

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

April 2019

*More than just a Car Club ...*

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



*Photo by TJMWWTRA*

**“Royal Couple Pays Surprise Secret Visit to Quincy, MA  
(not the real location)”**

(See Page 5)

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*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**

TJMWWTRA

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

## From the President Chuck Centore . . .



I spent the last part of March at Jaguar North America's Mahwah, NJ Corporate Headquarters as a Delegate for JANE at JCNA's Annual General Meeting. Besides working through Concours Rule Changes and other practical matters, we had a chance to see and ride in Jaguar's new all-electric vehicle, the I-Pace. Wow, what a machine. From all points of view, they are serious about this car. It is not only beautiful but if you like quick cars, this one punches that ticket. We had an opportunity to see the car in pieces, close up with its battery removed and

diagnostic testing being performed with some rather sophisticated test equipment. Their plans for launching this new entry were all on display for JCNA members.

We also had the opportunity to visit the Mike Cook Archives where information on just about all of the cars produced by Jaguar over the years is stored. This resource is also available to JCNA/JANE members throughout the year for any information you may want to know about your Jaguar.

The work sessions were tedious and required a great deal of preparation by all of us to make this a productive meeting. I have asked Bonnie Getz, JANE Secretary, to prepare a report on the day's events and we will publish them on the JANE website for all of you if you are interested in reading how all this works.

Other big news is that we had just over 100 members & guests at the Wayne Carini Dinner Meeting. I do hope you had a chance to come by and say hello and listen to Wayne. He is such a genuine big-time car guy. In keeping with our focus on JANE's Charitable Giving, we presented Wayne with a check for the Autism Families Connecticut, a charity very dear to him. Wayne appreciated this gesture very much.

We were also visited by our newly elected Northeast Regional Director, Dean Cusano, from JCSNE in Connecticut. Dean is now our representative at JCNA. He has just joined JANE as an Associate Member and is pretty much aware of everything we do, along with the other clubs he represents for JCNA.

He is the person who will recommend articles published in our *Coventry Cat* or website, along with classic and contemporary photos taken by JANE Members, to receive national JCNA recognition. These awards are usually presented at the next AGM. In 2020, it will be held in Las Vegas. If you have a chance, why not come along and enjoy a relaxing and informative weekend and possibly a few extra days in the sun next March. JANE Members are always welcome.

There were some significant changes at JCNA this year. Leslie (Les) Hamilton is our new JCNA President. Les hails from the San Francisco Bay Area and is the 2nd Vice President of the Jaguar Associates Group, JAG. Les was elected unanimously by a show of hands of the attending delegates. We all wished him well and for a good year as President of JCNA.

Other changes: Dick Cavicke, the current Chairman of the Jaguar Club Rules Committee, JCRC, announced his retirement from that position. His position will be filled by Hal Kritzman, Chief Judge from JCSNE, our sister New England Club, and long-time member of the JCRC Committee.

Our club is rolling along just fine these days and we look forward to many more months of fun activities and camaraderie. We hope you can enjoy as many activities as possible throughout the coming year.

Best to you all and let's start getting those cars out of the garage or the barn and let's see them on the Lawns of the Wayside Inn again or at Larz Anderson.

## Membership Update

# Your Co-Vice Presidents of Membership Share Some Thoughts

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

We are looking forward to all our upcoming events so that we can meet our new members. Please feel free to introduce yourself to us at your next event, as several of you did at our fantastic March dinner meeting featuring Wayne Carini from "Chasing Classic Cars."

What many of you talked to us about was how to get a JANE nametag for you and your co-member. We were lucky enough to have had Ray Binder, our nametag guru, in attendance. He had forms for new members to complete to expedite the process. Some others of you lost or "mangled" your nametags and Ray was happy to make new ones for you, as well. So, let Jeanine or me know if you need a nametag, and we can help – just call or email either of us.

Spotlight: JANE's Secret Weapon

"Once Upon a Time," writes Jeanine "while I was busying myself with some distraction, I vaguely recall my husband mentioning something about 'a car club.' He also mentioned Jaguars. And I mumbled something like, 'Mmm hmmm . . .



Marjorie Cahn and Jeanine Graf

that would be nice . . . ?

He took my response as an affirmative, and promptly made reservations for two! 'Next Wednesday,' he said, 'mark it on your calendar.'

That got my attention. (And a giant bubble appeared over my head bearing a neon question mark.) A car club meeting?

