

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

February 2019

More than just a Car Club ...

jagne.org



Photo by Glenn Gosselin

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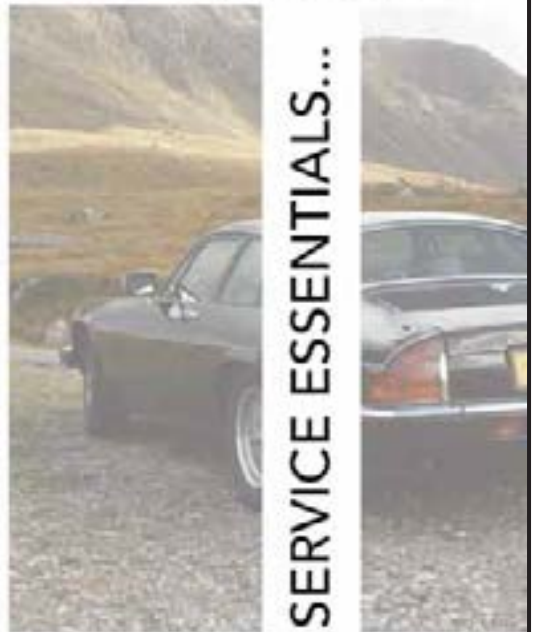
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February 2019 Volume 21 Number 2
The Coventry Cat is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Clubs of North America (JCNA). JANE is incorporated in the Commonwealth of Massachusetts.

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COVER PHOTO

Glenn Gosselin

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

From the President Chuck Centore



Hello again! Our first month of the new year has been completed, and we've started the business of running our club. We have held our first Board Meeting, assigned new responsibilities, and put our club in gear for what we hope will be a great year of new activities along with some of the traditional ones. Our hope is that there will be something for everyone throughout the year.

Besides getting together, we would like to focus on our Jaguars. We see new restorations every year and know our members are always looking for resources from which they can get it done right.

For those who attended our January dinner, you heard our friend Anthony Sammarco lament the fact that many stores, clubs, restaurants and even car dealers are no longer around. I guess that's just the way the economy works. Most of the history of these companies, if not chronicled by historians like Mr. Sammarco, would be lost. The same goes for our Jaguars.

I recently received a note from an old friend and past JANE President, Gary Hagopian. Gary is intimately involved with a new organization named "The Coventry Foundation." Gary is on the Board of Directors and is responsible for raising money for the Foundation to offer scholarships for students at colleges that offer restoration education programs.

Gary also wanted all JANE members to know that The Coventry Foundation focuses on the preservation of information regarding every aspect of vintage Jaguars in order to preserve the accuracy of records on how these cars should be restored and maintained. You can read more at Coventry-Foundation.org.

Their Mission Statement is, "The Foundation has been created by passionate Jaguar people who donate their time, resources, and services with the goal of better serving the Jaguar® Heritage and preserving the

marque for future generations by leaving a legacy for our children's children to be able to appreciate and continue on with the work that we started."

As JANE Members, we see the older cars all the time, but through the passing of time, there are really fewer and fewer of them around. The Coventry Foundation and JANE have been in sync with their mission statement noted above.

We are working on linking their website to the JANE website so that this information will be available to all JANE Members.

To help in this effort, we will be creating a repository within the JANE website to house this information digitally and make it available to all JANE Members. From Heritage information to Judging Manuals, the information can be accessed from our JANE website: JAGNE.ORG.

Recently, we developed a new tag line for JANE. "More than just a car club."



This is a copy of small ad which we will be placing in other club magazines to bring new members into JANE over time.

We want to explore ways to preserve as much information about our Jaguars as possible. Through the use of our website, we plan to develop a collection of information, possibly not seen before by the general membership, for everyone to review and enjoy.

So, as we move further into 2019, I am hopeful that we will make good on this focus, so JANE will in fact be more than just a car club. I have asked John Brady and his IT Committee to start the development of a section on our website where members can find some of this information.

Keep 'em on the road...

Chuck

Membership Update

Your New Co-Vice Presidents of Membership Share Some Thoughts

by Marjorie Cahn and Jeanine Graf, Co-VPs of Membership

As Co-VPs of Membership, we are excited at the unanticipated bonus that we have been receiving – we are getting to know many of you better and/or getting to meet many of you whom we don't know, as you call with questions about renewing, joining, use of the website, etc. What pleasant and interesting people we have in JANE! So, if you have any questions for us, don't hesitate to call or email. We really look forward to talking with you!

Renewals are continuing to come in, both online and through the mail. 204 of you have already renewed. Thank you! If you have not yet renewed, we hope that you will do



Marjorie Cahn and Jeanine Graf

so now, so that you can continue to get JANE communications, including the Coventry Cat and notices about upcoming events. We have a great year of activities being planned, including a couple of weekend "getaways."

