own and operate the Inn as a self-supporting institution.

The Inn’s 10 guest rooms are still available to weary travelers seeking an unplugged respite, as well as eager historians and Jaguar owners. In keeping with the character of the Inn’s mission, the only available “hotspots” are not for WiFi, but rather next to the working fireplaces. If you plan to stay, ask for one of the haunted rooms (#9 or #10) where Jerusha How, sister of Lyman, lived. She died of a broken heart and some guests say that they can hear music, soft footsteps and the scent of her orange blossom perfume.



*Innkeeper Steve Pickford, with Chuck Centore.
Thanks, Steve!*

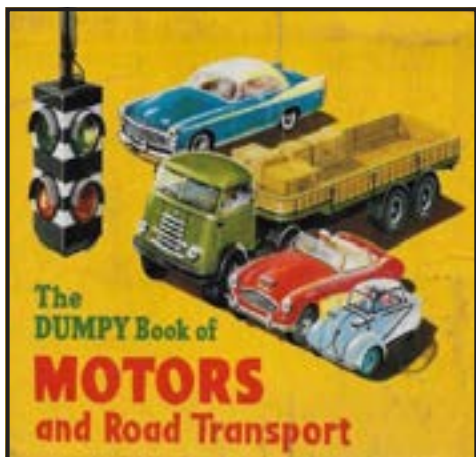
Evolution of a Jaguar Fan, or “How I ended up with this expensive toy”

Text and Photos by Gordon Taylor

When I started to get the urge to buy a British car, my original objective was to have a Triumph TR6, not a Jag. As a child I had often thought of Jags as a bit inferior to other expensive cars because, in my well-developed youthful engineering opinion, the lack of a separate chassis clearly suggested cost-cutting and a weakness of structure. However, I did have my Dinky Toys and my Dumpy Book of Motors and Road Transport, both of which suggested another story.



Dinky Toys



The Dumpy Book of Motors and Road Transport

My first real contact with Jaguars was through my uncle, an aeronautical engineer who relocated in the early 1950s from southern England to the Lockheed aircraft

corporation in Burbank California. After he experienced a Buick Straight Eight, my uncle acquired a Jaguar Mark Something. His love of British cars lasted throughout his life, but he did have lapses, including a Ford Galaxy 500, an early Mustang and a monstrous 1967 Cadillac Eldorado. He also used to complain that Jags always needed extra seats because a mechanic was necessary on any decent journey!

After retirement, my uncle's British car fetish came back with a flourish, which had been hovering in the background, when he acquired a 1950 Mk VI Bentley in 1970. (This car was responsible for a casual conversation with Jay Leno in the 1990s — sorry Carl and Keith; my Uncle beat you to it.)



My uncle, my aunt and the Bentley

The collection was enhanced by my aunt acquiring a 1967 Rolls Royce Silver Shadow in the 1980s. My uncle returned to Jags soon after with a gorgeous grey Series 1 XJ6 that had previously been owned by the British Consul in Los Angeles.



My uncle and the XJ6

For some incomprehensible reason this superb car was traded for a maroon Series 2, which my aunt described as a disaster: very unreliable, a constant drain on finances. That was the end of my uncle's Jag love affair.

Anyway, my California cousin continued the British car thing, getting a series of British cars in the 1970s and 1980s, including an E-Type, an MGB and a Triumph TR6. He eventually inherited the Rolls Royce and the Bentley. His daughter had one of the recent Ford-based S-Types for a while too.

So what has all this got to do with me becoming a Jag fan? In fact, during the early 1970s, my view of Jags was very disdainful — the British weather and salt on the roads caused them to rust just as quickly as Fords, Vauxhalls, Morrisies, Hillmans, Austins — all the usual cheap British cars.