I imagined myself squeezing into the back of a body shop – with a bunch of cigar-smoking motor-heads discussing lug nuts, gaskets, gearboxes, oil leaks, whatever. And the air would be pervaded with the perfume of previously consumed libations. Yuk!

But rather than be called a 'spineless jellyfish,' I went.

. . . And made the acquaintance of a most remarkable group of enthusiasts from all walks of life, many of whom also had reservations about their reservations to go to a 'car club meeting.' But that was soon overcome by The Jaguar Association of New England's secret weapon: The members aren't boring!

In fact, JANE members enjoy a great camaraderie . . . with incomparable mechanics!"

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### 1952 Jaguar XK120 FHC Project.

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



### 1958 Jaguar Mark VIII Project.

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



### 1967 Jaguar 2.4 Mark 2 Parts Car.

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



Contact Geoff Rogers, 413-259-1722  
rogers@jollyrogersmotors.com

# A Royal Couple Visits A JANE Member

by Your Most Humble Editor

A JANE member has just hosted the Duke and Duchess of Sussex, Prince Harry and Meghan Markle, as well as their Jaguar E-Type Zero, on extended (permanent?) loan from Jaguar Land Rover, for a sudden, brief visit to the member's remarkable garage in Quincy, MA (not the real location) at the beginning of April. As The JANE Member Who Wishes To Remain Anonymous (TJMWWTRA) tells it, "It was all very



**The Royal Couple pose in their beloved E-Type Zero in TJMWWTRA's garage, including a photo of them in the car on their wedding day.**

sudden: a call from Nottingham Cottage [the royal couple's residence – *ed.*], another from MI6, a third from Her Royal Majesty's Transport Services, and the operation was on. Twenty-one hours later, the Couple and their Car were unloaded from HRM's Royal Air Transporter just before dawn at a remote corner of Hanscom Field in nearby Lincoln, MA, and hurriedly formed up into a secret motorcade to my Quincy (not the real location) garage, where we all gathered around for a jolly good breakfast of kippers and bangers."

Several sorties in the E-Type Zero car were successfully executed and no one seemed to be the wiser. Because it looks so original, no one noticed its exotic high-tech behavior or underpinnings. As Prince Harry commented, "It just looks like another bloomin' E-Type, and they're all over the place! Who would notice such a thing, or care? And no exhaust system? It sounds like nothing! Embarrassing, that's what it is! It was handy sometimes, though, sneakin' home with Megs too late, and the Queen Mum still up and about. Saved my bacon a couple of times, I can tell you."

After breakfast, the Royal Couple took the car to numerous locations during the period of their stay, including [deleted], [deleted], [deleted] and, most interestingly, [deleted].

Then, after some restorative fettling and the injection of a significant number of Lucas' finest electrons, some members of the party (also infused with some fine malt from the collection of TJMWWTRA), undertook performance trials of the Zero in the alley behind the garage. A few dicey moments were noted, but one royal handbrake slide drew so much applause that some neighbors began to gather (one is rumored to have

actually complained, if you can believe it!) and in the interest of security, secrecy, privacy, and the exhaustion of single malt, trials were, regretfully, terminated, with the Duchess of Sussex holding fastest time in a 0-100-0 trial on the greasy part of the alley.

The purpose of the visit is not known and cannot be revealed. Few details have been revealed by anybody, or to anybody else, for that matter. It is rumored that other excursions may be undertaken at later dates, and even that other Royals may participate. Could it possibly happen? Think of the Queen Mum driving the . . . . You be the judge.

"I wish I could tell you more," said TJMWWTRA, "but if I did we'd then have to destroy JANE, and that would be simply ghastly!"

Remember, not only did you read it here first, but, even more important, you *only* read it here! Another Coventry Cat Annual April Exclusive.





# My 2014 Boston Cup Adventure

By Frank Grimaldi

Richard Doucette's presentation at our February 27 JANE dinner reminded me of my adventure getting to and participating in the 2014 Boston Cup. Cars representing over 100 years of local, national and international racing were displayed in a special 2014 exhibit: "History of Racing in New England."

Thompson Speedway asked if owners could provide suitable race cars and I offered either or both of my race cars, the 1968 Camaro (old #80)



that I continue to race, and the surviving XK140 Jaguar I raced in the 1960s.



I was relieved that they preferred the Jaguar and looked forward to a spirited top-down early morning run to a Boston sunrise.