It's February, and that means that we are getting closer to driving season – come share the fun with your JANE friends. We look forward to seeing all of you.

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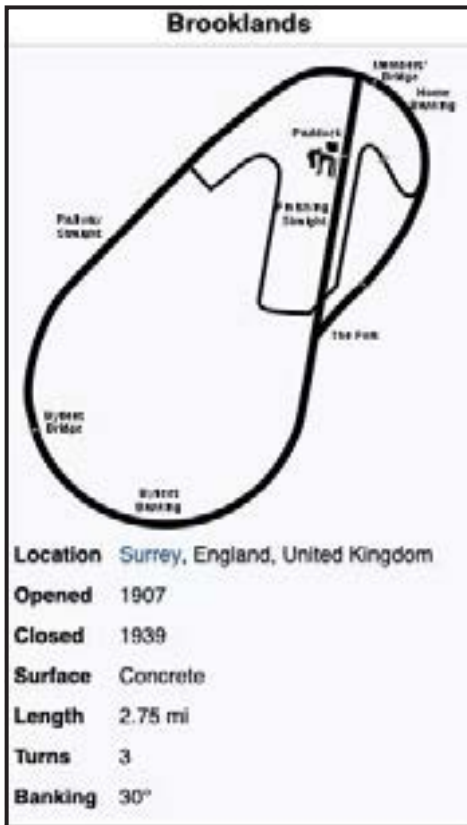


A Member Shares Her Impressions

BROOKLANDS: Cradle of British Motor Racing and Aviation

“Viret in Aeternum” “It flourishes forever”

By Marguerite Dennis, photos by Russ Dennis



Map of the Brooklands Race Track (Wikipedia)

A short drive from Heathrow airport, just outside the Surrey town of Weybridge, lies Brooklands Museum, an impressive Edwardian building and a variety of sheds, situated on the site of the legendary former Brooklands Race Track, all chronicling the birth of British motor cars, and racing from 1907 to 1939, as well as a museum that can claim to be the birthplace of much of the British aircraft industry.

While I realize that readers of this article are Jaguar lovers and owners, I hope you will agree with me that this history of British cars is worth a read. Long before Coventry and Brown's Lane, there was Brooklands.



Brooklands Track and Museum today (Google Maps)

Founded by Surrey landowner, Hugh Locke King, Brooklands was opened by the Earl of Lonsdale on June 17, 1907 and as Ralph Brough, the chief engineer at Brooklands told me, “Brooklands today is like it was in 1928. It hasn't changed.”

The Brooklands Museum opened in 1991 with the purpose of preserving the inventiveness and expertise of the engineers and designers who built British cars that today remain classic. All of the Brooklands buildings are monuments to the past yet somehow feel alive and vibrant.



A period service garage



A period petrol (“motor spirit”) station

Maybe it was the people we met, many who were engineers in their former lives, now volunteers, working on classic British cars in real time with a knowledge and expertise that would be welcomed in any garage. For example, Alan Dell, a mechanical engineer, took time out from his restoration project to tell us how to deal with a problem with our Jaguar starter. Without hesitation, Alan told us that installing a solid state voltage regulator should solve the problem. How I wished we had met Alan six months ago!

I enjoyed walking among the ghosts of British cars that are no longer produced but are still classic in every way. A 1938 Alta Single-Seater, the Clive Lones Morgan that raced at Brooklands from 1929 to 1935, a 1935 MGPA Sports Two-Seater and a 1953 Alvis 'Monoposto' Special Single-Seater, all are testaments to classic British car design. Like a Channel suit, the elegance of these cars will never, in my opinion, surrender to time or the latest styles. Here are some other standouts:



Austin 7 Single-Seat Race Car

(Continued on page 6)



1929 4.5 Litre LeMans Bentley



**1935 MG Magnette
1,200cc 6-Cylinder**



1922 TT Vauxhall



1935 Lagonda M45



**1934 24-Litre W12 Napier-Railton.
This car set a record in 1935 of
143.44 mph on the outer circuit at
Brooklands, driven by John Cobb.**



**The 580-hp W12 (three 4-cylinder
banks) up close**



**Retired engineer Ralph Brough volun-
teers to show off the Napier-Railton.**

Touring Brooklands requires several hours. You really cannot visit all of the sheds and exhibitions in one day. In addition to the car exhibits, Brooklands boasts one of the most extensive exhibits of British aviation history. In one shed you walk

through rows of planes, once active participants in world wars and now consigned to history. A Sopwith Camel, Hawker Hurricane, Wellington Bomber, VC-10 and the BAC1-11 are just a few of the airplanes on display.

Much of the Concorde's design and manufacture took place at Brooklands and after purchasing a ticket, visitors can experience what made this plane and the Concorde Experience so exciting.

