

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

May and June, 2023 The "I Love Springtime" Issue

*More Than Just a Car Club*

## Are Cars Toys? You Be The Judge



*(see page 8)*

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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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An ad in *The Coventry Cat* currently reaches about 250 households with excellent demographics, who will enthusiastically read whatever we send them.

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*Thanks, JANE*



# From the *Top* of The Scratching Post

By Dave Moulton



Spring is here. And so is **The Coventry Cat**, once again.

In this issue, I briefly revisit our March meeting and the exploits of Frank Grimaldi. Then, Brian McMahon

brilliantly recounts our April meeting, Stephen Lanzilla, and Toy Cars. On a much sadder note, I must announce that Dennis Eklof died suddenly on March 21st. Carl Hanson has given us an eloquent tribute to him in this issue.

Then, along with our various regular columns, Brian McMahon gives us a ChatBrat's-eye view of how

Jaguar's nuclear engine may have evolved from an earlier project in Switzerland. Aldo Cipriano shares more Concours judging guidance, particularly having to do with OV (Operation Verification), always an exciting and sometimes terrifying moment on the Concours field. And Herman Wiegman reflects thoughtfully on Jaguar's future.

Once again, remember to read all our fabulous ads and try to buy something that really floats your boat. Damn the credit cards!

Have a great Spring, everybody!

**Dave, your humble editor**

## The President's Message

By Gus Niewenhous



In this issue we are paying tribute to Dennis Eklof, past president of JANE and a former JCNA Board Member who recently died suddenly. It is fitting we pause to remember his many accomplishments for both JANE and JCNA.

We are pleased to see increased post-pandemic participation in our monthly meetings and classic automobile events in general. Also, our calendar of events and activities, some annual favorites, some new, continue to be rolled out. Daniel Graf is moving ahead with the 2023 50th Anniversary

Our Board Members have been hard at work to encourage lapsed members to rejoin JANE. I know there are some obstacles to overcome in this process. However, I encourage all the membership to reach out to anyone you know to encourage them to join or rejoin. Special thanks to Jeanine Graf and Marjorie Cahn for their efforts as membership Co-Vice Presidents. Please let me know if you know of someone I can reach out to in this effort.

I hope to see all you soon and often at our events!

Best Regards,

**Gus Niewenhous, President**

Concours. Let's show support for his efforts by registering as soon as possible and responding to his requests for help promptly.

We are going to try a South Shore meeting again on May 31 at a new location in Quincy.

Our annual Jaguars at Larz Anderson Auto Museum will take place on Wednesday, June 21 with British Car Day close at hand on the following Sunday, June 25.

The Jaguar Cup at the Myopia Polo Club and our 50th Concours will be upon us soon after!





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# March Meeting: *Frank Grimaldi*

*By Dave Moulton, photos by Chuck Centore*



**Frank's brother-in-law Robert Lusarsdi and Gus Niewenhous prop up an exhausted and retired Frank Grimaldi after a 30 minute non-stop JANE presentation.**

On March 22nd, about 25 JANE members gathered at the Wayside Inn to hear Frank Grimaldi share a few details about his long and fascinating racing career. Before that could happen, however, President Gus Niewenhous shared with all of us members in attendance the very sad news that Dennis Eklof had died suddenly the previous day. He then called for us all to stand for a minute of silence in Dennis' memory, which of course we did.



**David Zeller cheerfully enters a faster lane.**

Frank Grimaldi has had a long racing career that first involved secretly drag-racing his father's XK 120, then road-racing two different XK-140s (he still has one of them) and subsequently discovering the joys of TransAm racing in the late 1960s and buying a Chevy Camaro (that became known as "Old #80"), which he then campaigned for about



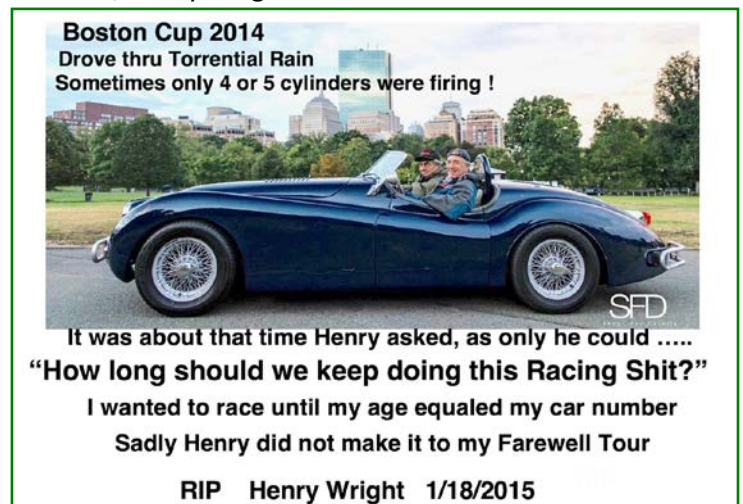
**Your humble editor accepts the Karen Miller Award on the Coventry Cat's behalf.**

three years, from 1971 - 1975, winning the SCCA National Championship for A-Sedan in 1973.

Frank then sold Old #80 and retired from racing for about 18 years. After finding and repurchasing Old #80 in 1991, he took up Historic Racing.

When his age finally became greater than the car's number in 2021, Frank exceeded his goal to race the car until his age equaled his car number. He recognized that as a compelling omen that "it was time." Old #80 now is a long term display in the New England Racing Museum in Loudon, NH, adjacent to the New Hampshire Motor Speedway.

What's so striking about Frank's career with Old #80 is how consistently successful he was, across half a century and over approximately 34 years of racing, with that single race car on an amateur budget with one long-term crew member, Henry Wright.



During that period, Frank entered 265 SCCA and Vintage races (about one event every two weeks on average during all those racing seasons), finishing 90% of them, getting on the podium 110 times and winning 15% of the time (40 wins). Amazing!

Frank's PowerPoint presentation also revealed how much fun he and his competitors had, how much trash talking they did and silly pranking they all perpetrated whenever the opportunity presented itself. Here's a slide showing Frank wearing a custom T-shirt razzing arch-competitor Jim Glass.