Ann and I attended the cocktail reception at the Ritz-Carlton on the evening before the big event. The reception was well attended and the hors d'oeuvres were tasty and plentiful. Ann enjoyed the complimentary wines, but I was surprised that as our Designated Driver I still needed to fork over \$6.50 to get a glass of Ginger Ale! Ann and

I had a great time seeing old friends and meeting new people and the reception seemed to end too soon. I, of course, nursed my expensive glass of Ginger Ale to the very end!

I had convinced Henry Wright, my long suffering Crew Chief, that this would be an adventure that he should not miss. He had been indispensable in helping me build and maintain my race cars and in rigging whatever was needed to get us back home from a race when the trailer or truck broke down. Henry had been helping me for more than 50 years since my earliest races with XK Jaguars.

Henry arrived at Tewksbury around 5:30 on Sunday morning, reporting he had come through a monsoon. That did not matter – the Boston Cup goes on, rain or shine.

My Jaguar is fully legal for the road but does not have a top at all. I never voluntarily take it out in the rain but taking it to the Boston Cup was a different matter.

As we left my garage, the sky was only delivering a light drizzle. Once on the dark backroads, I was reminded how dim those 58-year-old headlights actually are. The Jaguar engine was running smoothly but hard rain started falling as we went through Wilmington on the way to Rt 93. Engine heat kept our feet warm and comfortable and the windshield kept most of the water from reaching us, even while driving slowly on the back roads. I groped for the hidden wire loop I used to operate my windshield wipers. After failing to decipher the wiper motor wiring, I had discovered that pulling on the adjuster knob on the motor itself caused the wipers to cycle. So, I simply ran a safety wire

loop from that knob through the firewall to allow me to operate the wipers.

Learning I was using the wire to operate the wipers, Henry provided his familiar tirade of sarcastic comments about my trouble-shooting capabilities. As my short 'toy' wiper blades stuttered across my lower-than-stock, chopped windshield, we mocked each other's engineering capabilities as the rain kept falling.

Our trash-talking ended abruptly as we entered the ramp to Rt 93. As if a switch had been turned ON, sheets of rain suddenly poured down on us. As I tried to accelerate, that smooth 6-cylinder Jaguar engine became Not So Smooth! Even in the slow right-hand lane, I was having trouble maintaining speed and we were now running on only 5 cylinders. Henry and I shouted obscenities at each other and at the water that was pouring down and flooding the highway. The right front wheel was now throwing water up onto the individual air cleaners of the three carburetors, drowning the carburetors so that the engine could barely maintain 2500 rpm.

The farther we went down Rt. 93, the more intense the rain became, and the right front wheel delivered even more water up to those air cleaners. Our obscenities continued and as we passed the exits to Rt. 95 the engine was down to running on 4 cylinders. I feared that if we stopped for any reason, or stalled, we would be stranded at the side of the road and would surely miss the 7AM deadline for entering the Boston Common. "Tickling" the throttle was

(Continued on page 7)

## Boston Cup Adventure (Continued from page 6)

effective in keeping us moving, but we were traveling even more slowly. Our dim taillights would be so difficult to see in this downpour. I held my breath as each of the few cars on the highway approached and passed us.

As we passed the Winchester Exit, I looked forward to the long hill that runs down to the Rt. 28/Roosevelt Circle Exit in Medford. Gravity would help us pick up speed, even while running on only 4 cylinders. Years ago work had been done to eliminate flooding at the bottom of this hill so I had no reservations about building up speed down this long hill. I tickled that throttle for every extra rpm I could get. The rain was still torrential but I hoped the extra speed would allow a successful run up the following hills to Sullivan Square. Normally the Boston skyline and especially the John Hancock Tower are clearly visible while traveling down this hill to Medford. In this downpour, though, we could barely even see the Medford Exit sign. Henry and I shouted in unison, "Where the F&#% is BOSTON!"

We 'flew' under the three overpasses at Roosevelt Circle and the momentum helped carry us up and over the first inclines in Medford without any drama. I worried about making it up the last hill to the Sullivan Square Exit. I knew if we made it past Sullivan Square, our exit to Leverett Circle/Storrow Drive was only a short distance farther and then it was almost all downhill to Charles Street.

