

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

June 2019

More than just a Car Club ...



Photo by Kevin Murphy

***Jags On The Lawn
at Larz Anderson Museum
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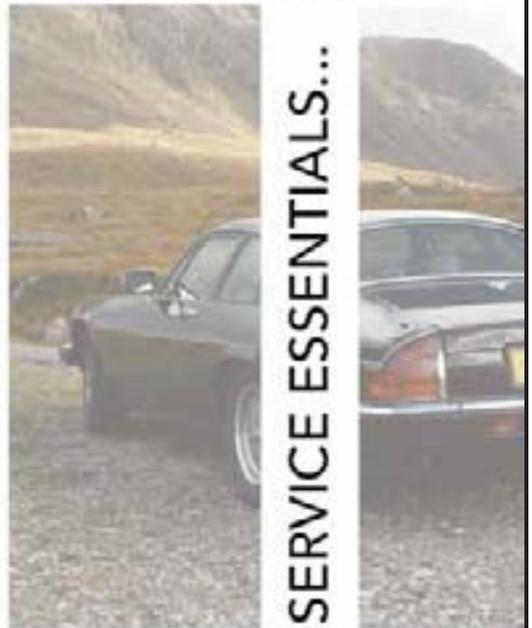
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The Coventry Cat is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Clubs of North America (JCNA). JANE is incorporated in the Commonwealth of Massachusetts.

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Kevin Murphy

An ad in The Coventry Cat currently reaches over 350 households with excellent demographics.

From the President Chuck Centore . . .



June is here and the weather is perfect for our Jaguars. This was evident at our recent May Larz Anderson Celebration. Lots of Jaguars on the lawn and people chatting

with each other. The hibernation is over and it's time to exercise our cars. This event was essentially the opening day of JANE's auto events. There were new cars and certainly classic Jaguars on the lawn. The chatter among our members was incredible. What a great time we had.

I am proud of our members and the social interaction I witnessed. It was amazing and actually quite spontaneous. It's a love fest of sorts when we get together these days. I think we were actually very happy to be together again for this traditional event. The Larz Anderson Lawn event started over 30 years ago with members bringing charcoal grills to the field and cooking hamburgers and hot dogs for our members. I remember Dave Roth and Jack Capocéfalo lugging those clunky contraptions to the field and enjoying every minute of cooking as well as the fellowship that followed. There were no fancy deserts, or even chairs to sit on unless you brought your own. It was certainly a different event than we just experienced. It has grown over the years, and we have made it a really special time as our first JANE Automotive Social Event of the Season. It's been a great tradition and I hope we keep it going for many years to come.

Speaking of traditions, JANE continues to be the largest Jaguar Club in North

America. Our club has continued to grow and new membership is up and will insure our elite position as number one. We take some pride in this and have made some changes to our marketing by putting ads for JANE in sister club newspapers and periodicals. And I think it's working.

We have all been working hard to insure plenty of activities for the upcoming months. Check out JANE Calendar of Events on the web page and you will see some new and some exciting events planned for the next few months. Our trip to the Hudson Valley will certainly be sold out. So, if you are thinking of going, sign up now. I am sure this will be a trip to remember. The Myopia Polo Matches and the Concours are coming, as well as the Bristol, RI Motor Car Festival and perennial classic British Invasion in Stowe, VT. There certainly is plenty to choose from and I am sure no matter what you choose, there will be the same atmosphere we saw at Larz this past month.

Lastly, as we get to the half-way point of our year, I want to thank all who have made this year a booming success. Lift-off has been achieved and we are in the middle of a fantastic year thanks to our Board Committee Leaders. They work tirelessly to make sure JANE lives up to all of our expectations. I especially want to thank Dave Moulton for his tireless work in keeping the Coventry Cat alive and full of interesting articles and also enjoy the occasional light-hearted comments he manages to scatter around the pages.

Thanks for all your support and if there is anything you would like to see or do, just let us know. My door is always open for new ideas.



April Events

Dr. Dean Saluti, VP of Events



Reminiscing . . .

It's summertime and I hear music – Jan and Dean are singing “Dead Man’s Curve” on Sirius XM Radio as I drive along in my Jag. It doesn’t get any better! In my youth, I had both a ’64 327 Vette and a ’69 E-Type coupe. Thinking back to those days and those cars, I don’t know if my

Vette would have beaten the E-Type off the line, “when the light turned green,” and around Dead Man’s Curve. Does this mean that after all these years, Jan and Dean were wrong? This is a real JANE question to ponder.

