

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

July and August, 2023 The "Livin' Is Easy" Issue

*More Than Just a Car Club*

## ***Do Station Wagons Ever Get Enough Respect?***



*Photo by Chuck Centore*

## ***At Jags On The Lawn At Larz They Do!***

*(see page 10)*

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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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# From the *Top* of The Scratching Post

*By Dave Moulton*



*As Paul Revere might have shouted,*  
**"The Concours is coming!  
The Concours is coming!"**

And, it will be our 50th Concours, as Carl Hanson will explain later in this issue. Amazing!!

It is also summertime. The Pandemic seems to have receded a little. Living is, in fact, easier, if not exactly what Porgy would have called easy.

In these pages you can find out interesting things about the May Meeting, the June Meeting, an XK Metro West Meeting, Judges Training, JANE members at Lime Rock, and British Car Day. Sue Hagopian has a Question for you. Also, we remember Andy Picariello

and Tina Turner. Our leaders will also tell you about what's happening now, what's likely to happen soon and various factoids about any new members we may have acquired.

We also had a slalom in June. Due to a combination of threatening weather and medical procedure after-effects, I did not attend. However, I can now report that Rich Hanley pulled the event off just fine and that Mark Massey and David Zeller took 1st and 2nd in Class K with times of 45.864 seconds and 48.396 seconds respectively.

So.

Time to buy a new bucket, lots of soap, a toothbrush and a new chamois. See you at "Rags Down!"

*Dave, your humble editor*

## The President's Message

*By Gus Niewenhous*



As you read this message, another successful Jaguars on the Lawn at Larz Anderson Auto Museum, the JANE Spring Slalom and our JANE Myopia Polo Match, Picnic and Jaguar Cup Presentation will all have happened and the Concours will be upon us in just a few weeks! I want to thank Dean Saluti, Rich Hanley, Aldo Cipriano and Daniel Graf for their respective efforts in organizing these outstanding events.

I hope that this enthusiasm and increased participation in our monthly meetings and classic automobile events in general will continue.

Dan Graf is moving ahead with the 2023 50th Anniversary Concours. As deadlines for registrations approach, let's show our support for his efforts by registering as soon as possible and responding to his requests for help promptly.

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 to anyone you know 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 I can reach out to anyone in this effort. I am encouraged by some commitments I have received by former members to rejoin.

In this issue we remember longtime active member Andrew Picariello, who left us in May. He will be missed.

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

Best Regards,

*Gus Niewenhous, President*





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# May JANE Dinner Meeting in Marina Bay, Quincy

*By Dave Moulton, photos by Chuck Centore*

*Editor's note: Marguerite Dennis was kind enough to write up her own meeting when the Editor failed to take any notes (alcohol may have been involved). This was JANE's first meeting at the Victory Point Restaurant, and they did a great job.*



**Gus Niewenhous, Marguerite Dennis, Marjorie Cahn, Dean Saluti and Russ Dennis at the Victory Point Restaurant, Marina Bay, Quincy, MA**

Five years ago I began writing for The Coventry Cat, thanks to the indulgence of our editor, Dave Moulton. The way I write is who I am and Dave was very kind to allow me to write as I wished. And my JANE membership gave me an admission ticket to Jaguar events in the U.S. and in Europe that allowed me to fill my life with lots of memories and keepsakes.

I just finished reading Walter Isaacson's book on Benjamin Franklin. I laughed when I read: "Either write something worth reading or live something worth writing about." I hope you will agree that at least some of the articles I have written over the past five years have been worth reading.

So let's begin with the first article Dave published – the restoration of our Jaguar 150-S OTS.

That was a story of a 59-year old Jaguar and a restoration that took 40 years to complete. I wrote from the perspective of a wife, sometimes a navigator, but mostly as someone who just enjoyed the ride.

Some brides receive jewelry or special gifts for their engagement. I received the 150, a car I could not drive because my feet did not reach the clutch pedal.

As with life, nothing goes as planned with a classic car restoration. Many of you would nod in agreement. You know the frustrations. You know the timelines that have long since passed and the estimated costs that have no bearing to reality.

And you also know that, no matter what, you have to do this.

For my husband Russ the restoration was an exercise in determination. For me the restoration symbolized a time in our lives when we were young and unburdened by the demands of life. I know we can't turn back the clock but I must admit that I do feel a tiny bit younger riding in our Jaguar.

## **COVENTRY, UK**

And then we began attending Jaguar events, mostly in the UK. The first was a visit to the Castle Bromwich Jaguar factory in Coventry. The factory was built in 1938 to manufacture Supermarine Spitfire airplanes. Now the building houses 3,500 workers and is the size of approximately eight football fields. 110 tangerine-colored robots assemble the cars. Ten percent of all factory workers are female and help to produce 53 XF cars a day for export to 140 countries. It takes 16 hours to paint one Jaguar. The end product, as you know, is magnificent.

## **HILLCLIMB, SHELSLEY WALSH**

In June, 2018 Russ and I again traveled to the UK to participate in the 70th celebration of the Jaguar engine that was created in 1948 and launched at the Earl's Court Motor Show. The Shelsley Walsh Hillclimb is home to the Midlands Automotive Club, the oldest motoring club in the world, founded in 1901. The first Hillclimb was held on August 12, 1905. And in 2018 400 Jaguar owners from all over the world participated in the festival.

I was particularly taken with 1953 XK owners, Ann and Colin Stewart, and their car, once owned by John Lyons, the son of Sir William Lyons. The Stewarts bought the car in 2004 and have traveled 58,600 miles in 38 countries. They traveled to the festival having driven from Scotland to Shelsley Walsh with the top down, in full British attire – Harris tweeds, plaid hat, plus twos and plus fours.

I had the pleasure of interviewing the festival's organizer, Philip Porter, who wrote in his book, The Complete Illustrated History, "If you can't buy a Rolls, you can buy distinction, a Jaguar."

What sets Jaguars apart from other classic cars? The strength of the XK engine, the elegance of the design or as Daniel Graf so eloquently said: "The car just works."

## **INTERNATIONAL JAGUAR FESTIVAL, SANTA BARBARA, CALIFORNIA**

In 2018 Russ and I gathered with 260 other Jaguar enthusiasts to participate in a Concours d'Elegance, sponsored by the Jaguar Owners Club of Los Angeles.

(Continued on page 7)

88-year old Roger Wright, once a member of JANE, traveled from Providence, Rhode Island to Santa Barbara in a Mark II. Alone!!! And at the event Roger was honored by the Coventry Foundation for being a Jag owner who most epitomizes the spirit of Jaguar.