My first motorised transport was a 1960 Triumph Tiger Cub motorcycle followed by a 1954 650 cc BSA Rocket. My first car was a Harry-Potter-style maroon Ford Anglia followed by a 1975 Mini 1000 and then a Mini Van, all of which I loved. My general view of Jags was “considering how much they cost they don't last very long,” but at the back of my mind was a remark by my first boss after I joined the computer industry in 1972 — he said, “But they look so good!”

Also, I had a second cousin in the UK that ran a motor repair business. He had a taste for Jags that eventually resulted in him owning and fixing

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up a rusty E-Type (acquired from Manchester United soccer star Denis Law – a well-known “hooligan”-type player– I suspect Law treated the E-Type the way he played). He also had XJ6s at various times. Anyway, my cousin repaired the E-Type with “new” parts from British Leyland. Apparently, at that time such factory body parts for E-Types were made on Saturday mornings by an old retired guy that came in once a week to supplement his pension. My cousin died in 2017, but his last car was an XKR alongside an early Triumph Stag, a Ford Escort Convertible and a 1973 Triumph Trident motorcycle.

Life goes on, cars come and go. In the 1980s, Jaguar was sold off by the British government during the breakup of British Leyland. The Series 3 XJ6 was seen as a step forward in quality and Jaguar became regarded as a serious quality car manufacturer again. Nonetheless, the company endured problems (a lawsuit about the dual fuel tanks, for instance) and a suspicion in the British press that the company’s relatively small size and low production volume meant that in the long run it could not compete. The belief seemed to be that either a takeover or a serious business failure was inevitable.

Meanwhile, my computer career took me to Concord, Massachusetts in 1986, as an employee of GenRad. Our Manchester, England office had just been awarded the contract to develop a portable electronic test system for the Jaguar that would succeed the Series 3 XJ6, to be installed at Jaguar dealerships worldwide. One of my friends was a project manager on this, and before the car was shown to the public he had seen prototypes at the factory. Because digital displays

were showing up at the time, my friend said “don’t worry, it still has round dials.” As a consequence of the Jaguar relationship, Jags started to appear in GenRad parking lots on both sides of the Atlantic. The story of how derivatives of that test system spread through Ford is another tale, by the way – it’s popular to talk about the Ford’s influence on Jaguar, but rarely is Jaguar’s influence on Ford mentioned.

When the inevitable takeover came in 1989, the head of the Manchester office, a good friend of mine, noted that Jaguar employees he knew were astounded that Ford had assumed ownership. They had regarded GM as the lead contender (possibly because of the number of GM components that were used in Jags) and the successful Ford bid had caught them by surprise. Maybe there had been a bidding war; by all accounts Ford paid far too much, but I’m sure the Jaguar shareholders were happy.

Some of my British friends in the UK had moved up the social ladder and had acquired luxury cars like XJ6s and XJSs. Over here though, I was no different from other British ex-pats and started to have bouts of homesickness. Even after 32 years of living here I still like British beer (that’s another story), crave Indian food, call gas “petrol” and talk about boots and bonnets. When Betsy and I were married the British element was very much to the fore on the day. Also my wife-to-be had been an Anglophile for most of her life and always talked about the dazzling looks of the E-Type. Her parents’ friend George owned (still does in fact) a 1958 Mark 1. We used it for a wedding car with George in the driving seat.



Betsy, Gordon and the Mark 1, on the day.

In 1999 I turned 50. I also wanted to get something strongly British back into my life, so I started to think about a British vehicle, preferably one that was old enough to bring back memories. I flirted with the possibility of a 1975 Triumph Trident 750 cc motorcycle, but frankly I have lost my nerve for motorcycles. That was when I considered a TR6 or Stag.

