

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

March 2019

More than just a Car Club ...

jagne.org



Photo by Bonnie Getz

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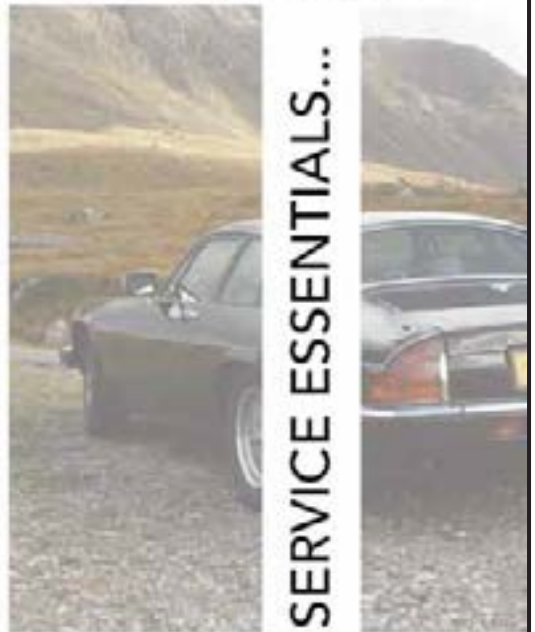
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March 2019 Volume 21 Number 3
The Coventry Cat is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Clubs of North America (JCNA). JANE is incorporated in the Commonwealth of Massachusetts.

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COVER PHOTO

Bonnie Getz

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

From the President Chuck Centore . . .



While our cars are put away for the winter, we continue to engage as members through our monthly social meetings. They connect us to the world of automobiles, clubs, auctions, insurance, parties and a host of other activities that bring us together.

This past month, we've just listened to Rich Doucette, a local boy who grew up in Waltham. Rich has created a car event – to call it a car show would be a gross understatement. That event is known as the Boston Cup and, for 8 years, has brought some of the finest classic automobiles to the public's attention, right in

the center of Boston. Thousands of people stroll through the Boston Common on a Sunday afternoon in September and cannot believe what they are seeing. Tents with food, people selling ice cream and classic cars of all kinds everywhere. Rich limits the event to 100 entries, and chooses cars from many different countries to be part of this magnificent event. The show draws car enthusiasts from all over the Northeast and beyond – they come to see the latest restored cars on display.

This, of course, brings out some very special collectors and their cars. The work done behind the scenes is what makes this show so incredible – lining up special cars to exhibit at the Boston Cup has been a building process from day one. Growing the event from something relatively unknown to a major Northeast auto extravaganza has been no small task. Rich and his team have worked hard to bring this together, with dedicated volunteers who participate each year in everything from parking cars on the field to setting up the Hospitality tent, manning the gates and maintaining crowd control. There are other parts of this event that are very special as well – the Pre-event Hangar Party at Hanscom Airfield as well as a get-together at the Ritz Carlton for exhibitors and volunteers.

So, I hope you had a chance to meet Rich and listen to him talk about this very special event. Make sure you come this year. Maybe you even have a special car that could be shown at the Boston Cup.

At our March meeting, on the 27th, we are honored to have Wayne Carini, developer and star of immensely popular TV show "Chasing Classic Cars." His story is fascinating. If you are a car guy or gal, this is a meeting you will want to attend.

Wayne operates F40 Motorsports, in Portland, Connecticut. One look at the business slogan tells you what Wayne is up to: "Buys, Sells, Consigns, Trades, Services and Restores, Sports, Exotics, Classic and Late Model Automobiles."

Wayne is, as you must know by now, the ultimate car guy. He enjoys visiting with clubs, attending shows, auctions and when asked will visit with clubs such as JANE to meet and talk cars. He is looking forward to meeting you, our members, and talking about his business venture over these many years.

I'm proud to be part of JANE and to help lead this club through the next year or so, meeting exciting people like Rich and Wayne. I am also looking forward to going on our new road tour to the Hudson Valley in New York, visiting the CIA (Culinary Institute of America) for dinner and the Old Rhinebeck Aerodrome for an awesome vintage air show.

I am also impressed and proud of our new Board who are working hard to make this club the best it can be. We are very fortunate to have such a dedicated group willing to do the things we need to put JANE on solid long-term footing, with events that bring our members together. I do hope you can participate in our Hudson Valley Tour and can keep up with us through the fun times ahead in 2019.

I wish you well and smooth roads.

Membership Update

Your New Co-Vice Presidents of Membership Share Some Thoughts

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

As we reached the February 28 due date for submitting our renewals to JCNA, 223 of you have renewed. Thank you! If you have not yet renewed, it's not too late for you! From phone conversations, as we called to remind people to send in their renewals, we confirmed what we already knew – people are busy and just didn't get to it. They were happy for the personal reminder and told us how much JANE means to them. So, renew (by mail or online) if you have not yet done so. You can also call Margie if you need help. We have a great year of activities being planned, and we hope that you will be there with us.

With the relatively mild winter (so far) almost behind us, we can begin to think about getting our cars ready for our spring events. After all, Daylight Saving Time begins on March 10. That's now! We want to see all our JANE



Marjorie Cahn and Jeanine Graf

friends again and welcome our new members. If you are new to JANE, be sure to introduce yourself to us at your next event. I am sure that you will recognize us – we do look like our picture.