JANE Jags on the Lawn at Larz . . .

Last Wednesday evening, we could have had this deep, intellectual discussion (concerning Jan and Dean’s important theory on Vettes vs. Jags) at our annual Jags on the Lawn at the Larz Anderson Auto Museum. However, we were way too busy enjoying Jag talk on the lawn, eating our traditional Italian buffet in the Museum, and sipping Boddingtons British Ale. The Bradys, John

and Tom, added cigar smoking and Harpoon IPA to the mix. And, of course, Glen McLachlan was sipping single malt Scotch from his portable bar.

Bristol British Motorcar Festival (June 7-8) . . .

Coming up on June 7-8 (Friday - Saturday) our JANE Jags go to Bristol, RI for JANE Member Michael Gaetano’s Annual British Motorcar Festival. It is not too late to sign up for this great event.

Call Michael at 508-395-6663. You can get a registration package at www.britishmotorcarfestival.com.

JANE Slalom (June 15) . . .

On Saturday, June 15, you can race around orange cones in your Jag (or any other car you might care to bring) at our JANE Slalom in Andover. Check out our JANE website to sign up. **If you have questions, contact JANE Slalom Chair Rich Hanley at 508-317-3474.**

JANE’s Hudson Valley Tour (June 21-23) . . .

Join us for the June 21–23 weekend for JANE’s Hudson Valley Tour. Dave Moulton and Kevin Murphy have done a great job organizing this event, with help from JANE Member (and former U.S. Ambassador) Bob Gosende. Again, check out the JANE website and register – this event is almost filled! **If you have questions, call Dave Moulton at 978-448-6828.**

British Car Day at Larz Anderson Auto Museum

(June 23) . . . On Sunday, June 23, if you are not on the Hudson Valley trip, or come back early, you can line up your Jag at the Larz Anderson Auto Museum British Car Day. JANE Member Rod Gilbert, from Brookline, usually arrives early and tapes off a shaded area for JANE Jags at the far end of the lawn. **Check out the Larz Anderson website at www.larzanderson.org or call Larz at 617-522-6547.**

JANE June Dinner Meeting, Jags and Yachts on the Pier (June 26) . . .

JANE ends this action-packed month of June on Wednesday, June 26, with our monthly meeting held every June at the Bay Pointe Waterfront Restaurant in Quincy. We are looking forward to parking our Jags next to the yachts and sipping cocktails on the restaurant’s deck. This year, our speaker is JANE Member and regular Coventry Cat author Marguerite Dennis. She has written several articles for the JCNA Journal and for British classic Jaguar magazines as well. You will be receiving a Constant Contact email with details of this dinner meeting and a registration link.

I bet you wish you could attend every one of these June events (maybe you can!). I will see you there, along with Jan and Dean. I’ll be driving the Jag.



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Membership Update

Your Co-Vice Presidents of Membership Share Some Thoughts

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

As we reached our May 23 Coventry Cat deadline, 240 of you have either renewed or joined as new members. Thank you!

If you have not yet renewed, you know it's never too late! Just call Marjorie Cahn (617-285-6564) or Jeanine Graf (617-959-8987) and we'll sign you up. In the last few months, the following people have become new members of JANE or have rejoined:

Joanna Dillingham - John Betz - Jay Trieber - Peter Slota
- Mike DiGiorgio - Grahame Brown - David Kellogg - Achin
- Stephen Gilchrist - Craig Penardo - Jim Collins

MEMBER SPOTLIGHT:

BONNIE GETZ AND HER JAGUAR MARK II, GRACE

In this issue of the Cat, we would like to feature our JANE Secretary and Board Member, Bonnie Getz. She is sitting in the first row to the far right, as the 2nd Place Winner of the May 2019 Belmont Classic Car Show.



JANE Members at Belmont Classic Car Show

Every year, the Town of Belmont closes its downtown area for Belmont Town Day, which features an outstand-



Marjorie Cahn and Jeanine Graf

ing classic car display. For nearly 10 years, JANE Member Bob Mahoney, President of the Belmont Savings Bank (now Peoples United Bank) has hosted the car show. JANE's Vice President of Events, Dean Saluti, and Marjorie Cahn, JANE's Co-Vice President of Membership, have been responsible for selecting the classic cars, representing various marques that are displayed.