The idea of a Jag also lurked because of the family history of Jag ownership and was stimulated by seeing a low mileage Series 3 XJ6 for sale at a Larz Anderson British Car Day. It was a bit expensive and reliability bothered me a lot, but, hey, I was 50, why let practicality get in the way at this point? It all came to a head in the summer of that year. Betsy and I were driving past Lake Winnepesaukee when we spotted a white (“nimbus” to be precise) 1987 Series 3 next to the road. It had \$5500 on the for sale sign. We looked at it — all seemed OK though it was grubby under the bonnet. We were to meet my in-laws later that day and my father-in-law (a Jag fan, but had never owned one) said, “If Gordon doesn’t buy it I will!”. So that was it. I offered the seller \$5000, he took it, and from that point on we were into Jaguars. And we liked this car very much.

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The Series 3 with my mother.

The Series 3 was generally reliable but had been in Massachusetts for most of its life so the old issue of rust was always there. I had the bodywork fixed up at one point, but it's impossible to avoid deterioration without a major refurbishment once the rot has started. In 2004, the body issue started to bother me a great deal and I thought the best solution would be to get a convertible, so the XJ6 was followed by the red 1989 XJS from Florida that many of you have seen. It was one of the last pre-Ford

examples and was made in 1988.

We bought this at about the time that quality was visibly improving at Jaguar for most of their products, as new models appeared. Even though this was a pre-facelift example, we (I) took a risk. Maybe I was a bit rash - the car lived up to the unreliable reputation thoroughly, but the bodywork was good. To be fair, everything that went wrong was with parts that were not made by Jaguar. We never had trouble with the 12-cylinder engine, for instance! It was gratifying to hear in the mid nineties that Jaguar's quality was starting to match that of Lexus. I don't know what Ford did in addition to investing billions on manufacturing, but I'm sure supplier management was a big part of it. Frankly, reliability has become very important to me (I'm no longer 50!), so we were extremely careful when buying our latest car in 2017, a British Racing Green 2007 XK convertible, made at

about the time of high quality under Ford.

It's great to see Tata's long term goals and innovations today; making good use of platforms, introducing electric and hybrid technology, broadening the range of models, etc. If I have one concern it's that the rapid growth and innovations combined with obvious increased creativity of engineers might cause less emphasis on the more ordinary things like quality control. With Brexit, one also wonders if the Britishness might be diminished even though the engineering continues to be in the UK; I hear that JLR is planning to move manufacturing of the Land Rover Discovery to Slovenia, the E-Pace and I-PACE are made in Austria, some Land Rovers are, or will be, assembled in Asia.

So there we are - I am a Jag fan, retired (not from Jags!) and enjoying life. However, we still get pangs of remorse about no longer having that Series 3 XJ6.

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



For Sale

***Very lightly used, original,
Jaguar E Type Series 3, V 12
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.

Our Outgoing President's Message

by Dean Saluti



It's hard to believe that two years have gone by and that my Presidency is coming to an end. It has been an honor to have served during such an exciting time for JANE. As you probably know, this past year was one of positive change. If you study organizational behavior, you discover that healthy organizations sustain themselves through

periods of change. So, it is understandable that JANE maintained stability and growth throughout 2018.

A new IT Committee, with John Brady at the helm, successfully converted JANE to a new user-friendly website. Along with this website came a new communications tool – Constant Contact – that has proven to be just what we needed. Our new JANE President, Chuck Centore, mastered this tool in no time. Our newsletter, the Coventry Cat, has been a delight to read each month, with lots of pictures and fun articles, all orchestrated by our Editor, Dave Moulton.

In the world of Jaguar clubs in North America, the annual Concours is the highlight of the year. Thanks to the fine-tuned management skills of the JANE Concours Chair, Daniel Graf,

no detail was overlooked. Can you imagine such a great turnout in the pouring rain?! Daniel assembled teams of JANE members, an actual task force, to accomplish this year's JANE Concours mission, and he has already started the planning process for 2019.

What car club of any type, not just Jaguars, can boast of 40-70 attendees at every monthly dinner meeting? Only JANE! This is remarkable. All of it results from the efforts of our former JANE VP of Events and now new President – Chuck Centore. Our club is blessed to have him in our top leadership position. Chuck is taking on the position of President because he wants JANE to continue along the same road of success that we have all worked so hard to achieve.