Member Spotlight:

Every now and then, I think about the standard bearers in this club and for most of us, all I have to do is mention a car – a 1951 XK120 coupe! And the color? Blue, but not just any

blue; it's the almost sacred, historic tone that makes you wonder who did the first paint job. And if you want to know about the history of this car, and any other Jag in this club, refer to the owner, and our Historian, Carl Hanson! And that history comes smokin' to life with the art of performance in a red '63 E-Type FHC, and a grey 1968 E-Type OTS, and a legacy family emerges from the track – the Hagopians! Two generations!

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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

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Annual Valentine's Dinner Report

Veni, Vidi, Mangiare! We Came, We Saw, We Ate!

Photos by Chuck Centore, captions by Your Humble Editor

February. Bullfinch's. Jaguars. Camaraderie.

Life can be good. Sometimes, very good!



Our President and First Lady set out for Bullfinch's Restaurant and an evening of fun!



Steve Gilbert and Laurel Hobbs reconsider SU carburetors.



Gus Niewenhous mellows out.



Vince and Pat Greco discuss the new Concours Regulations



So Marjorie Cahn says, "You see, Patt, a Wartburg, a Trabant and a Bentley all pull into a carwash at the same time, and the Wartburg says . . ."



Bob Gosende and Dean Saluti are cooking up something very special for the Hudson Valley Tour coming up in June.



Kevin Murphy thinks Diane's joke about the Maserati is pretty funny.



Ann Grimaldi has just informed Frank that she's acquired Parnelli Jones' 1969 Bud Moore TransAm Mustang for her very own use! And A Good Time Was Had By All!

Electronic Diagnostics: *Jaguar and GenRad. Eventually, Ford Too.*

by Gordon Taylor and Richard Bosworth

A few months ago on an extremely cold day in the middle of last winter, when I started my stored 2007 XK to move it around the garage, make sure all was OK, move the tires a bit, etc., I noticed that the check engine light was on. So I was keen to discover if this was a major fault, and I spent \$45 on a little gadget that plugged into the ODB II connector under the dash. It told me that I had a #2 cylinder misfire and allowed me to clear the failure (it never came back, by the way, and the car runs very well). That little gadget is the latest in the evolution of test systems for cars.

This little story reminded me of some events in 1986 when I was preparing to move to the USA to join GenRad, which as many of you will remember was a Concord, Massachusetts-based company specialising in precision electronic instrumentation. I was an employee of one of GenRad's UK subsidiaries called Cirrus Computers; we had a sister office in Manchester, England that was led by my co-author Richard Bosworth and his colleague Roger Ball. A major part of their business was customised electronics test equipment for use by field service engineers. Much of their work used GenRad's 2610 portable field service tester hardware as a base.

Electronics were starting to creep into automobiles and in the UK there had been a couple of partially successful examples that varied from gimmicks such as the much-ridiculed "talking" Austin Maestro to the exotic Aston Martin Lagonda. Jaguar was following the trend and, like other auto manufacturers, it was beginning to understand this new dimension to car design.

At the time, Jaguar engineers were heavily involved in development of a new car that would replace the XJ6 series 3, that we now know as the XJ40. It was a completely new model even though it looked like a derivative of the old design. The XJ40 had seven microcomputer modules that included control functions, engine management, instrument panel, air conditioning, cruise control, and antilock braking. Jaguar was very concerned that its network of dealerships would not be able to maintain the new model without such specialised equipment, and was looking for a supplier of specialised electronics test equipment that could be used by its dealerships.

Software was necessary to success and it was a strength of the Manchester group. GenRad had a substantial inventory of 2610 units and could supply the hardware easily, but the management was nervous because even though times were tough for test system manufacturers, the company had no expertise in auto maintenance and risk of financial exposure with a new venture was to be avoided. Eventually, though, management supported the project and Cirrus Designs was

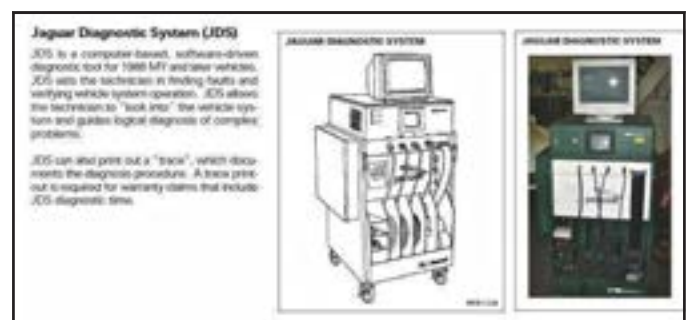
awarded the work, which resulted in the largest single order in GenRad's 71 year history. 775 units were delivered at a total price of \$13 million, rising to \$17 million. It was called the JDS – Jaguar Diagnostic System. At the time, GenRad was also trying to secure future funding for all its activities. Announcement of the deal lifted the share price and reduced the cost of finance for the whole company.

Negotiating a contract of this type was new to both parties. GenRad's lack of experience in the UK auto industry plus Jaguar's lack of understanding of the electronics business resulted in some protracted contract negotiations which lasted 7 days, including an all-night meeting.

The new tester had to be designed for use in an auto service area, and this was the 1980s when computer expertise was limited to technology experts. With this in mind the JDS had a hand-held keypad, probes and interface modules. Simple menus would respond to one keystroke, and the software was multilingual.