### SUNDAYS AT THREE

I have often wondered what inspired Steve, Tom, Paul, and Dan to meet on Sundays to trade Jaguar stories and offer suggestions to technical problems. I was told that the South Shore XK Club has no rules, by-laws, or elected club officials. So if it isn't really a club, what is it? It's a group of people having a good time, sharing stories of restorations and offering suggestions to solve mechanical or technical problems. And once a year the Sundays at Three gang host a spectacular cookout in Pembroke. This may not be an official club, but I bet wherever he is Sir William Lyons would be happy to offer his advice.

### COVID

In March 2019, the margins of my life changed, as I am sure it did for most of you, with the arrival of the COVID virus. Because Russ and I could no longer travel to Jaguar events, and mindful that this year JANE is celebrating the 53rd anniversary of its founding, we wanted to do something special for the club. So from October 17, 2021 to May 30, 2023, we created an 18 X 24 needlepoint canvas of the JANE logo to be presented to the club at the Concours d' Elegance celebration.

In an authentic Navaho rug, there is always one clear imperfection woven into the pattern because the Navahos believe this is where the Spirit moves in and out of the rug. Well my spirit is moving all over the needlepoint canvas because there are mistakes on nearly every line. A total of 141,700 stitches took 631 hours to complete and the canvas traveled with us back and forth to Florida twice.

Every single stitch includes a piece of my heart and speaks of the affection I hold for this club and its members. Thank you all!



**Marguerite at The Red Lion Inn in Stockbridge, MA, off on another adventure "worth writing about."**

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# Sunday Metrowest XK Gathering

By John Feng

Thanks for another fabulous meeting at Clifford Lewis' garage in beautiful Wayland. Attendees included John & Tom Brady, Frank Grimaldi, Carl Hanson, and myself.

As always, we were there to work on cars.

We started out by adjusting Cliff's rear brakes, following a recent conversion to DOT5. A test drive showed success. Based on this and the Bradys' decades of use, I'll be converting my brake system over to DOT5 next winter.



Based on an undeserved sense of accomplishment, we then decided to fix a 'whistle' noise on Carl Hanson's FHC. Carl explained that the sound was coming from the water pump. Despite Carl's polite resistance, we pressed on relentlessly until we had broken his water pump. Being responsible friends, we found the pieces in Cliff's gravel driveway, cleaned them up and returned them to Carl as a souvenir.



Afterwards we decided we needed a break so Cliff took us for a nice drive on some back roads, where we observed cyclists holding their noses at the Eau de L'essence from our beautiful cars. I suspect this was mostly from my overly rich tuning, but to be fair I did notice my eyes watering a bit as I followed everyone. It's most likely just tears of joy from seeing 4 gorgeous XKs snake along in the dappled spring sun on tree lined country roads.



After the drive, some of the group had to depart to take care of more important obligations. The Bradys and I stayed on to have a lite lunch with Cliff. As we finished up the meal, we decided the time had finally come to remove the snake from inside Clifford's rear brake drum.

(Continued on page 9)





Tom tried cigar smoke, but wasn't fully successful. Then Anette came out and did some belly dancing while Cliff accompanied her on his punji. Upon hearing this, the milk snake emerged, at which time it was returned to the garden to terrorize small rodents.

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

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## 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 to talk it over. Thanks!!! **Save The Cat!**

# JANE's June Meeting: Jags On The Lawn at Larz

*By: Dave Moulton. Photos by Chuck Centore and Dave*

A sizeable crowd of JANE members showed up for Jags On The Lawn at Larz on June 21st, including Bob and Mary Beth Gosende all the way from Albany, NY as well as Tony and Kathy Fontaine all the way from Yarmouth, ME. I'm advised that a good time was had by all, except for the owner of one flat tire, which we shall not discuss further.



It was a typical JANE Lawn Party. Joe Fasci provided music oldies while we all sipped our drinks and hung out, feeling much better as time passed.. Then we made our way into the Main Hall of the museum for a 'limitless Italian buffet' that Dean Saluti had laid on, catered by Spinelli's, complete with an open bar. Bless you, Dean!



**Tony and Kathy Fontaine, Frank Grimaldi and Ralph Trepanier keep an eye on things.**



**Meanwhile, Paul Bicknell, John and Sue Frost consider the forthcoming dinner.**



**Inside, Patt Centore, Linda Bicknell and Marguerite Dennis seem to be enjoying things.**



**Chuck Centore seems pleased as well.**





**On exhibit is the 1949(?) Cadillac that JANE friends Lloyd Dahmen and Chuck Schweger drove on a rally from Peking to Paris a few years back.**



**Vin Greco relaxes among lots of friends after a full dinner.**

After all was said and done, we all got big square styrofoam doggie bags loaded with more endless Italian buffet plus desserts and then slowly, carefully, made our ways off into the sunset.

## India's Tata Group to build \$5 billion gigafactory in the UK

*By Anmar Frangoul, CNBC, 7/19/23, adapted by the Editor*

This gigafactory will be one of Europe's largest, according to the U.K. government. The aim is for production to start in 2026, with the Tata Group planning to invest over £4 billion in the project. This represents a significant boost for the U.K.'s plans to secure its own supply of EV batteries.

In a statement Wednesday, the U.K. government said the site would create as many as 4,000 direct jobs and provide Jaguar Land Rover — a subsidiary of Tata Motors — with batteries. Other customers in the U.K. and Europe are also being eyed. The government also said the factory "would generate thousands of extra jobs further down the supply chain, in sectors connected to critical raw minerals and battery materials. This site will also provide almost half of the battery production that the Faraday Institution estimates the UK will need by 2030."

Speaking to the BBC on Wednesday morning, Grant Shapps, the secretary of state for energy security and net zero, said the news represented "certainly the biggest U.K. car investment for 40 years" and "a big vote of confidence in the British economy."

*Editor's note: Tata's entry into the automotive battery business, with active support from the U.K. government, is an extremely encouraging sign. In my estimation, it gives significant cause for optimism about both Jaguar and Land Rover going forward as viable brands. It suggests that Tata will stay in the automotive sector for the long haul, while also enabling the technical and marketing capabilities of both car brands to be more fully realized and expanded into the future. So, take a big breath (or perhaps even a toast of single malt) and then say, "Thank you, Tata!"*



# Andrew Francis Picariello

June 5, 1934 – May 17, 2023

*By Doane Beal & Ames, edited by David Moulton*



***“If someone calls and they need you, you go.”***

That phrase sums up Andrew Picariello’s philosophy and life spent in service to his family, friends, colleagues, community, church, and the international vintage racing car fraternity.