Thanks, Frank, for sharing with us some details of a great amateur racing career that must have been an immense amount of fun, except for the few moments when it wasn't, which of course we don't need to talk about here. See you in the bar for those stories!

# Dennis Eklof 1941 – 2023

*By Carl Hanson*

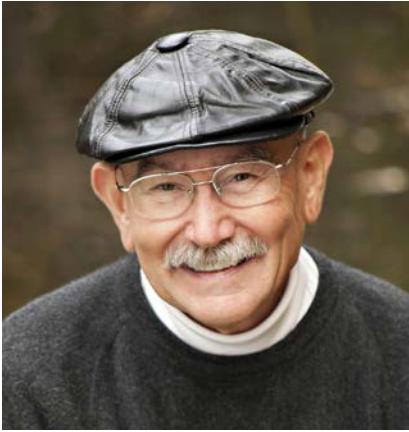


photo: Patty Axford

One of our most active long time JANE members, Dennis Eklof, died unexpectedly on March 21, 2023. Over the nearly 15 years of his membership, Dennis served JANE in many ways: President 2010 and 2011; developer of JANE's first website; organizer along with his wife, Prebble, of many tours, especially the popular Magical Mystery Tours (MMT), six in total between 2007 and 2017; host of club parties at their home and at the British Invasion in Stowe; chairman and chief organizer of the 2014 JCNA Annual General Meeting in Cambridge hosted by JANE. Moreover, he served Jaguar clubs in our region as one of the two NE Representatives to JCNA during the years of 2016-2018.

It is worth mentioning that Dennis' efforts were supported throughout their membership period by Prebble. Together, they helped make our club a great experience for all of us. Prebble served as editor of *The Coventry Cat* from 2008 to 2013 and Assistant Editor from 2013 to 2017. She was awarded JCNA's "Editor of the Year" in 2009.

Dennis' Jaguar interests ran deep. When he and Prebble joined JANE, they had a newly-purchased blue Series 2 E-Type, used on their first tour with JANE in the White Mountains, driving up Mt. Washington and staying with us at the Mt. Washington Hotel. A year later he parted with the blue one and acquired a beautiful yellow Series 1.5 E-Type as their show car and driver. Always on the lookout for more sets of wheels, Dennis bought a nice Vanden Plas XJ8 and later a beautiful XK convertible to complement

two BMWs, a beautiful MGA (which he purchased when he was 22 years old), a Brunton Stalker (Lotus 7-like race car), and several motorcycles. Track days at Lime Rock were among his favorite places to exercise the Stalker. An active supporter of the Larz Anderson Automobile Museum, he served as Corporator and Trustee for many years.

His motorcycle interests often competed with his car interests: participating in rallies, long distance tours (as far as Newfoundland!), and Sunday rides with friends throughout New England.

But Dennis was more than a Jaguar owner/driver. He knew his way around the shop, maintaining and fixing his own cars and motorcycles and helping others fix theirs. As an example of his helpfulness to others, a JANE member with an E-Type that needed brake work contacted me (Carl Hanson) for help. I admitted that I knew more about XK120s than E-Types and in turn contacted Dennis. Dennis sussed the problem, purchased the required part and fixed the car on a Sunday afternoon!

Dennis was born September 3, 1941 in Baltimore and grew up in Maryland. He attended The Johns Hopkins University from 1959 to 1967, earning a Ph.D. in Operations Research. His professional career was in the oil industry, developing refinery optimization models, refinery operations, and planning future developments. He worked for ExxonMobil for almost 9 years in New Jersey, Texas, Australia, Belgium and Spain. He was at Data Resources Inc. for 10 years as Vice President in the Energy Department, then a Senior Director at Cambridge Energy Research Associates for 14 years, and 2 years at Global Insight in Lexington, where he managed global energy forecasting. Never the one to fully retire, Dennis kept his software skills sharp by working as a software developer for Vadar Systems in Acton for the past 5 years, helping local municipal governments manage town business operations.

Despite this amazing background and world-wide reputation as an expert in the energy industry, Dennis continued to share his joy for cars and motorcycles with his friends and family. Dennis leaves his wife of 42 years, Prebble Eklof, three daughters and nine grandchildren.



**Dennis and Prebble Eklof at a JANE Concours in Sturbridge.**

Friends and family will gather at the Larz Anderson Automobile Museum in Brookline, MA, on Saturday afternoon, June 24th, from 1 to 5, for a Celebration of Dennis Eklof's Life. A catered selection of refreshments will be served. Guests are asked to RSVP to Prebble Eklof at 617-877-5825 or prebble.eklof@verizon.net no later than June 1.



# April Meeting: "Honey, I Shrunk the Jags!"

By Brian McMahon



Our April dinner meeting at the Wayside Inn featured the usual bonhomie

and after dinner, we were treated to a discourse by Stephen Lanzilla, founder of the Boston Area Toy Collectors Club.

Stephen highlighted the many organizing principles of collectors. Some, like Gus Niewenhaus, have acquired cars that are based on TV series or movies, like BBC's Inspector Morse and his Jaguar 3.4 sedan. The many iterations of the Batmobile, Steve McQueen's Mustang GT390 from Bullitt, the "General Lee" from The Dukes of Hazzard, James Bond's Goldfinger DB5, the Back to the Future Delorean, and even the



"Monkeemobile" are all available.



Other collectors will choose to specialize in specific marques, and own toy cars that represent every model of the Austin-Healey brand, for example. Still others will focus on Grand Prix cars of the 1950s, or cars that have won the 24 Hours of Le Mans.



For many, the American muscle cars of the 1960s are a popular choice, as well as dragsters.



Other collectors specialize in cars of a particular scale, so that the various toy cars maintain the proportional difference in sizes that the actual cars had. Steve told us that the diecast car collectors can choose 1/18, 1/24, 1/32, 1/43, and 1/64 scale models. Since the scale is expressed as a fraction, a 1/18 scale model is bigger than a 1/64 scale model. In the first case, an 18 foot long car would result in a 1 foot car model. In the second case, a 64 foot long semi-truck and trailer would also be one foot long.