The 2019 Nominating Committee, led by John Brady, has now put in place a new cadre of JANE Officers and Board Members who are positive and energetic. This will help to ensure continued success next year.

I thank the members of JANE for your support for the last two years. Marjorie and I will continue to serve as JANE Officers so that we can keep contributing to the biggest and best Jaguar Club in North America.

WIRE WHEELS FOR SALE: E-TYPE, '66, 5-15 originals



Four very good/excellent chrome wheels, ea. with 72 stainless spokes.

They have been power washed & hand cleaned but could use some Polishing. There is one blemish on the inside of one wheel rim & a spoke missing on another, but otherwise these could very well complement a nice driver – or even a concours entrant. They are currently mounted with 1 yr old, (mileage <50yds) Uniroyal 205x5x15 tubed tires (thin whitewalls facing inboard). \$1250 for wheels & tires, \$1000 for wheels only. All 5 look like photos.

**Contact: Larry Hoffman, 508.655.9361 or
l_hoffman@verizon.net**



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In Memoriam

Barry Montgomery, 1939 - 2018

Text David Moulton

I am sorry to report that JANE member Barry Montgomery passed away unexpectedly at his home in Winchester, NH, on November 20.

Barry was born Nov. 30, 1939, in Stamford, Conn., to Eleanor and Giles Montgomery. He received his bachelor's degree in accounting at Duke University and subsequently served in the military reserves. He has two children, Andrew and Katharine. Barry lived in Connecticut for most of his life, but 20 years ago moved north to Western Massachusetts and more recently to Winchester, in southwestern New Hampshire. From the 1960s to the end of his life, Barry was a real estate developer, primarily working in Fairfield County, CT, where he created several notable residential developments.

For members who didn't know Barry well, he built up a car collection of about 35 cars, mostly Jaguars. He also attempted to create a car community in Winchester to be called "Classic Car Village," that was to include residences, garages and a test track for members. Unfortunately, he was not able to obtain the property and permitting that such a project would have required. He hired numerous local mechanics to help him maintain his car collection, and regularly brought multiple guests to JANE meetings. At the JANE Concours this past August



he entered three cars (an E-type and two XJ6s), taking two firsts and a second.

He was an active philanthropist who dedicated great energy to the restoration and maintenance of historically interesting buildings, and was an active dancer as well. I personally found him to be very alert, funny, curious and enthusiastic, and came to like and admire him a great deal. He was gracious and kindly in a wonderful old-fashioned gentlemanly way, and seemed generous in all his dealings. I will miss him, as I'm sure many other JANE members will.

Barry's collection of Jaguars is extensive, including a D-Type of unknown provenance, an XK140 MC, a 1964 3.8 S-Type saloon, two E-types, a Mark VII and a Mark VIII, two XJ-Ss plus eleven XJ6s, an XJ12 and an XK8. Barry often maintained that he collected Jaguars because the XJ6 was just about the prettiest car ever made.

The family has advised me that they will be offering many of these cars for sale. We will carry information on all of this in the Coventry Cat as the estate progresses in its efforts to find these particular cats some happy homes.

God bless you, Barry!

Mike Cook, 1933 – 2018

Adapted from Mark McCourt, Hemmings Daily, by David Moulton. Photo by McCourt.

Sadly, Jaguar and Triumph enthusiast and historian Mike Cook passed away November 27, after a short illness. He was 85.

Mike was well-known for his work for British Leyland supporting these two marques in the U.S. over many decades. His gift for storytelling led to his induction into the British Sports Car Hall of Fame.

Born in Canada, Mike moved as a child with his family to Ohio. He became a hardcore sports car enthusiast and, in 1957, purchased a Triumph TR2 that he drove to SCCA races around Ohio. He joined the Triumph Sports Car Owner Association, which led to his being hired by the Standard-Triumph Motor Company in 1958 as assistant advertising manager.