Andy was always the first with his hand up to help, be it rescuing baby birds and stray dogs in childhood; serving as an altar boy and boy scout; wingman to a disabled friend throughout their school years; or holding leadership roles across his career and in numerous community service and club roles.

Born in the Great Depression, Andy was the youngest of three children born to first-generation Italian immigrants. He often recalled the security of his extended family in Newton Upper Falls, MA. There was enough to eat, cousins to play with, and a family anchored by strong women. This instilled Andy’s unshakable belief that through faith, hard work, frugality, resilience and loyalty, in striving to do the right thing, he would succeed.

Apprenticing with his plumber father nurtured Andy’s fascination with how things work, chemistry and speed. His school years spawned all manner of useful and curious apparatus – invariably involving vehicles, photography and/or combustion. There was never a question that he was university-bound, and he earned a degree from Boston College in 1956.

Andy began his professional life in laboratory testing before deducing that selling scientific equipment to laboratories would be more lucrative than working in one. A born story-teller and humorist, Andy’s diligence and natural ease with people of all walks of life facilitated his rapid career progression: Howe & French and HealthCo in Boston, then more than 20 years with Corning Industries’ Medical & Scientific business where, as senior sales rep for the New England laboratory equipment division, he won the prestigious President’s Circle Award for sales excellence twice.

While working in the lab, he met his future wife, Judith Margaret Merrill, an RN working in the same building. Upon marrying in 1963 they settled in Needham, home to Andy’s family, where their first daughter, Margaret, was born a year later, followed by Mimi in 1966.

Throughout the early years of their marriage, Andy worked daytime in sales, and nights in his home basement workshop repairing lab equipment, while Judy supervised the overnight nursing staff at Glover Memorial Hospital’s Emergency Room. Judy went back to work as a school nurse once their daughter Mimi was in school full time, and she later returned to

surgical nursing for the final 20 years of her career.

Upon ‘retiring’ to Marstons Mills on Cape Cod in 1994, Andy joined a variety of organizations. But full retirement was not for Andy, despite a rich social life and the joys of home gardening and raising dogs. So, with longtime friend Ralph Shea, Andy went into property management and development.

Post-corporate life also shifted Andy’s lifelong passion for vintage British racing cars into high gear. He was acknowledged worldwide for his expertise in his favorite marque, Allards, serving as Secretary of the US Allard Owners Club for decades. Meticulous restoration of his 1950 J2 Allard Competition Roadster and 1950 K2 Allard rendered them best the in world, winning numerous national and international awards, including the Amelia Trophy (Amelia Island Concours D’Elegance, FL, 2007); Grand National First Prize (AACA National Meet, Kalamazoo, MI, 2007); and Road & Track’s ‘Car We’d Most Like To Drive’ accolade (Vanderbilt Concours, Newport, RI, 2008). Andy and Judy were also active members of the Cape Cod British Car Club and the Jaguar Association of New England. Enjoying the social aspects as much as the cars themselves, car club events took them all over the US and globe, often to the UK and as far as New Zealand.

Andy drove to heaven to join Judy on May 17th after a brief illness. In lieu of flowers, please consider donating in Andy’s memory to the Cape Cod MSPCA or the Collie Rescue League of New England.





# Lime Rock Park Racetrack, June 2-3, 2023

*By Bob Doyle*

Several JANE members, who are also members of the Vintage Sports Car Club of America (VSCCA), attended events at the Lime Rock Park Racetrack on June 2 and 3. VSCCA joined additional clubs for two days of practice runs, qualifying runs, and then full races in numerous classes.

Former JANE president Michael Kaleel arrived with his 1962 Lola MK I BR-30 (see below for details) and participated in all events for which his racecar was classified. The accompanying photo shows Kaleel using the outside lane to swiftly and skillfully overtake a competitor.



JANE members Stu Forer and Steve Gordon had to file late withdrawals, but Steve and I served as flaggers for two days of the events.

Brian Donovan of Donovan Motorsports—located in Lenox, MA, and a long-time supporter of JANE—arrived with two of his Jaguar E-Types numbered 61 and 62. Whenever number 61 entered an event, it led from the first lap and continuously widened the gap between it and the second-place vehicle. The fleet of Porsches that followed “61” had an unending view of 61’s taillights. Several attendees were overheard describing the race-winning Jaguar as the “beast.”



Donovan arrived at the track with a Jaguar XJ12C that attracted the attention of many passersby. As Jaguar owners know by the nomenclature, it is equipped with a 12-cylinder engine. The surprise feature of this beautiful coupe was a 5-speed manual Getrag transmission. If Brian ever decides to sell the XJ12C, he most likely will need a parade permit to organize the long line of interested buyers.

Lime Rock Park (<https://limerock.com>) offers a varied schedule of racing events, driving courses, and more throughout the summer and fall. Lime Rock is located in the hills of the Berkshire region in the northwest corner of Connecticut. In addition, it is the third oldest continuously operating road racing venue in the U.S. Since 2009, it has been listed on National Register of Historic Places.

About Mike Kaleel’s Lola MK1: It was originally purchased by Doc Wyllie and, unlike his first Lola, its equipment included Girling disc brakes. In 1962, Wyllie won every race he entered, except Watkins Glen, and he earned enough points to win the G Modified Class national title. The car continued to win numerous races with future owners. Eventually, a long time VSCCA member, Charlie Gibson, purchased the car and became the next documented owner.

Bob Gett, owner of KTR Motorsports, later purchased the vehicle from Gibson’s estate. Gett completed a year-long restoration and Michael Kaleel was wise to purchase and become the next caretaker of this historic vehicle. He began racing the Lola at Monterey Historics in 2016 and continued with appearances at Lime Rock Park’s 2017 Historic Festival and Montreal’s Sommet des Legendes in 2017, 2108 and 2019. Last September, he raced at the Watkins Glen SVRA Speed Tour and placed third in class and 11th overall of 50 cars. Kaleel describes the Lola as,

*“It’s a lovely car to own and drive.”*

*P.S. Michael, let me know the next time that you leave the car unattended with the keys in it.*



**Brian Donovan’s XJ12C and stable. NFS!**



**Mike Kaleel’s extraordinary and historic Lola**





# A History of JANE Concours d'Elegance – 50 years (or maybe more?)

By Carl Hanson (unofficial Historian)

*This year we are celebrating JANE's 50th Concours d'Elegance, a moment to be proud of for sure. So let's take a look at the history behind what brings us to this date. But first, some nostalgic pictures to help us meander down memory lane.*