At the start of diagnosis, the user would be asked a series of questions on vehicle type, configuration and the nature of the fault. The system used the answers to determine the most efficient diagnostic procedure. Graphics were used to illustrate information relevant to the problem, such as position in the vehicle. JDS advised on which component needed testing and graphically depicted its location. The built-in database contained the colour, shape, and position of every connector and wire. The process guided the operator through the optimum sequence, until the fault was resolved to the least expensive repair.

In fact, the JDS was of limited use for many experienced auto repairers who were comfortable with a multimeter and could understand car electrics very well, but it was also useful for many, and even now the units are sometimes sought after by amateurs on the Internet. They can occasionally be purchased for a few hundred dollars. By all accounts the tester was a success.



The Jaguar Diagnostic System

(Continued on page 7)



A tester in service

After Ford bought Jaguar in 1989, they started to look hard at what they had acquired. By all accounts, Ford was astounded at Jaguar's archaic manufacturing techniques, which had barely moved forward since the 1940s. However, they were very much impressed by

the electronics and the associated test system. Eventually, Jaguar was rolled into Ford's European operations and at that time Ford worldwide were buying electronics test equipment from another company (that shall remain nameless, but is US-based). The cost per dealership from this company was astronomical (I estimate ca. \$30,000 per unit in the 1980s). Jaguar engineers said to the Ford people "You had better talk to these guys in Manchester [Cirrus]." Of course Ford Europe had many, many more dealerships than Jaguar. Some of these dealerships were quite large and would need multiple units. Whoever supplied them had to be ready for some mass production.

Well, Richard and my friends in Manchester (now called "Advanced Diagnostic Solutions division") were ready for the opportunity. They developed a new system for test protocol development and automobile testing. The new system would support all of the functionality of the JDS and have the added benefit of a "mobile flight recorder" with improved usability. It was called the Portable Diagnostic Unit (PDU) which allowed live running of the vehicle in real time, and the results could be analysed at the workshop.



The Portable Diagnostic Unit

Ford Europe bought into ideas from Manchester and a potential new business dawned, but GenRad was not a mass market manufacturer and the Manchester office was mostly an R&D group.

In the mid 1990s GenRad had serious financial problems and Ford Europe offered an opportunity to get

what could be its saviour. In 1994 the Concord group geared up for mass assembly of parts for the Ford contract and a large number of temporary workers was hired. Some Concord employees went over to the UK to offer expertise for things like HR and project management. The following quote was from a financial release:

"The Manchester, England-based Advanced Diagnostic Solutions division focuses on providing comprehensive diagnostic solutions to transportation manufacturers, especially in the automotive industry. The ADS division brought in approximately 23 percent of total 1996 revenues for the company."

Ford worldwide started to take note and in 1999 another press release appeared:

Feb. 17, 1999--IEC Electronics Corp. announced today that it has been awarded a contract by GenRad, Inc. to manufacture GenRad's Worldwide Diagnostic System (WDS) for the Ford Motor Company.

"This system was selected by Ford Motor Company as a new tool for its dealer network serving all Ford Motor Company brands, including Aston Martin, Ford, Jaguar, Lincoln, Mazda and Mercury. IEC indicated that the contract is significant since one or more units will be produced for each of approximately 8,400 dealers in the United States and Europe."

The new WDS system was billed as the future and it would not support pre-1994 cars, but it did support Ford, Mazda, Jaguar and Aston Martin. GenRad top management were correct to assume that the Ford business could keep the company alive. By the late 1990s the financial situation was dire and the work for Ford was a lifeline that kept the wolves away for a while. The WDS was the base until 2006 when it was replaced by a new unit not made by GenRad.

GenRad was absorbed into its long-time rival Teradyne in August 2001, which in turn sold the Automotive Test business to Bosch, and so ended the partnership that had been so important to GenRad.

Since JDS, these systems have changed in many ways, such as the industry standardisation of ODB and CANbus. In JDS, the intelligence of the wiring and the measurements to be made in order to diagnose faults was built into the tester. In current vehicles, the functional microprocessors, which



The World Diagnostic System

some extra revenue. The corporate management woke up to

(Continued on page 8)

By Dr. Dean Saluti, VP Events



THE FEBRUARY 27, 2019 DINNER MEETING AT LONGFELLOW'S WAYSIDE INN

Our February Dinner Meeting Speaker was Rich Doucette, the founder of "The Boston Cup." He spoke on the history of the event and the people who have helped him create and grow the show, including our own Tom Larsen,

who was in attendance. Rich gave us an update on the status of this iconic event. His slide show featured cars of some JANE members, including Dennis Jolicoeur's award winner. We thank Rich and his Boston Cup colleague Michael DiGiorgio for the excellent presentation.

THE FEBRUARY JANE VALENTINE'S DINNER

The Valentine's Dinner was again an enjoyable event, thanks to our hosts, President Chuck Centore and his wife, Patt. It was held at Bullfinchs in Sudbury, a great venue. The women enjoyed the special touch that the Centores added – corsages. Thank you, Centores. A good time was had by all. We have asked Chuck and Patt to make JANE reservations at Bullfinchs for next year.

THE MARCH 27, 2019 DINNER MEETING AT LONGFELLOW'S WAYSIDE INN WILL FEATURE WAYNE CARINI!

What a treat for all of us! With the help of JANE members Rich Doucette and Jeff DeMarey, we are lucky to have Wayne Carini, of TV's famous "Chasing Classic Cars," as our March speaker. Many of you watch this show and revere its star, Wayne Carini. The series first aired in 2008 and has produced episodes through 2018. Wayne continues to please his viewers with his sincere and passionate love of classic cars. "Chasing Classic Cars" is a great reality show

with a valid story-line where the host seeks out, repairs, refurbishes, and sometimes restores cars to bring these classics to market. One of the many reasons that this show is so successful is that Wayne Carini is dedicated to fair business practices and has an incredible knowledge of not only classic cars but rare, exotic cars.



