

THE

SPOTTEDCAT

May-June 2024 | OUR 56th YEAR | Visit our website: JCSNE.org

*Jaguar Club of Southern New England
Affiliated with Jaguar Clubs of North America*



Running in a European Marathon, especially for the first time, can be more than just an adventure, it can be fraught with many trials and tribulations. Read new member John RT Monson's interesting tale on page 7 and 8 inside. We thank John for sharing his great introduction to rallying with us. We hope to meet him and his wife Aideen soon at a meeting or an event coming up.

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President's Message

Robert (Bob) Silvestri

Hello Everyone!

Spring has indeed spring and with it are a number of exciting events and opportunities to share our passion for Jaguars.

First, our own Dean Cusano will be speaking at our May 14th monthly meeting in Newington on "The Evolution of Originality". Dean is the CEO and co-creator of Motorcars Incorporated in Plainville, Connecticut, and is considered one of the country's foremost Jaguar restoration and preservation specialists for the Jaguar E-type.

Second, JCSNE will be offering a new class of membership entitled "Young Enthusiasts". This membership seeks to attract young adults, aged 19 to 25, at a reduced rate and with the electronic version of "The Spotted Cat" newsletter.

Third, JCSNE will be instituting a "Driving Miles Recognition Program". This program is not a competition but rather a means to recognize all of the miles driven in a Jaguar by individuals. While JCNA may institute a national/regional mileage competition in the future, our program is not intended to supersede or cancel such competition, only to supplement it on its own. The rules are simple: All ground mileage is credited, except for tows; all credited mileage is cumulative from year to year and to each higher award level; and mileage to be credited must be attested. The first threshold will be 500 miles and it is anticipated that the program will launch on June 1st.

Fourth, after many months of review, our Bylaws have been amended and are ready for member review and subsequent voting for approval. A separate article on the Bylaws appears in this edition of "The Spotted Cat" on page 13.

More detailed information for all these topics will be presented in upcoming notifications.

And don't forget all of our other events such as Judges Training, the season opener Dust Off, our Concours, museum visits, tech sessions and wine tours. You can find these in detail in our club newsletter, "The Spotted Cat" and of course, on our club web site, JCSNE.org, under the EVENTS CALENDAR.

Don't forget to check the web calendar or the newsletter about monthly meetings - not only the dates but in the event the location has been changed for one particular meeting.

Robert (Bob) Silvestri, president

JCSNE

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Monthly MEETINGS

2nd Tuesday

JAGS & JAVA

3rd Sat. of month

Jaguar Club of Southern New England MEETINGS & EVENTS

Calendar of Events for 2024

Robert (Bob) Silvestri
president@jcsne.org

Our 56h Year
www.JCSNE.org



MONTHLY MEETINGS - SECOND TUESDAYS

MEETINGS MAY BE HELD AT ALTERNATE LOCATIONS
To accommodate our membership locale

PLEASE CHECK CALENDAR at: JCSNE.org, Your Email or Newsletter for location

Meetings start at 7 p.m. Dinner at 6 p.m. off menu

(Olympia Diner - 3413 Berlin Tpke, Newington - in dining room at rear)

May 11 Sat Motorcars: Judges Training, 9 AM with Hal Kritzman. Noon - Club Dust Off see page 6

May 14 Tue JCSNE Monthly Meeting at Olympia Diner—Talk by Dean Cusano, [see below](#).

May 18 Sat JCSNE Jags & Java, Mozzicato's Bakery, 9-11 am, Wallingford. Come & go at will.

May 19 Sun Auto Archeologist Open House. (25 car limit) Contact Dave Brill for contact info, page 12.

June 2 Sun British By the Sea car show, Harkness Mem State Park, Waterford, CT See details page 6

June 8 Sat Newport Car Museum, 1947 W. Main, Portsmouth R.I. Watch for more details on this trip.

June 11 Tue JCSNE Monthly Meeting at Olympia Diner - Check if possible alt location

June 15 Sat JCSNE Jags & Java, Mozzicato's Bakery, 9-11 am, Wallingford. Come & go at will.

Jaguar Club of Southern New England

Our 51st Annual Concours d'Elegance

Sunday, June 23, 2024 - See more details on page 5

July 13 Sat Shoreline Wine Tour by Dave Brill. Watch for more details

Aug 10 Sat JCSNE Devil's Hopyard Picnic & RideShare, event shared with AACA. A fun relaxing day.

Aug 13 Tue JCSNE Monthly Meeting at Dave Brill's garage. Must register. Watch for details.

