

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

Spring May/June 2020 "The Isolation Issue"

More than just a Car Club ...

Eighty Years



The 1964 Jaguar XK-E \$5325 (P.O.E) complete

Photo Courtesy of Jaguar

of Jaguar Ads

(See Page 10)

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

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An ad in *The Coventry Cat* currently reaches over 350 households with excellent demographics, who will read anything you send them ...

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From the *Top Of The Scratching Post*

As you may have noticed, the *Coventry Cat* has been, um, a little late.

To make up for this, we have made this into a double issue, covering both May and June. Oh boy! We may continue this for July and August as well. We'll see.

The reason for our tardiness is, unfortunately, COVID-19. Our publisher, Pam Donnaruma, got infected and tested positive late in April, just as she and I were finishing laying out the May issue, looking forward to publishing on time for once.

After advising me that she felt "a little crummy and having some trouble breathing," she thought she would be back to work in about a week, sorry about that. Didn't happen that way, of course, and then there was a very worrisome month where her replies were basically, after waiting for a reply for a few days, "Don't ask!"

Happily, she's now better, is recovering her sense of humor,

and beginning to pick up the slack a bit. I feel a tremendous sense of relief and am ready to forge ahead into our not-so-brave new world. Bless you, Pam, and thank you. We're all pulling for you!!

In the meantime, our president Chuck has provided us with guidance on procurement in these locked-down days, and we have also instituted a weakly weekly message board that you may have seen lurking in your email, called *The Coventry Cat's Meow*. This has allowed us all to stay in touch, share thoughts, feelings, jokes, videos, music, insults and whatever, as an informal substitute for the *Cat*. I'm pleased with how it's going, and plan to probably continue it for a while, depending of course on the wishes of the Board of Directors.

As always, thanks for reading this. Enjoy, please!

The President's Message, May and June 2020



Greetings, everyone,

I hope you are all well and have survived another month of Stay In Place. I can't believe another month has come and gone. I am getting quite good at hunting for TP at unusual locations: gas stations, Staples, Mini Marts, 7/11s or from my oil man when he comes to deliver another 50 gallons. (He hates me ever since I had a heat pump installed several years ago. I

have not had to fill that tank once since. He keeps coming hoping the system breaks and I sucked that tank dry.)

My family is doing fine and, as I said before, I hope all of you are doing well too. I have done very little driving for much of anything. My auto insurance company is going to give me back a few dollars because none of us have been out or about. I guess they figure if we are all at home, they will be seeing fewer fender benders for another month or so. I hope they don't ask for extra bucks when all these people are back on the road with little or no practice for a few months.

Our club has gone silent as far as events are concerned, but we have been making a good bit of noise and car sounds through our new "Cat's Meow" and "The Coventry Cat." This past issue of the "Cat" was a special tribute to the XK automobiles. As I mentioned, we seem to have quite a few XKs in the Club and many of them are restored to the nines and tens. Beautiful to look at and even better to drive. When will we get our chance again?

Hey! That reminds me, don't forget to send Dave Moulton

emails about your adventures during our lockdown, for "The Cat's Meow." Dave will take all the material you can publish either on your typewriter or computer. He is not fussy about how it comes, but he's hard to be around when people are not sending him stuff. Also, during this time, maybe you can give a call to some of our advertisers for a parts order or just to say hello and let them know you still care and will be back on the road soon.

As a new car buyer, I have heard from Land Rover Jaguar about some great deals. If you buy a new Jag or Land Rover before June 1st, they will pay your first two monthly payments up to \$750.00 per month. Another promo, for lease customers, will let you extend the lease term for up to 6 additional months at your current rate and they will add additional miles on a prorated basis for the additional term. No contract to sign. All you have to do is keep the payments coming. You can stop whenever you want by returning the car to the dealer and walk away, if that's your choice. Now that sounds like a neat idea.

These days, I keep one car here at home and another in a secret storage location. Italian cars are funny that way – they don't want anyone to know where they stay during the winter. I am planning a trip to that secret location and hope to have both my babies back in the garage waiting for their and my big release from this confinement.

So, I wish you all well and hope this will all end sooner rather than later, as my friend Andrew always says. It's hard to plan when we don't really know our release date, but if we all come out of this in one piece and doing OK, I call that a win. I hope to be working in the garage soon, as I know many of you are as well. Stay strong, keep up hope and keep those emails coming.

Tune 'em up.