This year, Bonnie Getz's lovely Mark II, named Grace, as well as JANE President Chuck Centore's F-Type, Rod Gilbert's E-Type, Bill Braun's E-Type, Dean Saluti's Estate Wagon, Joe Hill's XJ6, and new Member Craig Penardo's XJ6 Vanden Plas were all displayed. Our JANE Jags were competing in the Belmont show against Ferraris, Alfas, Triumphs, Minis, a 240Z, and American Muscle – '57 Chevys.

Bonnie Getz is meticulous about the care and cleaning of Grace. She never stopped polishing her from the moment that they arrived at the show together. We thought Bonnie was a shoo-in for 1st Place. Unfortunately, there was divine intervention – a large poster next to a red Ferrari displayed a photograph of the Pope touring the Ferrari factory in the designated "blessed" Pope Ferrari – the very one on display at Belmont! It's understandable that Bonnie's beautiful "Grace" graciously came in 2nd while the Pope, of course, came in 1st. Bonnie, your Co-VPs of Membership are proud of you and Grace.

Margie – 617-285-6564
marjoriecahn@aol.com

Jeanine – 617-959-8987
jeaninegraf@icloud.com

A Member Shares . . .

Puns For Educated Minds

by Tom Larsen

- Pun 1:** A grenade thrown into a kitchen in France would result in Linoleum Blownapart.
- Pun 2:** Two silk worms had a race. They ended up in a tie.
- Pun 3:** A hole has been found in the nudist camp wall. The police are looking into it.

Editor's warning: More of these may be on the way . . .

Stick This on Your Window

By Paul Bicknell (2015 XF Portfolio 3.0 AWD)

Do you, like me, enjoy attending car shows and displaying your beautiful Jaguar alongside others of the same model and amongst a larger group of Jaguars of all types and vintages? I've been doing that since getting my first Jaguar, a beautiful Jaguar Racing Green X-Type. Over the years, and through many Jaguars on the Lawn, Larz Anderson Lawn Shows, and Jaguar Concours, I've developed a set routine to get ready for a car show. I shine and polish everything, I try to hide scratches with touch-up paint as best I can, and I also collect all my car-show stuff.

By stuff, you know what I mean, don't you?

Car-show stuff includes things like a lawn chair, an umbrella to stay out of the sun (unless I'm lucky enough to find a parking space in the shade of one of the big trees at Larz), a hat, water, lunch, and of course all the display objects that I include with my car. I've found that the display objects are what really sets my car apart from most of the others at the show, that are, well, just cars. They allow me to place my car in a context and to demonstrate a fealty to the brand and a knack for locating objects directly related to my car that I think accentuate the experience of looking at the car, as opposed to similar models.

In my case, over the years, those objects have included a complete set of owner's manuals that I would display across the back seat. They have also included original Jaguar new car brochures that I have found on eBay that I put on the passenger seat, die-cast models that I place on the dash, and a pair of authentic leather Jaguar driving gloves that I leave on the driver's seat as I would if I'd just driven up and removed my gloves to climb out the car to greet friends. They have also included

the most valuable object to display, an original new-car window sticker.

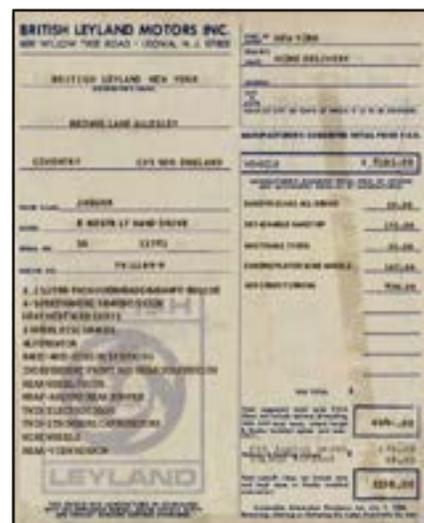
It wasn't until I purchased my wonderful 2008 Satin-Edition S-Type 4.2 NA that I first acquired a real new-car window sticker and that was by complete chance. After acquiring the car, CPO, from a Jaguar dealer in New Jersey, I happened to unpack the owner's manual that I found in the glove compartment, from its leather case. Neatly folded inside was the original window sticker from a Jaguar dealer in Van Nuys, California, where the car had first been purchased. It displayed all the information about where the car was imported, the dealer, descriptions of all the options, and pricing. It was the real deal and was as original as the car itself, a true artifact.