I also enjoyed taking a nostalgic trip through London in the London Bus Museum, the world's largest private collection of London buses in the world.

It is my opinion that Brooklands is essential to any lover of British classic cars who is interested in the history and evolution of the cars. It can be overwhelming and it does require more than one day to complete the tour. So I recommend booking a room at the nearby Great Fosters, a fifty-one-acre estate in Egham. It was built as a royal hunting lodge in 1550 and today serves as a magnificent hotel.

Oscar Wilde, after staying at Great Fosters, wrote: "I have the simplest taste. I am only satisfied with the best." Queen Elizabeth was a guest at Great Fosters, as were Bing Crosby, Noel Coward, Bette Davis, Ava Gardner, Gene Kelly, Ginger Rogers and the Emperor Haile Selassie, in exile.



**Great Fosters Hotel, garden view
(sigh!)**

So, Jaguar lovers and enthusiasts, the next time you are in London or passing through, take an extra day or two and step back in time at Brooklands and Great Fosters hotel. You won't regret this recommendation or the experience.

January Meeting Report

Lost Boston, With Anthony Sammarco

by Brian McMahon, photos provided by Anthony Sammarco

Our new/old VP of Events, Dean Saluti got our new year off to an informative start with a presentation of “Lost Boston” by Anthony Sammarco at our January meeting. Approached by the publishers of a series of books on the long-gone architectural treasures of famous American cities, Mr. Sammarco reasoned that if there was *a Lost Las Vegas,*



there should be a Lost Boston.



A prolific author of histories of our local towns, institutions and businesses, Mr. Sammarco regaled us with an architectural tour of Boston’s earlier buildings, as well as describing how the city grew.

Initially, Boston was a peninsula named “Shawmut” and attached only to the mainland town of Roxbury by a narrow strip of land called “the Neck.” “Back Bay” was a body of water formed by the Charles River until

1814, when a milldam/toll road direct from Watertown to Boston was built. This barrier prevented sewage from flowing downstream and turned the area into a fetid swamp. Before long the “noxious effluvia” that bred disease-bearing mosquitoes forced the city’s leaders to cover the swamp with landfill. In 1857 the Goss and Munson engineering firm organized a massive railroad delivery of gravel and fill from Needham. Every 24 hours, six days a week, there were 25 trains unloading 25 carloads of earth to the site, and the Back Bay land reclamation effort took 25 years to complete.

Boston also grew by annexing neighboring cities and towns, including Charlestown, Brighton, Roxbury, Dorchester, Hyde Park and West Roxbury. After the Civil War, the elegant residences along Pearl, Summer and High Streets were pushed out in favor of the commercial development that we see in downtown Boston today. Here are a few of Boston’s architectural ghosts, as described by Mr. Sammarco:



US Post Office Building (1876-1929)

For one of the grandest Boston buildings of its time, designer and head of the US Treasury’s government building department, Alfred Bult Mullet chose a Second French Empire style with mansard roof. The center

columns were capped with statues by Daniel Chester French; to the left was Labor and to the right was Science, with both surmounted by an eagle clutching a shield and arrows.



Hotel Pelham (1857-1916)

The first “French flat” or apartment house in America featured a passenger elevator, steam heat and janitorial services for its wealthy tenants. This 6-story building was in jeopardy in 1869 when the city decided to broaden Tremont St. but construction engineers succeeded in raising the building high enough to insert massive rollers two inches apart and gently rolling the entire structure 13 feet to the west. No damage to the interior or exterior of the building was reported. With the increasing fashionability of Back Bay, the Pelham lost its cachet and was demolished in 1916.



Rogers Building, MIT (1865-1939)

Erected on Boylston St. a few years

(Continued on page 8)

after the Massachusetts Institute of Technology was founded, the Rogers Building's style recalled Apsley House, the London home of the Duke of Wellington. "The Tech" was the first college devoted exclusively to science, technology, engineering and mathematics. With the influx of residential development in Back Bay during the 1880s, further MIT expansion was impossible, so the school purchased a large tract of land across the Charles River in Cambridge. The Rogers Building was sold, demolished, and replaced with the New England Mutual Life Insurance building, which itself has been repurposed as the Newbry Building that houses retailing tenants.



East Boston Airport (1923-)

Pictured above is the Bellanca Pacemaker Cape Cod at East Boston Airport in which Boston-area auto mechanics John Polando and Russell Boardman flew from New York to Turkey in 1931, setting a distance record for the first non-stop flight farther than 5,000 miles. The airport was built in 1923 by the US Army as a training field for the Army Air Corps. By 1929, the state gave the City of Boston a 20 year lease to operate a civilian airfield and Colonial Air Transport, the parent company of American Airlines, was the first carrier to offer flights to New York. In 1943 it was renamed Logan Airport after Edward Logan, a Spanish-American War veteran and judge from South Boston. After WWII, Logan Airport

expanded dramatically under its Massport ownership, doubling in size by 1966. Today 30 million passengers pass through Logan annually.

