

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

June 2017

www.j-a-n-e.org



MMT 2017 was another fantastic success. Full report starting on page 16. Photo collage courtesy of Dennis Eklof.

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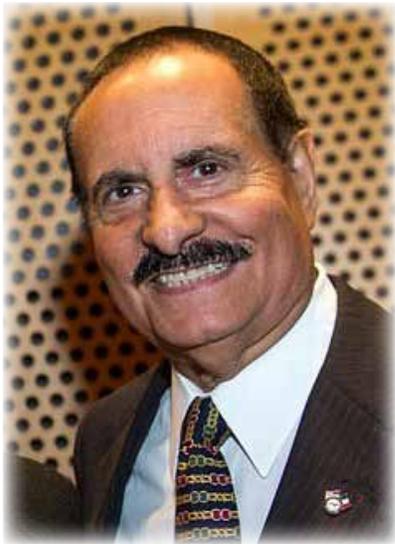
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JANE traveled through May in rainy weather, with spring not yet in sight.

May challenged us with rain, but JANE still delivered its outstanding “Jaguars on the Lawn” at the Larz Anderson Auto Museum. This annual event was scheduled for a Wednesday, and it rained steadily on Monday, Tuesday, and until noon on the day of the event. It was not surprising that some Cats were not allowed out of their warm, dry garages. However, 37 magnificent Jags were there on the lawn as their proud owners enjoyed ‘60s British Invasion music from our DJ and an outdoor spread of Fontinella cheese, crackers, and grapes. Inside the museum the bar was open, and many of us brought England’s famous Boddington Ale out to the lawn to accompany our cigar smoking. The Brady brothers were holding court, and we had a great time. Most importantly, the weather held up and the sun peeked out of the clouds. I had the opportunity to sing my favorite, “Dead Man’s Curve,” along with Jan and Dean karaoke-style. I never could understand how Jan and Dean thought that a mid-year Vette could take an E-Type Jag on a curve! I have to say the meal that we had inside the museum and the desserts

brought by our JANE members were exceptional. Kudos to the team that planned and delivered this event, Chuck and Patt Centore and Rich Kosinski, for their excellent management and motivation.

Earlier in May, JANE was honored to be invited to Margaret Caruolo’s 80th birthday celebration. Margaret has cherished her JANE involvement and has been very supportive to her club over the years. She hardly ever misses a JANE dinner meeting or event. Every few years she trades in her two Jags – an XJ and an XK. She wants to keep up with technology and style. She is a legend at Jake Kaplan’s Jaguar dealership. We drove to Taunton for Margaret’s party, and of course it was raining. So, many of us left our Cats in our garages and drove our “bad-weather cars.” Margaret’s party was fascinating. She is revered by her Native American community, and many of her tribe friends wore traditional garb. There was a moving tribal performance with singing and acoustic accompaniment. As President of JANE, I wanted to present Margaret with a unique gift. My wife, Marjorie Cahn, and I had some JANE presentation mugs made. We put them in a beautiful Jaguar gift bag from Margaret’s favorite dealer, Jake Kaplan. Knowing that Margaret had recently had a Bat Mitzvah, we put a card inside the bag that we had brought back from the oldest synagogue in the Western Hemisphere, in Barbados. Margaret seemed pleased with her gift.

JANE’s signature event, the Magical Mystery Tour (MMT), was delivered at the end of May by Dennis and Prebble Eklof. The MMT is held every other year, and this year, given its popularity, it was sold out early on. My wife and I were unable to attend the MMT because of a schedule conflict, so we were anxious to hear about the success of the event. We met up with Gus Niewenhaus at a Memorial Day ceremony. Gus, an attorney with a reputation for honest assessments, couldn’t stop talking about what a great time was had by all at this year’s MMT. He said that the event was so well attended that nearly every room at the inn was booked by JANE MMT participants. The food was excellent, and Gus thought that the event was absolutely outstanding! Then I was copied on an email from long-time JANE member, ex-JCNA (North American) President, and noted national Jaguar enthusiast Gary Hagopian. Gary’s email, thanking Dennis and Prebble for a job well done, says it all. He wrote, “In my wildest, I can’t imagine how you were able to come up with such a route as the one we drove, all the clues, pictures, envelopes, multiple sets of route instructions, and the arrangements at the Inn!” We all thank Dennis and Prebble Eklof for what they do to make the MMT such a great experience for all of us.

In order to accommodate our Board members who live to the north, we held our May Board of Directors meeting

continued on next page

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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President's Message continued

in a private room at Polcari's Restaurant in Woburn. At this meeting our Concours Chair, Jane Murray, gave her report on progress in the planning for this year's event. All is on-track for another exciting event. Jane mentioned that 15 JANE judges participated in this year's Judges' Training class, which was conducted by Jim Sambold and held at the Jaguar Peabody dealership. We look forward to this summer's Concours and thank Jane Murray for all her hard work.

Here is what's coming up. On June 17 we have scheduled our Spring Slalom. Paul Bicknell has done a lot of work to prepare for this event and has invited other marques to participate as well. I would like to remind you that Tom Larsen's Cobra, which was actually driven by Anne Francis in the '60s TV series Honey West, will be at our Slalom! Don't miss this event – it will be great fun.

Now, for our June meeting. For the last few years we have enjoyed an annual "Jags on the Waterfront" event at the Inn at Bay Pointe in Quincy, Massachusetts, where we share the pier with the yachts. We will again dine in our private room overlooking our cars and the bay on Wednesday, June 28. Arrive early to spend time having cocktails and cigars outside on the boardwalk.

Let's "rev our engines" and continue to work together to keep JANE the "biggest and best Jaguar Club in North America."

Dean



JANE Membership as of May 25 is now 288, which includes 271 full and 10 associate members. Once again, late renewing and former members continue to come back. My vision of 300 members for 2017 is within reach!

May was a very busy and fun month for JANE, finishing strong with the JANE Picnic on the Lawn at Larz Anderson, where we had over 80 attendees, followed just a few days later with the Magical Mystery Tour, attended by a sellout crowd of 86 members and guests. And yes, now that summer is around the corner, JANE activities are going strong. Just check out the calendar!

We continue to have potential new members, people who have guest memberships as they get to know more about JANE online, and even better, by attending our events. JCNA also sends contact information for Jaguar owners looking for a local club, and copies of those emails also come to your Membership Chairman for follow-up.

Don't miss the opportunity to share our fun with friends by bringing them to upcoming meetings as your guests. Brochures and our friendly faces are always available at meetings! And the JANE website is a great place to sign up.