I immediately added it to my treasure of stuff and, after having it laminated under clear plastic at Staples for protection, I began taping it to the rear driver's side window when displaying the car. Very soon I noticed something interesting, people began taking longer while looking at my car. In fact, they seemed to spend most of the time examining the sticker. It appeared that they were more interested in learning the details of the car than actually looking at the car or the stuff I spread out inside. That clued me that having an original window sticker was something very unusual and special and that it set my car apart from the rest. But, unfortunately, that was then, and this is now, and when I traded that wonderful S-Type for my current XF I was sad to realize that the sticker had to stay with the S-Type.

But then something extraordinary happened. While wiling away hours on the Jaguar forum (www.jaguarforums.com/forum), I came across a discussion about a person who was beginning to

create original new-car window stickers. I immediately contacted him and learned that he could exactly reproduce a window sticker if he had an actual sticker to use as a template. To my surprise not only did he have a sticker for my vintage of car but he had others, too. To reproduce a sticker all he needed was the information associated with a car that he could substitute for the original contents. The result would retain the Jaguar branding as well as any required government information (e.g., fuel economy rating, NHTSA advisories).

I learned that the new widow sticker would also appear authentic because he starts with scanning an original so all imperfections are retained (e.g., if the original had a crease from being folded, that crease would appear when a sticker was produced with the new information). I also found out that he has stickers for the E-Type, all Jaguars from 1982-1990, as well as those from 2001-2017. It turns out that the same stickers were always used by Jaguar and that versions can be created for the XE, XF, XJ, XJS, XK8, and even an F-Type.



Pix of E-Type sticker labeled: E-Type

(Continued on page 7)

The London Classic Car Show

By Marguerite Dennis

“Viret in Aeterum” - “It flourishes forever”

On February 14, the day announced itself with a sky that resembled polished steel and the London Classic Car Show opened its doors to 4,000 car enthusiasts and collectors from around the world.



The London Classic Car Show gets underway

Admission tickets included classic cars that afforded visitors a portal to the past, a landscape rich in memories of days long passed but alive in the memories of visitors. The Show opened by honoring the surviving cars from the iconic movie *The Italian Job*, celebrating its 50th anniversary. The film's original Aston Martin DB4 Convertible and red Jaguar E-Type Roadster were joined by identical reproductions of six other models featured in the film, including a Lamborghini Miura.

Fitting tributes were paid to the centenaries of both Bentley and Citroen with a collection of models from the last 100 years, including the 1914 Bentley DFP 12/40hp 2-litre Tourist Trophy Speed Model and a 1925 Citroen C3 5HP 'Cloverleaf' three-seater.

There are people in the world who change imaginations. Andre Citroen and Walter Bentley were two such people. This article will focus on their cars, Citroen and Bentley.

Andre Citroen was much more than merely the French Henry Ford. He was gifted with an extraordinary talent for advertising and marketing.

How creative to have an aircraft write his name, in smoke letters, over Paris during the 1922 Motor Show. A giant beacon on the Eiffel Tower, which Charles Lindberg used as a sighting beacon before completing his flight across the Atlantic Ocean, advertised the elegance and speed of the Citroen.

Citroen's first car, the Type A, was launched in 1919 but it was the 1922 SCV that launched the automobile industry in France. 80,759 of this model Citroen were on French roads that year. In 1934 Citroen introduced the Traction Avant, a car so advanced (front-wheel drive, 4-wheel independent suspension, unit body monocoque construction, rack-and-pinion steering) it made all other French models seem out of date. This Citroen model remained in production until 1957 by which time nearly 800,000 were built.

Andre Citroen passed away in 1935 just after his company was taken over by Michelin. At the time of his death Citroen was the largest car company in Europe and the second biggest in the world.

Walter Owen Bentley was born in Hampstead, U.K. in 1888 and while serving as an apprentice at the Great Northern Railway's workshop in Doncaster acquired a passion for racing motorcycles. He entered the motor trade with his brother in 1912. After World War One, Bentley started sketching designs for a fast touring car with partners F.T. Burgess (Humber) and Harry Varley (Vauxhall). In 1921 Bentley purchased land in Cricklewood and began manufacturing cars. The first of five Le Mans wins came in 1924.

Rolls-Royce acquired Bentley in 1935 and in 1998 Bentley was bought by Volkswagen. Today Bentley is known as an elegant, high-tech icon for a new generation of classic cars enthusiasts.