**Here is a list of approximate sizes of the model cars in each scale:**

Diecast Scale	Approximate Size
1/18 Scale	9-12 inches / 24-30 cm
1/24 Scale	6.5-8 inches / 16-20 cm
1/32 Scale	4-6 inches / 10-15 cm
1/43 Scale	3.5-5 inches / 8-12 cm
1/64 Scale	2.5-3 inches / 6-7.5 cm

Stephen took us back through the history of toy cars. A hundred years ago, toy cars by Meccano and Corgi were very simple, with wheels but no interiors. Since they were made of lead or zinc alloy, impurities in the metal castings would cause them to crack and crumble. Because of this, pre-WWII toy cars, like those of Norev and Dinky, are rare.

After the war, interest in toy cars paralleled the growth of the new car market. Lesney began their Matchbox 1-75 series, which featured 75 different cars that each fit inside a box the size of a matchbox. Lesney was distributed and marketed by Moses Kohnstam, so the boxes displayed "A Moko Lesney" on them. These toys featured more details like interiors and rubber tires

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Familiarity with one toy car brand (Matchbox, Dinky, Grumm, as examples) may encourage a collector to assemble a fleet of cars that attempt to equal one car type of each type produced by the manufacturer.



that marked a step up in quality from pre-war toy cars. Matchbox cars were so popular that the name became broadly used to refer to any diecast toy car.

Sales declined in the 1970s and 1980s leading to bankruptcies for Matchbox, Dinky and Corgi. However, Mattel bought Matchbox and integrated them into their 1/64 scale Hot Wheels collection. This left the market open to collectors who fondly remembered the toys of their youth and rekindled an interest in the hobby.

As for maintaining a collection, there is a difference of opinion about storing and displaying a collection of diecast toy cars. Some, like Stephen Lanzilla, argue that the cars should never leave their packaging, because any tearing or marring of the box will cause the model to lose value. Others believe that it's more important to them to make all of their collection visible to themselves and their families, so they will often build glass-fronted storage cabinets and keep the original boxes stored separately.

My brother Dick is a Napoleonic Wars buff. He has laid out a typical battlefield with hills and streams on a platform that's the size of a pool table and populates the table with hundreds of troops. Online with other collectors around the country, they recreate the major battles and hope that their tactical skills will change the historical outcomes. Each of these 1 inch soldiers was hand-painted by Dick in the appropriate national and regimental colors, so there are Scottish infantry, French artillery, Russian cavalry and Prussian grenadiers adding to the color of the diorama. When we rag him about his hobby, he patiently explains "I'm not playing with toy soldiers, I'm recreating important battles using military miniatures."

For toy car collectors there is something similar available if they have deep pockets. These automotive miniatures are available from companies like The Amalgam Collection <https://www.amalgamcollection.com/collections/jaguar>, which offer highly detailed cars in 1/18 scale as well as the unusually large 1/8 scale, where an E-Type is 23 inches long and costs \$19,495.



Just imagine the watchmaker's level of skill that it took to produce a replica like this:



But wait! That's an RHD model ... and your own real E-type is LHD and in British Racing Green. Will Amalgam build you the exact E-Type you want? If money is no object, their Bespoke Department <https://www.amalgamcollection.com/pages/bespoke-models> will be happy to hear from you!



Collectors will counsel newbies to keep the cars out of direct sunlight which will cause the paint to fade and to lightly dust and clean the cars occasionally.

Stephen's presentation on the value of toy cars may have saved a lot of family finances. When Martha asked me what I wanted for Christmas, I brightly responded "A '65 E-Type convertible, if you please" and that's what I got. Of course, it was an 8 inch long plastic kit whose hundreds of parts kept me busy one entire winter. On the bright side, the maintenance schedule is a lot lighter than that of a real one.



# Jaguar's Global Challenges – Living with a Vermont Cat

By Herman Wiegman

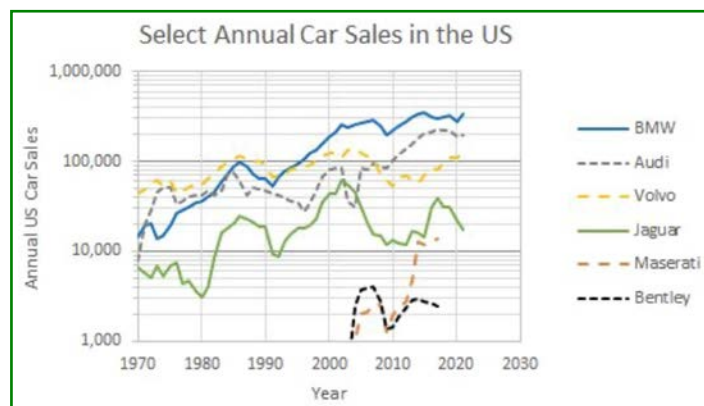
Spring is bursting and Summer will soon be upon us. Life is sprouting everywhere. However, there are rumors spreading about Jaguar's demise. Is this a real concern, or is this just business as usual for a modern car company? Let's discuss this particular 800-pound gorilla in our room.

## Fact 1: Jaguar's annual sales are down

Jaguar's sales in the US have been declining over the past 5 years, and are now less than 20,000 cars per year. This classifies Jaguar as an "exclusive" or "niche" player, situating it in between Volvo and Maserati.

However, Bentley and Ferrari only support sales of about 5,000 cars each in the US. So do we really need to care about sales volumes? Not me, as long as there are interesting niche cars available for a reasonable price point.

Having a high sales volume simply means you have won a particular kind of popularity contest. But being comfortable with niche status means Jaguar can run its business appropriately. Have a peek at some select annual sales figures below (Careful, the vertical y-axis has a logarithmic scale. Why? Because I'm an engineer).



*Car Sales seen logarithmically*

## Fact 2: Jaguar is reducing its dealer network

This news hit the streets about a year ago, and it indicates that Jaguar is preparing for lower sales volumes, concentrated in urban centers.

It is difficult to reduce the number of franchise outlets, but it makes sense to focus a brand's sales efforts where it matters most. I would love a dealership in northern Vermont, but frankly it would probably be laced with cobwebs by the time I showed up at the parts department counter looking for a replacement rear hatch gas strut for my F-Type coupe, but only the left one . . . because I'm an economical repairman.