As we began the climb to the Sullivan Square Exit, there was no standing water on the road and the rain stopped falling. It was as if that switch that had turned the rain ON in Wilmington had just been flipped and turned the rain OFF. We took the following exit with the engine finally

running on six cylinders again. I was glad to get the red light entering the rotary at the Charles St./MGH Station. While sitting there, relieved that the engine heat would now help dry out the air cleaners, I noticed specks of blue sky peaking from behind puffy white clouds above us. It was now only a short drive down Charles Street and across Beacon Street into the Boston Common.



We joined the line waiting to be directed to the assigned display spots. Josh, the Boston Cup photographer, took our photo as we waited. One would never guess we had driven through a torrential downpour only minutes before.

Display cars were positioned on each side of the large circular path which surrounds the Parkman Memorial Bandstand rotunda. All visitors to the Common could freely walk the paths and see all the cars. Tickets were also available for those wanting access inside the barriers to roam among the cars themselves and to have access to the excellent Jacob Wirth luncheon buffet which was provided to all participants and sponsors.

The History of Racing in New England exhibit occupied a segment along the outside of the circular path under a nice stand of trees a short distance from the Buffet Luncheon Tent. The Thompson Speedway Display Booth, where I had assumed I would be positioned, was close by on one of the radial paths. Thompson's Booth included contemporary race cars. I was pleased it was decided that my

1956 Jaguar XK140 would be more at home if displayed in the line of earlier vintage race cars.



New England sports car road racing was well represented. My XK140 Roadster was flanked by other notable race cars with Thompson and Lime Rock history. 'The' prototype 1949 Allard #4 that had first raced at Thompson was to my left and beyond that was the 1907 Renault Vanderbuilt Cup Racer. To my right was a 1953 356A Porsche coupe and the 1972 Bob Sharp Datsun 240Z that I remember watching at Lime Rock many years ago. The Allard and Datsun were at the new Thompson Road Course Grand Opening with me. This display line ended in a display of five cars arranged in front of the giant KTR Hauler. Among those cars were Jim and Sandy McNeil's Cobra and GTO Ferrari. Sandy McNeil is the racer of that family and I have raced against her in those very same cars for years.



Both cars have long competition histories from when the cars, and their many famous drivers, were in their prime. Her Ferrari is totally original and was raced in the 60s

(Continued on page 8)

## JANE Concours Judges Training Seminar

On Sunday, May 5<sup>th</sup>, 2019, from 9:30 a.m. to 2:30 p.m., we will be conducting our annual JCNA Judges Training Session with North American exam. This will be at a new location, the Historic Southborough Community House at the corner of Main Street and Route 85, directly across from St. Mark's Prep School. This is conveniently located about 1 mile off of Route 9, 1.5 miles off Route 495 and 4 miles off the Mass Pike exit to Route 9 in the City of Framingham.

This year, we will be looking for the return of our veteran Judges together

with new Judge candidates who are sincere about being certified and participating in judging on the field for our own August Concours, as well as any support we can give our friends at the Jaguar Club Southern New England.

At the session, both our Associate Chief Judge, Sandy Cotterman, and I will go over Jaguar Club North American rule changes, answer any questions you may have, conduct the 2019 exam in the group session, and review the proper completion of scoring sheets as displayed on poster boards.

Both a light breakfast and lunch will be furnished at no charge and we will complete the session with some practice judging on vintage Jaguars around the Community House grounds.

Please join us on Sunday, May 5<sup>th</sup> at the Historic Southborough Community House in Southborough, Massachusetts!

*Please RSVP about your attendance either at [Aldoc.esq@comcast.net](mailto:Aldoc.esq@comcast.net) or else call me at 508-320-1679 (cell).*

*Cheers,*

*Aldo A. Cipriano, Chief Judge*

## Lucas, Prince of Darkness (and Humour)

### Joke for April

*By Robert (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.*

Before Mt. Everest was discovered, what was the highest mountain in the world?

See the From *The Top Of The Scratching Post* for more information.

### Boston Cup Adventure (Continued from page 7)

by John Surtees, who was a World Champion on motorcycles and then a World Champion in a factory Ferrari Formula 1 car. Some years ago it was rumored the McNeils refused an offer of \$38 million for this car. Today it is estimated to be worth more than \$50 million. I'm glad I raced against her when that car was worth only \$38 million!

The formal event ended at 2PM with an awards ceremony at the Parkman Memorial Bandstand rotunda. Awards were based on votes by all the participants and the McNeil's 250 Ferrari GTO was the

winner of the Race Car Class.