If something is a classic, it has integrity and timelessness. There were many other British classic cars in the Show that deserve to be mentioned for both their timelessness and integrity. A congregation of Minis, celebrating the 60th anniversary of this iconic car joined an 1885 Benz Patent Motorwagen, the world's first production automobile.

As an owner and lover of Jaguar cars, I spent time with the British Jaguar Drivers' Club, celebrating the 60th anniversary of the MK 2 Jaguar Saloon. Chairman Mike Byng, Chairman of the Club and the owner of 13 Jaguars, when asked why this particular car is still so popular told me: "This simply is the best ever sports saloon car. It was way ahead of its time. These are cars to be enjoyed and driven."



Marg Dennis, Chairman Mike Byng and a Mark II

One of the most famous Jaguar saloons in the show was the 1959 Jaguar MK 1, featured in the British series of *Inspector Endeavour Morse* and is today available for weddings.

(Continued on page 9)



Inspector Morse's first Jag

There were many cars for sale. A 1928 Rolls Royce Phantom 1 was listed for 120,000-140,000 pounds. For 8,000 -10,000 pounds you could be the proud owner of a 1968 Jaguar 420G Estate. And a 1979 Bentley T2 cost only 110,000 - 130,000 pounds. Finally, a 1986 Jaguar XJ-S could be purchased for 10,000 - 15,000 pounds.



A rare Toyota 2000 GT on the show track, also known as Grand Avenue, where you could see and hear the cars in action.



Babs (AKA Chitty Bang Bang 4), the ill-fated land-speed record car that held the world land speed record (at 171 mph) in 1926, but crashed a year later, killing driver Parry Thomas. It was then destroyed and buried, and then, beginning in 1969, resurrected and restored.



The first pre-production right-hand drive TR2 from 1953



1965 Citroen DS21 Cabriolet by body designer Chapron



A Jaguar C-Type after a quick run down Grand Avenue



A lovely light blue Jaguar Mark II



An XJ220 (sigh!)



A very rare Mark II convertible



An XK120



An XK150 OTS



And more Jags, on and on . . .

If you are interested in motor memorabilia, classic car automobelia, books, badges, posters, kiddie cars and even designer perfumes, there were booths to meet your every desire.

I couldn't help but think that most of the people attending the London Classic Car Show lived with memories of earlier days, their portals to the past. Walking through the venues and booths and speaking with visitors and vendors was like travelling through a mansion of visual memories.

If you are a lover of British classic cars, if you are a discerning classic car owner, collector, or expert, the London Classic Car Show is a must-attend event.

Oh, The Places We'll Go, The Things We'll See!

A Hudson Valley Tour Warm-Up Quiz

By David Moulton, photos from Google Maps

Here is a preview of our Hudson Valley Tour (June 21-23), in pictures. See if you can identify where each picture was taken, from the list below:

Bash Bish Falls

Beekman Arms Inn

Culinary Institute of America

Dad's Copake Diner

Hillrock Estates Distillery

Morgan Motors of New England

Old Rhinebeck Aerodrome



Photo 1

Your guess _____



Photo 2

Your guess _____



Photo 3

Your guess _____



Photo 4

Your guess _____



Photo 5

Your guess _____



Photo 6

Your guess _____



Photo 7

Your guess _____



Photo 8

Your guess _____



Photo 9

Your guess _____



Photo 10

Your guess _____



Photo 11

Your guess _____

(Continued on page 11)



Photo 12
Your guess _____



Photo 13
Your guess _____

If you got all thirteen of these right, you're really really smart, or else you must have cheated! If you got between 0 and 12 right, there's still time to sign up and visit all these great spots!

BOOK REVIEW

XK120 Restoration, Lessons Learned, by John Gegner

By Les Hamilton, JAG/Jaguar Associate Group, JCNA SW05

John Gegner is a fellow Jag enthusiast who is a member of the Jaguar Associates Group (JAG) in the SF Bay Area. He has written and self-published a book, "XK120 Restoration, Lessons Learned", after a 4-year restoration project on his 1953 XK120 DHC.

Les Hamilton writes: "The author states the book is not a substitute for already published restoration books, but I cannot imagine embarking on a classic car restoration without this book as a guide. The book provides a rationale for the overall structure for a restoration project, how to sequence and manage the project and guidance

on identifying the critical path to avoid rework or long periods of downtime. Preparing your work space for the project and "make vs. buy" are some of the great collection of common sense hints and guidance provided by the work.