Sep 15 Sun JCSNE visit to Rhinebeck NY Aerodrome to see vintage aircraft and display our cars.

Oct 5 Sat Tech Session at Dave Brill's garage. Watch for more details.

Oct 13 Sun JCSNE Northwest Corner Wine Tour planned by Steve & Angela Hill. Always a great time.

Nov 24 Sun JCSNE ANNUAL HOLIDAY/ELECTIONS DINNER - SAVE THE DATE NOW!!

MAY 14 MONTHLY MEETING - OLYMPIA DINER

A Special Presentation by Dean Cusano, Motorcars Inc.

"The Evolution of Originality"

In addition to being a JCSNE member, a JCNA Concours Judge and the JCNA NE Regional Director, Dean is the CEO and co-creator of Motorcars Incorporated in Plainville, CT. Since its inception in 1976 Motorcars Incorporated has become a global enterprise specializing in the restoration and procurement of classic automobiles, specifically Jaguar and the Jaguar E-type. Dean is also the Lead Judge and Creator of the Dream Show in Farmington, CT which benefits Special Olympics and features million dollar cars in this August show.

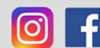
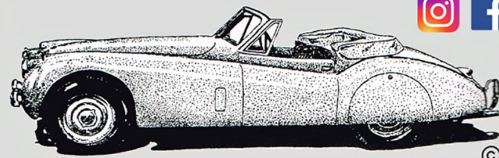
Dean is considered one of the country's foremost Jaguar restoration and preservation specialists for the Jaguar E-type. Many of us know Dean well. If you don't, this is your chance to get to know a really great low-key guy who has more knowledge on Jaguars and E-types especially than all of us put together. Don't miss this great presentation. Dinner off the menu at 6:00. A brief business meeting (7 p.m.), then Dean will speak. Join us!





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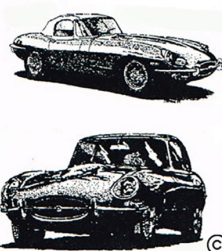
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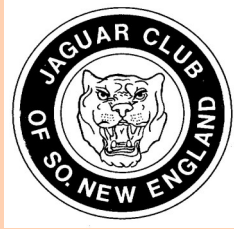
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JCSNE'S 51st ANNUAL CONCOURS d'ELEGANCE 2024



Sunday, June 23 - 9:00 a.m. - 3:00 p.m.

Beautiful Lyman Orchards, 7 Lyman Road, Middlefield, CT

THIS IS A PRE-REGISTERED SHOW! YOU MUST PRE-REGISTER ON WEB SITE: JCSNE.org



Lyman Orchards is a picturesque site for our annual Concours d'Elegance, with a large tent for sun protection. Overlooking the show field is The Apple Barrel Farm Market and Bakery. Enjoy lunch from their expansive and imaginative deli, on the deck overlooking the pond, and enjoy their delicious farm produce. Lyman's has a 10 generation family history of farming this land.

Classes for all Jaguars: JCNA Judged and Driven Divisions.

JCNA Certified Judges will score your Jaguar for National and Regional awards eligibility in Champion and Driven.

JCSNE Enthusiast Division

Enthusiast Div. has multiple classes for POPULAR VOTE BY ENTRANTS.

Enthusiast Division is NOT MEANT for retired Championship and Driven National Winners. There will be a special display area for those cars. Please contact Concours Chair to display. See email below.

THIS IS A PRE-REGISTERED SHOW! YOU MUST PRE-REGISTER ON WEB SITE: JCSNE.ORG

VOLUNTEERS ARE NEEDED FOR OUR CONCOURS!!

SETTING UP THE FIELD - PUTTING OUT SIGNS

GREETING REGISTRANTS, GIVING DIRECTIONS

REGISTRATION - GUIDING ENTRANTS ONTO FIELD

Most Importantly, HELPING WITH CLEANUP !!!

CONTACT: ConcoursChair@JCSNE.org (Martha)

UPCOMING EVENTS . . . May — June

Saturday, May 11

JUDGES' TRAINING

MOTORCARS INC. PLAINVILLE

9:30 a.m.—Noon

If you are interested in becoming a Certified Judge, you MUST register on the web site to participate. If you have questions, you may email Hal at ChiefJudge@JCSNE.org. Judging is not a simple process, there are specific rules to follow. Hal will guide you through the process of the rules. Hal is also Chief Judge of JCNA (Jaguar Clubs of North America) so he knows whereof he speaks.