**Here's an aerial view of our Boston Biennial 1987 Concours, which was held at the Colonial Hilton.**



**In September 1991, JANE held our Concours at Larz Anderson Auto Museum.**



**Our 1992 Concours was held on a rainy day at Fruitlands Museum in Harvard. It nearly broke the club, but Norm Sherman stepped up and covered the expenses!**



**Here are the Boston Biennial 1987 Principals, from Left to Right: Richard Mazur (President of JANE), Peter Gould (JANE Event Chair); Jeanine Graf (Chair of Public Relations); and "Lofty" England (Our Guest of Honor from Jaguar Headquarters).**



**Concours 1994 was one of the early ones we held at Sturbridge. The banquet was held outdoors by the lake.**

(Continued on page 15)

July/August 2023





***In 1997, we held our Concours Biennial 1997 VT at the Stratton Mountain Resort in Vermont, under a HUGE tent.***

The Founding of our Club. The original organization of our Jaguar club was called the New England XK Association (NEXKA) founded by Bernie Yurt and friends in 1968. Many of you recall we celebrated our club's 40th Anniversary in 2008. NEXKA continued until 1985, when Peter Gould and friends re-organized and re-named the club as the Jaguar Association of New England, Ltd. (JANE) in 1986. JANE has continued to the present day.

Early Car Shows...Our First Concours? Member car shows have been important club activities from the beginning. The first meeting on the lawn at the Larz Anderson Auto Museum, then called the Museum of Transportation at Larz Anderson Park, was held on July 18, 1970. Twenty five cars came to the show, including five XK120s, four XK140s, three XK150s and six E-Types. Other cars included a 1935 BMW, an Aston Martin and several MGs. This was an informal meeting with no record that cars were judged. The next year, however, NEXKA held its first "XK Day" on Sunday, July 10, 1971. Judging took place and ribbons were handed out so this event could be considered our first "Concours d'Elegance" competition. This is confirmed by a copy of the Coventry Cat dated July 1984 wherein there is an announcement of the "13th Annual Concours d'Elegance" on August 5, 1984. You can do the math, but it appears that NEXKA's first Concours was indeed the one held in 1971. In that case, our 50th Annual Concours occurred two years ago in 2021. However, JCNA judging guidelines did not come until 1972, so there is no indication what standards were used in 1971.

The first documentation of an official Concours that we have in JANE archives relates to the XK Day on July 29, 1973, sponsored by NEXKA and Jaguar Clubs of North America according to a notice printed in the Boston Globe section of "Sports Car Races, Rallies" on July 22, 1973. The event was featured as an "annual concours (sic)" and announced judging starting at 1 p.m. for "eight classes including E-Types and V12 from 1969."

Given that a car show with judging took place in 1971 . . . ribbons were awarded . . . and an official announcement of an annual concours appeared in 1973, how is it that we consider 2023 as our 50th Annual Concours? We have no definitive answer, but here is a logical theory: the 1973 event was advertised as an annual Concours, the implication being that there was a Concours in 1972. Discounting the 1971 event as an official Concours due to unregulated judging standards from JCNA, we can assign 1972 as our starting point. This theory will be held until disproven by substantiated evidence. But why not 2022 as our 50th? You may recall we postponed a Concours in 2020 due to the COVID pandemic. Again, you can do the math and then politely agree that this year 2023 is our 50th!

Early Concours Judging Rules. So now that we have decided that 1972 was our first official Concours, what judging rules were in effect at the time? We do not have record of the scoring sheets from 1972, but a "new scoring sheet" was handed out at the February 1973 Annual General Meeting of JCNA at Saddlebrook, NJ.

***Besides the scoring sheets, the rules for scoring were:***

1. No points for odometer reading.
2. Distance driven to Concours, 5 points per 50 miles after first 50, max 50 points.
3. Age of car: 5 points per year to maximum of 50.
4. Trailering: No points
5. Award 1000 points on registration, after deducts divide by 10 for perfect being 100 points.
6. Qualified judges to be appointed. (non-entrants)
7. Best in Show: Best in Class cars rejudged, age bonus points only, use new scoring sheets and destroy after judging.
8. National Championship based on 3 Concours average of raw scores. Only age bonus points allowed.
9. Controversial points raised regarding original Jaguar equipment to be discussed by judges as question is raised, their decision is final.

***New set of classes:***

1. Classics (Mk V & earlier)
2. XK120
3. XK140/150
4. XKE 1961-1967
5. XKE 1968-on
6. XKE Series III, V-12, Coupe & Roadsters
7. Sedans (Mk VII through 420G)
8. XJ6 & 12 sedans
9. Competition (Original Jaguars)

(Continued on page I6)

I5 The Coventry Cat

A minimum of 3 cars to form a class. Host club may rearrange classes if necessary. No rain dates. When possible cars to be driven from parking area to judging area.

JANE Concours Sites. NEXKA and JANE held annual Concours at the Larz Anderson Auto Museum until 1992. An exception during that period was in 1987 when JANE hosted the JCNA Biennial at the Colonial Hilton in Wakefield, MA. (More on our hosted national events follows.)

***Starting in 1992, the Concours sites have been:***

**1992** – Fruitlands Museum, Harvard, MA (It rained the whole day!)

**1993, 1994** – Sturbridge Host Hotel, Sturbridge, MA (Banquet by the lake.)

**1995, 1996** – Concord Academy, Concord, MA (Parade of Jaguars through town, hot air balloon rides, Woburn Jaguar donated a new XJ6 for raffle (one-year lease won by Eric Hagopian), and first JANE slalom at Hanscom Field.)

**1997** – Stratton Mountain, Vermont (JANE again hosted the JCNA Biennial and our Concours was combined with the national event. See description below.)

**1998** – Holiday Inn, Boxborough, MA (Sunny day, cars parked on hot asphalt. Slalom on Sunday. Featured car was the Alexander's gold-plated Mk 2.)

**1999** – Austin Prep School, Reading, MA. (Back on grassy surface.)

**2000** – 2019 Sturbridge Host Hotel, Sturbridge, MA. (A comfortable home on the shores of Cedar Lake.)

**2020** – Canceled due to illness!

**2021** – present Wayside Inn, Sudbury, MA. (Our new home for meetings.)

Over the years, JCNA has annually updated the judging rules to respond to new information regarding authenticity and originality, but the spirit has remained constant: judging should be thorough, complete, and ethical. JANE has abided by this mission with annual judges training sessions and mentoring for new judges every year. In this way, we can guarantee impartial and accurate assessment of Concours quality cars.