Mailing

Our mailing list has been updated as part of minimizing the need for minor corrections that result in resending. This helps all our members receive their mailings promptly without any costly re-mailings. Please advise us if you have corrections to your mailing address.

It may be a bit early to think about, but "snow birds" now have the option to add a winter mailing address to their profiles. You can do this online yourselves, or can advise your Membership Chairman of the need for an address change. This feature will be included on next year's renewal forms, when it may be more timely to enter "snow bird" mailing addresses.

Badges

Badges are still moving. Please contact me directly to order your new badges. Remember that badges make great gifts. They are available for \$45 each, unchanged from the past, and I always bring a few to our club meetings as well.

Cheers,
Howard Kalet

Welcome New Members

James & Barbara Lea Rockport, ME Looking for Mk II

...And Former Members Who Rejoined

Wes Keyes York, ME '67 Saloon, '69 XKE FHC
Cynthia Dareshori Walpole, MA 2001 XK8 Convertible

Upcoming Events

2017 JANE Events Calendar

You may register for any JANE event online at www.j-a-n-e.org and pay in advance by credit card or PayPal

Date	Event	Location
June 8-11	Third Annual Bristol British Motorcar Festival	Bristol, RI
June 11	JCSNE Concours	Lyman Orchards, Middlefield, CT
June 17	JANE Spring Slalom	N. Andover, MA
June 24	Jaguar Day at Hemmings	Bennington, VT
June 25	LAAM British Car Day	LAAM, Brookline, MA
June 28	JANE Monthly Meeting	Inn at Bay Pointe, Quincy, MA
July 15	Paris, Maine Founders Day Car Show	Paris, ME
July 22	BCNH Show of Dreams	Hudson, NH
July 23	JANE at Myopia Polo Match	Hamilton, MA
July 26	JANE Monthly Meeting – British Car Tales	Wayside Inn, Sudbury, MA
August 11-13	JANE Concours and Jaguar Festival	Sturbridge Host Hotel, Sturbridge, MA
August 26	JANE Potluck Picnic, Lawn and Pool Party	Groton, MA
September 8-10	BCNH New England British Car Reliability Run	Hudson, NH
September 15-17	27 th Annual British Invasion	Stowe, VT
September 16	JANE Cookout at 27 th Annual British Invasion	Stowe, VT
September 23	JANE Fall Slalom	N. Andover, MA
September 24	Sixth Annual Boston Cup on Boston Common	Boston, MA
September 27	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
October 1	LAAM 4 th Annual Classic Motor Tour	TBD
October 7	JANE Road and Lobster Tour	Portsmouth, NH
October 12-14	JCNA 2017 International Jaguar Festival	Lanier Island, GA
October 25	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
November 4	JANE North Shore Tour	Salem, MA
November 15	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
December 3	JANE AGM and Holiday Party	Vesper Country Club, Tyngsboro, MA



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Upcoming Events

June Dinner Meeting The Inn at Bay Pointe 64 Washington Court Quincy, Massachusetts

Join us Wednesday evening, June 28, for the JANE June dinner meeting at the Inn at Bay Pointe in Quincy, Massachusetts. The bar opens at 5pm and the meeting starts at 7pm.

Please leave early to get to the South Shore, because there is always traffic to deal with.

We have reserved a function room at one of the “South Shore’s Hidden Gems,” the Inn at Bay Pointe on Quincy Bay. This is a popular seafood restaurant, and our room will have its own private bar and wraparound floor-to-ceiling windows, with a beautiful view of the marina’s yachts, sailboats, and our Jags. Our room opens onto an outside deck, where we can enjoy the ocean view with our cocktails. There will be a segregated area for Jaguar parking.

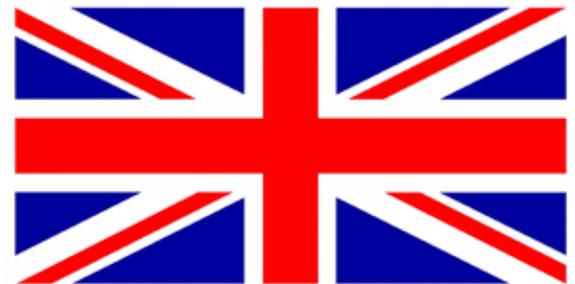
Of course, we will have a sumptuous buffet, which will include award-winning clam chowder, house salad, baked haddock, steak tips, roast potatoes, and seasonal vegetables. For dessert we will be having Dean Saluti’s Italian rum cakes from Fratelli’s Bakery in Quincy. The buffet will cost \$40 per person, which includes tax and tip. There will be a cash bar.

Our guest speaker will be Peter Bourassa, founder of Motorsports Marketing Resources. Peter will be speaking on the launching of his MMR weekly motorsports online publication and the resources currently available through MMR.

The JANE meeting on the water at the Inn at Bay Pointe is always very popular and will be a sellout, so make your reservations soon at the JANE website – www.j-a-n-e.org.

British Car Day at Larz Anderson Auto Museum Sunday, June 25

As we do every year, JANE plans to reclaim a bit of British land at the Larz Anderson Auto Museum. With over 250 cars expected, British Car Day is one of the museum’s biggest and best events. Last year, Jaguars dominated, with about 70 examples on the field – most of them belonging to JANE members. Join the friendly competition to help Jaguar again be the most represented marque!



For those fans who like limited-production cars, such classics as Lotus and Morgan will be present. For those who feel the need for prestige, there will be record numbers of Rolls Royces, Aston Martins, and ACs. There are always rare examples of the English Ford, Cortina, Vauxhall, Reliant, Morris, and more.

JANE has always been well represented at this major event, as many JANE members enjoy getting together at this beautiful setting. It’s a terrific don’t-miss-it annual event for all New England British car enthusiasts. So ... don’t miss it!

For details and to register visit <http://larzanderson.org/2017schedule/>.

2017 JANE Spring Slalom

JANE invites all its members, plus anyone who has an interest in watching or having some real fun, to the Spring Slalom. We all know that nothing can be better than racing your Jag (or any other car) around orange cones on some good asphalt, with yummy snacks supplying sustenance!

Here are the details:

DATE: Saturday, June 17, 2017

TIME: 9 AM – Arrival and set up

10:00-11:30 AM – Registration, Tech, and

Novice Driving Coaching and Instruction

11:30 AM-4:00 PM – Slalom

PLACE: 1600 Osgood Street, North Andover, Massachusetts (far back parking lot)

RSVP: Paul Bicknell

617-924-6355

pab@mitre.org

Richard Kosinski

978-685-4111

richardkosinski@comcast.net

T. G. Glen McLachlan

508-947-0313

ggmclachlan@verizon.net

FOOD: We plan that there will be coffee/donuts and then a sandwich platter for lunch.