If you do show your Jaguar or are interested in showing, and want to know what Judges look for when judging your car, you may be quiet spectator at this event, and learn how Judging is done on the various models, what categories, and all it entails.

Do Not Forget to register on the club web site so you can attend. Also the Dust Off will follow so you can have pizza and visit.

JCSNE'S ANNUAL DUST OFF

NOON—3 PM

Right after the Judges Training, the DUST OFF will kick off our 2024 Season. This is an opportunity to socialize, admire each other's Jaguars, see who has something new in their stable, and see a magnificent display of E-Types; those resting comfortably and those in the shop. You won't want to miss this event!!

Enjoy Motorcars' amazing establishment and meet Dean and Joe (uncle and nephew) if you don't already know them. For Service and Restoration, you won't meet any one more honest and more knowledgeable about Jaguars than Dean Cusano. (Have known him for many years) We are blessed that Dean is a member of JCSNE and has been for many years. We can't wait to see you and your Jaguar!!

Saturday, May 19

Auto Archeologist Open House
Contact Dave Brill see page 12

Limited to 25 Cars

CONTACT INFO;
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WE ARE INVITING YOU TO ATTEND THE CT MG CLUB'S 36TH ANNUAL BRITISH BY THE SEA GATHERING FOR 2024, OUR MARQUE OF THE YEAR WILL BE TRIUMPH TR-7 & TR-8

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VISIT WWW.CTMGCLUB.COM CLICK ON BRITISH BY THE SEA TAB FOR MORE INFO, PICTURES AND AERIAL VIDEO



All You Need is a Jack and a Lump Hammer

John RT Monson

We welcome John RT Monson as a new member of Jaguar Club of So. New England and thank him for submitting his very interesting personal Jaguar story which covers a few different countries, an amazing career and not a few cars.

2024 marks a quarter century of continuous Jaguar ownership for me and it all started by mistake.

In the late 1990s, I was living in the north of England and working as a colorectal surgeon. I had taken up a post as Chief of Surgery in the University of Hull in East Yorkshire in 1993 and for the first few years had mostly suppressed my addiction to all things cars by simply running interesting road cars like a Porsche 911SC or an early Audi Quattro.

A bit of background. Growing up in Ireland, I have been a "petrolhead" all my life as my late father was a professional speedway rider—yes, those lunatics with one gear and no brakes on a cinder track. And had introduced me to motorcycles at an early age. I took up Moto-X and competed throughout my teens with all the usual broken bones before stopping during medical school—surgeons generally need two functioning hands!

The life of a cancer surgeon is rather all consuming and, in my case, it involved training periods in Ireland, England and the USA before landing my first "real" job in London in 1990. A classic Mercedes 280CE came and went (cool car) before I drove the 220 miles north in the black 911SC to take up my chairman's job in 1993.

So where did the Jaguars come in? For many years I had heard about an old Jag stored in the garage owned by my wife's cousin who lived outside of London. Details were non-existent but while we lived in London a family visit was in order. There in the garage was the Jag—a totally original 1957 3.4 Saloon, bought new by her husband who was a Yorkshire GP. He bought the car because his darling wife insisted he get rid of his previous Jag because "it was silly". So it was that I was standing in front of the 3.4 rather than his previous 3.5 SS100!!! Anyway, the car hadn't moved in more than 20 years and required some attention! That's a story for another day!

Back to East Yorkshire where a patient of mine told me I should meet his friend who was Stirling Moss' old mechanic and lived locally. So it was that I met the wonderful Don Haldenby who was destined to become my race mechanic for

the next decade. Sadly, no longer with us, he was indeed Stirling's old mechanic from the 50's and 60's and still looked after his small collection of various cars. I soon popped over to meet this amazing man to find a veritable potpourri of old cars, in a small lock-up garage. In the middle was a dust sheet covering my first real Jaguar. Abandoned mid-restoration was this burgundy S1 4.2 2+2 E-type and it seemed it could be bought for a modest price and restoration finished, so a deal was done.

The car duly finished—totally stock—and like most E-type owners I soon discovered what an amazing care they are. Legendary engine on wheels is the summary but they handle like cars decades younger.

As all owners of these cars know, they were built to a price, so the electrics are marginal, the shut lines variable, they do rattle somewhat, and they leak like sieves. But no matter, they look amazing and are fantastic drivers. So, what next?

Naturally, I thought some form of rally might be in order, so my son and I took part in a two-day UK-based regularity event in 1999. All very gentle and trouble-free. Time for something more adventurous!