The second twist to this story was that Jaguar also adjusted the dealer margins to about 8%, a reduction of about half from traditional margins. This can be read two ways: either as a squeeze on the remaining franchises, or as an indication

that Jaguar would move upmarket where higher prices and lower margins balance out. Either way, it is probably prudent for Jaguar to right-size the number of dealerships, and focus them in the key markets. Sorry, North Dakota, you are SOL.



*A Jaguar Dealer Map*

## Fact 3: Vehicle regulations are evolving

Electric Vehicle (EV) mandates are popping up everywhere, in response to our need for lower carbon emissions. This means auto manufacturers need to invest heavily in new drivetrain technology, not just a new variant of existing technology. Do we care if this happens?

I don't, as I am more interested in how the niche car presents more abstract concepts like Grace, Space and Pace. That was a great Jaguar moniker, as it didn't say 4-stroke, leather, and three pedals. What concerns me is that developing a fundamentally new drivetrain takes time and money – perhaps 3 years and about a billion dollars. This is where Jaguar needs to play catch up and update their supply base, which was started with the I-Pace. I also can imagine stiff competition coming from Asia, which might result in a bumpy sales ride.

## Fact 4: Jaguar is planning for a three model lineup

Jaguar is moving towards an all-electric, 3-vehicle lineup in 2025. Today, they support a 6-model lineup: F-Pace, I-Pace, E-Pace, F-Type, XE & XF. Note that three of those are SUVs, which will presumably be dropped by 2025 to avoid cannibalizing Land Rover sales. Former CEO Bolloré said that new Jaguar models would have "unique design proportions and capabilities," so would require a JLR specific platform. This is both exciting and nerve-wracking. Where did the electric XJ luxury sedan go? Will they bring back a two door XJ-Coupe? Or will Jaguar lean heavily into another sports car?

(Continued on page II)



Should a three-car lineup worry us? I don't think so. I remember when various manufacturers only had 1 or 2 models in their line-up. Think back to the 1980s with Volvo and their 240 series, or Jaguar with the XJ6 & XJS. As long as the cars in your lineup reflect the company's moniker and image it should work. Do car manufacturers really need to serve to fill every vehicle class and type? What about creating a new or unique car?



*A Coupe Concept*

**Fact 5: Jaguar is inextricably linked to the UK**

Jaguar is inextricably associated with the Commonwealth, the Royal Family and the Beatles, at least in my mind. The survival of the Jaguar brand may have more to do with how the UK fares in the next few years than we'd all like to admit. Will King Charles III's environmental convictions help Jaguar

take on an EV future? Will Britain's recent Brexit fiasco turn a corner and return to rational inflation rates? Will the UK invest in new car technology, or hunker down as the capital of old car restorations?



*The Royal Family*



This is a time for reflection and an opportunity to reinvent the Jaguar brand. We all have to re-boot ourselves from time-to-time, to adapt to new situations in which we find ourselves. Life doesn't always give us choice – we often have to make decisions, learn new skills, and change our ways. In this case, let's all keep navigating with Grace, Space, and Pace.

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# Letters to The Editor:

**From Jonathan Wilson**



Hi David - You were kind enough to respond to my request last summer. I had asked if you knew of anyone in my area who could let me sit in an E-Type to see if I could fit in one. You gave me the name of Hilltop Auto in Hanover, MA and Ray Crook, who put me in touch with his son Dan, who was a great help to me – answering all my questions. I've attached the photo above to let you know that I am now the proud owner of a 1970 Series 2, matching number E-Type with no rust and original paint (mostly) that would not have been possible without your help. Thanks Again.

Best, Jonathan Wilson

**From Josh Bartlett**

Hi Dave!

I hope you are doing well. We've had a rough winter, but spring is coming!!!!

I'm in need of a transmission service for our old (?) 1997 Jag XK8. The dealers are now telling me that they don't work on anything that old! I'm a little too old (?) to crawl under the car and do the drain and filter change and refill.

Do you or any of your contacts have any guesses as to who could be a competent service shop near me? (Central New Hampshire).

Thanks,

Josh Bartlett, [joshbartlett@roadrunner.com](mailto:joshbartlett@roadrunner.com)

**From Ken Buntrock**

Dear Dav,

So sorry for your loss . . .



## Help Wanted: Associate Editor!

**Help! The *Coventry Cat* needs an Associate Editor who is willing to consider becoming the Editor by the beginning of next year (January, 2024! - Yup, that soon).**

**The Situation:** The current Editor (that'd be me) is really beginning to slip and desperately needs replacement SOON (December, 2023)! So, while the sun is shining and *The Cat* still purrs, now is the time to step into this interesting work and save *The Cat*, JANE and some of Western Civilization.

**About You:** You need to be able to deal with emails, Microsoft Word and photographs. You need to be kind to and communicative with people, able to avoid nervous breakdowns every time there is a deadline, and be able to enjoy having fun. And humor, oh yes, humor is something that you definitely should have a sense of.

**Compensation(?)** The salary remains both remarkable and non-negotiable, as well as entirely confidential. And once you've worked on an April issue you may never want to come back to reality.

**To Help:** Please, dear God, call me at 978-448-6828 or write to [d19@moultonlabs.com](mailto:d19@moultonlabs.com) to talk it over. Thanks!!! **Save The Cat!**



# Membership Update for March and April

*By Marjorie Cahn and Jeanine Graf, Co-VPs of Membership*



We are gearing up for a summer of exciting JANE events. Don't forget the momentous JANE 50th Anniversary Concours, so be sure to renew your membership and get ready to bring your Jag to be part of this great event. We encourage (urge!) any of you who have not yet renewed to do so now.

Thanks to diligent JANE Board members who have made calls to some of you who have not yet renewed, we are continuing to build our membership.

We have many exciting events planned. See the Events column for what's in store this spring and summer. Also, we are sure that you will want to show your Jag at the 50th Anniversary JANE Concours d'Elegance on August 12. Mark that date on your calendar!