COST: \$30.00 for JCNA members, \$35.00 for non-members

Directions to Slalom Location

Osgood Landing, adjacent to 1650 Osgood Street (farthest North parking area), North Andover, MA. Enter at the large “Osgood Landing 1600-1650 Osgood Street.”

(GPS users input 1660 Osgood Street and you should arrive directly in front of the “1600-1650 Osgood Street” sign.

From the North, South, or West:

Take Route 495 to Exit 48 Ward Hill / Bradford - Route 125. At the second traffic light, go right onto Route 125 South. Continue on Route 125 South for 1.5 miles. 1600 Osgood Street will be on your right.

From the East:

Route 114 West take a right onto Route 125 toward North Andover and follow route 125 North for approximately 4 miles. 1600 Osgood Street will be on your left.

Proceed all the way through the parking lots on the right.

Concours Update

June is here and planning for the 2017 Concours d'Elegance is in full swing. First, I would like to list what is already in place and then tell you what is needed as far as I can see at this point.

- Prebble and Dennis Eklof have offered, again, to host the Hospitality Suite.
- Tom Finan and his field layout crew are all set.
- The judges have been updated.
- At least three of the team who do the scoring are on board.

This is what I need from all of you:

- For the Hospitality Suite – Lots and lots of water in bottles, diet and regular soda, wine (screw tops are excellent), beer, healthy and even unhealthy snacks ... and did I mention water?
- People to help with the Hospitality Suite. For too long, the host and hostess have had to spend all their time in the suite – I think this should change.
- People are needed to fill the goodie bags on Friday evening.
- Donate to the Silent Auction and Raffle, and then help set them up (please let Prebble and me know if you have items to be picked up before the Concours).
- Greet the drivers in the hotel parking lot circle and hand out registration materials for all of the cars early on Saturday morning.
- Be part of the team to direct cars to the field.
- Looking for people to sell Raffle tickets and then new faces to run the Raffle.
- Looking for someone to plan and direct the Poker Run on Sunday morning.
- Let me know if you have a super DVD of something car-related for use in the Hospitality Suite throughout the weekend.

It is not too early to register for the Concours and not too early to make your hotel reservation. Call the Sturbridge Host Hotel directly at 508-347-7393, and be sure to mention that you are a part of the Jaguar group to get the group rate of \$127. The same rules as last year apply for registration: The price goes up after July 17th and again after August 1st.

The Concours will be held on Friday, August 11th, and Saturday, August 12th. I look forward to seeing everyone this summer, and let's all hope for the same spectacular weather we had TWO YEARS AGO! Questions, comments, useful suggestions: email mszahna@hotmail.com, home telephone 781-729-1886.

Cheers,
Jane Murray

JANE Needs Things for Hospitality Suite, Raffle, and Silent Auction at Concours

Concours is only two months away now. Please consider donating items for the Raffle and the Silent Auction. Jaguar-oriented things are what automatically come to mind, and these are of course welcome – Jaguar parts, accessories, books. But non-Jaguar, non-car-related items are popular, too. How about donating a wine basket, or a nice single bottle of wine, clothing items, household accessories, gift certificates. All proceeds from the Raffle and the Silent Auction go into JANE's treasury, so please support your club in this way at Concours.

If you have some things to donate, you can let Jane Murray or me know where we may pick them up. Or you may bring them to the July club meeting at the Wayside Inn in Sudbury. If neither of these options works for you, for our planning purposes at least confirm that you have something to donate and that you will bring it to Sturbridge on Concours weekend.

We also can use your contributions to the Hospitality Suite. Throughout the weekend we provide drinks and snacks, so please consider bringing whatever you would enjoy. Chances are everyone else will, too.

Prebble Eklof: 617-877-5825 or prebble.eklof@verizon.net

Upcoming Events

Jaguar Club of Southern New England Concours d'Elegance

Sunday, June 11th - 9am - 3pm

This is a PRE-REGISTERED ONLY show. Pre-register online at JCSNE.org

**JCNA Judging in Champion and Driven Classes
plus Enthusiast Class (popular vote) and Special Interest (non-Jaguar)**

Lyman Orchards in Middlefield, Connecticut, provides the bucolic setting for our 2017 Concours, with a huge tent and picnic tables for club operations and a place to find shade. Overlooking the field is The Apple Barrel Country Store. Enjoy lunch from their expansive deli, as well as their bakery items, their farm produce, and homemade pies (and restrooms).

Directions: I-91 South, take Exit 15, left at light at end of ramp to Rt 157. Follow signs for Lyman Orchards, which is junction of Rts. 157 and 147. GPS address: 7 Lyman Road, Middlefield, Connecticut.





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Bill Richardson photo

JANE Jaguar Cup at Myopia Polo Grounds South Hamilton, Massachusetts Sunday, July 23

Our 8th Annual JANE Jaguar Cup at Myopia will occur on Sunday, July 23rd. For JANE club members, the gates will open at 12:30pm, one hour prior to admittance by the general public. No access can occur before 12:30pm. As a club-subsidized event, there will be no cost to club members.

We have again reserved the premium side of the polo grounds for JANE, but we can accommodate only the first 32 registrants with Jaguar motorcars. Picnics out of the boot are encouraged. Those ladies who display Royal Ascot Park style hats will be rewarded with a bottle of fine wine.

One club member with a vintage Jaguar will be selected to lead the Polo teams onto the field. And then JANE members will be permitted to parade their Jaguars onto the Polo field post-match and surround the teams as the JANE Jaguar Cup is presented to the winning team.

Those who attended last year can confirm an exciting polo match with JANE members in the front row. So join us to watch the “sport of kings.”

For those who are interested in attending, please register online on the JANE website or email the event coordinator, Aldo Cipriano, at AldoC.Esq@comcast.net.

Polo up!

Special Announcement for our July 26 Dinner Meeting at the Wayside Inn in Sudbury, Massachusetts

British Car Tales

Join your fellow JANE members at our July dinner meeting for something new and different – *British Car Tales*. As British car owners, we all have a favorite story about an adventure, or in many cases maybe a misadventure, with our British automobiles. We are looking for three brave members to bear their souls at our July dinner meeting. Surely, even many of the ladies of JANE have interesting stories. It will be great fun for you to share your wonderful adventures with your fellow JANE members. Each member who is selected will have ten minutes to tell his or her story.

We are looking for those special stories that will hold our audience’s attention for the full ten minutes. A winner will be selected by a show of hands and will be awarded the “Hans Christian Anderson Storytelling Award” and a free dinner for himself or herself and a friend.