PIRELLI CLASSIC MARATHON

We soon chose the 1999 Pirelli Classic Marathon which was being run in the summer from Paris to the Pyrenees and finishing in Biarritz. Now we're talking!! A colleague at work immediately signed up as navigator and we started preparations.

First call was to the organizers and the legendary Philip Young (RIP) to ask about permissible modifications to the car. "Absolutely none permitted" was his answer as this would be against the spirit of the event—and we believed him! BIG mistake as we would discover to our cost.

Don was a race guy and wasn't up with the latest in historic rally events—they were only starting at that time after all. So off we went to a well known E-type specialist for advice only to discover that he wasn't much better! When asked what

we should bring with us for maintenance, his answer was simply a jack and a lump hammer were the basics because as he put it so eloquently, "the car is so simple that if they don't fix it, you are screwed anyway!"

After a day spent being trained in navigation skills by a well-known rally co-driver, we set off on the adventures—rather like lambs to the slaughter.

The drive across to France was uneventful but our first challenge came soon enough. On the drive towards Paris, we were hit by a truly biblical rainstorm. Pretty immediately there was water entering into the cockpit in large volumes, mainly from the front bulkhead but also the door jams. Then the wipers failed! So it was that I learned how to access the wipers and their gear mechanism to get us back on the road.

ARRIVING IN PARIS

Having arrived in Paris, we joined many other competitors from around the world in signing up and receiving the all-important route book. As we wandered around looking at the other cars joining the event, a serious realization became all too obvious—there was hardly a standard car there. All sorts of Big Healeys with trick differentials, all manner of in-car gizmos way beyond our simple Halda Speedmaster and a Dutch E-type with carbon brakes. We were indeed in for a torrid time.

The Classic Marathon in summary—multiple road sections to be driven point-to-point within a time limit. Followed by regularity sections where a given average speed is required to be second. On the relatively flat run down to the mountains, the E was naturally a joy, and we took the opportunity to get into the swing of things, regarding maps, timing and how the fiendish Halda actually works. But then we started to encounter things



Continued from previous page

called Cols and the trouble soon began.

Basically, all Cols are the same. A blast up to the top of a mountain, think Stelvio Pass, is followed by the descent back to base again. A large Jaguar E-type is perfect for the ascent—plenty of power and excellent handling. However, coming down we soon discovered that mid-60s Jaguar disc brakes are basically hopeless under such conditions. Brake fluid boils and the brakes fade, usually before the descent has finished and you are left hoping the run to the next Col is long enough to cool things down. This became the theme for the next few days and would ultimately prove to be our downfall.

Along the way, the electrics decided to play up, with the ignition switch becoming emotional. A front ball joint soon cried for help with a worrisome knocking sound on cornering. However, a quick change in cornering lines reduced the stress and we were assured that nothing truly serious would happen. Oh, did I mention that neither of us had any realistic mechanical skills beyond polishing, fuel filling and perhaps fuse changing! But the historic rally community is wonderfully friendly, with endless people willing to help the innocent novice.

CAN IT GET WORSE?

For about 24 hours I had needed to pump the brakes several times before approaching each new hairpin bend and it was getting definitely worse. I mentioned this regularly to my navigator Nick. He basically assumed it was all said to raise the level of driver drama! Then, on the ascent of the final Col for the rally, it finally happened! The pedal went to the floor; we were passengers!

The car flew straight on at the hairpin and was heading towards the sky along a narrow forestry track before coming to a crunching stop sitting on a large rock. Thankfully, we were totally unharmed but sadly, the same could not be said for the car! Assuming all was well, I engaged reverse and came back onto the road without problem. We both hopped out to check for damage and soon spotted some coolant dripping from the area of the radiator. In our tool bag, I had brought a bottle of "Radweld" which was immediately deployed—that should fix it, we thought. Sadly, the contents of the bottle were soon on the ground because as we then discovered, we had left the bottom two inches of the radiator on the big rock!

That was clearly not fixable by the jack

or the lump hammer, so perhaps our rally was at an end. Undeterred, we drove on over the ascent and it was only when we were starting the descent that the car finally boiled, and we stopped at the side of the road. Almost immediately, a charming local man driving a Skoda offered to tow us down the mountain, so off we went. As we basically had no brakes, I was now dependent on the handbrake. Inevitably, that finally cried "enough" when the rear brakes burst into flames, and we had to stop once and for all—opposite a farmhouse.