## **Looking forward to seeing you all, including the following new members:**

**David Cunningham**, Swansea, MA, 2005 Silver Vanden Plas

**Lou DiMinico**, Meredith, NH, 1971 Red 4.2 OTS E-Type

**Pete Evans**, Portsmouth, NH, 2015 White F-Type R (for sale!)

**Steven Howitt**, Seekonk, MA, 2011 Ultimate Black Metallic XKR Convertible

**Michael Kellogg**, North Reading, MA, 2000 BRG XKR

**Daniel Martin**, Pepperell, MA, 1987 BRG XJ6 Saloon

**Ram Miller**, Chestnut Hill, MA, 1966 Red OTR E-Type

**Dirk Smith**, Hollis, NH, 2007 Liquid Silver XK Convertible

**Welcome to all these new members and their beautiful Jaguars!**

**Margie and Jeanine**

**Margie – 617-285-6564 / [marjoriecahn@aol.com](mailto:marjoriecahn@aol.com)**

**Jeanine – 617-959-8987 / [jeaninegraf@icloud.com](mailto:jeaninegraf@icloud.com)**

## Astonishing Past Predictions

*Curated by Bonnie Getz*

Here we encounter examples of why  
it is an excellent practice to  
**NEVER predict ANYTHING!**

This is especially true if you are well-known.  
You may become famously wrong!

For May and June, a very wrong  
Past Prediction is:

**“I don't know what use any one  
could find for a machine that  
would make copies of documents.  
It certainly couldn't be a feasible  
business by itself.”**

*– the head of IBM, refusing to back the idea,  
forcing the inventor to found Xerox.*

## For Sale, 2015 Jaguar F-Type R Coupe

I am looking to sell my 2015 Jaguar. It is in excellent condition with 18,000 miles. I am the second owner and it has always been garaged and never driven in acclimate weather (Sunday cruiser). It has brand new Michelin Pilot Sport rubber with less than 500 miles on the tires. It is an F-type R with every option available at time of purchase. \$49,500.

*A gallery pf photos can be obtained through  
The Coventry Cat at [d19@moultonlabs.com](mailto:d19@moultonlabs.com).*

Pete Evans at [tontof16@comcast.net](mailto:tontof16@comcast.net)



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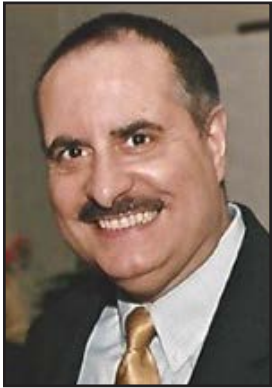
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# May/June 2023 Events

*By Dr. Dean Saluti, VP Events*



## ***Our Annual Meeting on the South Shore Waterfront . . .***

For over a decade, JANE has held a meeting on the South Shore once a year to show our appreciation to those South Shore members who graciously travel north and west each month to join us at the Wayside Inn. So, this month, on Wednesday, May 31, we will be enjoying the gorgeous ocean views and ambience of the Victory Point

Restaurant in Marina Bay, Quincy. To get there, get off Route 93 at either Neponset (if you are coming south from Boston) or Furnace Brook Parkway (if you're coming north from the Braintree split), make your way to E. Squantum St. and take it north (the bay will be on your right) to Victory Road. Turn left on Victory Road and follow it to the upscale Marina Bay complex. Victory Point Restaurant is on the right as you are passing the Marina. We will have a designated area in which to park our Jaguars alongside the restaurant on the pier.

Come early to sit outside on the deck and enjoy cocktails, overlooking the docks and ocean view. It is just beautiful!

Victory Point is owned by famous restaurateur Donato Frattaroli, (Artu, Lucia's, and Filippo's in Boston's North End).

## **UPCOMING EVENTS**

**Annual Dust-Off at Motorcars, Inc.,**  
**Dean Cusano – Saturday, May 20, 12pm**  
333 Cooke St., Plainville, CT  
1-800-899-1055

**Dinner at Victory Point Restaurant,**  
**Dean Saluti – Wednesday, May 31, 6pm**  
332 Victory Road, Marina Bay, Quincy.  
*Marguerite Denna, Speaker*

**Spring Slalom,**  
**Rich Hanley – Saturday June 17, 9am**  
S. Weymouth Air Station

**Jags On The Lawn at Larz,**  
**Dean Saluti – Wednesday June 21, 5pm**  
Larz Anderson Auto Museum, Brookline, MA

**Myopia Polo Club Picnic,**  
**Aldo Cipriano – Sunday, July 23rd, 1pm**  
Myopia Polo Club, S. Hamilton, MA

**50th JANE Concours d'Elegance,**  
**Daniel Graf – Saturday, August 12, 9am**  
Longfellow's Wayside Inn, Sudbury, MA

The award-winning chef, Pino Maffeo, will prepare a buffet for us, with a pizza appetizer, salad, pasta, chicken marsala, and baked fish. For dessert, we will have gelato.

This month's speaker will be our own Marguerite Dennis. She will be speaking on "JANE Events from a Reporter's Standpoint." Remember that her articles have been featured in our "Cat," the "JCNA Journal," and even in British car magazines! She has PowerPoints that will bring us back to many memorable JANE get-togethers. Marguerite also has a special JANE surprise that she will be sharing with us from a personal standpoint. Don't miss this event!

Also this month, Dean Cusano of Motorcars Inc. has extended an invitation to all JANE members to their annual "Dust-Off" celebration, on Saturday, May 20, 2023. Food and Beverage will be provided, compliments of Motorcars Inc.

Along with all the cars on display, Mr. Laszlo Stankovics, the Lead Technical Trainer for JLR in North America, will be the Guest Speaker. This will be a great opportunity to ask questions and hear about JLR plans. Doors open at 12:00 PM at Motorcars Inc., 333 Cooke Street, Plainville, CT. 1-800-899-1055.