Ironically, just before the Depression, a fledgling air carrier proposed the bold idea of flying seaplanes between Boston Harbor and New York Harbor, as a faster mode of transportation than a train trip between the cities. The economic collapse prevented this idea from realization at that time, but now Tailwind Air offers chartered seaplane flights from the East Boston area of Boston Harbor to its Manhattan seaplane terminal. Although the turboprops are slower in the air than jets, many travelers find the downtown Boston-to-downtown New York trip to be less stressful and time consuming by flying on a seaplane. No tedious ground transportation to and from busy airports and no waiting in TSA lines makes the idea attractive to wealthy travelers.



Hancock house (1737-1863)

Built of squared and hammered granite that was quarried in Braintree, this Beacon Hill residence was designed to display the wealth of its owner, Thomas Hancock. John and Dorothy Hancock inherited the home and entertained lavishly while he was

president of the Provincial Congress. During the Revolution, they fled Boston and their house became quarters for Royal Army general Henry Clinton. Although British troops pillaged the house, patriots were able to use the house as a hospital to treat the wounded of the Battle of Bunker Hill. The Hancocks returned after the Revolution and the house became "The seat of His Excellency the Governor" and hosted the Marquis de Lafayette, Admiral d'Estaing, and George Washington. Hancock's heirs sold off the land surrounding the mansion, which was used for the new Massachusetts State House. Although the house was demolished, its loss prompted concerned citizens to support future preservation projects.



Jordan Marsh building (1873-1975)

This five-story brownstone had 15 acres of retail floor space and 3,500 employees at the turn of the century. One of the largest retailers in New England, Jordan Marsh had 66 departments ranging from clothing to furniture to toys, all of them arranged artistically to delight and entice shoppers to make regular visits and purchases. Many JANE oldsters have fond memories of Santa's Enchanted Village, an animatronic wonderland visible at street level during the Christmas season, that beckoned families to come inside and have children give Santa their Christmas

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Lost Boston (Continued from page 8)

wish list and, of course, fulfill it in the store. Just as Boston natives bemoan the Gotham takeover of The Boston Globe by The New York Times, some refuse to acknowledge that Macy's has owned the renamed Jordan Marsh since 1995.



Boston Opera House 1909-1958

Wheelwright and Haven erected the opera house on Huntington Ave., slightly west of Symphony Hall. A sumptuous interior designed by Guido Nincheri created a Brahmin Horseshoe of Bostonians who enjoyed regular opera performances in their private boxes. Jordan Marsh owner Eben Marsh was the principal benefactor of the Opera House.

Marsh's death in 1916 ended a substantial source of revenue and the Opera House was sold to the Shubert Brothers who realized that a gilded white elephant like the Opera House would not succeed financially by only offering Wagnerian operas,



so they broadened the playbill to include melodramas, comedy acts and even circuses: but nothing halted the Opera House's decline. It was sold,

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demolished and is now the site of Northeastern University's Speare Hall dormitory.



Scollay Square (in 1942)

Named for Col. William Scollay, whose Scollay Building was the terminus for all the stagecoaches arriving in Boston, the Square became an important commercial district, housing gourmet food retailer S.S. Pierce & Co. In the 20th century, though, the coarser delights of the Casino Theatre and the Old Howard became more prominent. When the latter was closed by the vice squad, the Boston Redevelopment Authority saw this as an opportunity for leveling the city's West End and making the land available for city, state and federal government offices, including the new City Hall. They believed that pushing out the honky-tonk women and bringing in the politicians would raise the moral tone of the West End.



Howard Athenaeum (1846-1961)

Originally built to offer serious entertainment to Bostonians, by 1860 its playbill included "opera, tragedy,

comedy, burlesque, vaudeville, minstrels and magicians." Drifting further downward over time, the Old Howard became the "Temple of Burlesque" in the early 20th century, beloved by sailors and college undergraduates. Fanny Brice, Sophie Tucker, Ann Corio, and Gypsy Rose Lee were marquee performers, along with lesser-known talents like "Tillie the Tassel" and "Irma the Body." A Harvard student at the time, John F. Kennedy made stripper Ann Corio an honorary member of the Class of 1937.



Finally, the New England Watch and Ward Society was able to have the vice squad close the building and revoke its license in 1953. The building remained empty for eight years until a fire destroyed it in 1961. Mr. Sammarco told us that there were grown men in Boston who visited the ashes with tears in their eyes over the loss of the Old Howard and their wild youth.



