

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

July and August, Summer

More Than Just a Car Club

Photo by Gordon Taylor



(see page 6)

Blue Moon in

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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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The Editor

Sun, Shows, and Shiny Cars!

By Gordon Taylor



Assistant Editor. Mike was editor for the Cape Cod British Car Club for a while. He will be helping me with keeping this fine publication going and trying to ensure that we will not be late again!

This month we have a report about the Jaguars on the Lawn event at Larz Anderson in May from long time Cat contributor Marguerite Dennis. Brian MacMahon has been doing some research into the history of Corvettes for the final installment of his report from the Greenwich Concours last Summer. Other reports are from the British Car Day at Larz Anderson in June, Herman Wiegman tells the story about the Spring Slalom. Bob Doyle reports on the training for judges that Aldo Cipriano organized. We want the judges to be ready to inspect our cars carefully at the Concours in August. I hope to see you there.

Gordon

I must apologize for the lateness of the Cat recently. I have been away and very busy. Having said that, there is some excellent news, Mike Dallaire has stepped forward to volunteer as the

The President's Message

By Gus Niewenhous



I am thrilled about the continuing successes of our Club. Our annual Jaguars on the Lawn at The Larz Anderson Auto Museum was a resounding success, Thanks again to Dean Saluti and Margie Cahn for making it happen. Following on from that event, JANE had greatest participation of any British Car Club at British Car Day, also at The Larz Anderson Auto Museum! Just shy of thirty Jaguars graced our traditional position which was expertly overseen by Rod Gilbert. Rod arrived slightly after the crack of dawn to assure a smooth arrival for our members and several potential new members. Sheldon Steele and his staff at the Museum are also to be commended

for their cooperation with us on both events. This mutual support is great for JANE as well as Larz Anderson.

Rich Hanley again organized a successful Spring Shalom and is to be commended. See Herman Wiegman's report in this issue.

On the immediate horizon is the JANE Myopia Polo Match, Picnic and Jaguar Cup Presentation which might have already happened when you read this. Aldo Cipriano always puts together a great program for us at Myopia.

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

Dan Graf and Bob Doyle are moving ahead with the 2024 Concours; the 51st. As deadlines for registrations approach, let's show support for their efforts by registering as soon as possible and responding to requests for help promptly. Bob Doyle is working to charge up the live auction with some special items.

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 Margie Cahn for their continuing 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 as members rejoin.

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

Best Regards,

Gus Niewenhous, President





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May Meeting of JANE held at Larz Anderson Auto Museum

Report by: Marg Dennis



Photo: Gordon Taylor

XKs in line

On a May afternoon, a day that felt more like summer than spring, seventy JANE club members, driving forty-two cars, gathered at Larz Anderson Park in Brookline, Massachusetts for their monthly meeting.

Founded and financed by Larz Anderson and his wife, the Larz Anderson Auto Museum is America's oldest car collection that includes thirty-two automobiles, fourteen of which are from the original collection.

JANE has been holding its May meeting at Larz Anderson for at least ten years. As is the tradition and custom, Jaguar owners standing in front of, or alongside their cars, exchange greetings and stories of repairs that did not go so well or restorations that did. For many it is a time to re-connect with friends.

Photo: John Romano



Meeting up with friends

I used the time before dinner, catered by Spinelli's restaurant, to meet and interview people. Jeff Boot and Chris Paineaud are active members of their MG club. Jeff has had an MG for 46 years, but he wants to buy a Jaguar, an XK-140 coupe.

Photo: John Romano



Settling down to eat

Jamie Goodson, who does own a 1956 XK-140, is currently not a member of JANE, but he promised me he would join.

John and Sue Frost have a 2013 XK convertible. They

have been members of JANE for many years and still love to drive their car. Let's face it. Jaguars are like Chanel suits. Never go out of style and you always look good wearing one.

And then there was Steve and Ginie Hibbard, new members of JANE, who just purchased a 1961 XK150 drophead coupe.

When I asked Steve why he just purchased the Jaguar, he told me: "I needed a reason to get up in the morning."

Steve's comment really impressed me. When most people in our age group talk about knees that have been replaced or hips that need to be replaced, Steve and Ginie are taking another look at "the second half of life" and decided there is another way to spend their retirement years.

Now if we could only get younger people interested in these fantastic cars?

The evening gave us an opportunity to peruse the current exhibit at Larz Anderson which is titled "Revolutionizing the Road: Post World War II Car Design in Europe and America". You might like to take a look yourself <https://www.larzanderson.org/exhibits>. The exhibit is open until March 2025.

Photo: Gordon Taylor



Sunset over Gus's XJ6

Postscript: **The Current Larz Anderson exhibit, featuring Blue Moon** (from the editor)

Photo: Gordon Taylor



Larz Anderson Auto Museum

There were a few highlights for me, especially the 1951 Rover 75. I remember these, or rather the later Rover 80 and 90. Doctors' cars, I called them. Gus tells me that they were used a lot by the UK Civil Service. There was plenty more as you can see from the photos.

For us JANE members of course, the star of the show was Carl Hanson's XK120 aka Blue Moon (on the cover) which is just about to reach its 73rd year. Here's Carl's "elevator speech" about it:

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Photo: Gordon Taylor



1957 Chrysler 300C



Photo: Gordon Taylor

1960 Cadillac Eldorado



Photo: Gordon Taylor

1965 Fiat Multipla Taxi

Photo: John Romano



Marg's splendid handiwork on show

Photo: Gordon Taylor



1947 VW Beetle, 1951 Jaguar XK120, 1957 Porsche 365A, 1951 Rover 75 P4 Cyclops

“This XK120 FHC, #679012, is the earliest coupe in the USA recorded by Jaguar Daimler Heritage Trust (JDHT). Built on 18 July 1951, it was shipped to Hornburg on the West Coast on 21 September 1951 and was featured in early brochures advertising the “Exciting New XK120 Sports Coupe” starting in 1952. No first owner was listed by JDHT. It came to the East Coast by 1961 and had several owners until it was stored in a barn for many years. The current owner, Carl Hanson of Bedford, MA. purchased it in 1995 and restored it over a period of 10 years. The car is regularly driven on tours and to shows in the Northeast. “the oldest coupe in the USA.”

Specifications of Blue Moon from Carl

Exterior

- Sidelights on front fenders were from the Mark V Saloon which were large enough to enclose the large bulb associated with turn signals. The FHC was the first XK120 to use turn signals. The first 39 FHCs had the Mark V sidelights which sit high and have a long ridge blending into the top of the fenders (wings).

- The FHC body is one-inch higher off the frame than the roadster (OTS) model to provide better headroom.