After the awards presentations, the exodus of display cars was more orderly than I had expected. All the cars leaving my side of the Common merged onto Charles Street, taking the quick left onto Beacon Street in a smooth and comfortable manner. At times my little XK140 Jaguar was surrounded by giant pre-war exotics. Soon a quick right brought us onto Storrow Drive. Once on Storrow Drive, all of us with loud sports cars could not pass up any opportunity to make some noise under an overpass or away from a traffic light. The

entry to Rt. 93 North was especially loud. That ramp has a tall cement wall which runs adjacent to the road for a long distance. Many decibels were bounced from that wall that afternoon! Rt. 93 traffic was a bit heavy, but moving fast enough that the XK140 could easily keep up and make some more noise all the way to Tewksbury!

This was not just another in a long list of wonderful adventures for Henry and me. It would be our last. Henry Wright passed away 4 months later and racing 'Old #80' will never be the same.



# Wayne Carini Visits JANE

By David Moulton, photo by Jeff DeMarey

As you probably all know, Wayne Carini kindly joined us for our March Meeting and presented a delightful, relaxed and witty talk about his life spent chasing classic cars on TV as well as in real life. Rather than writing the usual sort of recap we do for most meetings, at the suggestion of Chuck Centore, I've asked a number of members to write up their thoughts about Wayne, his career and his effect on both classic cars and the car business in general. If you'd like to contribute some thoughts, I'm happy to add them to the collection – just give me a call at 978-448-6828 or email



(d19@moultonlabs.com) so I know to expect your work and can advise you on deadlines and expected length, etc. I'm going to assemble these into an "appreciation" of Wayne and his work and hopefully devote most of the May issue of the Coventry Cat to Wayne. Then, we plan on submitting the collection for publication in the Jaguar Journal.

For now, suffice it to say that Wayne Carini is a remarkable man who has had an outsized influence on all of us who care about cars. We'll tell you more next month, God willing and the creek don't rise.

**Thanks, Wayne!**

## HONKU

by Aaron Naparstek

*Lawyer on cell phone –*

*tries corporate and freeway*

*mergers at same time*

*And remember:*

*Honku if you love Jaguars.*

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# 2019 JCNA Annual General Meeting in Mahwah, NJ

By David Moulton, photos by Bonnie Getz



**Flags fly at Jaguar Land Rover in Mahwah, NJ**

Bonnie Getz and I drove down to Mahwah together on Thursday, March 21, the day before the Annual General Meeting (AGM) started, taking in the scenic wonders of Putnam and Rockland Counties on the way, particularly the spectacular Hudson River crossing on the Bear Mountain Bridge (treat yourself to this if you ever get the chance).

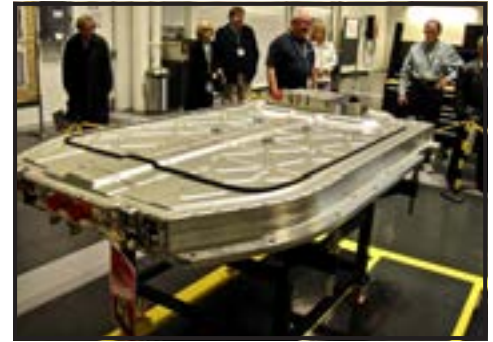
The AGM itself was held at the Jaguar Land Rover National Headquarters, at the intersection of the New York Thruway, I-287 and Route 17. Driving is a little different there (time-stress, panic, a culture of video-gaming applied to real cars, and plain old aggression all play a part), but we survived, checked in, had a great dinner (ask Bonnie about Dave and the pylon in the parking lot) and, the next morning, wandered in to register, hang out, tell car lies and behave just like conference attendees usually do.



**Bonnie and Dave in a selfie with JLR. Note Dave's skillful parking.**

After lunch, we attended several tech sessions. The first was conducted by JLR's lead trainer, Lazlo Stankovic, in which he described JLR's training program for service technicians (they employ about 2300 techs in North America) and focused on some of the particular issues that electrical vehicles (EVs) present, which turn out to be substantial. After his talk, Lazlo took us into an absolutely immaculate service shop with an I-Pace EV on display with its battery pack removed.

The battery pack itself weighs something like 1,300 lbs., and consists of 36 12-volt cells wired in series for an output voltage of 360-400 volts. This yields an operational driving range for the I-Pace of about 240 miles. Charging time (for a full charge) ranges from as little as 40 minutes for a DC high-voltage charge to as much as 48 hours for a weekend charge from a conventional household 120-volt system.