For June, we start with our Spring Slalom on Saturday, June 17, 9 am, at the South Weymouth Naval Air Station. Details will follow. Then, don't forget our annual JANE Jags on the Lawn Evening at the Larz Anderson Auto Museum in Brookline. The date is June 21. JANE strongly supports the Larz Anderson Auto Museum, which is the oldest and most prestigious museum of its type in the country. We usually have about 40+ of our Jags displayed on the lawn, starting at 5:00. Joe Fasci, our local disc jockey, will be playing 50s and 60s hits, and is open to requests for classics from the Animals, the British Invasion, and my personal favorites, Jan and Dean ("Dead Man's Curve"). Sicilian pizza and wine and beer are there to start us off. We then move indoors to the museum for a full, all-you-can-eat, authentic catered Italian buffet and a wine and beer open bar. We all bring different desserts. Margie and I are responsible for the take-home containers, so that all of us can have Italian food and desserts for the next day at home. Naturally, we will have the opportunity to tour this year's new museum exhibit.

On Sunday, July 23rd, we have our Myopia Polo Club tailgate picnic in honor of the Jaguar Cup, which we have sponsored for years. This is at the Myopia Polo Club, of course, in South Hamilton, MA. As usual, a really good time is had by all.

The 50th Anniversary JANE Concours d'Elegance is coming up on August 12. This upcoming event, run by Concours Chair Daniel Graf and Jeanine, will be the "best of the best." Let me remind you that Jan and Dean are already registered and they feel terrible about the Jag that didn't make it at "Dead Man's Curve."

*Dean*

# Barry Bannister, Barrister on Cars, Places, and the Law

Barry Bannister, our kindly if inflationary Barrister, tries to gently explain to various JANE members the implications of various laws as they exist in various places to which we JANE members and our automobiles might (or, then again, might not) travel.

That said:

*In Oklahoma it is illegal to read a comic book while driving.*

Barry is baffled. He can't believe it. Not again, for heaven's sake! He peers across his elderly and expansive judge's desk at JANE member Willard U \_\_\_\_\_, 2015 XJL Portfolio.

"Willy," he says. "Do not tell me this is once again going to be a problem for you."

Willard continues to fidget in his soft leather chair and glances distractedly out at the wetlands reaching toward the horizon. "I've got to go the Oklahoma, Barry. I can't avoid it," he murmurs.

Barry waits. Willard waits longer.

Finally, from Barry, a remarkably forceful and coherent statement: "Do not tell me, Willy, that (a) you are going to drive to Oklahoma instead of fly, that (b) you are going to bring comic books with you to Oklahoma, that (c) you are going to continue to not allow your dear wife Carisma to drive, even though it's been over a decade since her slight misadventure with the Mark VII and (d), that you are actually going to find it impossible to restrain yourself from reading said comic books as you drive across what I suspect are boring barren wastes between the urban nodules of, say,

Wyandotte, Oklahoma (near our closest border to that noble state) and Norman, Oklahoma (nestled in OK's heartland). . . " (pause for breath) " . . . and (e) that it as all perfectly safe just because your XJL has Cruise Control, unlike your beloved former Mark VII." After another brief but eloquent silence, Barry speculates in wonderment, "They must be amazing comic books."

More staring out the windows overlooking the wetlands, by both of them now. Finally, Willard weakly breaks the bristling silence: "I'll give it my best, Barry. I promise."

"Sheesh!" Barry thinks to himself.

Later, as Barry prepares to leave for the day, Marlene tells him that she assured Willy that Barry would remain available to represent him in the absurdly unlikely case that Willy would again both desire and require legal representation in the very distant and improbable state of Oklahoma. "After all, Barry, lightning never strikes twice in the same place. You're safe on this one."

Barry twitches, says good night, and sets off to the rear elevators for his descent into the marshy strata of the Longfellow Wetlands, then to walk around the pond, across the parking lot, through the lobby and into the Wayside's ancient and most welcoming tavern, hoping that Marvin will be tending his beloved bar. The man knows how to mix a drink!

*Adapted from the website AutoWise: Crazy Traffic Laws From the U.S. and Around the World by Nikola Potrebic Updated on June 1, 2019.*

## For Sale Wheels/Tires for 2019 E-Pace

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## The longer you look, the worse it gets.....





# A Chatbrat Reveals Ever More Truth

By Brian McMahon

Here's my postscript to Dave Moulton's *A Nuclear Future for Jaguar?* article in the March/April 2023 *Coventry Cat* about JLR's creative plan to develop a long-lasting and emission-compliant powerplant for Jaguars.

Previous McMahon Chatbrat AI research for one of my many intelligent articles suggests that JLR's rivals actually developed a similar engine as early as 1964. One rival, a Swiss firm known as Auric Enterprises, A.G.,



was involved in many groundbreaking scientific experiments, including the world's first laser

vasectomy device. However, when I managed to query the first experimental patient for details of that original clinical trial, all I got from him was a cryptic query: "Do you really expect me to talk?"

So, I had to dig deeper into my archives regarding Auric Enterprises.

It turns out that company's managing director was not only a successful gold bullion dealer (and card sharp), but also was involved in an innovative early Green approach to automotive recycling that compacted huge domestic "land yachts" into tidier and more easily transported lumps of steel, glass, rubber and leather.



Miraculously light, the cubic yard that remained from squashing a 2 ½ ton Lincoln Continental sedan could be hauled away by



a Ford Falcon Ranchero pickup that had only an 800 pound payload capacity.

Auric's leader even assembled an international

atomic energy research team that developed an extremely compact nuclear device. It was only marginally larger than the 26" x 8.5" system that JLR showed to Dave, but it still had the potential for explosive results, if only the trial had been run to its completion.

Unfortunately, when a first full power test at a US government facility in Kentucky was initiated, it was unaccountably aborted by federal scientists



when the countdown clock read only "007" seconds left to go before the start. The cause of this failure has never been fully explained.

It is possible, however, that this atomic device was subsequently passed to Britain's MI6, and from there to JLR, where it could very well have been warehoused and completely forgotten until only recently.

The rest, of course, will become history.



Courtesy of McMahon Chatbrat AI: Online stills are from early fictional documentary renderings that are inexplicably identified only as *Goldfinger* and *Raiders of the Lost Ark*, whatever those titles might refer to.