We were so close to making it to the finish on our first serious rally but at least nobody was hurt. Using rudimentary French, the charming farmer offered to drive Nick to the local station where he could catch the train to Barritz to arrange for the car and me to be rescued. So off he went, and I sat down to wait for the flatbed. After a few hours, the nice recovery chaps turned up and we all took the relatively short trip to the finish at Barritz.

I tracked Nick down at our hotel and found him sulking a bit as we had fallen at the final hurdle. Never mind I said; let's go to the Gala dinner anyway—at least we can get a drink or two even if we are rather late!

Thank you to John RT Monson for sharing his great introduction into rallying in Europe. We welcome him and his wife Aileen as new members of Jaguar Club of Southern New England. Perhaps he would share more of his adventures in a talk at one of our dinner meetings. No pressure, John. . .



Unbelievably, as we walked into the dinner—late, bedraggled and depressed—we heard our names being announced as the winners of the Novice award!! Rather sheepishly, we accepted the award and retired to the bar to accept the congratulations from the other crews. Eventually, I had the chance to ask Nick what had happened, and the story unfolded. Put very simply, the train had deposited him two block away from the rally finish. So, in accordance with the international navigator's code, he naturally checked in.

SANS JAGUAR?

The organizers were naturally delighted to see him and stamped his card and gave him his free bottle of beer, but strangely seemingly forgot to ask him whether he had arrived at the finish accompanied by the Jaguar! These are minor details I am sure you will agree. At least one other crew had worked out what happened—having passed the stricken E-type—and came over to offer fulsome congratulations so no harm done.

The next day, we booked an Easyjet home, and the Jaguar arrived a week later, safe if not sound!

Our next rally adventures—the Monte Carlo—involved far more serious preparation but probably not as much fun. A jack and lump hammer indeed!! #

**A great story!
We'd love to
hear yours
too.**

**Doesn't have
to be exotic.**

**Just fun and
interesting.**

**Everybody has
a story!**

In the May-June, 2019 issue of The Spotted Cat I wrote about Doepke's large-scale model (about 18" long) of Jaguar's XK120 OTS. Several months before Alta published that article, I had purchased, by way of an eBay auction, an incomplete, somewhat battered, example of the model. I did that purposely, intending to strip away layers of paint so that I could refinish in a Jaguar-correct color. My choice was BRG (in lacquer). I found replacement parts and rebuilt the toy to my taste as you saw in the image that accompanied that article. [and seen below at right]

As a slow learner with Jaguar and model car habits, I have revisited eBay from time to time. I found and purchased another Doepke XK120. It was, again, incomplete, but in much better condition than the earlier example. When it arrived, I took it to NAPA, Middletown, and talked to the paint counter guys. Their service included custom-mixing small containers of touch-up paint and they were willing to do so for a nominal charge. I left the toy car with them and they did an excellent job of matching the light blue color. My plan: not to strip the entire car, but to touch up the worst of the paint flaws, using a combination of artist brushes and disposable paint applicators called "E-Z Dabbers".

If you think that your life would be incomplete without an example of Doepke's XK120 (or their excellent MGTC; see also the Sept-Oct 2021 issue of the *C47*) on a shelf in your home, consider doing an eBay search. Several 120s (and MGTDs) were available recently, with asking prices in the \$300-\$425 range. Doepke's MGs are listed with costs that tend to be somewhat lower. #



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Part 2: The Unusual Re-creation of An E-Type !

Steve Kalmin

Steve Kalmin was one of our JCSNE members who moved to sunnier climes, but had known Dean Cusano of Motorcars Inc and turned to Dean for his in-depth knowledge and expertise on E-type Jaguars in particular. Together they accomplished more of a transformation (in a good way) than just a restoration. Steve Kalmin had some very definite ideas. . .

Ed. Note: When we left this Project in Progress in our last issue, it was determined that an off-the-shelf dry sump lubrication system for an E-type did not exist. Dean's challenge was to design one!

DRY SUMP FOR E-TYPE?