Mr. Sammarco's *Lost Boston* book includes some history that didn't

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make it to the presentation, including the tragi-comic tale that Boston suffered a real-life attack of The Blob one hundred years ago. The Purity Distilling Co. in the North End was a local producer of industrial alcohol, and had a 2.3 million gallon storage tank for the molasses that was the raw material they used for distillation. Although there were warning leaks from the tank during the previous year, the tank had been filled to capacity before it exploded on January 15, 1919 and sent a 10 foot high wave of sticky sweet molasses

hurtling down Commercial Street at 35 miles per hour. The gooey sludge killed 21 people and took the city two weeks to clean up. The Roman poet Horace wrote "It is sweet and proper to die for one's country" but he never suggested that death by a sugary industrial accident was appropriate.

Today, the site of the tank is open space along the Mystic River, forming Langone and Puopolo Parks. Some North End residents say that on a hot summer day the sweet smell of molasses still drifts up from the ground.

Thanks, Anthony!



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.*

My 1991 Classic Collection

Jaguar XJS V12 5.3 Coupe runs and drives great

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See Hemmings Ad for more pictures: <https://www.hemmings.com/classifieds/cars-for-sale/jaguar/xjs/2115089.html>

Price: \$7,500, negotiable

Contact John Maccarone - 401 524-7859, john@audioacrylic.com



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

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

A Member Reminisces

A Return To Carvana!

By Ken Lemoine

In April of 1973, it was my junior year in college (a 5-year program at Northeastern University) and an XK150 was advertised for \$600 in the local Cambridge, MA Penny-Pincher. Turns out the car was being sold for the amount due the body shop for service done after the owner passed away and I was the lucky first person to show up. A jump start and I was off and running for my parent's home, seeking a proper review by my father. He could fix anything, and I had a sense that his talents would be necessary to keep this beautiful pile of bolts blasting down the road.

Upon arrival at my parents' home, my dad exclaimed, "Get it off the driveway. It is leaking *everything!*" After a little negotiation, I managed to return to Boston in my Camaro, with the dealer plates in hand for the body shop. A couple of weeks later, we had the Jaguar properly registered and serviced enough to at least not be a complete liability on the road. That day my roommate and I decided to do a little cruising to "get comfortable" with the 150. One of the stops was to visit a woman that my roommate went to both High School and BU with. Turned out, four years later, that woman became my wife.

So, five years later, we are newly married and looking to buy our first house, a 1750 colonial with great bones, crying out for some love. The only way we could raise the money to buy it was to, you guessed it, sell the Jaguar. Young people do stupid things sometimes.

I now was completely absorbed in learning how to rebuild a house and silently miserable about the sale of the 150. Shortly afterward though, I did manage to buy an Austin Healey 100-4 and flip it in about two weeks for a handsome profit of \$900.

A few years later, with a couple of little children now, I had the chance to buy a 1948 Triumph 1800 dual cowl roadster

which we nicknamed "The Turtle." It got us around town for a while but we soon started to outgrow it. I started the search for a family-friendly motorcar at Hershey around 1990. Sitting at the edge of the entrance to the show area (near the stadium) on Saturday morning, I heard the sweet low rumbling purr of a straight six, and slowly over the rise came the P100s and twin horns of a fabulous Alvis Cross and Ellis tourer. I followed it to its spot and prompted the owner to explain the entire history of the Alvis marque. For those unfamiliar with Alvis motorcars, the 1930's Speed series was the Gentleman's Express. Selling for the cost of 2½ SS100s, it was big, powerful and a favorite among the British landed gentry. So, I subsequently remortgaged my house to buy a restoration project 1934 Alvis, which in turn kept me engaged and occupied for the next 11 years.

Fast forward to 2002 and we are now going ALL IN on a dream home on St. John in the US Virgin Islands. Yep, you guessed it! The only way to do this was to sell the Alvis. The dream home was realized and again I am silently miserable. So, I start over, restore a Morris Mini Minor Traveler (woody wagon) and work my way up the ladder of vintage British iron.



The 1965 Morris Mini Minor Traveler, with some friends

Buying and selling many years later, in the barn there is now a DB7 in the middle bay, a 1935 Riley Falcon in the left bay and an Alvis Speed 20 SD saloon project in the right bay.



The Aston Martin DB7



The 1935 Riley Falcon



The 1936 Alvis Speed 20 SD

I am happily working away and my wife wanders in (which she doesn't often do, for fear of what will be there when she peers in) and exclaims "That's another Alvis, right?" "Yes," I reply. "How long did you take to do the last one?" "Eleven years," I reply, adding, "How long do you plan to live?" "Why don't you sell a few cars and buy something you can just drive instead of having all these projects?"