**The 400-Volt I-Pace battery pack**

It was noted that I-Pace range varies significantly as a function of driving behavior and habits, use of auxiliary systems such as AC, outside temperatures and weather conditions. One attendee, an early purchaser of an I-Pace, described his satisfaction with the I-Pace as he uses it for a 55-mile commute in the Rocky Mountains near Denver, free of any range anxiety. Other virtues he noted included quietness, excellent audio and excellent acceleration.



**I-Pace with battery in foreground, and Lazlo explaining things**

Our second session consisted of rides in the I-Pace. It performed pretty much as advertised: quiet, fast, stable. I really liked it.



**I-Paces at the ready**

(Continued on page II)





### JANE shows up in JLR's superb archives

The ride was on public roads, so we got no idea of the car's handling limits, but we did experience the remarkable acceleration. With 390 horsepower and 510 ft./lbs. of torque driving both front and rear wheels, the I-Pace is capable of 0-60 mph in 4.5 seconds. We didn't accelerate that hard, but the impression of vigorous acceleration from 10 to 70 mph on an entrance ramp was like an endless burst of 2nd gear with a big V8 – I kept waiting for the driver to shift to third, but he never did (the car has only one gear), he just lifted throttle when we got to speed and the car was suddenly peaceful and serene. Some of my fellow passengers complained about the lack of exciting engine noises. However, for me, having worked on car interior noise reduction for Bang & Olufsen, as part of their development of good audio systems for their clients' cars, I just luxuriated in the quiet. It was great!

Another tech session covered the

JLR Archives. Bonnie dug out this 2006 Jaguar Journal for old times sake.

On Saturday, I sat in on part of the actual General Meeting itself, which dealt with JCNA matters. Some brief notes: no report from the Rally Committee, which appears to be inactive; the Slalom Committee did report, and discussed the increasing problems finding reliable sites, as well as a consideration of the consolidation of classes. The Special Awards Committee reported that the President's Award will henceforth be known as "The Mike Cook President's Award." The Trophy Committee reported that they currently have a good inventory of trophies. The JLR Archives reported that the passing of Mike Cook (and his encyclopedic knowledge) has had a significant effect on operations – they are trying to develop JLR individuals to be able to fill in and help replace him. Also noted was the fact that JLR is currently exhibiting "an atmosphere of thriftiness," but nonetheless con-

tinues to support the historical efforts of the Archive. Editor Peter Crespin reported that submissions are up for the Jaguar Journal; there are minor problems with after-the-fact requests for complimentary copies; the Journal is hard at work on the effort to "go digital," but no date for that transition was mentioned.

Other items of interest: last year there were 32 sanctioned Concours, four slaloms and two rallies. There will be no International Jaguar Festival (IJF) in 2019. There will be a Jag Corral at the Rolex Motorsports Reunion at Laguna Seca in August 2019. The AGM in 2020 will be in Las Vegas. There will be an IJF in 2020, held in southwest Florida. The AGM in 2021 will be held in Palo Alto, CA. After other minor bits of business, the meeting was adjourned.

On Saturday night, there was quite a nice banquet, and a few of us from JANE copped some trophies with which to impress people. Sunday, we all headed home.

# A New Member Gets An Early April Fools' Joke From Mother Nature

By Dave Moulton and Larry Baitch

Every now and then, nature just steps in to inform us that we shouldn't take ourselves too seriously. That just happened to Larry Baitch. Take a look.



**After!**

Larry writes: "Hi David:

I enjoy the Coventry Cat immensely, even though I have not yet had a chance to come to a JANE event since moving from Dallas, TX. I hope to come soon.

After your plaintive call for cover photos in the February edition of the Coventry Cat (and lowered bar on photos of important Jags), I thought I'd send you these two pictures. One [see above – Ed.] is a New England "seasonal" photo of my beloved 1997 Jaguar XK8 convertible, sitting in my driveway last week. After recently moving to Worcester, our garage was still full of moving boxes full of stuff and

my Jag was still sitting patiently in the driveway outside in the cold, wet Worcester air, waiting for its spot in my nice heated garage.

The snow then fell without warning or regard for my almost-vintage treasure. It was made much worse, of course, by an avalanche of snow falling off the roof shortly after the storm. That was it - I moved all of our stuff out of the garage into the house pronto, un-buried the car and moved it into the garage.

I've also attached a photo of my Jag in Dallas, shortly before we moved to Worcester, to help you imagine how I felt.