- The floor remained in the same position with respect to the frame. The first several hundred FHCs had rubber shims inserted between the frame and the body to accommodate the lift. Later FHCs had aluminum shims.

- Windshield (windscreen) has center post with glass inserted from inside. Chrome frames decorate the outside, but serve no sealing purpose.

- Color is the original pastel blue metallic with duo-tone blue interior. Early FHCs were painted in lacquer. When Jaguar changed to enamel in November 1951, they discontinued the metallic paint.

Engine compartment

- Firewall (scuttle) was adapted from the OTS model, requiring four modifications due to the one-inch lift.

- o Two new holes were cut for the brake and clutch pedal shafts because the body was raised, but the chassis fixtures were not. The original holes were covered with a riveted patch.

- o The steering column conflicted with the firewall shelf, consequently a valley was cut out and an insert rather crudely welded in place.

Photo: Carl Hanson



On the JLR Display at the 2014 Amelia Island Concours

- o An extension was installed at the lower edge to support the interior floor.

- o Transmission cover attachment to the firewall was maintained, requiring a wood spacer between the bottom of the cover and the floor.

- Glass brake fluid reservoir was used for single stage brake system.
- Hood (bonnet) support rod was chromed. Later ones were painted.

- Engine bay and underside of hood were painted black.

- Early engine was installed with cast aluminum fan, without hold-down nuts on front of cam covers, spark plug cables routed in the valley from rear of engine, and coil hidden under the intake manifold.

Interior

- Early dashboard configuration differed from later FHCs and Drop-heads. Ignition key location was high on the left, fuel (petrol) and ammeter gauges were swapped, and the fuel gauge included an oil level feature.

- Seat frames were chromed. Later ones were painted.
- Seatbacks were curved. Later ones were flat.
- Door handles pointed forward and up at an angle. Later handles pointed to the rear and flat.
- Rear shelf corner boxes were square.
- Lower edge of battery shelf had a one-inch extension to accommodate the floor.

Trunk (boot)

- Trunk lid support rod was chromed. Later ones were painted.

Concours Judges Meeting

Text and photos by Bob Doyle



On May 25, 2024, Chief Judge Aldo Cipriano, Esq, led a training update class of JANE Concours judges at the Southborough Community House.

In addition to Chief Judge Aldo Cipriano, those present included Bill Braun, Ron Smith, Bob Doyle, Gus Niewenhaus, Don Holden, Mark Cioffi, Rick Barnard, Tony Fakonas, and Daniel Graf, who organizes the Concours event. A few judges were unable to attend the class due to holiday weekend schedule conflicts, but each will take the Concours Judge exam separately under the direction of Cipriano.

With his highly knowledge background and experience with Jaguars, Cipriano provided a refresher course on how judging is conducted. He provided a period for Q & A giving the judges present an opportunity to address issues and to request clarification of various aspects of judging. Moreover, he explained the long-standing high standards traditionally held by JANE.

The Official JCNA Concours d'Elegance Rule Book is updated every year. It is 2 cm thick and contains many highly detailed sections. The Book also includes page-after-page of how to administer point deductions and the specific amounts to be enacted.

JANE President Gus Niewenhaus read a series of changes that were made during the Jaguar Clubs of North America AGM. Most of the changes and updates were minor.

Each judge had to complete a 50-question examination and earn a grade of 90 or higher. All judges present earned such a grade.

After the exam period, Chief Judge Cipriano (right) had the judges inspect Bob Doyle's Jaguar S-Type with a manual transmission and announce their findings. Then, he instructed the judges on inspecting exhaust pipes and judging them.

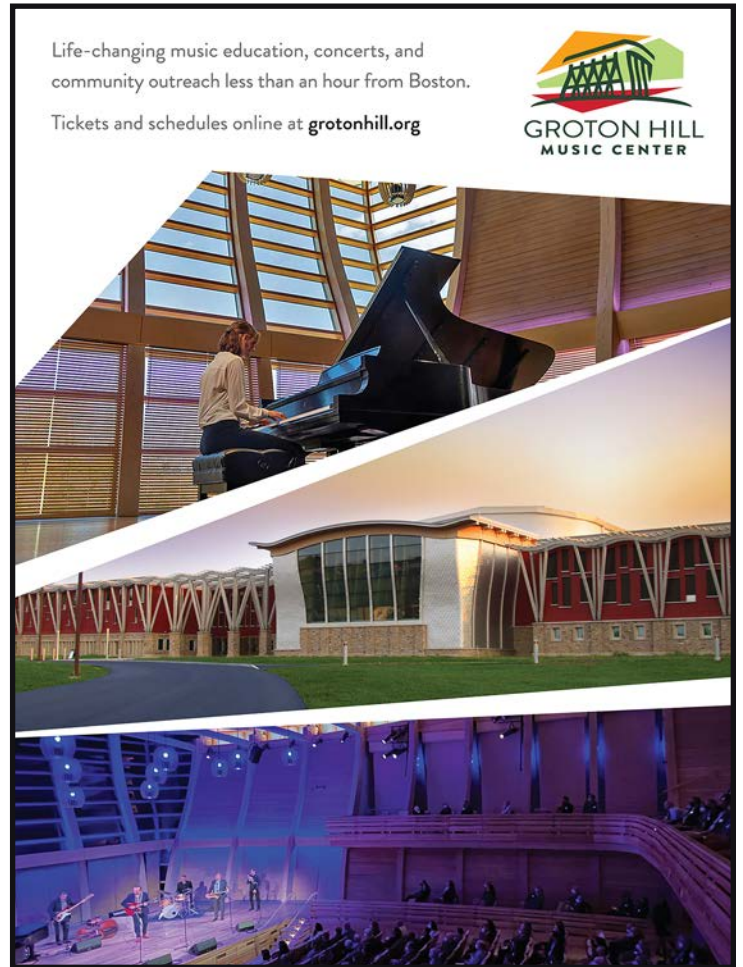


Inspecting Bob Doyle's S-Type



Judges Ron Smith, Bill Braun, and Don Holden discussing the new Concours Rule Book.

The 2024 JANE Concours d'Elegance will be held on August 24, 2024, at the Wayside Inn. All JANE members and their guests are invited to attend. Members who wish to enter their Jaguar into the competition, should open the Concours website at <https://jagne.org/jane/concours.cfm>.



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JANE Spring AutoX June 22, 2024

Article and photos by Herman Wiegman



Corvette Blowing Smoke

Rich Hanley orchestrated the spring autocross at Weymouth Airfield on June 22. The weather was grey all day, but the lack of rain, heat, sun and wind turned out to be a blessing, truly perfect conditions for an autocross. Rich had asked previous attendees to invite other interested drivers to participate to keep the event sustainable. Six participants assembled for the event, three of which were new to autocross. Jake Lipton shared his deep knowledge with novice members and gave drifting lessons later in the day.