"After setting the stage with the history of John's XK120 and work space preparation, the book walks through each of the major stages and for each stage provides the cost of key parts and labor. Each section is followed by lesson learned, hints and tips, references to more detailed technical publications, all accompanied by illustrative color photos.

"The book provides easy reading with an efficient use of words, and I found it to be quite a page-turner during my review. Although the book describes John's adventure restoring his XK120, it provides a great basis for any classic Jaguar restoration, as the project structure and many of the lessons learned and references are not specific to an XK120. This book is a great addition to any respectable Jaguar library at the cost of \$68 including shipping in the U.S."

To obtain your copy please contact John Gegner at jpegner@comcast.net

FOR SALE
1963 Jaguar E-type Coupe



Owned 21 years, Heritage Certificate, matching numbers (except synchro trans), rust free, bare metal paint BRG in 2016. Excellent interior condition. A well-maintained excellent driver.
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845 325-4085

FOR SALE
1998 Jaguar Vanden Plas four-door sedan



The color is metallic tan. It has eight cylinders and the manuals are with the car. It has four new rotors, a year old, new front brakes and a box of unopened rear brake pads. New filter and synthetic oil changed. The car has 140,000 miles. It needs an oxygen sensor and I have a diagnostic print-out. It may need new gasket. Selling to a mechanical Jaguar enthusiast would be ideal.
My email is: dollet400@yahoo.com
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Contact John Maccarone 401-524-7859
john@audioacrylic.com

JANE at Larz Anderson Museum - *Jags on the Lawn*

By Dave Moulton

Sometimes there really isn't any need to say anything (except sorry I didn't get pictures of everybody). Here's a gallery of most of our Jags on the lawn. No captions, even. They know who they are!

What a great evening!



(Continued on page 13)



2019 Tentative Calendar of Events

Here is what JANE has planned (**in bold**) for the rest of 2019, plus some other events we usually enjoy as well. Our monthly meeting dates are firm, as is almost everything else. So go ahead and write them in using ink now, to make your calendar look impressively busy and connected, as well as guaranteeing some serious fun along the way!

June 7-8 - Friday - Sat. -10AM Fri 5th Annual Bristol British Motorcar Festival

June 15 - Saturday - 9AM JANE Spring Slalom North Andover, MA

June 21-23 - Fri-Sun - 10:00AM JANE Hudson Valley Tour, start in Stockbridge, MA

June 23 Sunday - 8:30AM JCSNE Annual Concours Middlefield, CT

June 23 Sunday - 10:00AM British Car Day Larz Anderson Auto Museum

June 26 Wednesday - 7 PM JANE Monthly Meeting - Speaker Marguerite Dennis Bay Pointe Restaurant, Quincy

July 24 Wednesday - 7PM JANE Monthly Meeting, Cars on the Lawn Wayside Inn, Sudbury, MA

July 28 Sunday - 12:30PM JANE at Myopia Polo Club Matches South Hamilton, MA

August 4 Saturday - 9:30AM Vintage Racing Charity Concourse Sanbornton, NH

August 9-11 - Fri. - Sun. JANE Annual Concours Sturbridge, MA

August TBA TBA (Tentative) JANE Clambake and Pool Party Salem, MA

September 7 - Saturday - 10AM JANE Deerfield Valley Tour Start in Lancaster, MA

September 13-15 - Fri. - Sun. 29th Annual British Invasion Stowe, VT

September 25 - Wednesday - 7PM JANE Monthly Meeting, Speaker: TBA Wayside Inn, Sudbury, MA

September 28 - Saturday - 9AM JANE Autumn Slalom North Andover, MA

September 29 - Sunday - 9AM-2PM 8th Annual Boston Cup Boston Common, Boston, MA

October 23 - Wednesday - 7PM JANE Monthly Meeting, Speaker: TBA Wayside Inn, Sudbury, MA

November 20 - Wednesday 7PM JANE Monthly Meeting, Speaker: Steve Pickford, the Innkeeper Wayside Inn, Sudbury, MA

December 1 - Sunday - 3PM JANE AGM and Holiday Party (location TBA)



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ROBOT, TAKE THE WHEEL



Your editor, trying to look humble.