If you are interested, please send your written ten-minute story to Chuck Centore at cpcentore@comcast.net.

The deadline for receiving the stories is July 10.

JANE Judges Training

By Dennis Eklof

On Sunday, May 7, 13 JANE members gathered for our annual Concours Judges Training Session. Again this year we were hosted by Peabody Jaguar. Many thanks to the folks at Peabody for providing the excellent venue, a fine array of breakfast goodies, and an excellent lunch of sandwiches and salads from Panera Bread.

Jim Sambold, our Chief Judge, started the day with an interesting tutorial on the differences among Series I E-Types (3.8 vs. 4.2) through the use of an amazing array of props he managed to stuff into his (gulp) Volvo? Even I, who have owned both a 3.8 (1964) and a 4.2 (late 1967) Series I, couldn't respond correctly on all of Jim's queries.

Then it was on to a discussion of Concours rules changes since 2016, and they are minimal. The largest judging change is with respect to clear bras, which in the past have been subject to non-authenticity deductions in both Driven and Champion classes. Beginning in 2017, clear bras are allowed without authenticity deductions in Driven class, provided they do not extend beyond the windshield pillar. If present, they are to be scored for cleanliness and condition in the same way as the underlying paint.

The other significant change for 2017 pertains to resolving multiple 100-point ties for national awards. It is significantly arcane that I will not go into it here. Also, it really does not have much of an impact on JANE, since we rarely have 100-point cars.

Then everyone got to work on the test itself, and when completed, reviewing the answers. I can't believe I actually missed four questions!

Finally, we had four cars for test judging assignments, including our 2007 XK convertible, Bonnie Getz's Mk 2 saloon, Bob Doyle's high-mileage X-Type Estate Wagon, and Bill Braun's Series 1 1/2 E-Type. It seemed really helpful for the relatively new judges to hear how the veterans scored various aspects of these cars.

We broke up about 2:30 after a very successful day. We're ready for Concours!



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By Paul Bicknell

In preparing for our June Slalom, and via the “Wayback Machine,” here are some reflections on attending a JANE Slalom for the first time.

Soon after joining JANE, in 2011, I learned of something called the Jaguar Slalom. As a life-long skier this intrigued me. So, on the appointed day in June I left home bright and early and headed out to Ayer, Massachusetts, where the event was going to be held, on the old airfield at Fort Devens.

Heading west I made my way quickly through Concord, Acton, and Littleton to the airfield. However, like I said, I had left pretty early, so of course I got there and found the gate to the field locked. That’s okay, I said to myself, I should really check the air in my tires, so I headed back into Ayer to look for a gas station where I could top up the air in my tires. Back in Ayer I found a convenience store that sold gas and had a coin-operated air meter. The only problem was, I didn’t have any coins. Luckily, the clerk didn’t mind giving me change for a \$20, so with a pocket full of quarters I went back outside to get some air.

Back to the airfield, in Ayer, with fully-aired tires, I found the gate open. Pulling in I noticed a steep, curved road to the left that lead up to a leveled-off area. Up the road I went, only to be left off beside a large fenced-in area containing a considerable number of very intimidating military vehicles. “Cool,” I thought, and wondered if they were here for the races? But no, not really, they were clearly left over from some war the Massachusetts army had fought with New Hampshire sometime in the past. Giving them a wide berth, so as not to disturb them and make them angry, I made my way around and out onto the airfield (in Ayer ...) and saw nothing. Well, not actually nothing. What I saw was row after row of Ford Crown Victoria State Police cruisers. (Oh nice, is someone having a parade in my honor, or did they finally notice that speeding ticket from Vermont back in the ‘90s that I never paid?) But wait, most of them are crashed, or missing wheels, doors, hoods, etc. It looks like the airfield (in Ayer ...) is really an elephant’s graveyard where old police cars go to die. Interesting, but not what I was there for.

Looking past the wrecks I noticed a group of people off in the distance so I headed toward them. On arrival I found the Parish brothers, Tom and Bill, with their truck and trailer, and a group of sleepy Jaguar owners (after all, it was still quite early) with donuts and coffee. Wonderful, I was in the right place (you know, the airfield in Ayer), and I’d arrived with plenty of air in my tires.

Things were just getting started and Tom Parish was presenting the order of the day. He and Bill had set the course up. It consisted of a rectangle roughly 240’ by 140’ with the ends slightly arced, a pair of side-by-side cones halfway down each long leg, and a squared-off area to the side. Tom explained how the drivers were to make three loops of the rectangle, with a crisscross of the middle on the second loop, and then to pull into and stop in the squared-off area to the side. An optical timer would be used to measure each driver and the lowest time would win. But hitting any of the cones would add penalty time. Seemed simple enough.

There were 15 of us that day, including six Jaguars, an Audi TT, a Mitsubishi Eclipse, a Morgan Aero 8 (you know, the cross-eyed one), a Mercedes AMG, a Toyota Prius (a what?), Dennis Eklof’s Brunton Stalker, and me in my little green all-wheel-drive X-Type.

There were also three full-on race cars. One of the Jaguars was Gary Hagopian’s red E-Type, with a full race cage, slicks, and an evil, evil sound! The others were Triumphs: a TR6 and Bob Totten’s Spitfire Coupe.

The day actually got started, after everybody had a donut and a cup of coffee to wake up, with registration and a “tech” session. Once everybody had signed the required forms, each car was tech-inspected by Tom Parish. After that, it

was on to practice runs.

Practice runs consisted of everyone who was interested in having a chance to drive the course without being timed. Most people took advantage of the chance. Some didn't, I did. A run was three times around while trying to remember to keep the cones on the correct side of the car on each lap. It didn't seem so tough, I made it around pretty well, and I felt good. It seemed so simple, but then the timed runs started and things got more interesting.

On my first run I took it slow out of the starting gate. X-Types have a notoriously under-engineered AWD system, and the last thing I wanted to do was to leave little oily chunks of my tranny all over the track! So, easy it was until I made it around the first cone. Then I hammered it! Unfortunately, the side-by-side cones that I had to get around appeared immediately in front of me and I had to get off the gas in a hurry to steer around them. Then it was back on the gas, but not so much, because the arc at the end came up fast. Down the other side, past the side-by-side cones I went, and then around the other arc. The crisscross on the next lap was fine, and I felt I was controlling things pretty well. I was getting a little oversteer and not too much brake lock-up. I was in control and the car felt like it was dancing. "Man, this is great!" I thought.