OTHER UPCOMING EVENTS

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. Watch your email for more information.

In the next couple of weeks, JANE will be sending delegates to the Jaguar Clubs of North America (JCNA) Annual General Meeting (AGM), being held at the Jaguar Land Rover North American Headquarters in Mahwah, NJ. Our President, Chuck Centore, and Board Member Gus Niewenhous will represent JANE as delegates.

The other big news, besides our good fortune of having Wayne Carini coming to speak in March, is the weekend trip, starting on June 21, to the Hudson Valley in New York. This trip is currently being planned by JANE members Bob Gosende, Kevin Murphy, and Dave Moulton and gets more exciting by the day. We will be staying at the historic Beekman Inn, dining at the famous Culinary Institute of America, watching an air show of historic airplanes, and maybe even visiting a distillery! Please indicate your interest as soon as possible. Hotel rooms are limited.

Electronic Diagnostics (Continued from page 7)

control engines, ABS, gearboxes, etc. all monitor the quality of the signals arriving from the sensors in the car, and record instances where signals or combinations of signals are outside the normal operational parameters. Using the ODB standard, through the CANbus interface, small cheap handheld devices can interrogate the status and history of the signals being received by the microprocessors and report them to the technician. Databases of fault codes etc. then allow the technician to look up an appropriate diagnosis and suggested

actions to take to fix the problem.

Now that cars use standardised systems based on the ubiquitous ODB II connector, we can buy units for \$45 that will do far more than anything available in the 1980s; but that's the way of the electronics business.

Gordon Taylor is a member of JANE and was employed by GenRad in the 1980s and 1990s, while Richard Bosworth was one of the founders of Cirrus Designs in Manchester England during the early 1980s.

Some of the background here came

from IEEE Design and Test magazine, April 1987, and some anecdotal information is from conversations with the late Martyn Must, Project manager on the JDS system.

Some illustrations are from the Jaguar Classic and New Car Forum of the Jaguar Club of Germany. For discussions about the family of JDS-PDU-WDS equipment there is excellent information on jaguar-forums.com and Jag-lovers.org.

Thanks to Dana Schwehr at Upton Foreign Motors for his input for this article.

JANE Summer Tours Coming Up!

This year, we have not one, but *two*, tours in the our events calendar.

The Hudson Valley Tour is scheduled to run across the weekend of June 21-23 (Friday through Sunday), and will involve a scenic drive into New York's beautiful Hudson Valley, starting from the Red Lion Inn in Stockbridge, MA around 11 AM on Friday.



The Beekman Arms Inn in Rhinebeck, NY



Ristorante Caterina de' Medici



The Old Rhinebeck Aerodrome

We will then check in at the historic Beekman Arms Inn in Rhinebeck, drive to The Culinary Institute for a tour of their beautiful facility and then dine at the *Ristorante Caterina de' Medici* on their campus. This is a culinary delight not to be missed and is on every gourmand's bucket list.

Saturday, we'll do a short driving

tour of northern Dutchess County, ending at the Old Rhinebeck Aerodrome, where we'll see their Saturday air show of WWI vintage aircraft, which begins at 2 pm and runs to 5 pm. We will be parking on-site at the Aerodrome, hopefully as an informal car show of our beautiful Jaguars. Following the air show, we will repair to the Beekman for a group dinner (ahem, "Dutch treat", of course).

Sunday, we will take another tour east across the valley to the remarkable Hillrock Distillery near Ancram, and from there we will proceed back to Stockbridge and/or the Mass Pike, and on toward home. Really interesting roads and scenery will be provided for your driving pleasure.

We estimate costs at around \$450 for lodging (2 nights), plus perhaps \$150/person for meals, in addition to fuel, drinks and incidentals. There will also be a \$25/person club registration fee to cover club expenses, prizes and handouts. Contact the Beekman Arms at **(845) 876-7077** and ask for a room with the Jaguar group on the Delameter property.



The Civilized Part of Deerfield Valley

Our second tour is a one-day event scheduled for Saturday, September 7th. This is a pure-pleasure scenic driving event involving some really interesting and beautiful roads in the Deerfield Valley that are hardly ever used. There will be some silly questions to answer and there will be some interesting prizes, but no

navigational problems (getting lost is forbidden!). Entrants will have the option of driving home or staying over at the delightful Deerfield Inn Saturday night, after we have our banquet. Estimated cost for the event is \$60 per person, plus lodging should you decide to stay over.



A Less Civilized Part of Deerfield Valley

Please let the organizers (that'd be me, your humble editor) know if you are interested. No commitment yet, but we need to know if you would like to take part. Thanks in advance!

My 1991 Classic Collection Jaguar XJS V12 5.3 Coupe runs and drives great

Lots of documented maintenance since new includes: recent front rotors and pads, suspension, and a new fuel pump. Contact me with any questions.