In this position, he helped market Triumphs, and became actively involved in motorsports, including work with the SCCA as well as Bob Tullius' very successful Group 44.

He also became involved with the British Automobile



Manufacturers Association and British Leyland as Standard-Triumph became part of the Leyland Motor Corporation. Later, he became corporate PR manager, as well as overseeing the final Triumph models TR7 and TR8, during the period when Jaguar Rover Triumph Inc. morphed into Jaguar Cars, Inc. He retired from Jaguar in 1991, but returned to manage the British car archives he'd helped to create for Jaguar Land Rover.

Mike authored numerous books about Jaguar and Triumph, including a definitive history of the Spitfire and Triumph Cars in America. He also updated John Dugdale's Jaguar in America. His columns and other writings

were widely read in Hemmings Sports & Exotic Car, as well as in The Jaguar Journal, The Vintage Triumph and Triumph World.

Jaguar and Triumph fans, as well as British car fans everywhere, send our condolences to Mike's family and friends. We will certainly miss him and his delightful stories.

A Member's Service To His Country

JANE's Glen McLachlan is Honored for his Vietnam Service

Text by Dean Saluti, photos by Chuck Centore plus file photo



Glen McLachlan

Each year, Boston's historic First Corps of Cadets honors a small group of Vietnam veterans and their families, and JANE's Glen McLachlan was among the honorees this year. As most of you know, Glen's contributions to our club have been long-standing and noteworthy. In addition, his wife, Barbara, has been active as well helping with

JANE's Coventry Cat newsletter.

Both Glen and Barbara worked hard to make the 2018 JANE Concours a success – Glen on the show field and Barbara on the scoring team and also assisting our Chef Max Paronich. This is one active JANE couple!

So, it is not surprising that many JANE members came to honor Glen and his military service, including Gus Niewenhouse (also President of the First Corps association), Dick DeVito, his wife Eileen and his grandson Matthew, JANE officers Dean Saluti and Marjorie Cahn, who helped to run the ceremony from Dean's military capacity, JANE's new President, Chuck Centore and his wife Patt, as well as JANE Concours Chair Daniel Graf and his wife, Jeanine. JANE's Slalom Co-Chair, Rich Hanley and his wife, Debra, were also there to support their friend Glen. JANE was very well represented.



A Veteran Recognized

With respect to his military service, in 1969, Glen traveled back to his country of birth, Scotland, to join the Black Watch, a proud Scottish military unit. While he was in Scotland, he was drafted into the U.S. Army. He had to make a life decision – serve in the Scottish military or the U.S. Army. His older brother, Jack, had just returned home from Vietnam and helped Glen make this tough decision. So, Glen served in the U.S. Army from 1969 to 1972. In Vietnam, he was assigned to an Army Engineer unit stationed near the Mekong River. Through his entire U.S. Army career, Glen, as a "Scottish foreign national," wore his Balmoral cap with his McLachlan family crest, as part of his U.S. Army uniform.

On the evening of his Vietnam veteran recognition, Glen was accompanied by his family – his wife, his sons, and his sister. All of us shared in the McLachlan and JANE pride.



Glen and his proud family



Frank Grimaldi Sets The Crooked Record Straighter

Frank writes: "In the rush to a very busy deadline, Brian's story from my talk mixed up a few items. As a small token of appreciation this is bonus information I just learned about Carl Shafer's 1970 Camaro. Doug Mills told me that not only did he know details about that car, but he actually bought that very car and raced it in 1977. By then the Trans Am race cars were much more sophisticated and he did not have much success. Doug admitted the car looked just as sloppy as it had been when we raced against it in Georgia. However, it was still the same very sophisticated cheater. Every suspension point had been

moved to improve the geometry and allow better tire contact as the car cornered. The length of the A-arms was changed, altering the angles the arms traveled through during cornering. The body had been lowered on the chassis and the rake of the windshield was lowered one inch. The engine had also been lowered and moved back in the chassis several inches. Doug repeated my comment, "Everyone cheats." As sophisticated as Carl Shafer's car was, it only took a few years for it to morph from an untouchable winner to just another obsolete race car."