But, has it ever happened to you, when everything seemed fine, and you said something dumb to yourself like, "Man, this is great"? Well, it happened to me that day. Coming down the last long leg, I over-cooked it and went wide on the arc, with my tires screeching and the ABS hammering, and I missed the cone in the middle of the arc. DNF.

Feeling slightly ashamed, I parked off the course and watched other drivers practicing what I seemed to have already perfected. That is, how to have trouble running a Jaguar Slalom course. Turns out that when the clock is ticking it's pretty hard to wind your way around a tight and difficult driving course. However, some drivers were clearly pretty experienced, and you could tell because they made it around very smoothly, with little noise and with great balance. Clearly, practice does make things better, if not perfect.

On the rest of my runs that day, I kept the voice in my head telling me to go faster under control, and tried to be smooth and balanced. I found that the cone at the end of each long leg is tough to get around without brake lockup, tire squeal, and drifting wide. I realized that I was going to have to keep working on that one. However, when all was done, I ended up with a couple of good runs, but knew I had work to do. So I guess from this perspective I can go ahead and give free rein to that voice in my head and let it say, "Man, that was great!"

My first Jaguar Slalom was a complete success. I had a lot of fun, didn't break my car, met lots of nice people, saw some very cool cars, and got to watch them being driven fast. Engines racing, tires smoking, cars flying sideways, people laughing, a great time was had by all.

So, I guess that's the end of my story, but I hope you can all come out for a JANE Jaguar Slalom, even just to watch. Because I'm sure you'll enjoy it. I certainly did! And we'll even have a sandwich ready for you when you finish!

Please note that the Slalom organizers are always looking for people willing to help. We need help with setup, hospitality, scoring, and record keeping. So if you're interested in lending a hand please let Paul Bicknell, Rich Kosinski, or Glen McLachlan know.

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The 2017 Magical Mystery Tour

By Dennis Eklof, photos by Dennis Eklof, Prebble Eklof, Tom Finan, Bonnie Getz, Mark Lenci, Jim Sambold

The 2017 Magical Mystery Tour is now history, and the results seem to indicate some combination of two things: either Prebble and I are getting old and soft and making the route too easy, or our regular MMT attendees are getting much better at interpreting our sometimes arcane directions and questions. We do not have records of how many entrants in prior years resorted to opening their *Envelopes of Shame* to find the mystery inn, but I generally estimate it at almost 50 percent. This year, seven multi-car teams and 19 solo cars, a total of 26 entrants and 39 cars, started the tour, and only five of the 26 entrants who started the tour resorted to opening their *Envelopes of Shame*! We'll think about that for 2019.

We started the tour at Johnson's Restaurant and Dairy Bar in Groton, Massachusetts, as we have for all but the first MMT, in 2007, and when Prebble and I arrived at 7:30am with the route sheets, there were already several Jaguars awaiting (Glen and Barbara McLachlan, Rich and Debra Hanley, Max Paronich and Janet Fifield, Ed and Cheryl Avis, and Mark and Beverly Lenci). From then until about 9:30, Johnson's was hopping with MMTers arriving, taking advantage of Johnson's excellent breakfasts, and, most importantly, pouring over their tour route sheets.



Lots of serious study going on before heading out.

One thing Prebble and I did differently this year was to send out several pre-event emails in which we stressed the need to review the *MMT General Instructions* before showing up on Saturday morning. I think we used phrases like "If you don't study the *General Instructions* you **WILL** get lost." It was obvious on Saturday morning and at the end of the day that many had taken those words seriously.

People began leaving Johnson's at eight or so, with the last participants leaving about 10:00. Prebble and I left a bit before ten, making a beeline for the inn, the Grafton Inn in Grafton, Vermont, which was just a little over two hours away (about 15 miles west of Bellows Falls, Vermont).

The 39 cars on the tour, however, had a somewhat different experience. Absent errors and a lunch stop, the actual tour route spanned 150 miles and takes about five hours.

For those readers not familiar with the MMT format, participants try to follow a route to a mystery location, where there will be a cocktail reception, fancy dinner, awards, an overnight stay, and Sunday morning breakfast. The route instructions contain no road names, no route numbers, and no town names. The route must be followed based on mileages and clues, and the clues are frequently indirect. Two examples from this year's route were a clue "Look for Helen," that was at a mileage near a sign pointing to the town of Troy, and a clue "Head for NFL Bigwig" near an intersection with Goodell Road. Along the route at specific mileages there were 36 questions to be answered about things on the tour, and 12 randomly-ordered photos to be identified. Awards are based on the accuracy and completeness of both questions and photo identification.

Starting from Johnson's, there were three different routes as far as Townsend, Massachusetts. From Townsend the routes merged and wandered west, paralleling MA 119, then headed north to NH 124, then roughly paralleling NH 124 to NH Route 10, south back into Massachusetts to cross the Connecticut river at Northfield, Massachusetts, then north into Vermont, skirting Brattleboro, west on VT Route 9 to Wilmington, Vermont, north on VT 100, up over Cooper Hill, then east on Dover Road to VT 30, north on VT 30 to VT 35, and then on to Grafton.

Taking a much more direct route, Prebble and I arrived at the inn just about noon and began preparing for the first arrivals, including erecting a large Jaguar banner, the JANE flag, and organizing a Hospitality Suite with beer, wine, and snacks for arriving MMTers.



Phyllis and Bill Powell arrived in their beautiful XK140 OTS.

That accomplished, we had time for a yummy sandwich from the Grafton Country Store around the corner, and then it was time to nervously await the first arrivals.

First to arrive, at about 2:30, were Glen and Barbara McLachlan and Rich and Debra Hanley. The third members of their team, Max Paronich and Janet Fifield, bailed out fairly early, but still did not arrive until considerably later in the afternoon.

From then on until the 5:30 cocktail hour, cars continued to arrive at a steady clip, but there were still a bunch of entries who did not get in until well after 6:00 o'clock. One team (Tom Larsen and Nancy Monaghan with Michael Kaleel and Linda Mullen) called at 6:30 saying they had made it to Dover. At that late hour, with the cocktail party well underway, we advised them to "come on in." After opening their bailout envelope they finally arrived for dinner at about 7:30pm.



Prebble Eklof, Patty Axford, Cheryl Avis, and Crin Coull.



Michael Kaleel, Linda Mullen, Tim Larsen, and Nancy Monaghan get two special awards -- bottles of wine for doing very well, plus a "Broken Spoke" award for not showing up for dinner until 7:30 - 10 hours for a 5-hour route.