See Hemmings Ad for more pictures:
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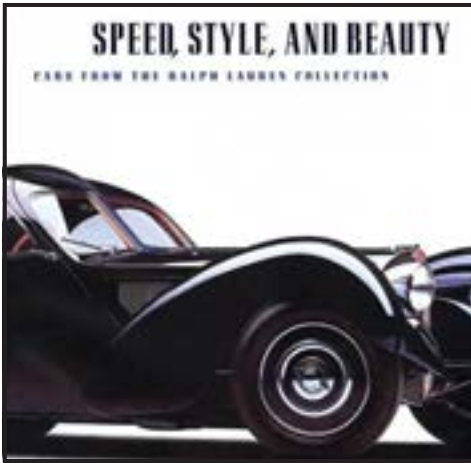
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February Meeting Report

Rich Doucette and the Boston Cup

By Brian McMahon

At our February meeting, JANE member Rich Doucette wittily related his struggle to convince the City of Boston to allow the Boston Cup classic car show to be staged on Boston Common. After availability of the Castle Hill show venue ended in 2003, Rich felt a sense of loss that didn't lift until he attended the special 2005 showing of Ralph Lauren's car collection at Boston's Museum of Fine Arts.



This inspired him and several other prominent local car guys to speculate: if our prestigious art museum considers classic cars to be works of art, why not arrange an automotive art spectacle on Boston Common, the oldest public city park in the country? So, devoting an hour a day, every day, Rich schmoozed with the late mayor, Tom Menino, and other city leaders, as well as car collectors who might offer their prized possessions for this showing, and car-related businesses that would be willing to sponsor the event. After seven years of dedicated effort, Rich Doucette finally received approval to schedule the Boston Cup for Sept. 23, 2012. Now all he had to do was make it work.

The Common is managed by the Boston Parks Department and is under the care of

the Friends of the Public Garden. They require compensation for any public events on Boston Common, so Rich queried his sponsors and offered the city \$20,000. The Parks Department and Friends claimed that they needed \$100,000, so Rich went back to the local car enthusiasts who were able to raise another \$5,000 which the city eventually accepted, provided that the event be free to the public. Classic car shows like the one in Pebble Beach, CA charge \$100 for gear-head gawkers to stroll through the cars on display, and with attendance of 4,000 people, that adds up to more money from admissions than this English lit major can calculate [it's a \$gazillion - Ed.]. Rich would have to substitute sponsor money for the absence of gate income.

There was another financial problem. In 1969, the Rolling Stones wanted to mount a free concert in the San Francisco area. As they quickly learned, it costs a lot of money to stage a "free" concert.



What could possibly go wrong?

As concert organizers, they had to pay legal fees, insurance premiums, carpenters, electricians and portable toilet renters to enable them to present the music and to provide basic needs for the thousands of fans who would attend. Too bad that their "Gimme Shelter" concert plans depended on Hells Angels volunteers to provide security. While a Boston car show might have a different vibe than a Rolling Stones concert, donations from the sponsors would have to pay for all the similar operating costs of running an automotive festival.



This is more like it!

Rich succeeded brilliantly and the Boston Cup is now an annual event, scheduled this year for Sept. 22. It may, however, be postponed for a week, as the Boston Hempfest occurs on the Common on Sept. 21, and no one is quite sure who/what might be found on/in the Public Garden's lawn/shrubs at sunrise the next morning.

Registration for the Boston Cup is limited to 100 cars and they compete in several categories that include "Best German/Italian/American/European Car" and last year, Dave Waller's unrestored and original 1953 Jaguar XK-120SE placed Second in "Best British Car."



Yesssss!

Rich Doucette told us what the Boston Cup needs for continued success: volunteers – to help organize the exhibition (no biker gangs need apply), classic car owners – to enter their valuable vintage cars, word-of-mouth advertising among car club members – to ensure a large spectator turnout, and, of course, sponsors – to donate money to cover the festival's cost. As a fellow JANE member, Rich is hoping that our membership will support this worthy endeavor with time, cars, goodwill and generosity.



Thanks, Rich!

Another Member Who Was There Reminisces

The author writes, "The following story describes my adventure at the 1959 Sebring 12-hour Grand Prix of Endurance. It's a condensed version of the story that appeared in the Ferrari magazine 'Cavallino' #75 in 1993. After submitting the draft, I was informed that with photos of the factory race cars at the 1959 Sebring race, my story could be a feature article. I tried through most of 1992, but could not find a single photo. We were worried about my father's health at that time and I was thrilled that Cavallino decided to publish the story without photos. I'm glad to say my father's health improved and he continued to have fun with his turbo-charged Corvette and, of course, his red Ferrari 250 GTE. Today, photos of anything are quickly found on the Internet and I've attached one from the 1959 Sebring pits as well as a photo of the #9 Sebring racecar after its total restoration decades later. I'm also including photos of the GTEs we had and the tuning of those six Weber carbs. I think JANE members might enjoy this bizarre, but true, story."

MINOR MIRACLE IN THE SEBRING MIST

By Frank Grimaldi, originally published in CAVALLINO #75/1993



The Jean Behra/Cliff Allison #9, s/n 0768, Ferrari TR59.

The many articles about, and photos of, Pete Lovely's award-winning restoration of Ferrari TR59, s/n 0768, at the 1991 Pebble Beach Concours brought back vivid memories of a wild early morning ride

that I had in that car. That ride also happened to be the reason that s/n 0768 and "her" sisters, s/n 0766 and s/n 0770, came seriously close to missing their maiden outing, the 1959 Sebring 12-hour Grand Prix of Endurance. Although this incident was just a minor footnote in the eventful lives of these three cars, getting to that Sebring starting line would prove to be very important to Ferrari.