# The Chief Judge's Corner

**By Aldo A. Cipriano, Chief Judge**



This Article will address some fine points in the official JCNA Concours d'Elegance Rulebook for the 2023 season. One of the official Concours scoring sheets addresses Operation Verification (OV), Sheet 1. JANE does not utilize a separate OV team, but instead assigns the task to each judging team as part of their overall vehicle inspection. This OV requirement is much like a Registry of Motor Vehicles' inspection process to renew an inspection sticker or upon failure, to get rejected. The only difference is with JCNA's OV inspection, you will not get a rejection, per se, but the entrant may lose significant scoring points.

Several systems are tested including horns which must sound as originally intended [Chapter II, Section 1(A)(5b)] of the Rulebook and lights must also operate as originally intended and as they left the Coventry Works or other Jag factory. There is more detail in this Section, particularly as to Special Division entrants.

## **Overall, what is tested, besides horns, are:**

- **Headlights, high and low beam**
- **Driving lights**
- **Fog lights, front and rear (if so equipped)**
- **Parking, tail, side and license plate lights**
- **Brake lights**
- **Back up lights**
- **Turn signals**
- **Four-way flashers for vehicles manufactured from November, 1965 on**

Also, each inoperative light filament, or horn, receives a 1-point deduction and inoperative system receives a maximum deduction which, according to the score sheet, could be from 6 to 12 points depending on the system. Study the scoring sheet and double check that all your systems work not only on the Concours field, but for safety and daily operation. There have been many occasions when, due to a lack of pre-inspection, owners were surprised that lighting systems were out or inoperative while inspected on the Concours field.

An interesting story from the Concours history closet is that a young member of a family whose car was in class operated the systems on the Judge's inspection, but it was found that a tail light was out. That young person was informed they had 15 minutes to correct it. It was suggested by a spectator to the young member of the family to "tap the lens". After a few taps, it illuminated. The young person was relieved. So go Jaguar electrical systems.

Also, at the end of the Rulebook, you will find many definitions, several of which relate to text in the scoring sheets. Review these definitions especially as they relate to vehicle condition, because they give clarity to the basis for scoring sheet deductions.

For example, you will see reference to "scratched," "pitted," "corroded," "dented," and "cracked." The time was taken in these definitions to define conditions viewed on the Concours field. Familiarize yourself with how these conditions are defined and as they relate to your specific Jaguar entered in Concours.

Another field example from the Concours history closet (as to judging conditions) was my own experience of finding a fingernail type scratch in a leather seat, in a pristine example of an XK-120 as restored. I could find no other deduction in the interior, but could not overlook the scratch. I gave a modest deduction. But, a year later, the owner came up to me at another Club event and told me I had cost him a few thousand dollars on his judging. I asked him, how so? He said he had to have the two seat covers replaced because of the scratch! A bit extreme...and in my opinion not necessary. But, to each his own.

A final point on field entry. Every Jaguar must enter the field on its own power and that is, Jaguar engine power. No pushing into place and no non-factory engines. One year, we had an outstanding Special Division entrant, a restored 1986 XJ-6 Series III with tasteful modifications such as a Nardi steering wheel and Dayton wire wheels. It entered the field under its own power but, upon lifting the bonnet, the judging team observed it had a Corvette V8 engine and thus could not be judged. Judges are now watching on a regular basis to verify Jaguar power, even in Driven class entrants.

I have said this many times, the best advice to an entrant, particularly in Championship, is to read the Rulebook. It is one of the most comprehensive Concours manuals of any marque and has taken years to create and amend by JCNA.

There are also a number of model-specific judging guides issued by JCNA, full copies of which we utilize on the Concours field to address, in most cases, authenticity issues. Jaguar Concours judging is meant to be a pleasant experience, but is also a serious undertaking.

*Cheers for now,*

*Aldo A. Cipriano, Esq., Chief Judge*

(Continued on page 19)



## CONCOURS JUDGE'S TRAINING SCHOOL

### *And for your information:*

A Concours judge's training school will be conducted at the Town of Southborough Community House, on Main Street, in the historic downtown, across from St. Mark's Prep School, on Saturday, May 27, 2023, between 9:30AM and 1:30PM.

The session will include a presentation on JCNA Concours Rulebook changes, an updated open book test for recertification and, as we have done for the past several years, field judging of a few vintage Jaguars on the grounds. Breakfast and refreshments will be served. JANE will continue to make every effort to enhance its Concours judging assets for the August 12, 2023 Concours at the Wayside Inn in Sudbury.

Your continued support in the past has been well appreciated! Please contact me at cipriani62@yahoo.com or by telephone at 508-320-1679 to confirm your availability.

*Thanks, Cheers and Good Luck!*

# HONKU

*by Aaron Naparstek*

Is it profiling

to say, "Dude in the Hummer  
is an idiot"?

## From the *Bottom* of The Scratching Post



I really enjoyed Herman Wiegman's thoughtful assessment of Jaguar's current situation in this issue. A few more details I've picked up from the internet and from a local dealer may also be of interest here, as well as filling in the picture that Herman describes a little bit.

A month ago I received a promotional email from Jaguar titled "Jaguar F-TYPE: the final edition." Poking through all the links on that email revealed a bunch of F-Type models for sale ("Celebrating the last of an illustrious line," they said) plus some F-Pace models as well. More exploring led to the I-Pace, the E-Pace and the XF sedan, also for sale. Finally, exploring a link titled "Explore," I found a more interesting announcement, to wit: "Jaguar's new era begins with an all-electric four-door GT to be introduced in selected markets in 2024, with client deliveries following in 2025." And tucked away at the bottom of the final page in the scroll was the following advisory: "The global shortages of semiconductors and other materials are currently affecting vehicle build specifications, option availability, and build timings. This is a very dynamic situation . . ." Hmmm.

Meanwhile, about three weeks ago the blog "The Truth About Cars" ran a piece sporting the headline "Land Rover As We Know it Is Going Away – Sort Of." The article suggests a general rebranding of the entire company as "JLR" with four individual brands: Range Rover, Defender, Discovery and Jaguar. The article goes on to say, among other things, "Jaguar's moving further upmarket with an ultra-expensive EV, and the brand's retail footprint in the U.S. is shrinking to make room for the transition. The automaker has asked some dealers to close Jaguar stores and has enticed them to move with extra allocations of popular Land Rover models."