National Concours Events hosted by JANE. JANE has hosted two JCNA national concours events, the 3rd Biennial National Meet in 1987 and the 8th Biennial National Meet in 1997. The Biennials were obviously held every other year as a national event, a practice that continues, but the event is currently called the "JCNA Challenge Championship." JANE holds the distinction of being the only club to host two JCNA National Biennial Meets. After the 1997 event, JCNA took over the Biennial, calling it the "International Jaguar Festival" in 1999, and "Challenge Championship" starting in 2001.

**1987 Biennial.** JANE hosted the 1987 Biennial at the Colonial Hilton Resort in Wakefield, MA. Attendance was

350 people from all over the USA. The event included a technical session, a harbor cruise and clambake, a judged concours and a banquet. The harbor cruise took participants to Thompson's Island for an afternoon of softball and volleyball and lounging under the tent while the clambake of steamers, lobster, barbecued chicken and corn on the cob were prepared. After sunset, dancing began and continued until the ferry blew its horn to carry folks back to town. Sunday was the Concours . . . the weather hot and dusty. A large tent displaying the latest Jaguars became a refuge with shade and a breeze. Outside the tent was a beautiful ice sculpture of the Leaper intended to grace the banquet, but the poor thing melted in a puddle during the hot afternoon. The Awards Banquet was held in the Grand Ballroom, at one end of which sat a light blue XK140 which was raffled by JANE! After awards were given out, speeches were made by Fred Horner, Mike Cook, Mike Dale and the keynote speaker, Lofty England from Jaguar Cars in the UK! Among the national 1st place award winners were JANE members Gary Hagopian (1956 XK140...99.5 points), Norm Sherman (1938 SS100...98.19 points), Ben Sava (1971 E-Type...99.39), Carl Doane (1951 XK120...99.6 points) and Larry Berman (1951 XK120...96.19 points).

**1997 Biennial.** JANE also hosted the 1997 Biennial, this time at Stratton Mountain, Vermont. Again the attendance was 350. The event actually started with a hillclimb . . . Mt. Equinox has a long sports car history of hillclimbs . . . and we started off our Biennial with a run up the mountain on Thursday, a one-hour exclusive opening normally awarded only to the VSCCA. Friday was the slalom on the top deck of a parking garage, the only flat spot available in the state of Vermont. Also featured were technical seminars on metal working and upholstery. Saturday was the Concours, with 110 cars showing. Awards Banquet in the evening was the final large event and was held under a large tent outdoors with live music and dancing until dawn. Among the national championship awards winners were JANE members Stephen and Barbara Ring (1994 XJS...1st in class and Best in Show...99.95 points), Debra Blannin (1990 XJ6...99.34 points) and John Chiungas (1976 XJ6C...99.13 points). A significant feature of this event for JANE was that JCNA underwrote the event to the tune of \$2,500 to ameliorate the risk to the club....and JANE not only returned the grant to JCNA, but cleared enough to donate an additional \$2,000 to David's House! Shows what can be done . . .

**Conclusion.** JANE's history of 50 years of Concours competition is an important milestone for judging the quality of Jaguars, both old and new. Our judges' training program is thorough . . . it is overseen by some of the most knowledgeable experts in the country including Aldo Cipriano, JANE's Chief Judge. Few people in the USA know more about Jaguars than JCNA's Chief Judge, our own Jim Sambold, as well as world-class expert Gary Hagopian and others from his family and from our sister club Jaguar Clubs of Southern New England (JCSNE), resulting in our claim to have the best judges in the country. If you earn a high score at our Concours, you can be sure you have one of the best Jaguars in the USA!



# Membership Update for March and April

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



your Jag to be part of this great event. We encourage (urge!) any of you who have not yet renewed to do so now because we do not want you to miss this Concours. What a great way to meet new JANE friends!

## **Memberships just keep on coming, including the following new members:**

**Mark Ayzenberg**, Hudson, NH, 2004 Quartz XJ8 Saloon  
**Christopher Cutie**, Lexington, MA, 2002 Black XJR-100 Sedan  
**Donna Downarowicz**, Pocasset, MA, 2009 Porcelain XK Convertible  
**Kevin Haverty**, Wellesley Hills, MA, 2022 Black F-Type Convertible  
**Janet Knott**, East Boston, MA, 2005 BRG X-Type Estate Wagon  
**Bob Morneau**, Portland, ME, 1962 Opalescent Dark Blue MK2, 1961 TR3A  
**Daniel Quarles**, Hudson, NH, 1983 Sebring Red XJS, 2017 F-Type S AWD  
**Fred Stadler**, Bedford, NH, 1967 Blue E-Type 1.5, 1978 Morgan +8

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

***Margie and Jeanine***

***Margie – 617-285-6564 / marjoriecahn@aol.com  
Jeanine – 617-959-8987 / jeaninegraf@icloud.com***

We are all set for a summer of exciting JANE events. On Sunday, July 23, we have been invited to the Myopia Polo Grounds in South Hamilton, MA for the JANE Jaguar Cup match. Don't miss this, especially if you are a new member. Events of this caliber are what JANE is all about. You will meet other JANE members and begin JANE friendships.

Don't forget the momentous JANE 50th Anniversary Concours, so be sure to renew your membership and get ready to bring

## 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.*

Pete Evans at tontof16@comcast.net



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# July/August 2023 Events

By Dr. Dean Saluti, VP Events



## **Get Ready for JANE at the Myopia Polo Club and then our 50th Anniversary Concours . . .**

Over the years, we have developed a close relationship with the Myopia Polo Club, South Hamilton, MA. Our Chief Judge and Past President Aldo Cipriano is a polo enthusiast, and he has represented JANE well with this prestigious, world-famous polo institution. The event will take place on Sunday, July 23, and we should be there with our Jags at 1:00 PM. Myopia has a reserved parking area for us, right next to the field. We bring picnic lunches, alcoholic/nonalcoholic beverages, and our lawn chairs. We serve from our boots (trunks), share our goodies, and have a great afternoon. Sign up right away!

The 50th Anniversary JANE Concours d'Elegance is being held on August 12 at the historic Longfellow's Wayside Inn in Sudbury. This upcoming event, run by Concours Chair Daniel

Graf and Jeanine, will be the "best of the best," as I have been describing it every month. The Grafs have sent out a beautiful brochure with event details. If you did not receive one, check the website ([www.jagne.org](http://www.jagne.org)). If you would like a hardcopy brochure mailed to you, contact Margie Cahn (617-285-6565 or [djsaluti@aol.com](mailto:djsaluti@aol.com)). Don't forget that you need to mail your signed registration form to Daniel Graf. As I mentioned last month, Jan and Dean are already registered and they are trying to make up for the Jag that didn't make it at "Dead Man's Curve."