The six vehicles were a nice slice of the sports car world, two Corvettes, a Mustang, a BMW M2, a Jaguar F-Type, and a Triumph Spitfire. The course conditions were great, with no debris or stones present, and the temperature seemed just right. All of the drivers achieved competitive run times, myself slicing 2 seconds off of my posted times from November 2023. Bob Totter made the fastest run of the day in his 1964 Triumph Spitfire, with a time of 38.868 sec.



Getting a Master Class from Jake Lipton



Herman's Jaguar



The best time was from the Spitfire

After completing the official timing event, it was opened up to "fun runs" with various passengers jumping in and out of cars.

Rich Hanley made good use of his bicycle, to rectify some displaced cones.



Rich Chasing Wayward Cones

In Control Crash Prevention was also holding an event at the airfield, and hosted a lunch for everyone there. This organization works with drivers on the margins to help with anxiety issues, or teaching the perils of texting and driving, and so many other conditions.

Look forward to the fall autocross around the time of the September equinox.

Knockoffs and Wheels

For E Type Jaguar, and other antique Jags! I purchased this set and had them powder-coated in chrome at great cost. They unfortunately don't fit my Jaguar XJS with Dayton Wire Wheels.



They will fit E Type and other Jaguar models. They are genuine Jaguar, a full set consisting of 2 rights, and two lefts. I am including a made in England knock off tool. Again, these were never mounted and I'm taking a huge loss. Pick up on Cape Cod or will ship USPS with PayPal payment.

Also, the set of 4 wire wheels is in very good shape for early Jags.

I am asking \$800.00 for the knockoffs and wheels combined. All reasonable offers accepted.

**Mike Dallaire
774-836-6205**

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Jolly Times at the Greenwich Concours Part 5: American Cars – Corvette

By **Brian R. McMahon**

Photos by the author unless otherwise noted

Editor's note: In this final episode, Brian uses his experiences from Greenwich to tell us the history of that iconic American sports car – The Corvette. I didn't realize how much the Jaguar XK120 had woken up the US carmakers. Who knew about the Corvette's links to Cold War bogeymen?!

I will conclude the series from the Greenwich Concours Greenwich with a look at the Corvettes on display.



Photo: General Motors

Few new car models have had a splashier public introduction than the Chevrolet Corvette. To promote its 1953 cars and show that it was a technologically advanced car maker, General Motors created its Motorcade that started at the Waldorf-Astoria Hotel in New York City. This was a road show that toured America to promote the company, its products, and the company's brilliant future. This was demonstrated by its Dream Cars, including the Pontiac La Parisienne, the Oldsmobile Starfire, the Buick Wildcat and the Cadillac Orleans.



Photo: Chevrolet

Although these were one-off experimental cars, there was a futuristic car that the public could buy: the fiberglass bodied two-seater Corvette. Response from gear heads who had driven nimble sports cars when

serving in the US military during WWII was immediate. Jaguar had gone off to an early start in 1948 by exporting most of the XK120 production to the US, which encouraged GM to believe that an all-American sports car would sell even faster than the highly successful Jaguar.

GM was appalled when they learned that it would take six months to tool up the Corvette factory before the first car was ready. Even worse, the first Corvette had to be hand built, consuming three, 16-hour days before it was ready to deliver. Assembling a fiberglass body to a ladder frame and dealing with all the ways that sports car production differed from building family sedans was a daunting task.



Photo: National Corvette Museum

There was one other problem that was discovered just as series production began: the Corvette logo. As America's Sports Car, Chevy had installed an emblem on the front of the first few Corvettes that displayed an American flag crossed with a checkered flag, but.....

GM's legal staff discovered that this logo could not be copyrighted because the 1942 US Flag Code law stated that "The flag should never be used for advertising purposes in any manner whatsoever". Within hours of the first production Corvettes rolling off the Flint, MI assembly line, Chevrolet craftsmen had removed the original emblems, then fabricated and installed a new escutcheon that substituted a maroon flag with a Chevy bow tie and a fleur-de-lis instead of the American flag. Whenever a question about the new flag came up, the mumbling corporate explanation was that GM simply wanted to honor the Division's namesake, French racing driver Louis Chevrolet.



Photo: National Corvette Museum

Production gradually increased, and this was made easier by offering the Corvette only in Polo White, with a red interior and a black top for the 1953 model. About three Corvettes per day left the factory, and the first year's production was only 300 cars. This was embarrassing for a company with the size and resources of General Motors.



1954 Corvette in blue!

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Concours (Continued from page 10)

For the 1954 model year, production increased tenfold to 3,640. One of them was displayed at the 2023 Greenwich Concours, and we can see that the “Any color so long as it’s white” dictum had ended.



Photo: Chevy Hardcore

What continued, though, was the poor performance and indifferent build quality of the original series. The early Corvettes used the “Blue Flame” 235 CID 6-cylinder engine with an additional two carburetors

and pushing 150 h.p. through a two-speed Powerglide slushbox. Just as Corvette buyers had to accept an automatic that was geared as if a three-speed transmission was missing its first gear. At the time, Jaguar buyers benefitted from the sporting performance of a 4-speed manual transmission for their 180 h.p. XK120s.

Chevrolet thought that lending a number of Corvettes to celebrities and Hollywood stars would give the car a halo effect, but wasn’t prepared for their public comments about their free car from GM. The soft top leaked, the doors were often misaligned, and the zero-to-sixty performance was pokey. Instead of good press about a spectacular new car, Chevy was ridiculed for producing a damp and bumbling sporty looking car.

Not surprisingly, sales in 1955 collapsed with only 700 Corvettes produced. GM management wanted to cancel the Corvette and surrender that market segment to Ford’s popular Thunderbird, but Chevy had a secret weapon.

At the 1953 Autorama show in New York, an immigrant automotive engineer was entranced by the styling but appalled by Chevy’s engine choice for the Corvette. Zora Arkus-Duntov wrote to Chevrolet’s Chief Engineer, Ed Cole,



Zora Arkus-Duntov

and made suggestions on how to make the Corvette more powerful. In the late 1940s, Duntov and his brother had had some success converting

flathead Ford V8s to new Ardun (ARKUS-DUNTOV) overhead valve cylinder heads, so he did have some performance engineering credentials.