Dean used his extensive knowledge and contacts to design the system and source the necessary parts. Mostly during the global COVID pandemic, adding another layer of difficulty. An oil pan for the dry sump system was sourced and created (Dean's friend and well-known Jaguar restorer Stew Jones happened to be restoring a Jaguar XJ13 replica which needed a new bespoke dry sump pan...we were able to increase this limited production to a run of two.) This pan was custom-forged from aircraft-quality aluminum alloy. I would sit in Dean's office, and he would take a pencil to a piece of paper in an effort to explain to me his design thoughts which really needed a degree in Mechanical Engineering to understand what he was showing me. I nodded my head in approval. After many hours and considerable effort, the design was complete, all the parts sourced and the system installed! It ran flawlessly and the result is impressive. Significant ground clearance was achieved along with the protection of the dry sump lubrication system during aggressive driving. I have to believe Grrrowlr may be on of the few, if not the only, road-going V12 E-type with a dry sump system in existence today.

THE PAINT

Like many of us car enthusiasts, I developed my passion for cars as a child. My parental influence though might have

been a bit non-traditional. It was not my father but my mother who fueled my interest in cars. She loved watching car racing, particularly the Indy 500. I remember her speaking fondly of racers such as Mario Andretti, AJ Foyt and Peter Revson. She took me to an oval race track in Plainville to experience the sound, smell and energy of small town racing. She also took me to see *On Any Sunday*, a motorcycle documentary featuring her favorite actor (and racer) Steve McQueen.

For many months, Dean and I would discuss what color Grrrowlr should be painted. My first thought was an in-period Jaguar color. Given the concept that Grrrowlr was a one-off prototype, we felt we needed not be limited to the then-Jaguar paint palate. I always liked black on cars, but Dean convinced me the lines of the car would be harder to distinguish. We discussed BRG and various shades of silver or grey; excellent colors but these were rejected because we wanted something more unique befitting a one-off E-type. While we went on for many months, we made the decision to paint the underside of the bonnet silver, which was the same as the racing D-types made in the 1950s. That much was accomplished. But we still needed the right color for the exterior. . .

STEVE MCQUEEN INFLUENCE

A TV show that was on then highlighted the Monterrey car auctions from 2014. Up for auction was Steve McQueen's 1967 Ferrari 275 GTB, a gorgeous car. When delivered to McQueen, the car was painted brown but he wanted a different

color. It was painted red. McQueen eventually sold this car and the new owner brought the car to Monterrey auction. It had been fully restored in Italy by Ferrari.

Seeing the car on TV in the gorgeous red, I commented on it to my wife who said, "why don't you paint Grrrowlr that color?". Eureka! I was able to quickly discuss it with Dean, as my wife and I were having dinner with him and his lovely future bride that evening.

I described the paint color to Dean. He instantly said, "That's it! Let's paint it that color!". It seemed like everything was coming together but how would we be able to obtain the paint code from Ferrari, I asked. Dean said, "watch this", Now Dean has many contacts in the automotive world but what I was about to witness was beyond expectations. He took out his cell phone and sent a text. Within 30 seconds, this person responded and stated we could have the paint code in the next week. Sure enough, during the following week, we had the paint code for Rosso Bordeaux, the paint color of McQueen's 1967 Ferrari 275 GTB brought to auction in 2014.

The car was brought to Eastcoast Motorsports in Bristol CT to complete the bodywork and apply the Rosso Bordeaux paint. Brothers Wayne and Tim Rollins flawlessly executed the project. The finish is as smooth as glass and the paint is so deep, it draws you in. I was now content. We had selected and completed the paintwork with an opportunity to honor my past connection with Steve McQueen.

Continued on next page

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Continued from previous page

THE INTERIOR

Part of this design exercise was to modify the interior but still leave it period correct. As mentioned earlier, we had removed the original 2+2 back seat and added the storage compartment of a Series 3 roadster. We then recreated the boot of a Series 1 coupe and added a large capacity fuel cell with an exposed polished filler cap and hoses. The existing front seats were removed, and two modern racing seats were installed. However, the new seats need to be modified to appear more period correct.

We brought them to Ken Kelly and his company, Redan Auto Upholstery, who was well-known for his concours-quality interior work. Ken, unfortunately, was very ill at the time but still wanted to take on this project.

Ken first reduced the size of the seats, lowering the seat back height and reducing its width. Ken then sourced the finest cow hides from England which were dyed as what I'll call "baseball

glove" brown. He wrapped these seats with this leather and added the design patterns from the original Series 3 seat. A traditional red and white Jaguar white racing logo was embroidered into the head support of each seat. A work of art and grand craftsmanship.

The balance of the leather was utilized throughout the rest of the interior of the car including the doors and boot. Ken was a gentleman throughout the process and never complained about his illness. Not long after Ken completed Grrrowlr, he passed away. I feel honored to have gotten to know Ken and that he chose Grrrowlr as one of his last, if not last, of his restoration projects.