Students of the classic references on Ferrari racing cars will remember that the TR59s, though brand new for 1959, were evolutionary refinements of the 1958 Testa Rossas. The cars finally used disc brakes, and weight reduction was a major focus of the work over the winter. At about 1650 pounds dry, the TR59s were at least 150 pounds lighter than the previous year's TR58s. Power in the 3 liter V12 engines increased marginally to just over 300 HP but was accompanied with a substantial fatter midrange power band and delivered through a new five-speed transmission. Every TR59 was right-hand drive and the engines were not symmetrical in the chassis, being visibly offset by approximately four inches to the left.

Work loads at Scaglietti prompted the Ferrri factory to turn to Fantuzzi for the building of the TR59 bodies, which are most easily recognized by generous cooling vents with delicate trim and horizontal ribs in the sides of the front and rear fenders. TR59s retained the TR58 clear plexiglass hood scoops which revealed, for all to see, the twelve magnificent velocity stacks on the six dual throat Weber carburetors.

Due to the cancellation of the 1959 Buenos Aires race, Sebring became the maiden outing for the TR59s. The Ferrari

factory fielded the three TR59s listed above and, as was the common practice, Ferrari interests were fortified by a number of private entrants with earlier cars.

When the Ferrari team arrived at Sebring in 1959, they were greeted by Guido Grimaldi, a restaurateur from Massachusetts. He had begun annual trips to the Sebring race in 1956 and I accompanied him on the few occasions when I was doing well enough in school to be allowed to miss an entire week. He would always drive to Florida in his XK-120M Jaguar roadster, even when, as in 1956, departure from Boston was in a raging blizzard. In 1957 he had helped resolve difficulties with the team's Sebring motel reservations and was recruited, on the spot, as Ferrari's "official" interpreter. He would serve in this capacity at Sebring each year until 1961.

Race teams arranged for the use of garages or other suitable buildings in and around the little town of Sebring. The abandoned World War II airfield, on which the race was run, was about 10 miles east of town. For the entire week, race cars could be seen at all hours of the day and night, driving on the local roads to or from the air-base, announcing their passage with wide open exhausts which everyone in town seemed to love.



Chief mechanic Marchetti, "Official" interpreter Guido Grimaldi and mechanic Ener Vecchi, among others, with #9 TR59 in the pits at Sebring.

As dawn approached on Saturday, March 21, the morning of the 1959 race, the Factory mechanics prepared to drive the

(Continued on page 12)

Minor Miracle (Continued from page IO)

three race cars to the airfield. The sky outside was dark and cloudy and the ground, though dry, was covered with mist and fog. The walls of the large garage resonated, almost visibly, as the cold engines were ignited, first one, then the next, finally the third. The exhaust noise bouncing off the walls was marvelous, and all too soon the cars were moved outside to complete their warm-up.

Chief mechanic Marchetti led the Ferrari procession to the airfield, driving the Gurney/Daigh car #7, s/n 0766, with the "official" interpreter riding in the left co-pilot seat. The Hill/Gendebien car #8, s/n 0770, was next in line, driven solo by its mechanic, Anselmi. Mechanic Ener Vecchi followed them in the Behra/Allison #9, s/n 0768, with the interpreter's son, then 18, as co-pilot.



The long straight road from town to track

Almost immediately, the three cars were bogged down in spectator traffic, already bumper to bumper on the two lane road out to the airfield. Just as rapidly, engine water temperatures started to rise. The early morning light remained very dim and everyone had their headlights on in the wispy fog that was everywhere.

Since very few cars were actually leaving the airfield area, the mechanics began a process of trying to cool the engines by dashing down the oncoming traffic lane and jumping back into the line of spectator cars when headlights from a car far ahead appeared in the mist. Though unrehearsed, this seemed like a carefully choreographed sequence where one car, then the next, then the last, would jump out of line, race down the oncoming lane and rejoin the line of traffic, just in time to avoid an oncoming car. This sequence quickly evolved, and soon the three cars would jump into the oncoming lane almost in unison, then proceed in a spirited drag race down the road until headlights again appeared in the mist far ahead. I remember looking over at the tach once, but I didn't have any idea how to convert the tach reading to miles-per-hour. It was probably better not to know how fast we were going, screaming nose to tail down the empty oncoming lane with the line of spectator cars only two feet to our right.

Except for the frightening seconds when oncoming lights drew closer and closer, and no gap opened for us to re-enter the line of traffic until the last instant, this ride was, of course, better than any car-crazy teenager could have imagined. The

sights and sounds from the seat of #9 were indescribable – the two other TR59s seemed close enough to touch, eighteen carbs feeding thirty-six cylinders, and six open exhausts screaming in the eerie, foggy mist. I was hoping the ride could go on forever. Each foray into the oncoming lane seemed to bring harder acceleration than the previous one, and the trio seemed to accomplish even higher top speeds before those damn oncoming lights forced an end to that particular dash. On more than one occasion, in spite of my euphoria, I worried that an oncoming car would not have its headlights on, and imagined what the newspapers would say: "Official Ferrari interpreter and young son, and three Ferrari race cars, complete with mechanics, all impaled in Buick Roadmaster grill. Buick owner demands Ferrari apology for soiling newly polished chrome!"