Ed Cole hired Duntov as a staff assistant engineer just as the 1953 Corvette was starting series production. The newbie’s “Thoughts Pertaining to Youth, Hot-Rodders and Chevrolet”

laid out Duntov’s recommendation on how the Bow Tie could beat the Blue Oval by developing a V8-powered engine for the Corvette. Corporate politics prevented Chevy from simply using Olds Rocket V8s, so Duntov developed the 265 CID V8 engine with up to 240 h.p. and an available 3 speed manual transmission in time for the 1956 model. It’s this plan that saved the Corvette from cancellation by General Motors after the disastrous 1955 sales results; 3,467 of the 1956 models were sold. To prove his point, Duntov took a 1956 Corvette to Daytona Beach and set a Flying Mile record speed of 150 m.p.h. For the 1957 model year he planned the Duntov high-lift camshaft and optional fuel injection. Recognizing his talent in 1957, Chevrolet promoted Duntov to be its Director of High Performance Vehicles.

This might not have happened without the help of a clever General Motors public relations staffer. Although the GM Motorama promoted the idea of a peaceful and prosperous American future, and many today ridicule the 1950s as a time when Mad Men convinced The Man in the Gray Flannel Suit to progress up GM’s automotive cursus honorum (a Chevrolet as a first car, then a Pontiac, followed by an Oldsmobile that he would eventually trade on a Buick, until he reached the pinnacle: a Cadillac), there was a strong undercurrent of fear in the America of the Fifties and early Sixties.

During the first three years of the 1950s, 36,000 American servicemen died fighting North Korean and Chinese troops, who received MiG 15s, T-34 tanks and other armaments from the Soviet Union. Through espionage, Russia was able to build its own atomic bomb in 1949, and then a much more powerful hydrogen bomb in 1953. Stalin died in 1953 and after five years of Politburo infighting, Nikita Khrushchev consolidated his Central Committee power in 1958. The Batista government fell to Fidel Castro, who was backed by the Soviet Union, on New Year’s Day 1959, planting a new Soviet ally 80 miles off the US coast that started digging silos for Russian ballistic missiles.

In a 1960 rant at the United Nations, Khrushchev threatened the US with his promise:

so, it’s no surprise that Americans feared that that we were all in danger of:



Photo: Dr. Strangelove movie



Photo: Lean Factor

Just as some billionaires today have built “panic rooms” in their mansions- or even bunkers- as a hedge against civil unrest, some suburban Americans in the Fifties built fallout shelters to protect their families from the aftermath of a Russian attack. Popular Mechanics even provided plans and cost estimates, suggesting that a fallout shelter that would provide protection from

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II The Coventry Cat

radiation caused by a Soviet atomic bomb blast could be built under a backyard patio.

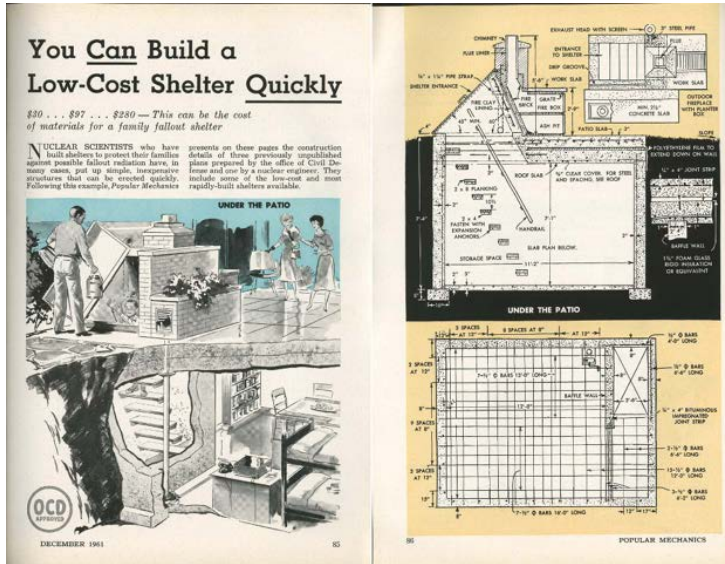


Photo: Popular Mechanics

What does all this have to do with Corvette history? At a General Motors press conference, one reporter was perplexed by the name of Chevy's brilliant high performance car engineer. "Zora Arkus-Duntov ... where is he from?" GM's public affairs rep deftly replied, "He was born in Belgium." That was true, but it was also misleading. The only reason that Duntov was born in Belgium was because his parents were married Soviet diplomats who had been posted together at the Soviet Embassy in Brussels by Josef Stalin. Children born to diplomats who are serving overseas are legal citizens of their parents' country. Zora Arkus-Duntov was Russian, not Belgian, and spent his childhood growing up in Leningrad (formerly and again currently St. Petersburg).

He wasn't beneath engaging in a few stunts, like hollowing out the frame of a Mercedes, stuffing it with gold and smuggling it for profit from France to Belgium- something like Auric Goldfinger would do in the James Bond movie. He received his engineering degree at Berlin's Institute of Charlottenburg in 1934 and then emigrated to France (briefly serving in the doomed French Air Force), before moving to Britain, and then America while pursuing automotive engineering opportunities. He arrived in New York in 1941 and became a US citizen.

But in the "Red Scare" America of the 1950s, General Motors wouldn't want the public to think that the chief architect of America's Sports Car was a Russian, so playing up his Belgian connection was the wiser course of action.

Getting back to Corvette history, the 1957 model had roll-up windows, an available 4-speed transmission and a 283 CID V8 in several variants, including one with Rochester Ramjet mechanical fuel injection. Top speed of the 1957 Corvette equipped with fuel injection was 132 m.p.h., it enjoyed a zero-to-60 mph time of only 6.6 seconds. Clearly, the Corvette had broken out of its "show-no go" era.

Sales doubled in 1957 to 6,339, with 713 of them equipped with this latest performance enhancement, and this was the top engine from 1957 through 1965, when the Beach Boys "Shutdown" <https://www.youtube.com/watch?v=thXjTd1AWNo> hit the airwaves mentioning a Corvette similar to the 1963 "fuel injection Stingray" that we saw at the Greenwich Concours.



Using an airflow meter and a fuel flow meter, the Ramjet is a continuous flowing port injection system. The air meter measures airflow into the engine, thermostatically enriches the fuel-air balance at start-up, shuts off the fuel flow on overrun, and controls the engine idle settings. All of these analog measurements are sent by vacuum and pressure signals to the fuel meter, which also contains the high-pressure fuel pump and directs fuel delivery to each injector nozzle.

However, without using any electronics, this mechanical system worked reasonably well, depending solely on vacuum and pressure. For the first time in motoring history, an American production car produced 283 h.p. from a 283 CID engine. Congratulations and thank you, Comrade Arkus-Duntov! You have done well.