THE DASH

We also modified the dash. We kept the rocker switches but converted one of them to a starter switch. I liked the metal dash panel of the Series 1. During COVID, Dean literally scoured the Earth to source a panel. He ordered one from India, and we are still awaiting its arrival almost four years later! While we were still waiting, Dean was able to have one fabricated at a local metal shop as well as the metal piece extending down the cowl. We also deleted the radio and re-

placed it with a metal panel holding two period correct Heuer rally clocks. Five-point seat harnesses and a harness bar were added in the event of more spirited driving.

THE FINISH LINE

I could go on into much greater detail on how much more was put into Grrrowlr but suffice it to say, I believe my original vision has been fulfilled.

The completed car is a beautiful work of mechanical art. It is still clearly an E-type in appearance and perhaps looks like a car Jaguar itself could have made as a prototype in 1971. Grrrowlr has received many accolades and is a multiple concours-winning car, including Best in Class at the Lime Rock Concours, beating out Skip Barber and his Abarth (sorry, Skip). On the road, it's a fun, exhilarating car to drive.

The story of Grrrowlr became a multi-year journey, interrupted by a world-wide pandemic and life in general. But it was really about the talented craftsmen and women without whom none of this would have been possible. I would like to thank Dean Cusano who put so much time, energy and genius into this project.

This now stunning 1971 E-type has been transformed, inside and out, to fulfill the vision of Steve Kalmin, who envisioned an E-type as Jaguar might have created it many years ago as more than just a road-going vehicle.



Editor Note: As you can see this is a full issue of 16 pages, primarily due to two amazing contributions by new member John Monson and former member Steve Kalmin. We didn't want to hold off on John's amazing rally adventure and Steve's had much detail that was important to his story so we broke it into two parts. Our hope is that you enjoyed both articles on entirely different topics. Even more so, we hope this will encourage you to share your Jaguar story. Your editor has one and is sure that you have one everyone would enjoy reading!!

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Proposed JCSNE Bylaws Changes and Amendments

Robert Silvestri, President, JCSNE

A number of changes are being proposed for our Bylaws. The review actually goes back to 2023 when a small committee began its review. Part of the review focused on being consistent with the Bylaws of the Jaguar Clubs of North America (JCNA) while other parts examined punctuation, timeliness and clarifications of existing section.

After review by the committee and in adherence to our current Bylaws, the proposed revision amendments were presented at the April 9 2024 business meeting and it was agreed to proceed to a general vote by the membership to accept or reject the proposal. As such, the following summary of changes is being presented in this edition of our newsletter and can be cross-referenced with the nine-page Draft Revision 4-24 Bylaws that can be found on our website under the Document Library and Club Bylaws tabs on the left side of the home page after you log in. It is anticipated that the revisions will be raised for final voting at our June 11, 2024 monthly business meeting and membership attendance is encouraged.

A summary of the substantive amendments is as follows:

Under "Membership", the following is being proposed to be consistent with JCNA bylaws: For purposes of JCSNE Membership, the term "Member" is defined as a Jaguar enthusiast who has paid his/her dues, to include the primary member and his or her spouse or significant-other (for simplicity, herein referred to as "Family Member"). Such family member shall be listed jointly and shall collectively have the rights and privilege of one member. Membership in JCSNE shall require approval by the Board of Directors and be subject to the following Sections. In additions, the wording concerning dues payments is simplified to avoid confusions with early-year, mid-year and end-of-year dues, payments and terms. Also, a new section was added concerning the resignation of members.

Under "Directors", the 2nd VP position was renamed as the "VP—Events". In addition, the timeframe for the formation of the Nominating Committee was changed to August 1st versus October 1st to add sufficient time for searching and for subsequent notifications. Mailings were also changed to emailings and absentee ballots were removed. Also under this section is the clarification that the election will be conducted at the November Annual Meeting along with clarification as to who is eligible to vote.

Under "Duties of Directors", some changes were made for clarity as well as adding additional responsibilities.

Under "Committees", Webmaster, Regalia and Charitable Giving were added, while "Activities" was removed as this falls under the VP—Events.

Under "Newsetter", wording was added to include potential distribution to other clubs in line with JCNA suggestions, added clarification that only certain members who request and pay the difference will receive a printed newsletter, and included language for the publication schedule.

Under "Amendments of Articles", changed the quorum from 21 to 13 to provide for a more realistic attendance and reiterated who can vote. #



Part of the 2023 JCSNE Concours at Lyman Orchards. It will happen again this year on June 23. Registration opens soon.