Dean

## **UPCOMING EVENTS**

**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**

## **A Question For Readers Of The Coventry Cat**

**By Sue Hagopian, Weeki Wachee, FL**

*Editor's note: Sue Hagopian just sent me a list of automotive questions for all of you who read the Coventry Cat. So, each issue, we will share one of her questions with the readership, which would be you. This will continue until Sue runs out of questions.*

The first JANE member to submit the right answer to the editor (send to [d19@moultonlabs.com](mailto:d19@moultonlabs.com) for now) will get an hysterical virtual shout-out from the entire staff of the *Coventry Cat*, in the following *Coventry Cat*, at which point we will also share Sue's answer with you. Naturally, the opinion of the Judges is final. Good luck! Have fun!!

**Question for July:  
What was the first official  
White House car?**

## **Jaguar Parts For Sale**

*Hello David,*

My wife and I have an antiques business based in western Mass, and I have come into possession through the estate of a Jaguar restorer/enthusiast of multiple components and boxes of Jaguar (mostly XJ) parts, NOS and used. Are there any folks within the club who may be interested in acquiring these?

Best regards,  
Chris Pichette  
Publick House Antiques  
Deerfield, MA  
[cpichette19@gmail.com](mailto:cpichette19@gmail.com)  
413.522.7427

*Editor's Note: Chris sent me six photos. I'm happy to forward them all to whoever would like to see them. Two are shown here.*



# The Chief Judge's Corner

By Aldo A. Cipriano, Chief Judge | Photos by Bob Doyle



## Part 1: Our Concours Judges Training Class

On May 27th, JANE conducted the 2023 JCNA required Concours Judges Training School at the historic Southborough Community House. The class included a review of existing Concours rules, a full update of the new JCNA rules, and a question-and-answer period with an opportunity for judges to make suggestions. The class attendees were also given the opportunity to review poster board-size Judge's Sheets and discuss the proper way to complete those judging sheets on the field.



After addressing all questions and discussing the JANE Concours scheduled for August 12th, we distributed a 50-question examination to each attendee. In addition to those in attendance, two Concours judges completed the exam prior to May 27th due to scheduling conflicts. Each judge was required to earn a grade of 90% or higher to remain eligible. This standard of excellence was achieved by all judges.

We welcomed one new apprentice judge, Ron Smith, our beloved Margaret Caruolo's brother who will be participating in our August Concours.

According to JCNA Rules, for a Concours competition to be officially sanctioned, we must have a minimum of three Certified Judges and a sufficient number of additional Certified judges for the number of entries registered. JANE has, again, achieved that requirement.

After the class ended, numerous Jaguars driven to Southborough by judges were available for practice judging and inspection. They included a Series I E-Type, a contemporary S-Type with a rare 5 speed transmission, an XJ-6 Series III Vanden Plas and a pair of outstanding F-Type coupes.

The JANE Concours Registration Form is available at: <https://britishmarque.com/JANE/images/2023%20Concours.pdf>. Daniel Graf has kindly agreed to serve once again as the Concours Chair and can answer any questions.

Please plan to donate some items for the Concours auction; a few special donations will be offered during a live auction this year. Auction proceeds help to fund club activities, awards, and additional functions.

On a sad note; our good friend and long-time volunteer Judge, Andy Picariello, passed away earlier in May. Andy was totally dedicated to our Concours in the past, and last year we had the honor and good fortune to conduct the Concours test with him at his house in Marston Mills and see his outstanding early 50s Allards. He will be missed.

## Part 2: How You Can Get Ready For Concours

*This will be my final Chief Judge's Guidance before this year's Concours.*

When receiving your entry packet, make sure it is complete for you and your motorcar. Any discrepancies should be brought to the attention of the Concours Event Team for correction.



(Continued on page 21)  
July/August 2023





Enclosed Judging Sheets are to be displayed on the windshield unless there is inclement weather. In that case, display them inside on the dash.

Keep your JANE (NE-18) JCNA Membership Card, or other Club card, with you during the event.

Double check your Operations Verification (O.V.) items before you enter the field. This may help avoid surprises in regard to inoperative lights or horns.

The Concours “Rags Down” rule has been in effect for years. This means, for judging purposes, that any cleaning or prepping of your Jaguar, in any way, must end immediately under the final broadcast of “Rags Down.” The PA announcer and I will give a 15-minute warning for Rags Down, then a 5-minute warning. Please abide by these warnings and do not continue to prepare you Jag for judging upon the expiration of the final designated time. It is not fair to those who complied.

Starting next year, in 2024, this rule of “Rags down” will become stricter for the Concours season, as stated in the Rule Book as follows:

#### **“6. Rags Down”**

“All Entrants must be instructed by the Chief Judge to cease preparation of Entries at a predetermined, published time, referred to as ‘Rags Down’, before judging begins. The term ‘Rags Down’ refers to the discontinued application of any device used in the performance of further cleaning of the vehicle”.

**“After the initial ‘Rags Down’ warning announcement, the subsequent failure of any Entrant, family member, associate or any other non-related individual, present at the event, to heed and abide by that warning and not follow the ‘Rags Down’ requirement, will subject that Entrant’s continued participation in that event to the immediate review by the Chief Judge and may result in that Entrant’s immediate, irrevocable disqualification for that event. Such disqualification once invoked, cannot be withdrawn for that event”.  
(2023 AGM Rule Change for the 2024 Concours Season)**

Also, per the rules, if an entrant anticipates that a Judge may question the authenticity of a particular feature or component, then the entrant must bring official documents to validate the item. See Appendix C in the Rule Book, Pages 1 and 2, to see which official publications would be needed for validation. JANE does have a complete set of JCNA Judging Guides available for use by the Concours Judges during the event. However, this is separate from your own authentication. You can, however, check on the JCNA website for guides, as updated or revised, before the Concours event.

Also, any questions as to originality or authenticity deductions must be discussed with the entrant before finalizing the actual deduction. As an entrant, it is best to be prepared. There is more detail on these procedures in the Rule Book, Chapter III, Page III-17 and 18.

Finally, remember that while this Concours event is supposed to be a pleasant experience for all, it is also a serious evaluation of your Jaguar in local, regional, and North American competition.

# HONKU

*by Aaron Naparstek*

Our urban fabric –

the cheap upholstery of  
traffic engineers

# British Car Day at the Larz Anderson Auto Museum

*Pictures and captions by Brian R McMahon, except where noted  
June 25, 2023*



*Photo by Bob Leaper*

Despite a weather forecast that threatened rain and thunderstorms, visitors to the British Car Day lawn show at Larz Anderson Museum last Sunday were favored with generally sunny skies.