**Before**

Can't wait for spring...  
Warmest regards,"  
Larry Baitch

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## Event Report

### ***Our Latest Greatest Event, Marjorie Cahn Gets Rewarded, and Other Items***

*By Dr. Dean Saluti, VP of Events*



#### ***March 27, 2019 Wayne Carini at the Dinner Meeting at Longfellow's Wayside Inn***

The March 27 JANE Dinner Meeting at the Wayside Inn in Sudbury featured TV celebrity and JANE friend Wayne Carini, brought in by our friends and

JANE members Jeff DeMarey and Rich Doucette. The first time that Wayne visited us, we held a wonderful event at the British Consulate, and we thought that we could never surpass that memorable night. However, when Wayne came to visit us this year, your Event Team (Margie Cahn, assisted by our MBA intern, Thao Trac) pulled out all the stops. We had over 100 registrants!

Our audience included British classic car club dignitaries – Dirk Burrowes, the President of RoveAmerica (classic Rovers); Bob DeSantis, Chief Judge at Misselwood; Mike Crawford, the new President of the Boston Area MG Club, with 12 BAMG members; and our new JCNA Regional Director Dean Cusano, who has just joined JANE. Rich Doucette, nationally-recognized classic car aficionado, stated that “No other car club, of any type, could match the attendance and quality of this event!” The thanks go to our President, Chuck Centore, and Margie Cahn’s team.

Coming up, don’t miss the annual ***Parker’s Maple Syrup Run with Bruce Whitmore***. Then, on ***April 24th, we have our monthly dinner at the Wayside Inn***. At present, we’re still working out who our guest will be, and will get that information to you shortly. ***On May 5th, we have our Judges Training Session*** and on ***May 22nd we have our annual Jags On The Lawn At Larz Anderson Museum party***. Then, in June, we will have our ***Hudson Valley Tour (June 21-23)***. Better sign up soon – space is limited. And take a look at the calendar for all the other events of possible interest.

On another topic, the great participation from the Boston Area MG Club comes as a result of the JANE members who help our sister British car clubs. This year, Marjorie Cahn, JANE Co-VP of Membership, was recognized by our MG friends with the first ***“Jack Balonis Memorial Award.”*** Many of us remember Jack for his years of service to the British classic car community on the Event Team of the British Invasion. A picture of Margie receiving the award from the outgoing long-time BAMG President and former JANE member Kurt Steele (he is moving to Arizona) is below.



# 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!

April 7 - Sunday - 11AM	JANE Parker's Maple Syrup Barn Brunch	Mason, NH
April 24 - Wednesday - 7PM	JANE Monthly Meeting, Speaker TBA	Wayside Inn, Sudbury, MA
May 5 - Sunday - 9:30AM	JANE Concours Judges Training Session	Village Community House
May 9 - Thursday Time TBA	Larz Anderson Auto Museum Exhibit Opening	Larz Anderson Museum
May 18 - Saturday - 8AM	Belmont Day Car Display	Belmont Center
May 22 - Wednesday - 5:30PM	JANE Jags on the Lawn and Dinner	Larz Anderson Museum
May 31 - June 1 - Fri. - Sat. TBA	Empire Drivers, Inc. Track Day	Lime Rock, CT
June 7-8 - Fri. - Sat.	5th Annual Bristol British Motorcar Festival	Bristol, RI
June 15 - Sat. - 11:00AM	JANE Spring Slalom	North Andover, MA
June 21-23 - Fri. - Sun. - 10:30AM	JANE Hudson Valley Tour	Rhinebeck, NY
June 23 - Sunday - 8:30AM	JCSNE Annual Concours	Middlefield, CT
June 23 - Sunday - 10:00AM	British Car Day	Larz Anderson Auto Museum
June 26 - Wednesday - 7 PM	JANE Monthly Meeting, Speaker: Marguerite Dennis	Bay Pointe Restaurant, Quincy
July 24 - Wednesday - 7PM	JANE Monthly Meeting, Cars on the Lawn	Wayside Inn, Sudbury, MA
July 28 - Sunday - 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 - Sunday 10AM	JANE Deerfield Valley Tour	Start in Lancaster, MA
September 13-15 - Fri. - Sun.	29th Annual British Invasion	Stowe, VT
September 25 - Wednesday 7PM	JANE Monthly Meeting, Speaker TBA	Wayside Inn, Sudbury, MA,
September 28 - Sat. 11:00AM	JANE Autumn Slalom	North Andover, MA
September 29 - Sun. 9AM - 2PM	8th Annual Boston Cup	Boston Common, Boston, MA
October 23 - Wednesday 7PM	JANE Monthly Meeting, Speaker: TBA	Wayside Inn, Sudbury, MA,
November 20 - Wednesday 7PM	JANE Monthly Meeting, Speaker: Steve Pickford, the Innkeeper	Wayside Inn, Sudbury, MA
December 1 - Sunday 3PM	JANE AGM and Holiday Party	(location TBA)