With the arrival of a bunch of route sheets at around 5:30-6:00, I was pretty frantic getting the scoring done in time to make awards before dinner, and after arriving home on Sunday I could not find the tally sheet I used for giving out the awards. With the luxury of more time, Prebble and I completely re-scored everyone's route sheets, and everyone's score can be viewed as part of the event report on the JANE website. The final scores pretty much agree with my memory of the awards that were given out on Saturday, but if anyone thinks they were due a bottle of wine who did not get one (we gave out over 2 1/2 cases of a very nice Chianti that was provided courtesy of Tony Lee at SNG Barratt), please let us know.

And this is where it gets interesting. As I mentioned in my opening paragraph, never have so many completed the full route – of the 26 competitors, only five resorted to their bailout envelopes to arrive at the inn – and that is definitely a record completion rate. You can review the entire score tally on the JANE website, but the highlights are:

Awards for Answering Questions

	One Car	Teams
Perfect Score	Tuhus/Willets	None
One Missed	Moulton/Getz Gardner	Hill/Kessler
Two Missed	Murray Richardson	Avis/Lenci Axford/Kosinski BCNH (see below) Kalet/Sambold/Bajowski
Three Missed	Bishop Celani Hormann/ Metzer	Hanley/McLachlan

Awards for Identifying Photos

	One Car	Teams
Perfect Score	Phillips/Stedman	Hill/Kessler Avis/Lenci
One Missed	Gardner Moulton/Getz Richardson	BCNH
Two Missed	Bishop Celani	Kalet/Sambold/Bajowski
Three Missed	Finan Marut/Green Hathaway/Tuzzio Murphy Tuhus/Willets	Axford/Kosinski Hanley/McLachlan

All in all, that is pretty impressive. I don't know what the contributions of easier clues vs. more experienced MMTers were, but it was definitely a change from prior years.

continued on page 18



Cheryl Avis and Beverly Lenci tally their team score sheets at the end of the tour.

As far as the questions go, the most missed were:

- **Name the Classic BMW:** The answer was 507, which coincided with a very prominent mailbox with 507 in large numerals. Nine finishers didn't seem to know their classic BMWs.
- **What's too heavy?:** This was based on a 24,000-pound load limit sign immediately after a left turn onto South Pond Road. Some did not see the sign, so we got answers of "Cows" and "Smell of manure," while others fell for the trap and answered 24,000 pounds, which is not "too heavy." Twelve finishers missed this one.
- **Transcanada what?:** Perhaps this should have been more specific, as the entire complex seems to belong to Transcanada, but what we were looking for was the Transcanada Fishway, which was on a prominent sign.
- **What's alliterative?:** This is another one where there was a lot of room for error. At the exact mileage indicated, there was a big sign for a shop called *Unique Antiques*, and that was the answer we were looking for. But very nearby that area were also a Dunkin Donuts and a Sunny Side Solar Store. As Bob Bishop pointed out to us, Unique Antiques is not really alliterative anyway, so all three of those answers were accepted.

As to the photos, by far the most frequently missed was the photo of the derelict 1939 or 1940 Oldsmobile coupe in the yard of a private home just south of Jaffrey, New Hampshire. When we first incorporated that photo into the route, it was sometime in March and it was highly visible. Now that summer greenery is out, not so much. Only four teams found that photo, and only Ed Avis got the make and year, after actually talking to the lady who owns the house where the car was located.

The second most frequently missed photo was the eagle. It was located in a town square in Jaffrey. It was missed by nine teams.

On the JANE website you can find a complete list of all participants and their scores, the two sheets of photos, all three route sheets complete with actual road names and the correct answers to the questions and photo locations. And there are many more photos from the event with the MMT report on the website.

This year we gave out three **Bent Spoke** awards:

• To Ed Marut and Shelley Green. Ed called Prebble and me just after we left Johnson's to ask for help – they were having trouble getting past line 3 of the route sheet. Ed and Shelley ended up doing quite well, but they did need a bit of a jump start.

• To Joe Hill and Alison Chase, who at one point in the route backed their XJ6 into a ditch and had to call AAA to get towed out.

• To the team of Tom Larsen and Nancy Monaghan with Michael Kaleel and Linda Mullen, who did very well, but did it very slooowly. They ultimately bailed out after completing about 90 percent of the route and finally arrived as everyone else was being served their entree at dinner.

We were pleased to have special guests Jim and Crin Coull at the cocktail reception and dinner. Jim and Crin are the only JANE members who have participated in all six MMTs. A family engagement party meant they could not take the entire day and traverse the route this year, but nonetheless, they were there to share the



Diane Wells-Murphy, elegantly dressed as always.



Lesley Gardner receives her award.

evening's fun. We should also mention Bruce and Jane Murray and Mike and Patty Axford, who have missed only one of the six MMTs. And all three of these couples participated in the very first MMT, in 2007, which also wound its way to The Grafton Inn, at that time known as The Old Tavern at Grafton.

We were also pleased to once again have the gang from British Cars of New Hampshire (Arthur and Cheryl Harvey, Don and Karen Irving, Norma Karle and Rod Folia, Paul Kelly and Susan Tully, Bob Mitchell and Joyce Heck [also JANE members], David and Audrey Rogers, and Bob and Diana Stanley [also JANE members]) join us, and also Steve and Angela Hill and Elmar and Swany Kessler from the Jaguar Club of Southern New England.

Prebble and I want to thank the folks at The Grafton Inn for all their help in putting on another terrific MMT, and especially Olivia Johnson for working with us over the last year to make sure everything went according to plan. We also want to thank Tony Lee from SNG Barratt for sponsoring our wine awards this year. We hope all the winners enjoy the spoils of victory and will patronize SNG Barratt whenever they need things for their Cat in the future. Carl Hanson and Bruce Whitmore also deserve a vote of gratitude for giving up a full day to a dry run of the route the Monday before the event. The last step in every MMT is to find a guinea pig team to run the route – someone who cannot make the actual event and who has not been involved in preparing the route. It was good to have Cyndy McGeoch join us again. Cyndy had conflicting commitments this year and couldn't run the route, but she drove down from Burlington, Vermont, to join the group for the evening. Thanks also to Gus Niewenhous, who never seems to be able to find a navigator, but comes anyway to help out and to enjoy the evening's festivities. And finally, thanks to Bob Bishop, who awarded a pair of the Hozeez car-wash aids he has developed to the dirtiest Jaguar there, Joe Hill's XJ6 mentioned above.