You know, it is hard to argue when you have *eight* cars. Selling the three in the barn and buying a really good car made sense, much as I didn't want to admit it. When I reviewed my options, I decided that either the 150 or 100-4 was where

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Bits and Pieces

By *Miscellaneous*

• **Ray Binder** writes: Did you ever attend a JANE event and wonder where some people got those cool JANE nametags? Well, wonder no more. With a full JANE membership, you and your co-member are entitled to free nametags. So, if you are a current JANE member and have never had a JANE nametag, we will gladly provide one for you, free of charge. But please, only request a nametag if you plan to attend JANE events.

If you are a current JANE member and need a replacement JANE nametag, we will need \$10.00 to cover the production cost for a replacement. Associate members receive nametags from their home club, so if you'd like a JANE nametag in addition, we'll need \$10.00 for that, too.

Nametags can be mailed for \$3.00 each or picked up without charge at a JANE event.

For a "JANE Nametag Order Form," please contact me (Ray Binder) via e-mail at rednibrm@verizon.net and please include "JANE Nametags" in the subject line. Thanks!

• **Gary Hagopian** writes: To my friends and Vintage Auto Enthusiasts, I'm counting on YOU to help!

To insure a supply of adequately trained techs to keep our vintage cars on the road and on the track, the Coventry Foundation has endowed a scholarship at Penn College of Technology.

Their two-year degree in Restoration Arts includes all phases of study: research, bodywork, machining, painting, welding, upholstery and more. Students are able to apply what they've learned by actually restoring cars that have either been donated to the program or purchased for the purpose of providing "hands-on" experience.

PLEASE, pass this along to all of your enthusiast friends, car-related businesses, your facebook "share," car clubs to which you belong, and also please don't forget to make a donation!

You can make this donation directly to the www.Coventryfoundation.org/shop/ or to:

www.gofundme.com/coventry-foundation-scholarship-fun&rcid=r01-153089554958-55dc72668ac44089&pc=ot_co_campmgmt_w

Thanks for your generosity and your help!
An article will follow soon!

• **The Board of Directors** met at the Wayside Inn on January 12th. Here we are in all our glory, and, believe it or not, we know who we are!



*JANE Board of Directors, Wayside Inn, Sudbury, MA
January 12, 2019*

Carvana (Continued from page II)

I wanted to be. With the simpler drive-train, cheaper parts, convertible top and less expensive service, the Healey was the more prudent choice, so I sold the three cars and bought a show-winning BN2. My wife walks in the barn and I exclaim, "So, whadda you think?"



The 1955 Austin Healey 100-4

She says "Where are the windows?" "They are in the trunk," I say. "And what are these things on the fenders?" "That's

where you put the windshield down so you can go faster." "So you bought a car with no windshield and no windows – that's a pretty stupid car!"

I swear I am going to lock the door to the barn.

A few weeks later in early August we are at the JANE clambake, sitting at a table with a few other couples, including a gentleman who owns a world-class BRG XK150 Drophead. I asked him to review the car with me after lunch and we are enjoying the details of his beautiful Jaguar. My wife is hanging back during this whole event. I ask the owner to fire it up, and as soon as he does, she leans into me and says "You know, you should have bought one of these!"

So, the following day I begin looking for the identical white XK150 Coupe with a red leather interior like I had in college.

While at Hershey this October, I took a little side trip and completed the acquisition of a great Jaguar, sold the Healey and in early December the college dream car arrived in the barn.



The 1961 XK150. Finally!

I got no arguments from the peanut gallery this time, but I still think I might put a lock ON THE INSIDE OF THE BARN DOOR. I suspect the whitewalls might not be quite her cup of tea.

February 2019 Events, as well as some others

By Dr. Dean Saluti, VP Events



• JANUARY 23, 2019 DINNER MEETING AT LONGFELLOW'S WAYSIDE INN

The January 23 JANE Dinner Meeting at the Wayside Inn in Sudbury featured famous Boston historian and author Anthony Sammarco. The house was packed, even with threatening weather, and Anthony did an absolutely

fantastic job discussing his fascinating book, "Lost Boston."

• DON'T MISS THE FEBRUARY 10, 2019 JANE VALETINE'S DINNER

The Valentine's Dinner presents a totally enjoyable scenario for a wonderful dinner and great cocktails at Bullfinchs in Sudbury. JANE President Chuck Centore and his wife, Patt, are once again our hosts. We begin at 5:30 at 730 Boston Post Rd, Rt. 20, Sudbury, MA 01776. Register on the JANE website (www.jagne.org) and bring your "Special Valentine."