On one of those dashes down the oncoming lane I thought I saw a shadowy figure standing by a parked vehicle beyond the line of spectator cars we were passing. We were soon to learn that there had been many of those shadowy figures, and that they all wore uniforms. The "last" mad dash down the oncoming lane proved to be best of all. The process was, by now, finely tuned. The entry of all three cars into the oncoming lane was, in fact, simultaneous. The acceleration was the best yet, and the upshifts, though not overly quick, were precise and crisp and all three mechanics seemed to upshift in perfect unison. I glanced at Ener Vecchi, and he was now grinning even more broadly than I was.

I don't know if we ever got out of fourth gear in any of these dashes, but it didn't matter. All three cars were screaming merrily down that misty Sebring road when lights again appeared in the distance ahead. However, this time they were blue lights, they were flashing, and they were on top of the cars in the roadblock that had been placed in the oncoming lane to stop us. The trio even stopped this last dash in unison. As the speeding caravan approached this final obstacle, each driver double declutched for the requisite downshifts, fourth to third, third to second, finally coming to a stop, nose to tail, in front of the barricade of Florida State Trooper cruisers.

The three TR59 race cars, now silent, were immediately surrounded by a cadre of troopers, each at least seven feet tall. They demanded to know who was in charge, and they announced that all three cars were to be impounded and everyone imprisoned for a very long time, ". . . at least until snow fell in Sebring!" Each mechanic responded, in turn, with an emphatic and rapid barrage of Italian language and gestures. I feared that the "official" interpreter would panic and respond in Italian as well. I was petrified that I would then be discovered as the only one in this band of outlaws who could speak English.

The silence was deafening and the troopers again demanded answers. At last, the "official" interpreter responded. He actually stood up on the seat of TR59 s/n 0766 and, though still considerably shorter than the troopers, he began a long, impassioned explanation of how these three cars were built just

(Continued on page I3)

Minor Miracle (Continued from page 12)

for this famous Sebring race, how they were sent all the way to Florida from a factory in far away Italy, how these mechanics, who spoke not a word of English, accompanied the cars on this long trip, and how these very same mechanics had worked through the entire night to replace faulty pinion bearings in each of the differentials. He went on to describe how, and why, the racing engines had no radiator fans and how the cars immediately overheated while standing still in the line of traffic. He concluded by emphasizing that each of these mechanics was personally responsible for the safe delivery of each race car to the starting line, and that once caught in the traffic jam, they believed the only way to prevent terminal engine damage was to drive down the empty oncoming lane in order to get enough air through the radiators to cool the dangerously hot engines.

This was truly a remarkable performance by this part time “official” interpreter standing on the seat of s/n 0766 on that grey and misty Sebring morning. It was so well-delivered, and fortunately so well received, that by the end of it one could sense the slightest softening in the troopers’ demeanor. After a short silence, one of them suggested that impounding of the cars and imprisonment of the principals might not be necessary after all, so long as a fine of \$75.00 was paid. The interpreter was very effective in concealing his delight and eagerness to pay this amount. However, upon offering the money he was visibly shaken when told that the \$75.00 fine expected was actually \$75.00 per car! I imagined prison walls again and envisioned an embarrassing spectacle of each of us emptying our pockets on the hood of s/n 0766, counting every nickel and quarter and lira in a futile attempt to raise the extra \$150.00 demanded. All the while, the slow, endless procession of spectator cars continued to inch along in the lane adjacent to this roadblock. I sensed an occasional thumbs up sign in my peripheral vision but dared not look to the right. I didn’t know, or care, who those signals were meant for – the authorities or us outlaws!

Again, the “official” interpreter rose to the occasion, so to speak. He began another heartrending attempt to get just a little more mercy. He reemphasized the most important previous points, finally stating his fears that the mechanics would not be given plane tickets for their return trip to Italy if these cars were not on the starting line and in perfect running order. With that, the troopers’ expressions finally changed and I dared to breathe again. They provided a receipt for the \$75.00 fine which had been paid and they directed the “official” interpreter to carefully and clearly instruct each mechanic that they must not drive so fast. He dutifully presented, in Italian, a series of spirited instructions to each mechanic. I know his comments included considerably more than just the instructions he was directed to provide, and fortunately none of the mechanics started laughing until we were well underway and out of sight.

That is the strange, but true, story of how all three factory TR59s came a “teardrop” away from missing their maiden race, the 1959 Sebring 12-hour Grand Prix of Endurance. History shows that the race was won by #7, s/n 0766, which had

been started by Gurney and Daigh and taken over by Hill and Gendebien, when their car #8, suffered another pinion bearing failure. The Behra/Allison car #9, s/n 0768, placed second. The remainder of the 1959 Sports Car Championship would continue to be a futile struggle for Ferrari. The TR59s never won another championship race that entire year.

So, in spite of the fact we all might have become spots on the grill of a Buick, and in spite of that roadblock, this maiden race at Sebring proved to be one of the few high points for Ferrari and for the TR59s. It is only now that we can reflect on how important that little performance on the seat of s/n 0766 actually was.

I am reminded by the “official” interpreter, who is now 78, that team manager Romolo Tavoni complained to race promoter Alec Ulman about the fine imposed on the factory cars. Following the victory of TR59 s/n 0766, the prize money awarded to Tavoni was in fact increased by \$75.00.

This 1959 adventure was a once-in-a-lifetime experience for the “official” interpreter and his son, and it had indelible long-term effects. To this day, they are often seen and heard, in the early morning hours, exercising their Ferrari 250 GTEs, nose to tail, on the back roads of Massachusetts. As you might guess, the V12 engine in the “official” interpreter’s red 250GTE has six carbs, 10mm camshafts, Snap exhaust extractors . . . and is always leading!