Chuck

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The August Issue Is the Marks Issue

Text by Dave Moulton, file photos



As some of you may have noticed, last month, the Coventry Cat was devoted to XK120s, 140s and 150s. I even called it the XK Appreciation Issue. I hope you enjoyed it.



Our next such effort will be the August issue, which will be devoted to the various early large and compact "executive" cars that Jaguar built, the ones named "Mark."



I probably will call the August Coventry Cat "The Grace, Space and Pace Appreciation Issue."



And here's what I need from all of you, or, rather, from those of you who own Jaguars named "Mark," and you know who you are.



I need interesting, funny, and/or historical articles and anecdotes about Marks, about lusting after, acquiring, restoring, owning, driving, repairing and having adventures and misadventures with them.



Pictures are always good. Pictures with captions are even better.



What a cool toy!

If you have special acquired knowledge of some particular Mark that you would be willing to share, that would be great.



An especially important feature of the issue will be the Gallery, where I will assemble as many photos of your

beloved Marks as I can, complete with fairly expansive captions.



I'll also try to make the Gallery photos larger, to more correctly imply something about your true social status and worth, related, of course, to your particular Jaguar named Mark.



So, what I'd really love to get from you for the Gallery are some GOOD, reasonably high-resolution photos (not like the ones here), more like car portraits than the usual car shots. I know each of you must have a couple of those stashed away somewhere. Or, this may be a perfect time to work on your car portraiture photography skills. It's not like we all have too much to do right now, right?



So, let me know if you're interested, at d19@moultonlabs.com. Figure you should get stuff to me no later than August 1. And remember, this is your chance for some well-deserved fame and fortune. *Thanks.*

Enduring The Duration

What's A Car Club Gonna Do?

By Dave Moulton

As you all may have noticed, our club has a problem. And we are not alone.

For reasons beyond our control, it is no longer safe for us to do things in groups, to travel in groups, or even just to hang out in groups.

By “no longer safe,” I mean that the act of being normally and casually sociable in public places (think of our beloved cozy tavern in the Wayside Inn, for instance) may result in serious illness and, especially when we’ve gotten north of “a certain age,” death. (I just lost a former student to COVID-19. It’s real, I’m sorry to say.)

No doubt, you know all of this. We’ve all been living in the shadow of this ugly reality for several months now.

So, we all are having to revise our lifestyles, at least until an effective vaccine for COVID-19 is widely available, hopefully by early 2022. I’m calling this period “the Duration.”

What does a car club like JANE do for the Duration? How can we remain operational? What events can we hold? What do we have to give up? Under these circumstances, of what use can we be to our members? What does being “in a club” even mean during such a pandemic, as we are expected to self-isolate?

We can probably assume that:

- We are going to have to maintain our 6-foot social distancing in public for the Duration.
- We are going to have size limits on public gatherings for the Duration.
- The cost of dining in a restaurant is going to go up, significantly, for the Duration.
- Take-out, food delivery and picnics may become an interesting “new abnormal” form of dining with friends and acquaintances for the Duration.
- We are shifting to virtual meetings. These will both continue and grow substantially. Such gatherings have a different, ah, vibe than live gatherings. Klunky, low resolution, difficult for really sociable conversation, and never private. But they are possible, and extremely cheap!
- Fortunately for us car enthusiasts, our private cars are the healthiest (safest) way to travel now. They also provide a pleasant and enjoyable foundation for both self-isolation and social distancing.

- Our JANE “car events” (slaloms, picnics and tours) are outdoor events that are amenable to social distancing and reasonable group sizes, particularly with careful and diligent event planning. Such car events can be safe and probably still fun! We can also expect that they may be both more costly to put on as well as less well attended.

- Our monthly dinner meeting events are probably going to be more problematic. We may need some creative, outside-the-box thinking here on how to offer them.

What I, personally, like most about being involved with JANE, participating in events and going to meetings, is our easy, relaxed camaraderie, which is unpretentious, warm and inclusive, and often very funny. I like the way we enjoy our cars and take them seriously, but not too seriously. We enjoy our cars, we enjoy the history of our marque, the elegance, performance and occasional quirkiness of Jaguars over the years, and we enjoy just hanging out with our friends, our cars, some good food, occasional libations, and the accumulated awareness that when we are together, life can be good, sometimes very good indeed.

However, right now, for almost all of us, discretionary cash has diminished significantly. For some of us, it may have disappeared. Some of us may have lost our jobs. To one degree or another, financially, we are all hurting.