As an annual event at Larz Anderson, British Car Day celebrates the spectrum of the sublime and the quirky reaches of the English automotive realm, from a 1966 Rolls-Royce Phantom V to a 1937 AC Greyhound.

In an effort to reach out to gear heads of every persuasion, several summer lawn shows are scheduled every year, including Porsche Day, Corvette Day, Tutto Italiano, Micro-Mini Day and even Extinct Auto Day, which benefits the surprisingly active Studebaker Owners Car Club. JANE gets its own private lawn show every year thanks to our Dr. Dean Saluti. Taking a tour of the museum, you see that the governing philosophy is to preserve surviving cars as they have aged. Patina, not perfection, is key here.

Wealthy socialites Larz and Isabel (Weld) Anderson began their car collection with an 1899 Winton 4 h.p. runabout in the Titanic era before WWI and imposition of the US income tax. With this, they began the oldest automobile museum in America and added one new car per year (32 in total), as they retired the older ones to the Carriage House on the estate.

This imposing edifice was built in 1888 by Edmund Wheelwright, the city architect of Boston, in the style of the Chateau de Chaumont-Sur-Loire in France. Grandier than most other horse and carriage garages of the time, this carriage house housed not only the wheeled conveyances of the 65 acre estate, but was also a stable for all of its horses, and served as living quarters for the equerries and stable hands. How often has a horse barn that became an automotive museum earned a place on the National Register of Historic Places?



**British Car Day means you'll usually see a lineup like this: Jaguar E-Type, MGB and Triumph TR-6.**



**This spectacular E-Type took four years at a German restoration center to bring back to glory. It even had a custom-made tool box in the boot. The wooden form in the box is designed to surround the wire wheel spinner, so that it can be more easily loosened with a mallet.**

A forecast of rain . . . and thunderstorms . . . was possibly averted thanks to the "Get Happy!" look of an Austin Healey Bug-Eye Sprite



*Photo by  
Bob Leaper*





**An Aston Martin DB9, a Vantage and a Vanquish line the hedgerow as part of a dozen Astons that participated.**



**A Lotus Elise on the left and a Land Rover Suburban Assault Vehicle was on the right, ready to storm the fresh produce aisle of the local Whole Foods.**



**A Lotus Elise: My Sister, the Car**



**There was also a 1982 Lotus Turbo Esprit at the lawn show. "So deliciously low" at 43.7 inches high, it's not much taller than the Ford GT40 Le Mans cars.**



**Part of the informal Windsor Castle car park recreation at Larz Anderson was this beautifully restored 1966 Rolls-Royce Phantom V limousine. This was the preferred ride for British rock-and-roll royalty in the**

**1960s. John Lennon famously painted his own Phantom yellow and decorated it with psychedelic designs.**



**"Nobody was sure if he was really from the House of Lords . . ."**

**Several Triumph TR-6s survived the road salt rust-out problems of the 1970s and made it to British Car Day. They were simple, rugged cars powered by an inline 6-cylinder engine. Once the Lucas electrics were sorted out - or replaced - a basically sporting car could be enjoyed.**



**The Triumph TR-3 was a predecessor of the TR-6 and was even more "basic," powered by an inline 4-cylinder engine and depending on side curtains to keep winter weather outside the cockpit. Many of us petrol heads remember a TR-3 as the first step on our Road to Ruin.**





# From the *Bottom* of The Scratching Post



I'd like to take this opportunity, on the eve of our 50th Concoors, to thank the authors and enthusiasts who hold this enterprise called The Coventry Cat together.

In this issue, Carl Hanson did a lovely job researching the history of our Concoors d'Elegance and pulling together a comprehensive and very interesting article covering our first half century of car shows. Looking back at some of our various adventures over the years is inspirational, as in "Hey, we could do something like that again! That would be a LOT of fun!"

Marguerite Dennis always writes really nice articles from the heart, articles that share and illuminate what's really important in clubs like ours. She also makes editing easy for me!

Brian McMahon always has something interesting to share. What you don't know is how MUCH he has to share – right now I'm holding in reserve a 2-installment article on this year's Greenwich Concoors as well as a report on what happened when Aston Martin visited MIT – simply because we don't have room yet for either of them! Thanks, Brian.

Aldo Cipriano has commenced a great series on Concoors competition and judging, that should help us all increase our competitive level as well as our Concoors scores as we begin to take it all in.

## 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 July and August,  
our Astonishing Past Prediction is:

**"Louis Pasteur's theory of  
germs is ridiculous fiction."**

-- Pierre Pachet, Professor of Physiology  
at Toulouse, 1872

Also in this issue, John Feng reported on XKs alive and well in Metro West, while Sue Hagopian came up with a new car trivia feature for us, that should keep us all digging through Wikipedia, Porter Press and our old Road & Track collections for several years to come. Sue's husband Gary also contributes regularly, mostly about the Coventry Foundation.

And that's just this issue! Last issue, we also had really interesting thoughts from Herman Wiegman (who has been a very gratifying and entertaining regular contributor), while in March we had Josh Bartlett as well. And in each issue we always have the columns from our leaders: Gus Niewenhouse, Dean Saluti, Marjorie Cahn and Jeanine Graf.

Meanwhile, Bob Doyle has, over the years, acquired a treasure trove of old Jaguar sales literature, and he keeps sending me an analysis of one such brochure each issue. He claims to have an inexhaustible supply. We'll see. (I sure hope so.)

Finally, keep in mind Marjorie Cahn, our proofreader extraordinaire and George Ball at Allegra Franklin, who makes us all look good.

So take a moment to toast these folks, JANIACS. They give us a lot!

I'll see you at the Concoors!

*Your Humble JANE Editor*

## HELP!

**Editor's note: I received this email, and just had to run it in the Cat. We've all been there. Can anybody help her, or at least provide guidance?**

Hello.

I am trying to find a home for a Jaguar. My husband bought the car at an auction and drove it for a couple of years. Then something went wrong with it and he, a mechanic, started pulling it apart. Then he passed away. So the car is sitting in the garage. All the parts still there, all the manuals too. Photos attached. It is a 1986 XJS V12.