Interesting, volatile times, eh?

I think it must be very hard to build, distribute and sell cars right now, particularly in the US.

Thanks, Herman!

And thanks for reading this far, everybody!!

**Your Humble JANE Editor**



# A Story . . .

*By: Andy Picariello*

An unemployed man is desperate to support his family of a wife and three kids. He applies for a janitor's job at a large firm and easily passes an aptitude test.

The human resources manager tells him, "You will be hired at minimum wage of \$9.35 an hour. Let me have your e-mail address so that we can get you in the loop. Our system will automatically e-mail you all the forms and advise you when to start and where to report on your first day."

Taken back, the man protests that he is poor and has neither a computer nor an e-mail address.

To this the manager replies, "You must understand that to a company like ours that means that you virtually do not exist. Without an e-mail address you can hardly expect to be employed by a high-tech firm. Good day."

Stunned, the man leaves. Not knowing where to turn and having \$10 in his wallet, he walks past a farmers' market and sees a stand selling 25 lb. crates of beautiful red tomatoes. He buys a crate, carries it to a busy corner and displays the tomatoes. In less than 2 hours he sells all the tomatoes and makes 100% profit. Repeating the process several times more that day, he ends up with almost \$100 and arrives home that night with several bags of groceries for his family.

During the night he decides to repeat the tomato business the next day. By the end of the week he is getting up early every day and working into the night. He multiplies his profits quickly.

Early in the second week he acquires a cart to transport several boxes of tomatoes at a time, but before a month is up he sells the cart to buy a broken-down pickup truck.

At the end of a year he owns three old trucks. His two

sons have left their neighborhood gangs to help him with the tomato business, his wife is buying the tomatoes, and his daughter is taking night courses at the community college so she can keep books for him.

By the end of the second year he has a dozen very nice used trucks and employs fifteen previously unemployed people, all selling tomatoes. He continues to work hard.

Time passes and at the end of the fifth year he owns a fleet of nice trucks and a warehouse that his wife supervises, plus two tomato farms that the boys manage. The tomato company's payroll has put hundreds of homeless and jobless people to work. His daughter reports that the business grossed over one million dollars.

Planning for the future, he decides to buy some life insurance.

Consulting with an insurance adviser, he picks an insurance plan to fit his new circumstances. Then the adviser asks him for his e-mail address in order to send the final documents electronically.

When the man replies that he doesn't have time to mess with a computer and has no e-mail address, the insurance man is stunned, "What, you don't have e-mail? No computer? No Internet? Just think where you would be today if you'd had all of that five years ago!"

"Ha!" snorts the man. If I'd had e-mail five years ago I would be sweeping floors at Microsoft and making \$9.35 an hour."

Which brings us to the moral of the story:

Since you probably got this story by e-mail, you're probably closer to being a janitor than a millionaire.

Sadly, I received it by e-mail also . . .



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From Chuck Centore:

3/27/2022

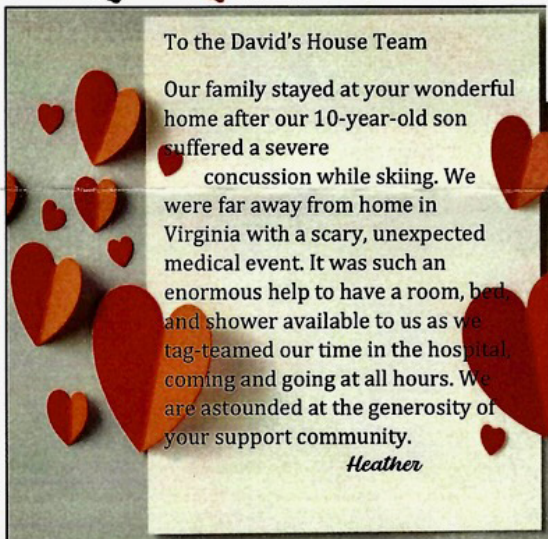
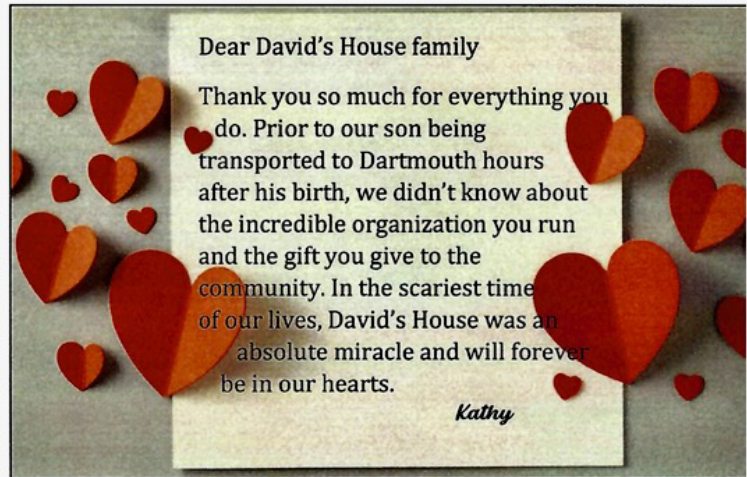


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**U**suallly always putting a smile on everyones faces  
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With warm wishes,

*Don Dutton*

Don Dutton, Interim Executive Director

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Vehicles Shown: 2017 Jaguar XE R-Sport, 2017 Jaguar XF R-Sport, 2017 Jaguar F-PACE First Edition. European license plates shown. \*Claim based on number of new Jaguar vehicles sold in the U.S. from January to December 2016 as compared to number of Jaguar vehicles sold during calendar year 2015 (+116%), and compared against reported U.S. sales figures by automobile manufacturers for the same time periods. †Class is cars sold by luxury automobile brands and claim is based on total package of warranty, maintenance and other coverage programs. For complete details regarding Jaguar EliteCare coverage, please visit [JAGUARUSA.COM](http://JAGUARUSA.COM), call 1.855.JAGUARUSA / 1.855.524.8278 or visit your local Jaguar Retailer. © 2017 Jaguar Land Rover North America, LLC

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