And finally, thanks to everyone who took part for making this a really enjoyable event for Prebble and me. Planning for the event began not long after the MMT in 2015. We booked The Grafton Inn last fall and we started working the route early in April of this year. We spent a total of eight days on the road, sometimes working the route all the way to the inn and then blitzing home by the short route. Other days we worked only individual sections of the route, not going all the way to the inn. Over those eight days we totaled 1,053 miles working the route, and our faithful dog, Mattie, made every one of those trips with us. And then Carl Hanson and Bruce Whitmore, with me in the back seat to note any significant problems they might have, spent another entire day and 238 miles on the road round trip. The MMT is a lot of work to put on, but seeing everyone having such a good time makes it all worthwhile.

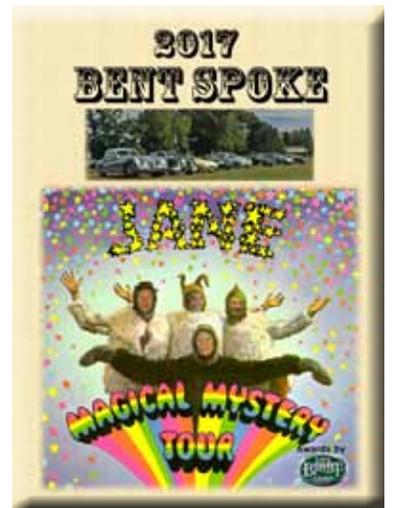


Joanne & Howard Kalet with their XJR in front of the Grafton Inn.



After the event, Prebble and I drove up to Manchester to present Tony Lee, of SNG Barratt, with his own MMT Awards. Many thanks to Tony and the crew at SNG Barratt for generously agreeing to sponsor this year's awards.

**See more MMT photos
at www.j-a-n-e.org.**



The Bent Spoke awards are more modest. The same MMT logo, but applied to a bottle of beer.

JANE Picnic on the Lawn at Larz Anderson



By Chuck Centore, photos by John Maccarone

In all our years of getting together, our own lawn events at Larz Anderson, where we display our Jaguars and have a special meal, this one takes the cake. The weather was just about 70 degrees and sunny, and the Jaguars glistened in the slowly sinking sunset. Boy what a sight!

Years ago we might have had 12 cars, and a few of us who had portable grills cooked hamburgers and hotdogs on the lawn. Our members and neighbors would line up for a free burger or two. I have to say that things have changed quite a bit over the years. We had close to 40 Jaguars, old and new, being proudly displayed on the lawn by their owners.

Our meal has now become a fabulous sit-down affair with knives and forks and entrees to die for. Our food was prepared by Spinelli's of East Boston and Joe Pace of The North End of Boston, and professionally served by Patty Miller's "Party Servers." We were served sausage and peppers, steak tips, chicken marsala, eggplant parmigiano, along with potatoes and salad. Then there were the desserts provided by some of our very generous members who brought tasty treats to share.

There was no speaker, but Dean gave a few words of praise for the VPs of events and thanked everyone for coming to this annual event. I asked the board members to stand to be acknowledged for their work in making this the best club in the USA. It does take a team to make all the things we do come together. We hope those who came had a good time and will remember this as a special time with JANE.



I also asked our president, Dean Saluti, and his wife, Margie Cahn, to come forward to receive an **Award for Outstanding Service** to the club, for you see, they actually made all the arrangements, from the facility, the food, the servers, the bartenders, the open bar serving wine, beer, and soft drinks, and dessert. And did you notice the snacks on the lawn and Joe Fasci, the South Shore hot rod legend, playing oldies on the lawn for our listening enjoyment? Again, arranged by Dean. With their commitment to making this a great event and their seamless precision in running events, all went as planned. Great job, Dean and Margie.

It was also a great opportunity to get a large number of our members together. Close to 70 people had dinner and enjoyed each other's company, discussed our Jaguars – and did I mention we had some really great food? I don't think it gets any better than that.

My wife, Patt Centore, put in a long night at the registration desk and kept things in order. Thank you, Patt. Oh, and did I mention we just celebrated our 50th wedding anniversary!

In just about another 30 days we can do it all over again. We will be dining on the banks of the Atlantic Ocean at the **Inn at Bay Pointe**, and this time we can display our cars with the ocean as a backdrop. See the JANE calendar for details.

Hope to see you there.



Opposite page top: Classic Jags adorn the lawn at LAAM. Bottom: Just a handful of the many JANE members enjoying each other's company.

This page top: Classic saloons all in a row. Right: Don Holden brought his very attentive Lab. Below: A pristine XK8 contrasts with the green lawn and trees of late May.

See more photos in the event report section of J-A-N-E.org.



JANE's Margaret Caruolo Had a Birthday

On Saturday, May 6, a sizeable contingent of JANE members headed for Taunton, Massachusetts, for Margaret Caruolo's 80th birthday party. The party was organized by Margaret's good friend Nancy Silva and was attended by an eclectic mixture of Margaret's many friends from her personal life, her associations with the Native American community (Margaret is a full-blood Narragansett), and from JANE. Those attending from JANE were Dean Saluti, Marjorie Cahn, Jim Sambold, Gus Niewenhaus, David Moulton, Bonnie Getz, David and Sue Frost, Frank and Ann Grimaldi, Bruce and Jane Murray, and Dennis and Prebble Eklof.

The event was held at the VFW hall, and there was food and drink aplenty, as everyone who attended brought something to share with others.

After much schmoozing and eating, there were multiple tributes from many of Margaret's friends, a special song to Margaret by her Native American friends (see video on the JANE website), a re-telling of Margaret's story about how she developed her love of Jaguars, and to our delight, Margaret's reading of one of her poems. You can read Margaret's poems in the birthday party event report on the JANE website.

There was also a wonderful gallery of photos from various stages of Margaret's life for all of us to enjoy.

It was truly a fine afternoon, and we are all grateful to be sharing Margaret's life through her involvement with JANE.



Top left: Margaret's friends sing her a special song. Top right: Bonnie Getz, David Moulton, and Dennis Eklof with Margaret. Left: The JANE table, Dennis Eklof (back of head), John and Susan Frost, Prebble Eklof, Jim Sambold, Gus Niewenhaus, Ann and Frank Grimaldi, and David Moulton.

Owls Head Transportation Museum Antique, Classic, and Special Interest Tour

A Drive Around Midcoast Maine in a Great Gaggle of Gorgeous Cars

By Dave Moulton, photos by Bonnie Getz

On May 21st the Owls Head Transportation Museum held their first-ever Spring Tour. Forty-four *really* interesting cars showed up, and it was a grand day. As the brochure promised, “This inaugural spring event invites classic car owners to dust off their vehicles and hit the road, exploring a specially curated scenic route, stopping at iconic locations in beautiful Midcoast Maine. The tour route is comprised primarily of scenic, low-traffic roads. Vehicles of all ages and styles are invited to participate.”