The “Official” interpreter’s son contemplates tuning six Weber carburetors all at once.

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!

March 22-24 - Fri. - Sun.	JCNA AGM	Jaguar Land Rover Headquarters Mahwah, NJ
March 27 - Wed. - 7pm	JANE Monthly Meeting, Speaker: Wayne Carini, "Chasing Classic Cars"	Wayside Inn, Sudbury, MA
April (tent.) - Sun. - 11am	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 5 - 9:30am	JANE Concours Judges Training Session	Village Community House Southborough, MA
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, CT.
June - Sun. TBA	JCSNE Annual Concours	Middlefield, CT
June 7-8 - Fri. - Sat.	5th Annual British Motorcar Festival	Bristol, RI
June 15 - Sat. 11:00am	JANE Spring Slalom	North Andover, MA
June 21-23 - Fri. - Sun. 10:30am	Hudson Valley Tour	Rhinebeck, NY
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
July 24 - Wed. 7pm	JANE Monthly Meeting, Cars on the Lawn	Wayside Inn, Sudbury, MA
July 28 - Sun. Day - 12:30pm	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 7 - Sun. 10am	JANE Deerfield Valley Tour	start in Lancaster, MA
September 13-15 - Fri. - Sun.	29th Annual British Invasion	Stowe, VT
September 22 - Sun. 9am - 2pm	8th Annual Boston Cup, Boston Common	Boston, MA
September 25 - Wed. 7pm	JANE Monthly Meeting, Speaker TBA	Wayside Inn, Sudbury, MA
September 28 - Sat. 11:00am	JANE Autumn Slalom	North Andover, 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 and AGM	(location TBA)

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Puns For Educated Minds, by Tom Larsen

Pun 1: The fattest knight at King Arthur's Round Table was Sir Cumference.

He acquired his size from too much pi.

Pun 2. I thought I saw an eye doctor on an Alaskan island, but it turned out to be an optical Aleutian.

Pun 3. She was only a whiskey maker, but I love her still.

Editor's warning: More of these may be on the way

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From the Top Of The Scratching Post



Your humble editor, trying to remember how to think

Last month, I asked for pictures. Well, thanks for the pictures, guys (you know who you are). You guys rock! All the rest of you will get to see them soon.

This issue publishes the first-ever Honku by a JANE member. Awesome!

Since last month, JANE has added two Driving Tours to the calendar, and I'm involved with both of them. Is nobody concerned? You can read all about them elsewhere in this issue.

I continue to worry about Jaguar Land Rover vs. Brexit. March is countdown month. We'll see. Maybe we'll hear something about it at the AGM.

Jaguar has introduced an interesting new engine. We'll discuss that next month, too.

And Spring is Just Around The Corner. See you at Parker's, as well as at the Wayside Inn, somewhere not too far from Marvin.

HONKU

by JANE member Rowena Fenstermacher

*Sparkling ice crystals
lacy art on the windshield
gone with the defrost.*

Editor's Note: You can write your own honku – three lines: five, seven and five syllables each, about cars and traffic. Also, The Coventry Cat *will* publish your honku. - *And remember: Honku if you love Jaguars.*

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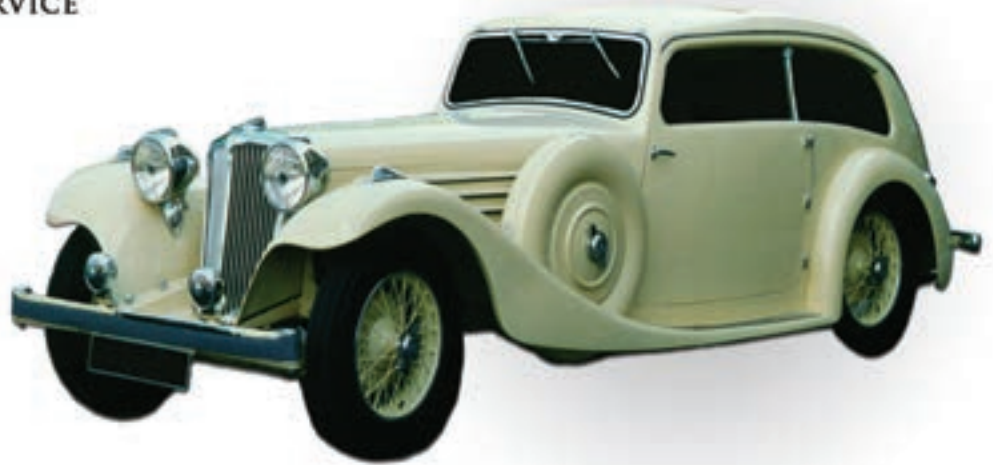


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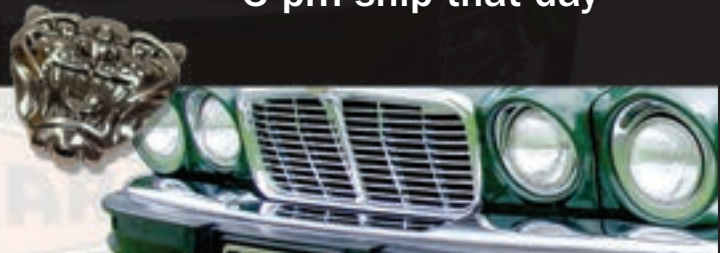
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