The C8 mid-engine Corvette was a source of worry for front-engine Corvette traditionalists. Would it have helped to know that Zora Arkus-Duntov himself wanted Chevy to produce a mid-engine Corvette? Before his 1975 retirement, Duntov finagled enough development money from Chevy to build CERV-1 (Chevrolet Engineering Research Vehicle-1), a possible Indy 500 racer in 1960.

And CERV-2, a 550 h.p. possible Le Mans competitor against the Ford GT40.



Photo: Motor Trend

Photo: Motor Trend



As Motor Trend's Rory Jurnecka noted in July 16, 2019: "Designers Larry Shinoda and Tony Lapine (the latter would go on to design the Porsche 924 and 928) were responsible for creating a light

fiberglass body which Arkus-Duntov mandated as a stressed chassis member. Curb weight was targeted at around 1,400 pounds, and many titanium components were incorporated to reach it.

Concours (Continued from page 12)

While the G.S.2/3 prototype was an open-roof car, testing revealed a closed coupe-style body would be advantageous and that's what was planned for the actual production versions should they be made. Nevertheless, in testing, speeds of 212 mph were reached at Milford Proving Grounds by the spring of 1964. By then, Chevy manager Bunkie Knudsen was fairly sure he had a Ford GT40 competitor on his hands—a car capable of running with the best at tracks like Sebring and Le Mans. The car was debuted to the public at Formula 1's U.S. Grand Prix in Riverside, California, where racers Dan Gurney and Stirling Moss ran demonstration laps." But GM decided not to proceed. Otherwise, we might have thrilled to a Chevy v Ferrari movie in 2019, instead of Ford v Ferrari.

Chevy finally went ahead with a mid-engine (C8) Corvette in 2019, and this new StingRay received rave reviews and voluminous sales.



Power comes from a 378 CID V8 with 495 h.p. V8, which bests the previous C7 by 35 h.p. Because the C7 was already well-balanced at 51% - 49% front to rear weight distribution, the C8's mid-engine only has to nudge the balance

slightly to reach a perfect 50% - 50% balance. It's really the C8's higher horsepower and advanced electronic braking and traction control software that gets the C8 StingRay around a road course faster than the previous generation StingRay. In a nod to Corvette's godfather, a "Z" (for Zora) button on the C8 steering wheel is designed to quickly engage the car's high-performance settings.

For those seeking even more performance, there's always the Cunningham Edition, an after-market enhanced model that is limited to 60, that we saw at the 2023 Greenwich Concours. In 1960, Briggs Cunningham asked Zora Arkus-Duntov if he thought that a Corvette could win at Le Mans, received an affirmative answer and Cunningham went racing, finishing first in class and eighth overall.

The Lingenfelter engine modifications push its normally-aspirated h.p. to a coyly described "600+" horsepower. Alcon slotted 6-pot front brakes (4-pot rear) and Peter Stevens Design aerodynamics providing 1.200 pounds of downforce at 150 m.p.h. round out the package. Total cost is about \$160,000 but it's not clear how many cupholders are included for that price.

This concludes the story about our visit to the 2023 Greenwich Concours. Martha and I left Connecticut with a bagful of happy memories.



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Membership Update – July-August 2024

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



Margie and Jeanine

Jeanine and Margie again urge you who have not already done so to renew your membership in JANE. We are into the summer driving season, and you don't want to miss the fun! We have scheduled our usual annual events (Myopia Polo and, of course, our premier event, the Concours). See the Events column for details. Some new events may pop up, so watch the website (www.jagne.org) and read the Cat.

How do I renew online? Access the JANE website and complete the renewal pages. If you have any problems renewing, call Margie or Jeanine. Remember, JANE is "More than just a car club!"

Margie
617-285-6564
marjoriecahn@aol.com

Jeanine
617-959-8987
jeaninegraf@icloud.com

We would like to welcome our New Members and share a little information about them and their cars:

Alfred Allain – Tewksbury, MA, 2000 Navy Blue XJ8 Vanden Plas

Yanni Alexakis – Lincoln, MA, 2014 Black XK Coupe, 2015 Lexus

Gary Bigelow – Lynn, MA, 2013 Rhodium Silver Metallic XK Special Edition Portfolio Coupe, 2001 BMW

Steven Demeter – Manchester, MA, 1969 Red Series II E-Type Roadster, 1939 Pontiac

Steve Grabski – Mohawk, NY, Ferrari 550, MGBs, Alfa GTV, Porsche Boxster, Maserati Gran Turismo, Datsun 280Z

Patrick Hergenroeder – Richfield, OH, 1949 Silver XK 120 OTS, 1965 E-Type coupe, 1967 E-type Roadster, 1958 Mercedes 300SL, 1984 Porsche 930, 1941 Ford pickup, 1961 Lotus Elite, 1967 Lotus Elan

Stephen Hibbard – Weston, MA, 1961 Red XK 150 DHC, 1967 Austin Healey

Ronald Kutrieb – Newbury, MA, 1929 Model A Roadster convertible, maybe he has found the XK 140 he was looking for.

Stephen Lippert – Easton, MA, 2005 Gold XJ8-L Coupe, 1966 Green Ford Thunderbird

Robert McGeough – Spofford, NH, 1997 Maroon XK8 Convertible, 1997 Green XK8 Coupe

Andrew Mikesell – Westwood, MA, 1990 Arctic Blue XJS V21 Convertible, Mercedes, Jeep

Michael Sliney – Warwick, RI, 2002 Platinum XKR Convertible

William Strachman – Waltham, MA, 1967 Yellow E-Type OTS, 1963 Bentley S3, 1968 Bentley T, 1980 Rolls Royce Silver Shadow, 1975 & 1978 MGBs, 1980 MB 450 & 1988 560 SL

Mazin Younis – Worcester, MA, 2018 White XF Sportbrake S, 1990 XJ Vanden Plas

Help Wanted: Advertising Manager

The Coventry Cat is seeking an Advertising Manager.

The Situation: This role needs to be filled. It's a very important post. Adverts are important revenue for the Cat and classifieds are a free service to members. The Advertising Manager is responsible for contacting and billing display advertisers and non-members that place classified adverts. The person will help the Editor in the management of all ads.

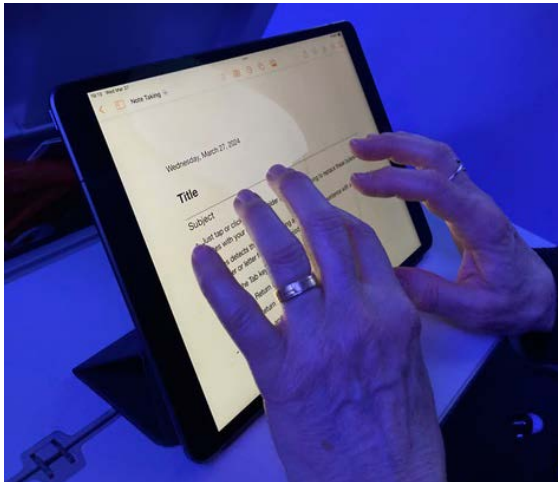
About You: Applicants should be able make calls, send emails and letters, and otherwise communicate as needed with advertisers, including billing. At present, the Coventry Cat has about 14 advertising accounts that each need some attention once or twice a year, plus regular monitoring. Requests for classified adverts come in a few times each month. Most of this is quite low-key and not demanding.