• JANE FEBRUARY 27 DINNER MEETING AT LONGFELLOW'S WAYSIDE INN

The speaker at our February Dinner Meeting will be Rich Doucette. He is the founder of "The Boston Cup," which is now in its 8th year. It has become one of the nation's premier classic car shows, right here "in our own back yard," the Boston Common. Rich has built a great reputation as a classic car impresario who is friendly with the likes of Jay Leno, Herb Chambers, Wayne Carini, and Dana Mecum. He is also a well-known media personality and the former Secretary of Tourism for the Commonwealth. Perhaps most important is the fact that he is an active member of JANE!

Rich will give us an update on the status of this iconic

event for this coming September. Every year, more JANE members have cars selected from their personal collections to be shown at the Boston Cup. JANE is honored to have its President and First Lady, Chuck and Patt Centore, along with our Co-VP of Membership, Margie Cahn, on the Cup's Event Team. Don't miss this dinner meeting.



Boston's Premier Car Show



Rich Doucette, Mayor Marty Walsh, & Herb Chambers

• OTHER UPCOMING EVENTS

Our guest speaker for the March dinner meeting is "TBA" because we have several great car club personalities lined up – so stay tuned. In April we will schedule our annual "Parker's Maple Syrup Run," and JANE maple syrup aficionado Bruce Whitmore is again working on the details. Finally, in March, JANE will be sending delegates to the Jaguar Clubs of North America (JCNA) Annual General Meeting (AGM), our annual North American convention. This year, the AGM is being held at the Jaguar Land Rover North American Headquarters in Mahwah, NJ. Our President, Chuck Centore, and Gus Niewenhaus will represent JANE as delegates.

In Memory of Brian F. Morton, Sr.



Brian F. Morton, Sr., age 80, of Tyngsborough, MA, died peacefully on December 15th at the Westford House in Westford. He was born in Salford, England on May 5, 1938, son of the late Frederick and Irene Morton. Brian was educated in the UK and spent four years in the British Army as a member of the Parachute

Regiment, of which he was very proud. His service included a tour in Cyprus during the troubles between the Greek and Turkish communities. After arriving in the United States, he lived for many years in Falmouth, MA and always loved Cape Cod. Brian owned and operated Jaguar Services in Chelmsford for 38 years and also worked briefly as a lead mechanic at Woburn Foreign Motors.

He was an avid race car driver and was an SCCA Formula Atlantic Champion. He also loved to prowl antique shops and listen to all forms of music.

Besides his parents, he was predeceased by his best friends, Jack McCarthy, Eddie Schwartz, and Craig Edwards (The other half of the "Odd Couple.") He was the husband of Nancy (Singleton) Morton and is survived by their son Corey and daughter Shelby. He is also survived by his first wife Donna and their children Brian Morton, Jr. and his wife Sharon and their daughter Melanie and her husband Thomas McPhee, his grandchildren Eric McPhee, Kyle Morton and Colin Morton, a sister and brother who both live in the UK. A celebration of Brian's life was held at the Davis Funeral Home in Nashua with many friends and family members in attendance.

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!

February 2 - Sat. - 6pm	Larz Anderson Annual Members' Event	
February 10 - Sun. - 5:30pm	JANE Valentine's Day Dinner Gathering	Bullfinchs, Sudbury, MA
February 27 Wed. - 7pm	JANE Monthly Meeting, Speaker: Rich Doucette, The Boston Cup	Wayside Inn, Sudbury, MA
March 22-24 - Fri. - Sun.	JCNA AGM	Jaguar Land Rover Headquarters, Mahwah, NJ
March 27 - Wed. - 7pm	JANE Monthly Meeting, Speaker: Will Corr, Hagerty Insurance	Wayside Inn, Sudbury, MA
April (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 TBA	Belmont Day Car Display	
May 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.	Empire Drivers, Inc. Track Day	Lime Rock
June Sun. TBA	JCSNE Annual Concours	Middlefield, CT
June 23 Sun. 10:00am	British Car Day	Larz Anderson Museum
June 26 Wed. 7pm	JANE Monthly Meeting, Speaker: Marguerite Dennis	Bay Pointe Restaurant, Quincy
June - Day TBA Time TBA	JANE Spring Slalom	North Andover, MA
June - July Day TBA - Fri. - Sun.	Hudson Valley Tour	Rhinebeck, NY
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	South Hamilton, MA
August 9-11 Fri. - Sun.	JANE Annual Concours	Sturbridge, MA
August Day TBA Time TBA	(Tentative) JANE Clambake and Pool Party	Salem, MA
September - Day TBA Time TBA	JANE Autumn Slalom	North Andover, MA
September 13-15 Fri. - Sun.	29th Annual British Invasion	Stowe, VT
September 22 Sun. 9am - 2pm	8 th Annual Boston Cup, Boston Common	Boston, MA
September 25 Wed. 7pm	JANE Monthly Meeting, Speaker TBA	Wayside Inn, Sudbury, MA
October 23 Wed. 7pm	JANE Monthly Meeting, Speaker TBA	Wayside Inn, Sudbury, MA
November 20 Wed. 7pm	JANE Monthly Meeting, Speaker: Steve Pickford, the Innkeeper	Wayside Inn, Sudbury, MA
December 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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From the Top Of The Scratching Post



Your humble editor, thinking about tax refunds

So, almost every month I wake up at least once at 3 am in a cold sweat, realizing I only have X days left before deadline and no idea what I'm going to have available for a cover!