Alert readers of the Coventry Cat may recall that I've been studying the prospects and problems presented by our impending encounter with autonomous cars. Well, I'm happy to report that a new book covering this very topic (maybe the first one ever for the general public as well as motorheads) has just hit bookstores and airport gift shops, and I think it's worthy of your attention.

The author, Jason Torchinsky, is senior editor of the website Jalopnik. Like me, he writes well, with considerable zany humor, and he has done both an admirable amount of research (actually, much more than I usually do) as well as a great deal of thinking about the implications of what may happen to our beloved cars over the next fifty years. Unlike me, he doesn't rant about automotive dystopia and the end of the free world as we've known it and, also unlike me, he's not a broken-down college professor with the unfortunate academic and alcoholic tendencies to assume that everybody else understands exactly what he means and to drink too much while he's explaining to them once again exactly what he means. Fortunately for you, Torchinsky writes professionally for and about motorheads, and I think you will find his book easy to read, interesting, funny and thought-provoking. I did.

Chapters 1 (We've Been Here Before) and 2 (How Did We Get Here?) provide a welcome and thoughtful history of cars, mobility and autonomy. Torchinsky even goes back to a clockwork-powered cart (with semi-autonomous steering, yet!) conceived and drawn by Leonardo da Vinci in 1478, but never built. Nice! And, have you ever considered trains as early examples of semi-autonomous vehicles? Well, Torchinsky has and he makes them into an illuminating and useful case study.

Chapters 3 through 6 cover our current design thinking, approaches and state of the art for autonomous cars, as well as a useful critique of the remarkable and somewhat embarrassing heap o' hoo-ha that has been enthusiastically published by some of autonomy's greater supporters, ranging from Tesla through NHTSA all the way to Consumer Reports. From my viewpoint, Torchinsky is a little too sanguine about the claim that autonomous cars will drive more safely than humans, and he misses a couple of the things we really need to know about autonomous cars right now (such as latency and verifiable performance standards – like a Field Sobriety Test for Level 4 cars, for example), but his coverage

is evenhanded and fair. Unlike me, again, he doesn't appear to be biased.

Chapters 7 (They Shouldn't Look Like Cars) through 10 (Save the Gearheads) are a delightful tour through the forests of speculation about how everything is going to be really different with autonomous RTMs (Robotic Transportation Machines, and don't call them cars!). An example that all of our members who own E-Types are really going to love (if it ever happens) is the Level 5 utility Errand-Bot, a small driverless powered trucklet that you dispatch to get and do stuff for you, like go shopping, take the dog to the vet, etc.

So, when you want to take your beloved E-Type on a nice week-long scenic driving tour, you just fill your faithful Errand-Bot up with all your baggage, plus all the tools and spares you think you might possibly need, as well as a mixed case of Islay and Speyside scotches and some really good burgundies, instruct the E-Bot to follow your E-Type at a respectful distance (maybe half a mile back, so nobody knows you're connected) just like the lackey you would like to think it is, and set off. See what I mean? Even setting aside the vaguely troubling question of what could possibly go wrong, this is a very nice idea in a very nice book!

There's an hilarious section on the future evolution of autonomous automobile racing (possibly a cross between Formula 1 and Demolition Derbies? – Torchinsky suggests that once driver safety is no longer an issue, all bets are off), as well as a wonderful discussion of why we love driving so much (Chapter 8, The Death of the Journey). Torchinsky also considers the problems of hacking, autonomous crime and terrorism, autonomous car harassment and other unpleasantnesses that may befall us all autonomously.

Why should we care? Because we are JANE! And our beloved marque, Jaguar, is hard at work on autonomy, perhaps even a leader in the field. As I've mentioned before, we've teamed up with Waymo (formerly Google Autonomous Cars), and are designing/building 20,000 autonomous I-Paces for them to put into what I suspect will be Level 4 autonomous taxi service, possibly as soon as 2021. We are in the vanguard. As Pogo might have said, we are meeting our autonomous future now, and it is us, hanging out in our Jaguars.

The book is *Robot, Take the Wheel: The Road to Autonomous Cars and the Lost Art of Driving*, by Jason Torchinsky, Apollo Publishers.

Meanwhile, it's Spring. See you at Larz, at the Slalom and in the Hudson Valley. Gonna be a good season.

Thanks for reading this!

And Prince Lucas says, "None! There is no dirt in a hole. Get it? And by the way, Larsen's puns are even worse in this issue. Guy should get a life!"

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