If You are Willing to Help:

Contact Gus Niewenhous at 978-448-6828 or cateditor2024@gmail.com to talk it over. Thanks!!!

Keep the contributions coming in

Next time you are on a boring flight to somewhere or other, how about daydreaming about a favorite Jag story, then getting out your tablet or smartphone (airplane mode of course), and writing it down for your friends in JANE to enjoy? It can be much better than trying to make sense of the bad sound from those terrible airline earbuds while watching the best from a bad bunch of films.



At 30,000 feet

1994 Jaguar XJS in good condition



1994 Jaguar XJS in good condition. 81,000 Miles. 6 Cylinder. The car has been warehoused past couple of years. Runs great
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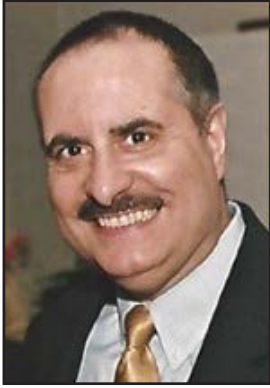
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July/August 2024 Events

By Dr. Dean Saluti, VP Events



JANE Summer 2024 Events

Let's Review Recent Events:

• **June 22, JANE Slalom** – Rich Hanley, JANE Slalom expert, hosted the official JANE Slalom. Our scores competed with all the other North American Jaguar clubs. Again, JANE's Herman Wiegman earned the first-place title with his 2017 F-Type. Thank you, Rich, for another professionally done Slalom.

• **June 23, British Car Day at the Larz Anderson Auto Museum** – Rod Gilbert, from Brookline, was this year's JANE host at Larz. Of course, his original BRG 1962 Series I E-Type, had great crowd appeal. Our Jags assembled en masse, under the trees – 27 of them! Jaguars had more cars at this event than any other British marque. Rod brought bagels from Kupel's in Brookline, and for lunch, "deli" from Michael's, also in Brookline. Dean and Margie's giant donuts, from Donut King in Quincy, were a big hit and were all consumed in minutes.

Upcoming Summer Events:

• **July 21, Sunday, Myopia Polo Jaguar Cup** – The JANE Jaguar Cup polo matches at the world-famous Myopia Polo Club, South Hamilton, MA, is ready to go! We will "picnic" from our Jaguar "boots," and we plan to share our goodies. We will display our Jags on the polo field to award the cup. Our JANE Chief Concours Judge, Aldo Cipriano, will host this event.

• **August 24, Saturday, JANE 51st Annual Concours d'Elegance** – The JANE 2024 Concours d'Elegance, hosted by Daniel and Jeanine Graf, is fast approaching! Thanks to the Grafs, we will be under a beautiful tent on the grounds of the Wayside Inn in Sudbury, MA. This is a weekend of JANE camaraderie and "Jaguar talk." Our expert JANE judges are certified to help you to improve your beloved Jag. We are so grateful for their guidance. There will again be a Friday night casual cocktail reception and a Saturday night Awards Banquet with a spectacular buffet dinner. **Register online for the event at www.jagne.org.** Plan on making this a weekend event and stay over at the nearby Fairfield Inn, with JANE special rates. **Farfield Inn (978-443-2223).**

Yes, Jan and Dean have reserved the back seat of our Jaguar Estate Wagon for the ride down to Sudbury for the Concours. You may already know that they had an accident with their Corvette. Since the Grafs are allowing other marques to "Display" this year, I am contemplating letting them drive our MGB to the Concours.

Dean

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GEEZER HUMOR #5

By Brian McMahon,
Greater Boston, MA

Editor's note: I am definitely not responsible . . .

*The older I get,
the earlier it gets late*

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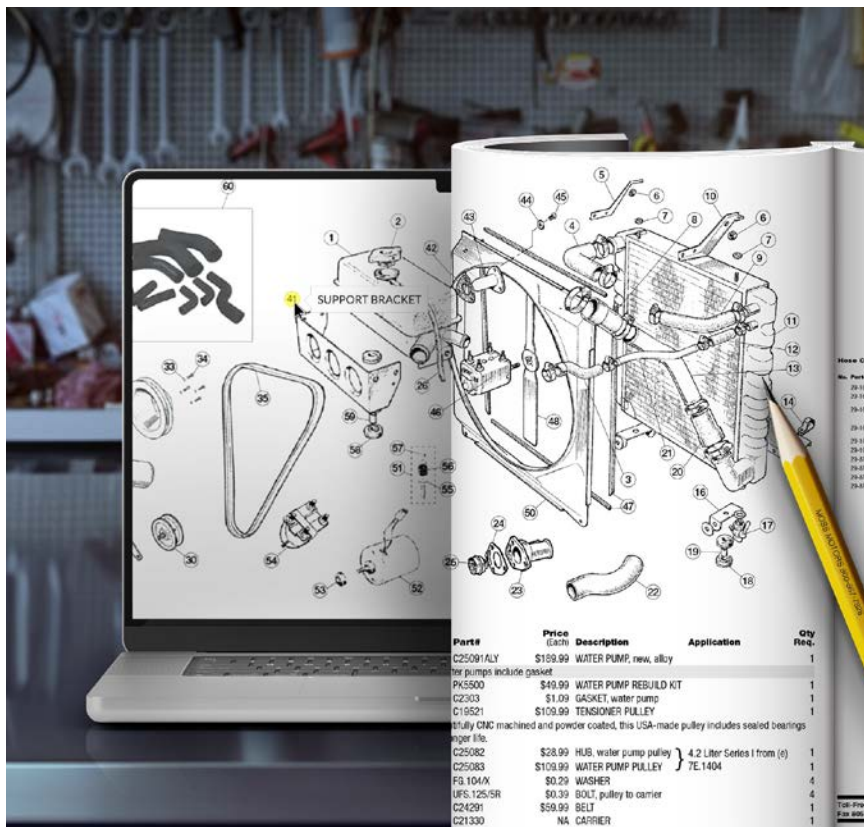
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British Car Day, Larz Anderson Auto Museum, Brookline, MA Sunday 23 June 2024

Two reports on the day by Bob Doyle and Gordon Taylor. Bob looked at the big Jaguar contingent. Gordon just wandered around aimlessly

"It Was a Dark and Stormy Night..."