Lucas, Prince of Darkness (and Humour)

Joke for December

Text by Trixie (not her real name)

Editor's note: For those of you who do not know, Prince Lucas has brought the same standards of performance to humour that he has to electrical systems, all in the service of darkness and its corollary, funny confusion. Without further ado:

"Johnny's mother had three children. The first child was named April. The second child was named May. What was the third child's name?"
See the Editor's Pit for further information.

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.

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2019 Tentative Calendar of Events

Here is what JANE plans to be doing in 2019, plus some related events. Our monthly meeting dates are reasonably firm, while everything else is tentative but probable. We'll firm these up all of these events as soon as we can. Meanwhile, it won't hurt for you to pencil them all in now, to make your calendar look impressively busy and connected!

Jan. 23 - Wed. - 7pm	JANE Monthly Meeting, Speaker: Anthony Sammarco, "Lost Boston"	Wayside Inn, Sudbury, MA
Feb. 2 - Sat - 6pm	Larz Anderson Annual Members' Event	
Feb. 10 - Sun. - 5:30pm	JANE Valentine's Day Dinner Gathering	Bullfinchs, Sudbury, MA
Feb. 27 Wed. - 7pm	JANE Monthly Meeting, Tentative Speaker: Dana Mecum	Wayside Inn, Sudbury, MA
Mar. 22-24 - Fri.-Sun. Time TBA	JCNA AGM	Jag Land Rover Headquarters, Mahwah, NJ
March 27 - Wed. - 7pm	JANE Monthly Meeting, Speaker: Will Corr, Hagerty Insurance	Wayside Inn, Sudbury, MA
April 7 (tent.) Sun. - 11pm	JANE Parker's Maple Syrup Barn Brunch	Mason, NH
April 24 - Wed. - 7pm	JANE Monthly Meeting, Tentative Speaker: Dirk Burrowes	Wayside Inn, Sudbury, MA
May Day TBA Time TBA	Belmont Day Car Display	
May Day TBA Time TBA	JANE Concours Judges Training Session	
May 9 Thurs. Time TBA	Larz Anderson Auto Museum Exhibit Opening	Larz Anderson Museum
May 22 Wed. 5:30pm	JANE Jags on the Lawn and Dinner	Larz Anderson Museum
May 31-June 1 Fri.-Sat. Time TBA	Empire Drivers, Inc. Track Day	Lime Rock
June 6-9 Thurs.-Sun. Time TBA	(Tentative) 5th Annual Bristol British Motorcar Festival	
June Sun. Time TBA	JCSNE Annual Concours	Middlefield, CT
June 23 Sun. 10:00am	British Car Day	Larz Anderson Museum
June 26 Wed. 7 pm	JANE Monthly Meeting, Speaker: Marguerite Dennis	Bay Pointe Restaurant, Quincy
June Day TBA Time TBA	JANE Spring Slalom	North Andover, MA
July 24 Wed. 7pm	JANE Monthly Meeting, Cars on the Lawn	Wayside Inn, Sudbury, MA
July Sun. Day TBA 1pm	JANE at Myopia Polo Club Matches	
July Day TBA Fri-Sun. Time TBA	(Tentative) Hudson Valley Tour	
August 9-11 Fri. - Sun. Time TBA	JANE Annual Concours	Sturbridge, MA
August Day TBA Time TBA	(Tentative) JANE Clambake and Pool Party	Salem, MA
Sept. Day TBA Time TBA	JANE Autumn Slalom	North Andover, MA
Sept. 13-15 Fri. -Sun. Time TBA	29th Annual British Invasion	Stowe, VT
Sept. 22 - Sun. 9am -2pm	8 th Annual Boston Cup, Boston Common	Boston, MA
Sept. 25 Wed. 7pm	JANE Monthly Meeting Speaker TBA	Wayside Inn, Sudbury, MA
Oct. Day TBA Time TBA	(Tentative) JANE Weekend on the Cape	
Oct. 23 Wed 7pm	JANE Monthly Meeting, Speaker: TBA	Wayside Inn, Sudbury, MA
Nov. 20 Wed. 7pm	JANE Monthly Meeting, Speaker: Steve Pickford, the Innkeeper	Wayside Inn, Sudbury, MA
Dec. 1 Sun. 3pm	JANE Holiday Party	(location TBA)