Got a favor to ask. One of the big problems involved in getting out the Coventry Cat every month is coming up with suitable covers. You always want something seasonal (snow in winter, flowers in spring, foliage in fall, etc.), topical (what bizarre event is the Club likely to put on *this* particular coming month?) and, of course, somehow related to Jaguars. You also want it to be a really nice picture: funny (funny ha-ha, not funny weird), interesting (will hold the viewer's attention for at least a second), high-resolution (you can probably make out the windshield of the car), well-organized (most of the car is completely *in* the picture) and reasonably carefully composed (the Waste Management truck is *not in the background*, unless you think *that* is what is funny about the picture).

Aieee! (Aieee is a technical term from Japan, meaning "I think the sushi I had for dinner was bad.")

So, good buddies: those of you who enjoy taking pictures and have a reasonable camera, please start thinking about interesting pictures you might take that could possibly be seasonal, topical, involve Jaguars (or at least some interesting cars), and be interesting, cute and/or funny. Then, maybe actually go out and take a few such pictures and send 'em to me, with the suggestion that they might make suitable cover photos. Assuming all goes well after that, then you might even get, later on, to murmur to others, in your best BBC accent, "Well, yes, I do take the occasional snapshot – nothing fancy, you know – but one *was* on the latest cover of a magazine I have some minor dealings with. They were begging me, how could I turn them down?" We all win! Think of it!! And thanks!!!

I'm also always open to articles, and will print just about anything. Finally, if you, like me, are also desperate, you *can* become a distinguished *and* published automotive poet. How? Just by knocking out a *Honku* for our beloved *Coventry Cat* and sending it to me. Seventeen syllables! How hard can it be?

See you in February, and thanks for reading all this stuff!

Honku

by Aaron Naparstek

When the light turns green
like a leaf on a spring wind
the horn blows quickly

Editor's Note: You can write your own honku – three lines: five, seven and five syllables each, about cars and traffic.

The Coventry Cat might just publish your honku.

And remember: Honku if you love Jaguars



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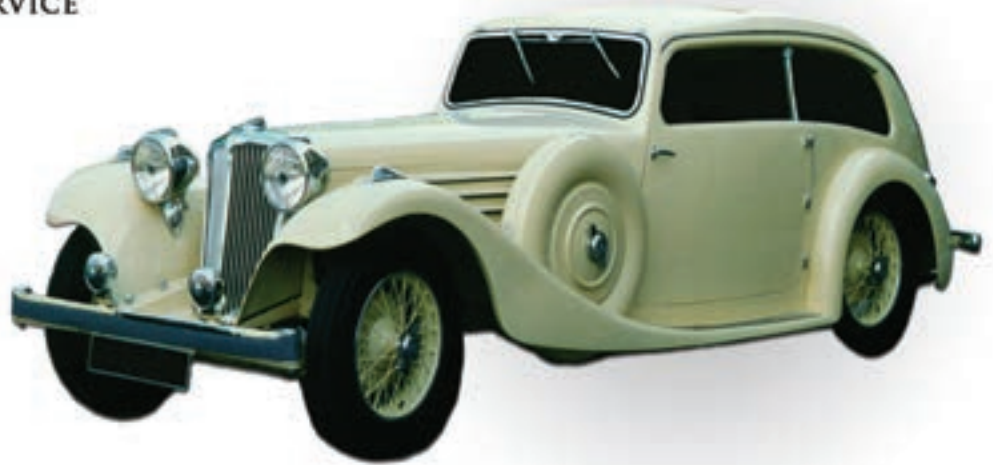


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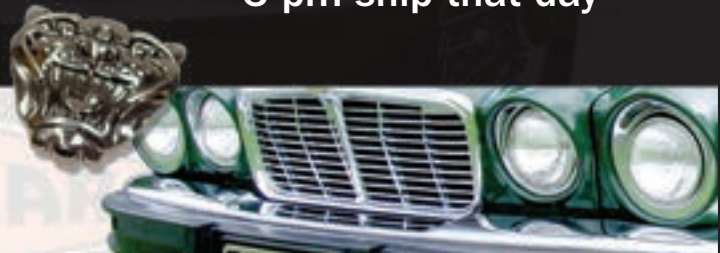
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