Photo: Gordon Taylor



Overcast Sky, but plenty of enthusiasm

FROM BOB DOYLE

(Photos by the author unless noted otherwise)

Well, not exactly, but it was a somewhat dark and stormy morning. Then, minutes before the gates opened for the British Car Day at the Larz Anderson Auto Museum, the rain stopped, and we did not experience bad weather (except for 47 seconds) for the rest of the event. The early morning's storm, however, had discouraged some registered individuals from venturing into Brookline for the annual gathering.

With 27 or 28 Jaguars on display, JANE had more vehicles than any other marque on the field. Our fleet included saloons, old XKs and new XKs, two Sportbrakes, roadsters, and E-Types. A nearby original AC Shelby Cobra attracted a lot of attention, but attendees enjoyed viewing the plethora of cats from Coventry.



Rod's Rapid-deployment convertible top

Long-time member Rod Gilbert, his daughter Hallie Gilbert, and his granddaughter kindly provided a large spread of ingredients for make-it-yourself deli sandwiches. Understandably, JANE members were grateful for Rod's generosity. Rod acquired his 1962 E-Type in 1977 and it is one of 1,774 lefthand drive E-Types built that year. The photo on the right is of Rod and his daughter with his E-Type in the foreground. The photo of the left shows how Rod quickly put up a unique top for his car while the short-lived rain fell. Some might call it an umbrella.



Two Generations of the Gilbert Family



Dean and Margie sheltering from the rain

Past president and VP for Events (plus many other things) Dean Saluti and Co-VP Membership Marjorie Cahn arrived in their black XK8. During that 47-second period of rain, they quickly sought cover in their car and rolled up the windows with great speed.

Don & Sue Holden

JANE treasurer Don Holden (holding the trophy he won in the below photo on the left) and JANE secretary Sue Holden parked their 1956 XK140 under the trees as they suspected that they would eventually need cover to prevent sunburn. The trees provided cover for their Jaguar, but for that runaway 47-second rainstorm and not the preferred appearance of the sun.



Don's trophy

Photo: Gordon Taylor

(Continued on page 19)

July/August 2024



Gordon and Betsy

Coventry Cat editor Gordon Taylor (a native of the Jaguar's birth nation) and his wife (a New England native), Betsy, also parked their 2007 XK (the first year of the new model) under the trees, as did many other JANE members. They took advantage of Rod's delicious food feast.

as predicted, excellent bagels and cream cheese with smoked salmon were to be found. Rod's supply of first-class bagels is one of the great pleasures of JANE events.

The weather seemed to be a turn-off for people with treasured older cars and the majority of Jaguars were relatively recent models, but there was a respectable number of E-Types and XJs. JANE had an excellent showing and I'm sure that there were many more examples from non-JANE members. As the morning wore on, water stopped dripping from the trees, the temperature rose and the conditions changed for the better. More cars arrived and the event turned into a good day for chatting to other car owners, reconnecting with old acquaintances, and recalling recent adventures

Soon after we arrived, while I was strutting around taking photos, Gus said "Bob Doyle is going to do that", so Bob has written the "official" description of the Jaguar showing while I have written some chatter about some non-Jaguars.

There was a surprising number of Aston Martins, several Land Rovers of all ages from a series I to a brand-new Defender with all the bells and whistles. Some Rolls-Royces and Bentleys, plus the expected strong contingents of MGs, Triumphs and Lotus (or is it Lotii?!). I was very pleased to see some original 1960s era Mini Cooper Ss bringing back memories of these

overpowered cars (a cousin of mine had one and he drove it as if he was in a rally). I must not forget one of my favorites - a TVR. I think that TVR is one of the few British Marques that is UK-owned.



TVR Tasmin

Having said

that, the show did bring out three examples from a brand-new British-owned auto subsidiary of Ineos - the Grenadier model. This was a much-ballyhooed SUV that was created as a classic Land-Rover Defender lookalike by Jim Radcliffe. Radcliffe is one of the UK's wealthiest people and a big shareholder in Manchester United FC. For the full story you should look at the Ineos website: <https://www.ineos.com>. The cars are currently being



Ineos Grenadier

made in France at an Ineos-owned former Mercedes plant after reneging on promises to make the vehicle in the UK at the old Ford factory in Bridgend South Wales... does this make them French, not British?



(Continued on page 20)



A Miserable Weather Forecast, but \$40 is money not to be wasted.

FROM GORDON TAYLOR

(Photos by the author)

The weather forecast was not great and the roads were wet, but Betsy and I had paid our registration fee and didn't want to waste the \$40 so we took to the road and set out at 8:00 am. It's amazing what a quiet Sunday does for the drive. We are used to going to Larz Anderson in the evening and having to tolerate the 190 and 128 Grand Prix, followed by stop-start driving on route 9. On this morning, 190 was almost a pleasure, 128 was no problem and the 3 miles along route 9 took no time at all. We were actually early and surprised to see how many people had arrived before us. Best of all, Margie Cahn immediately offered us a donut after we had backed into our space with expert directions from Dean. Immediately, we headed over to Rod Gilbert's E-Type where,



1903 Dickinson Morette Tricycle.
Toledo Works, Birmingham

A new-ish Morgan 3 wheeler!

There are always surprises at events like this. An example that stirred a lot of interest was a tricycle. Its owner was very ready to tell everyone all about it and he would take putt-putt trips around the lawn every now and again.

Another interesting car was a recent Morgan 3-wheeler. This had an American S&S engine (not a Harley Davidson). The original was made until 1952 with JAP or Matchless engines and occasionally a couple of them show up at the British Invasion. The new version has been upgraded recently and latest ones have a Ford 3-cylinder engine.



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A Trivial Question For Readers Of The Coventry Cat

By Sue Hagopian, Weeki Wachee, FL

Editor's note: Congratulations to Bob Doyle. He has climbed back to be #1 nerd of JANE. The answer to the May/June question was "1915 Scrips Booth Model C".

The first JANE member to submit the right answer to the Editor (send to cateditor2024@gmail.com) will get another virtual shout-out from the entire staff of the Coventry Cat, in the next 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's the ONLY car to appear
simultaneously on the covers of
Time & Newsweek?***

An advertisement for Upton Foreign Motors. The background is a light blue and white image of a car. The text is in blue and red. It lists services like 'Quality Jaguar Service and Repair' and 'Factory Trained Master Jaguar Mechanic'. It also provides contact information for Dana Schwehr, Owner, including an address in Upton, MA, a phone number, and a website.