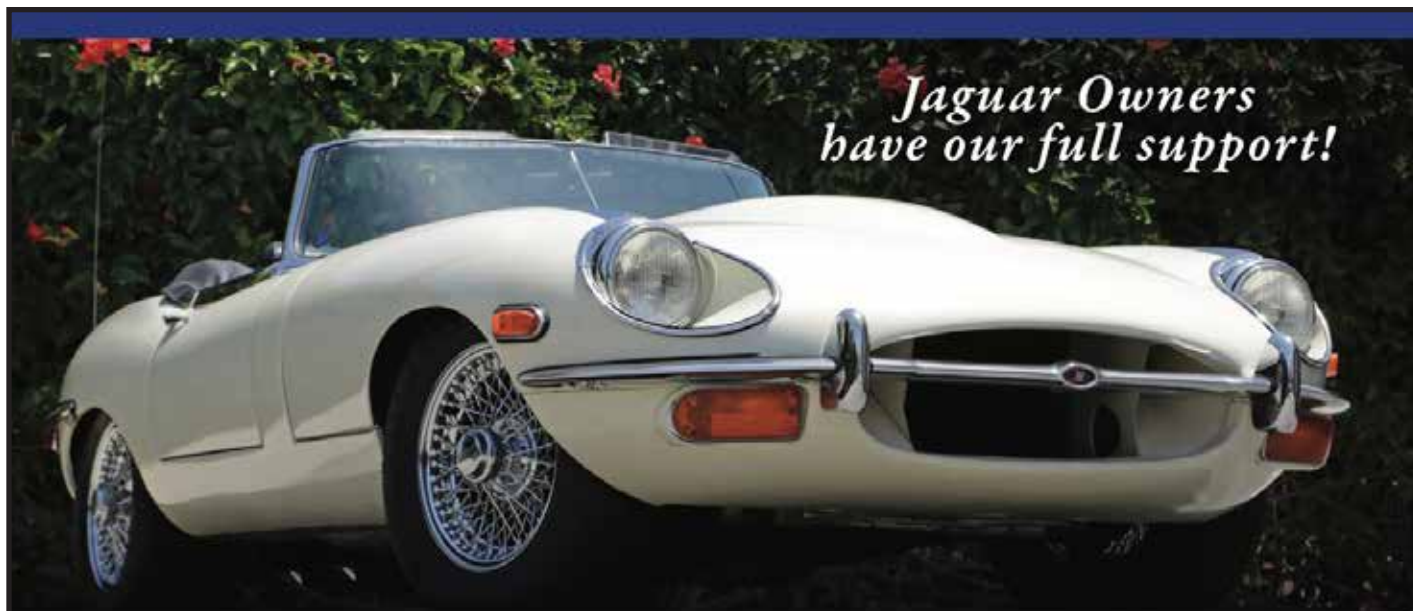


I am looking to sell it for a little bit of money because I cannot find anyone in the area to put it together.

Thank you for your time  
Rada Valkova  
rada\_v@hotmail.com







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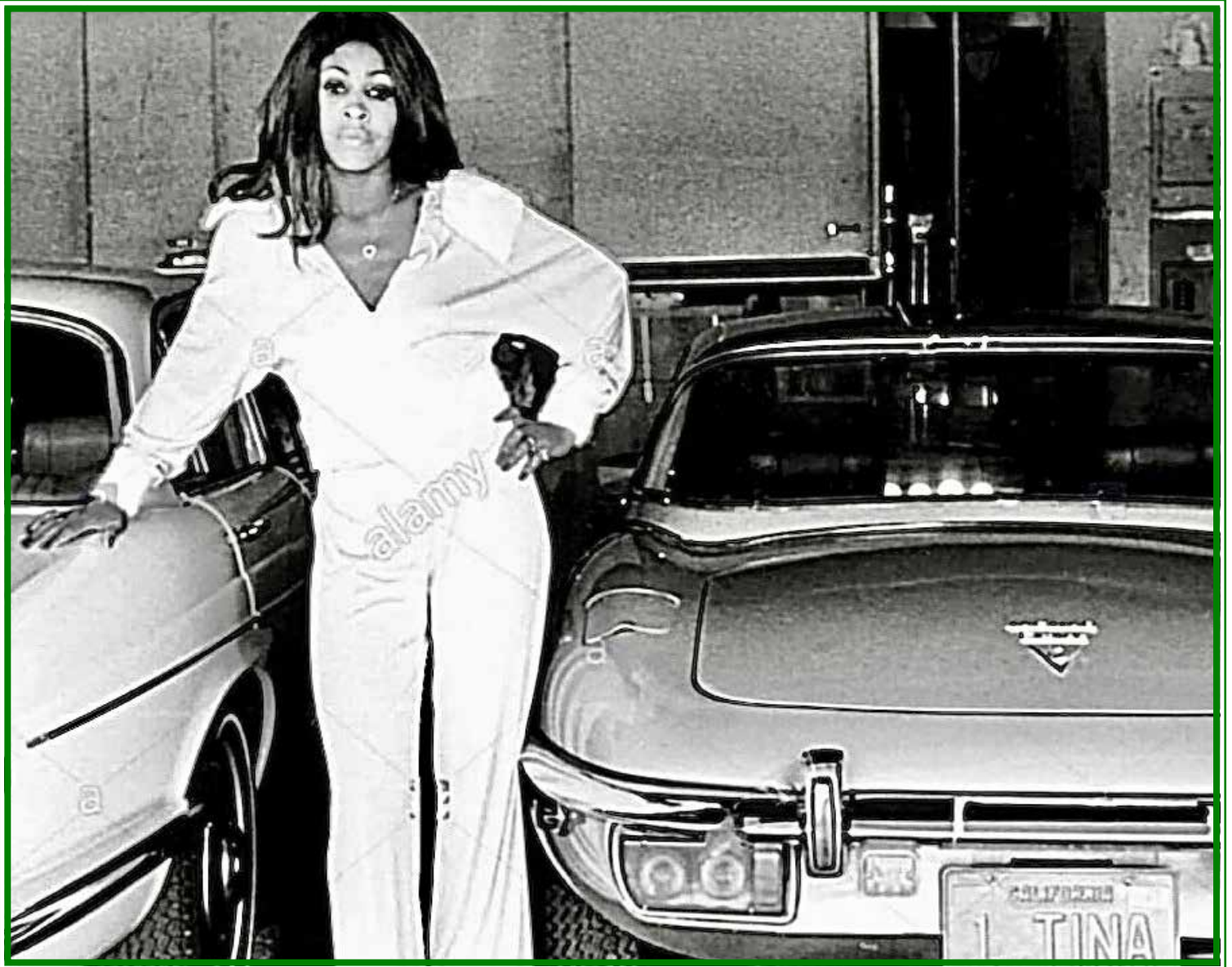
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# ENDPIECE

*From Stephen Ring, I received this email:  
"I received this picture in one of the car blogs I get weekly and thought I'd share."  
Simply the best!*



*Thanks also to all the others who wrote in about Tina's car preferences.*



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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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