And right now, the car industry is in a very turbulent, high-risk place, facing great change. Many car companies, including Jaguar Land Rover, are at serious risk. We may find ourselves, as a car club, being needed to function as quite active evangelists, both by dealers and for the marque itself.

What to do?

I suggest we try to think of ways, as club members, we can help each other as needed. That’s what friends are for.

I also suggest we try to think of ways our club can help our communities, our sponsors and friends, and our marque, particularly in these difficult and troubled times. Trying to help others, while also enjoying our times together, seems to me like JANE’s most viable and rewarding mission for the Duration.

A Cat Lover's Tale

By Paul Karofsky

My love affair with cars began in early childhood, when my dad always had cool cars. His 1949 turquoise Buick two-door Roadmaster with a white roof was among the first "hardtop convertibles." He followed that up with a '53. Same make, model and colors. Next was a '56 Buick Century Convertible, baby blue with a continental kit, which for two New Year's Eves in a row got bashed in the trunk. It seemed my brother tended to jam his brakes on at the last moment (the third New Year's Eve, our insurance agent mailed my brother a check and told him to take a taxi).

An avid reader of car magazines, I would savor photographs, especially those of Jaguar XKs. I imagined myself sitting in the driver's seat and hummed the transition from 1st, to 2nd, to 3rd gear. My passion peaked in the fall of 1959, when my dad and I made our annual trek to the Boston Auto Show. After we walked the entire floor, my dad disappeared for a bit and when he returned, he asked me what I thought was the most beautiful car there. My response was the newly-introduced exquisite Jaguar 3.8 Mark II. He then asked me if I'd pick it up with him the following day when the show closed. More than moderately astounded, I realized he had just bought it off the floor of the show. Naturally, being a cooperative and obedient child, I said yes.

A couple of days later, the story got more exciting. My dad told me he was going to drive the Jaguar to New York to have a sunroof cut into it. He asked if I'd do him a favor; he wanted to know if I'd mind asking a friend to fly to New York with me and drive the car back home. Of course, all expenses were on him.

I was 16 years old. I had just gotten my driver's license. Would I mind? Obviously, my answer was a bellowing, "Yes! I mean, NO!!"

A couple of weeks later, my friend Mark and I flew off to NYC, took a taxi to Hummer Binder on the East River, and started our journey north. The glistening reflection of the mirror-bright pitch-black paint, the shiny chrome wire wheels, the Dunlop tires adorned with a thin red strip, the aroma of fresh leather and the sight of all that highly polished walnut, were just the beginning of what was more than a sensory treat. After winding our way through the city, the real excitement took place when we hit Route 90. It was the first of many times that I flipped the toggle switch to overdrive. The cat took off like a silky-smooth bullet, gently thrusting us back in our seats. Howling with

delight, my buddy and I were on our way. And, little did I know, this was the first of many Jaguar journeys I was yet to experience.

But all journeys are not purrfect. Like the time I drag raced the 3.8 against a schoolmate's Corvette on Route 9 in Wellesley, only to be accosted by a local state trooper. Or, the time I was driving down Beacon Street in Brookline and saw smoke coming out from the bonnet. I quickly pulled into the local Gulf station, oblivious to the fact that I parked the car right next to the gas pumps. I popped the bonnet and immediately saw flames. The attendant told me to move the car. No frigging way was I about to do that, so the exceedingly annoyed, but nonetheless heroic station owner hopped into the burning car and moved it away from the pumps. Clearly, I had put too much oil in the car and blew the head gasket. My dad's reaction? He asked if anyone was hurt. I told him, "No." With his typically calm demeanor, he wanted to know what I learned from the experience and we talked about the appropriate amount of oil to put in the engine and the danger of parking a car in flames next to a gas pump. What I didn't realize until years later was that he also taught me lots about parenting.

Though my parents had a couple of Series 1 XJs in the early 70s, it wasn't until 1976 that I acquired my own first Jaguar: a sparkling new sable XJ-12L with saddle interior. Yes, it was exquisite as well as known to frequently overheat. I had to pop the bonnet on the highway to keep it a bit cooler. This was followed by a new XJ every 3 years or so.