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**JCSNE
and Charitable Giving 2024**

Ed Rubacha

For many years, your Board of Directors has voted in favor of making a series of modest grants to area charities. Typical donations have been in the \$200 to \$600 range. Each decision has been based on a number of factors including (a) is the club treasury in sound condition? (b) Did a recent major club event actually make a profit? © Did a club member make a presentation to the BoD requesting a contribution to a worthy cause?

Jan Kritzman and Ed Rubacha have been appointed, by President Bob Silvestri, as members of a new committee to solicit and review gift proposals. Your Board of Directors approved, recently, their plan for proceeding gifts for this year.

In early May you will have, by email, a committee announcement that will be linked to a form for your recommendation of a suitable charity. Proposals will be due by late May. Jan and Ed will then compile the documents. Once the financials related to JCSNE'S annual Concours d'Elegance have been determined, our report will be presented to the Board of Directors for decisions on how and when funds can be awarded to one or more charities. #



That production line seen in the background are all D-types, every one of them. Believe this photo was taken before the terrible fire at Jaguar.

Welcome!

New Members

**Joel Behar
Goshen, CT
1971 E-type Ser. 2**

**Rudy Eberstadt
Kathleen Trestka
Norwalk, CT
1957 XK 140 FHC**

**Dennis Howley
Westbrook, CT
1973 E-type Ser 3 FHC**

**Charles Kupleski
Clinton, CT**

**William J. Wright the Elder
Linda Wright
West Hartford, CT
1958 MK I 3.4 Saloon**

**Welcome you
as new members!!**

**Watch your email and
the JCSNE website
for upcoming events.**

**JCSNE's
Annual Concours d'Elegance**

**Lyman Orchards
Middlefield, CT**

Sunday, June 23, 2024

**Don't Forget to Register on Our
Web Site: JCSNE.org**

**If you can, volunteer on that day.
Help is always needed. Especially
clean-up.**

Thinking Out Loud

ALTA

It's Here !

The time we've all been waiting for! Unless, of course you've been in sunny Florida or the Carolinas all this time: you come back to weather that's not as warm as what you left (such a shame!).

But there is much to be said for appreciating the weather we have! Whether it's what's you expect or not. Sadly, there are many throughout our country that are enduring so much. Loss of their homes, their belongings, their pets and perhaps even family via tornadoes, floods and other natural disasters.

But Spring is here, so to speak. Here in the NW Corner of CT, it's been in the 20s overnight and barely making 50 during the day. But do believe we are headed into almost summer-like temps by the beginning of May. It seesaws back and forth.

But time to get out our Jaguars, shine them up and get them on the road. We have more events coming up with this better weather. Don't forget to check

our calendar, both in this issue and on our web site. Add some of the events to your calendar so you won't miss any of the great things planned for us.

Especially our Season Opener which is always the Dust Off at Motorcars Inc. in Plainville, CT. No pressure, just dust off your car and bring it. It's always fun to walk around and see who has what. And always surprising to see what cars are there. Plus you get to see way more than just a few E-types at Motorcars. And if you're nice, we'll even have pizza, thanks to Motorcars!

Preceding the Dust Off which starts at noon is the Judges Training, conducted by our Chief Judge Hal Kritzman. If you have an interest in learning how to judge a Jaguar, this is the class for you. But you must register online so Hal can plan for all to be there. Judges Training starts at 9:30 a.m. and goes til noon.

You will want to attend our May 14th monthly meeting at Olympia Diner to have a bit of supper, some good conversation and to hear our own Dean Cusano

of Motorcars give an interesting talk on "The Evolution of Originality". You have been reading in this issue and the last of Dean's involvement with Steve Kalmin on restoring an E-type in an unusual but beautiful way. Dean's genius becomes very evident in this story. On page 3 of this issue you will learn how important Dean is nationally to the Jaguar E-type and Jaguar restoration and preservation.

Don't miss in June two great events featuring Jaguars, MGs and more. June 2 is British by the Sea at Harkness Memorial State Park in Waterford. A beautiful site right by the ocean with beautiful grounds. On June 23rd, our club will be presenting once again our Concours d'Elegance at Lyman Orchards in Middlefield CT. You can read more on that on page 5 in this issue.

Also on June 8th will be a visit to the Newport Car Museum in Rhode Island. Watch your email and web site calendar for more info.

My favorite events, wino that I am, are the annual wine tours, see our calendar.



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