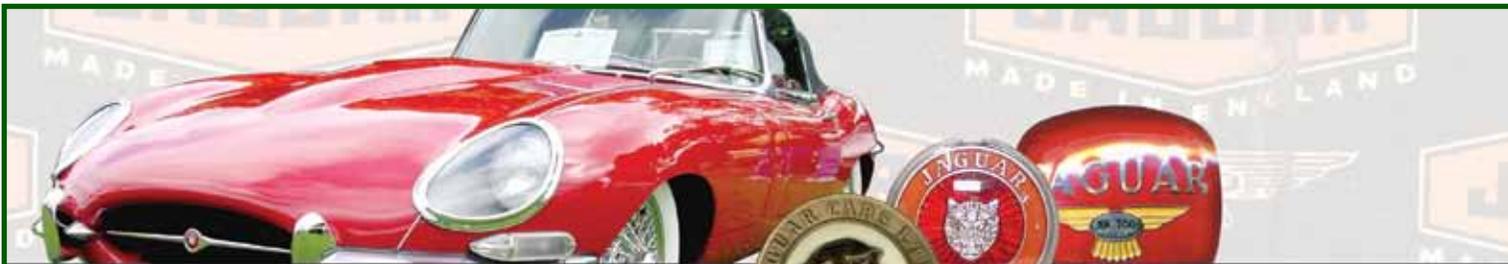
Stops included the Marshall Point Lighthouse, the Knox Mansion in Montpelier, the Rockport Marine Park, the Camden Snow Bowl, Firefly Restorations, and, finally, George Sproul’s truly wonderful Antique Express restoration shop in Searsmont, Maine.

Too many really interesting cars for me to be able to remember, much less list. Early cars were from the 1920s, with a couple of brass-era cars, I think. A lot of wonderful American cars from between the wars and also from the 1950s through the 1970s. Plenty of modern cars, too. Three really nice 1955 T-Birds. A lovely Dodge Challenger from the day. A beautifully pinstriped Ford hot rod from the ‘30s. A Kaiser Darrin. A 1940 Oldsmobile. Numerous Jags of various vintages. British sports cars and saloons in great profusion. A Nash Metropolitan, of all things!

The fun part was the leisurely pootling around the countryside in long parades of these cars, sometimes with help from various constabularies. Lots of smiles, waves, and the occasional cheer from the locals. At the stops, lots of pictures, questions, gossip, and just mellow good cheer. Motorheads at their best!

I hope Owls Head makes this an annual event – no classes, no competition, just some leisurely pootling and hanging out. Great way to start the season!





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You can easily place, change, renew, or remove your ad online at the JANE website! Or contact Mike Axford, **978-449-7415 (home)** or **978-764-6169 (cell)**, or E-mail mike.shstudios@charter.net. Send text and photos via email. Non-members please make checks payable to "JANE, Ltd."

Got something to sell? Put an ad in this space! JANE members get free classified ads, and rates are reasonable for non-JANE members (see above).

Cars For Sale

1989 XJS Convertible - Red with black top and interior. Two owner original and unmolested car with 54K miles. Always garaged. Service records. Multiple "People's Choice" winner at the Stowe British Invasion. Will sell for fair market price. Ad placed by Mark Dereniuk. Email: boarderdog@cox.net. (5/16)

Mk V - Fully restored complete wood interior. Professionally restored in England and preserved carefully. Photos will be available soon. Call for more info. Any offer considered. Maxine Gould. Phone: 978-204-6439. (5/16)



2006 S-Type 4.2 -- Handsome, black on tan V8 sedan. Runs well, navigation, extra set of sport wheels with mounted snows. Member owned. 79K. Call if interested for more photos. Price: \$8,500.00 Location: Framingham, MA. Ad placed by Kevin Murphy. Phone: 508-879-1881. E-Mail: xpertcool@aol.com. (3/17)



1987 XJSC -- V12 with only 47,000 miles. Garage kept, white with blue interior/ blue top and in great condition other than slight damage around the trunk lid lock. Location: West Dennis, MA. Asking price: \$4,995. Ad placed by Rick Baker. Phone: 508-398-9493. Email: baker22152@comcast.net. (6/17-8/17)

Miscellaneous

JAGUAR COLLECTIBLES - I Buy, Sell and Trade Jaguar Toys, Models, DieCast, Posters, Manuals, Books, Brochures, EJAG Mag...more and much more. Location: Southampton, New York. Visit us on eBay as XK140CAT Ad placed by S. Ring. Phone: 631-259-2604. Email: basicnyc@aol.com. (9/13)

Parts For Sale

CLASSIC JAGUAR PARTS - Buying and selling Jaguar parts for XKs, E-Types, and Saloon models. Please contact John Brady (781-454-9706, jbrady5282@aol.com) or Tom Brady (617-901-6988, tbrady312@aol.com) for our current parts/price list or if you are interested in selling parts or tools. Interested in large and small lots. Located in Bedford and Brockton, MA. (8/09)



Mk2 Interior Kit - High quality beige/tan leather interior kit for Jaguar Mk2 which will fit cars from 1958 to 1967. Kit also includes headlining, door panels (front and back), seat foams (front and back), assembled panels for various areas, carpet and felt padding, console carpet with edging and door wind-lacing. Many items still in sealed plastic bags. Five boxes worth of interior items. Asking \$5,100.00 or BO. Ad placed by Drew Cammorata. Location: Hanover MA. Phone: 617-

592-4564. Email: acammorata@statestreet.com. (4/17-6/17)

Cars/Parts Wanted

Car Wanted: E-type & XK's - Running or Not. I am looking for XKE's and XK's in any condition. Will travel. Please call or email me at 617-838-3728. Ad placed by R. Crook. Phone: 617-838-3728. Email: crookjag@comcast.net. (9/13)

Parts Wanted: 4.2 Engine 7R4987-9 - Seeking information on this engine block (7R4987) or an engine close to this number, with manual transmission KE6360. Separated from my car and hoping to locate, perhaps reunite.

At one time this car lived in Maryland. Before that, it may have lived in Summit Point West Virginia.

A successful referral will happily be compensated.

I've checked XKedata.com Is there another source that keeps a register of engines, transmissions and numbered parts that have been removed from the original host car?

Thank you for any help you may be able to provide. Location: North Shore, MA. Price: TBD. Ad placed by Babadaww. Phone: 781 424-9254. Email: Havenhearth@live.com. (6/16)



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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, 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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