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## From the Top Of The Scratching Post



It has been a busy month, here in the Scratching Post Plaza Tower Complex. Lots of copy to edit, and a fair amount to write as well. I keep promising to tell you about Jaguar's new Ingenium 6-cylinder mild-hybrid engine, but I have to put it off again. So, maybe next month.

I've also been hard at work laying out the route for our Hudson Valley Tour, and that has been a lot of fun (as well as miles). What I've been trying for are long stretches of really nice, winding and beautiful country roads with as few commercial and/or heavily traveled stretches, or traffic lights, as possible. I'm also trying to make it as easy as possible for you to find your way. No traps, no messing with your mind, no silly questions to distract you. Just simple directions from one instruction to the next, complete with mileages, to make it easy and let you feel confident that you are, in fact, on course. So you can just relax, enjoy the driving and really enjoy the scenery. The Hudson Valley sure is a beautiful place.

And happily, we've got ourselves one of the nicest and oldest inns in the country to stay at, a great dining experience at the Culinary Institute of America, a visit to

our very own Morgan Dealer and a tour of a quite special small distillery specializing in high-end single-malt and solera bourbon production. I bought a couple of bottles (gotta make sure, you know) and find them to be really nice. I suspect you might enjoy a taste or two, as well.

On the Jaguar Wellness Front, I'm pleased to report that Brexit has been put off a bit – we'll see how that mess shakes out. However, the Economist magazine reports that JLR will shut down production in April due to fears of a "No-Deal Brexit." On the brighter side, as you can read in both Chuck Centore's report and my report on the AGM, the I-Pace is quite a car, and it may be worthy of your consideration. Jaguar also had an F-Pace SVR on display, what they are calling a "performance SUV." It's still an F-Pace, but with beefed-up brakes and suspension (and tires, I expect), as well as the supercharged V8 (ca. 550 hp) with the trick exhaust system from the F-Type. So, the SUV portfolio is growing nicely, and maybe they can claw back some of the market share they so desperately need.

And spring is here (barely). At the meeting this month, numerous top-down cars were spotted on the lawn, just like robins. You know what that means. See you at Parker's, as well as at the Wayside Inn.


And Prince Lucas says: "Mt. Everest; it just wasn't discovered yet. (You're not very good at this are you?)"

### *Car For Sale: 1986 Jaguar XJ6*



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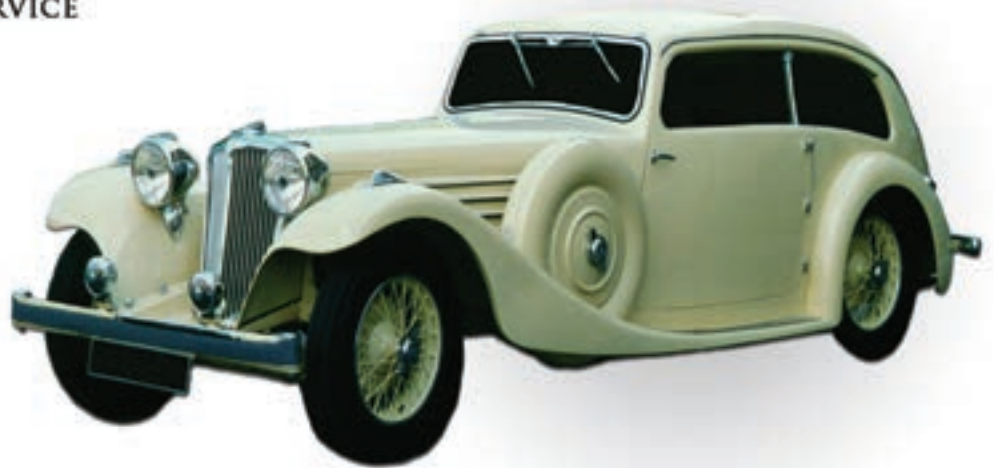


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