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HONKU

by Aaron Naparstek

Blaring all night long

damn car alarm - might as well

steal his radio

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

Barry Bannister, JANE's kindly resident Barrister, continues 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 the State of Washington, by law, any motorists with criminal intentions must stop at the city limits when entering a town and telephone the Chief of Police.

"It's an odd one," Barry says. "You're right about that, Gary. God, it must violate a whole host of other laws, not to mention all the applicable constitutions. I wonder who dreamed it up. Prior incrimination. Damned if you do it, damned if you don't plead guilty to intent to do it beforehand."

He glances sharply at his step-brother Gary. "You aren't planning anything criminal in Washington, are you?"

Gary fidgets, looks away, then says, "Barry, c'mon! You know me. I'd never do something like that. But Dixielee and I WERE thinking of taking the Vanden Plas for a nice cross-country cruise. She's got a sister in Twisp, says she's a pistol. I've got the air-conditioning fixed and I've updated the inspection again, so it's good to go. I was just wondering, that's all. Does anyone take a law like that seriously? I mean, SERIOUSLY? If there was trouble, wouldn't we just appeal?"

We? Barry wonders, shuddering at the thought . . .

"Gary," he says slowly and thoughtfully, "I'm still a member of the bar, but after last time, disbarment really is possible. Ya gotta not involve me again. And I refuse to hear anything more about that jailbait Dixielee, especially her age or lack thereof. Anything you do with her is probably criminal or oughta be,

age notwithstanding. And I can't believe you wanna take her somewhere where you've got to DESCRIBE ALL ABOUT IT TO THE COPS beforehand?

"Marlene keeps telling me I've got to stop representing you as a client if I wanna stay in this business. And how can I keep our offices at the Wayside Inn with all of its fabulous JANE clients if the Bar decides to take a closer look at our family connection? I know we're brothers, sort of, but I can't keep practicing the kind of law you keep needing me to practice." Barry and Gary both stare bleakly out the window overlooking the Wayside's watery wetlands.

Later, in the Wayside Inn's historic taproom:

Marvin: You seem a little down, Barry.

Barry: Family. Or what passes for it! What was my father thinking?

Marvin, thoughtfully: Would a double Coow Woow possibly help?

Barry: Better make it a triple, Marvin!

And, after that ministry by Marvin, things do get better, for at least a little while. Then the question arises of a second triple Coow Woow, and after that things get a little less linear for Barry . . .

For more information about the Coow Woow, go to <https://foodiepilgrim.com/node/325> and <https://patch.com/massachusetts/westborough/bp--coow-woowd-at-the-wayside>

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

SARATOGA AUTOMOBILE MUSEUM



Contact: Judy Stropus, 203-438-0501; cell 203-243-2438; jstropus@earthlink.net

Saratoga Automobile Museum's Annual Gala
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July 26: The Triple Crown Gala –Cars,
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feature exhibition – "Enzo Ferrari: An Obsession
with Speed."



Larry Auriana is the Honorary Chairman, will offer guests a silent auction, book signing, cocktail hour, formal dinner, music, gaming tables, and more. Evening discussion on Enzo Ferrari moderated by automotive historian, Donald Osborne.

- Pam Yates: Author and Executive Producer of the Michael Mann Film, "Ferrari."
- Derek Hill: Professional racing driver, stunt driver for the "Ferrari" movie, and son of American Formula One champion Phil Hill. He also played the part of driver Jean Behra in "Ferrari."
- Joe Colasacco: Renowned Ferrari expert, historian and racing driver.
- Luigi Chinetti Jr.: Son of the legendary Ferrari importer and founder of the Ferrari North American Racing Team.

For more information and to purchase tickets, please visit saratogaautomuseum.org or contact Megan Hennessey at 518.401.5185, megan@saratogaautomuseum.org.

About the Saratoga Automobile Museum:

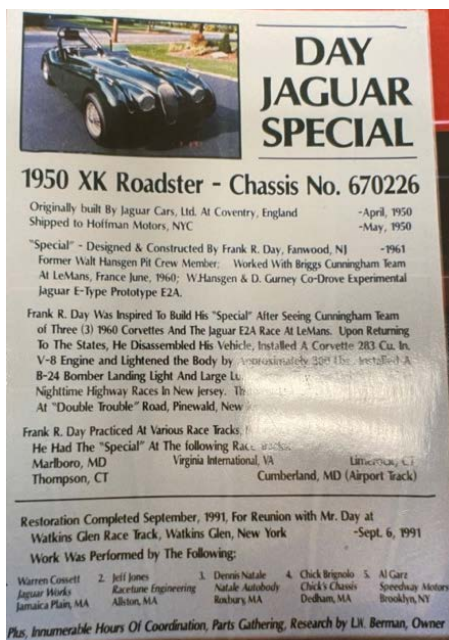
The Saratoga Automobile Museum opened in 2002. It's mission is to celebrate the rich history, innovation, and cultural impact of the automobile in New York State and beyond. It is chartered by the Board of Regents of the State of New York Department of Education as a 501(c)(3) not-for-profit institution.

(Image courtesy of Saratoga Automobile Museum)

Do you recognize this car?

I should have given the binders to a new owner when the car was sold many years ago. I recently learned that he sold the car through a dealer who doesn't recall the buyer's name or info.

My purpose is to give the current owner three (3) binders of history of the car which would be its DNA. We are cleaning out some excess motorsport material. It would be painful to just dump the binders.



Larry Berman
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End Piece: End of an Era

By Gordon Taylor

Brian McMahon sent in a report from Hemmings about the last F-Type. It was made exactly five decades after the final E-type rolled off the production line in June 1974. This car is finished in Giola Green with a black roof and a Tan Windsor leather interior which is very similar to the last E-Type. Like the last E-Type, this car will find its way to the Jaguar Heritage Museum in Gaydon. This is Jaguar's last production internal combustion-engined sports car for the foreseeable future. Apparently, F-Types will be available until early 2025. Hemmings tells us that "According to Jaguar's records, 87,731 F-types have been produced, 15,203 more than the classic E-type, of which 72,528 were produced". Many of you will remember that the first F-Types were convertibles and appeared in 2013. The model was named the "2013 World Car Design of the Year". The coupé version showed up at about the time of the Boston JCNA AGM in 2014.

So, all of you F-Type owners out there might have a future classic on your hands as we move into the



The Final Jaguar F-type

brave new world of electric cars. Jaguar's iPace received many accolades when it first appeared so let's hope that the new model range gets off to a good start.

The next issue of the Cat will feature results of the Concours, so you should get started on polishing your cars for the event. I'm keeping my fingers crossed for a nice sunny day that's not too hot.

The Coventry Cat

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