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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.

- **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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Your humble editor, practicing to be either Dunder or Blitzen. Ho Ho Ho!

Believe it or not, this is the 13th issue of the Coventry Cat that I've done, and I've now foolishly signed up for another year of editing because (a) it actually seems to serve a function, (b) some of you seem to enjoy it, (c) it is kind of fun on occasion, and (d) it isn't very hard, which is the most important thing! I also don't mind the acquired status of becoming a legend in my own mind.

Anyway, as seen from the top of The Coventry Cat's Scratching Post, JANE appears to have had a busy and quite productive year, as well as an enjoyable one. We have retained our essential character: a friendly drinking club with a car problem. Of particular note have been our well-attended and interesting meetings – we seem to be constantly challenging the capacity of the Wayside Inn's banquet room, Marvin the Bartender seems thrilled with our drinking habits, and our camaraderie has remained at gratifyingly high levels.

Our traditional events have also gone well, especially the Concours (thanks to Daniel Graf, et al). Our Valentine's Day Dinner was delightful, Jags on the Lawn at Larz was

great, both slaloms went very well (maybe more entrants in 2019?), while David Zeller's elegant Clambake at The Kernwood was stellar.

Behind the scenes, John Brady did a wonderful job of directing and coordinating our redesign of the club's communications infrastructure and website, while Faith Lamprey of the British Marque has come aboard to administer the website with grace and pace. The result has been very gratifying and easy to use. On my end of things, Pam Donnaruma of the Post-Gazette has been a fabulous publisher for the Coventry Cat and has made me look far more competent than I really am, while Brian McMahon has provided The Cat with some serious journalistic "talent," for which I like to steal as much of the credit as I think I can get away with. Buy Pam and Brian both a drink whenever the opportunity presents itself, and tell them Dave sent you.

Finally, it is worth noting that President Dean Saluti and his wife Marjorie Cahn have provided fabulous leadership for the club during a period of somewhat chaotic change, as has Chuck Centore, who will now take over the presidency. Thanks, Dean! Welcome, Chuck!

And remember, in 2019, each of you members will have an absolutely fabulous opportunity to become a truly great author. How? By writing for The Cat, of course. Just so you know, I'm a kindly, accommodating and flattering editor, who will even grovel when needed. So think about what you might like to write about, and drop me an email with your ideas.

And for now, thanks for being so kind and so helpful this year, and MORE THANKS FOR READING ALL THIS STUFF!

See you in the Wayside Inn's tavern in January. I'll be the guy next to Marvin.

Oh yes, Prince Lucas says, "Johnny, of course!"

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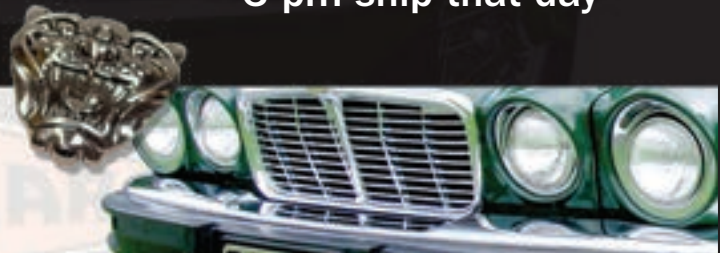
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