In 1983, understanding and sharing my passion, my wife bought me a Series 3 1973 E-Type roadster for my 40th birthday – British racing green with saddle interior and tan top with 60,000 miles on the odometer. After our mechanic, Bob, from Sonny Samuels in Allston, spent two hours inspecting it and pawing over every possible flaw, he emerged from the garage with his thumbs up. The car was fairly slow off the line, but once it reached around 30 mph, the V12 responded well to a floored accelerator. I kept that E-Type for 25 years. Since my wife drove practical wagons as our kids were growing up, it was our "third car," a superb weekend-plus driver and companion to our parade of XJs and, in fact, far less trouble. I usually told friends that I had needed to have two Jaguars, because one was always in the shop.

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My 1973 E-Type

Then, after a move to Florida, where late afternoon rain can be a seasonal norm, I found I'd have to put the top up whenever I parked outside. Unfortunately, severe back problems prevented me from raising the top alone, so it was time to kiss the cat goodbye. It was replaced by several more XJs, a couple of XKs, and now, an F-Type.

So, having been a Jaguar aficionado for more than 60 years, I thought it was time I shared the story of my love

affair. My passion hasn't subsided and my current vehicle, a British Racing Green 2020 F-Type, carries a Florida license plate with the number "016."

Coincidentally, the car is my 16th Jaguar.



My 2020 F-Type.

Editor's note: That car looks strangely familiar.



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Look What the Cat Dragged In

Eighty Years of Jaguar Advertising - Aboard the S.S. Jaguar

By Brian McMahon, with file photos

Editor's note: A gallery of the ads shown in this article has been posted on the JANE website in full size, to help the reader make out the text and graphic details, if desired.

Our favorite car maker has provided the advertising industry with many great opportunities to showcase their best work over the past eighty years. Even the fictional advertising world of *Mad Men* gave us a clever reading of Jaguar's allure in the episode aptly titled "*The Other Woman*," where Don Draper makes the pitch for Sterling Cooper to land the Jaguar account.



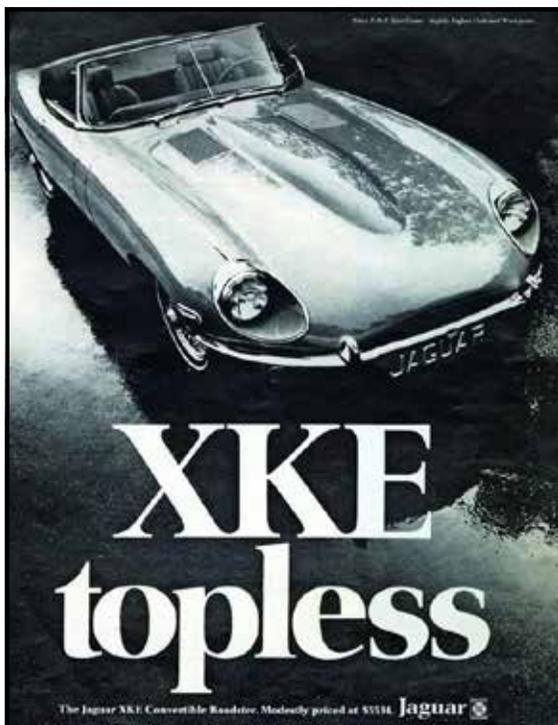
"When deep beauty is encountered it arouses deep emotions, because it creates a desire that is, by its nature, unattainable. We're taught function is all that matters, but we have a natural longing for this other thing.

"When I was driving the E-Type, I passed a 10-year-old boy in the back window of a station wagon, and I watched his eyes follow. He had just seen something he would want for the rest of his life. He had just seen that unobtainable object speed by – just out of reach – because they do that, don't they? Beautiful objects ...

"And then I thought about a man of some means, reading *Playboy* or *Esquire*, flipping past the flesh for the shiny painted curves of this car, with no effort to stop his eyes. The difference is, he can have the Jaguar.

"Oh, this car – this *thing*, gentlemen – what price would we pay, what behavior would we forgive, if they weren't pretty, if they weren't temperamental? If they weren't beyond our reach, a little out of our control, would we love them like we do?" Draper concludes with Sterling Cooper's idea of a tagline: "*Jaguar – At Last, Something Beautiful You Can Truly Own.*"

As you can see below, an actual Jaguar ad from 1969, enhanced by a stunning photo, sums up Draper's idea boldly and succinctly:



So let's reach back to the early years of Jaguar's advertising for a cruise aboard S.S. Jaguar.

The car company began as a coachbuilder and motorcycle accessory builder, Swallow Sidecar. The "S.S. Jaguar" name, from the mid-1930s, came as the company began to build cars. Starting with a basic Standard (Triumph) engine block, the 2.5 liter sedan was developed.



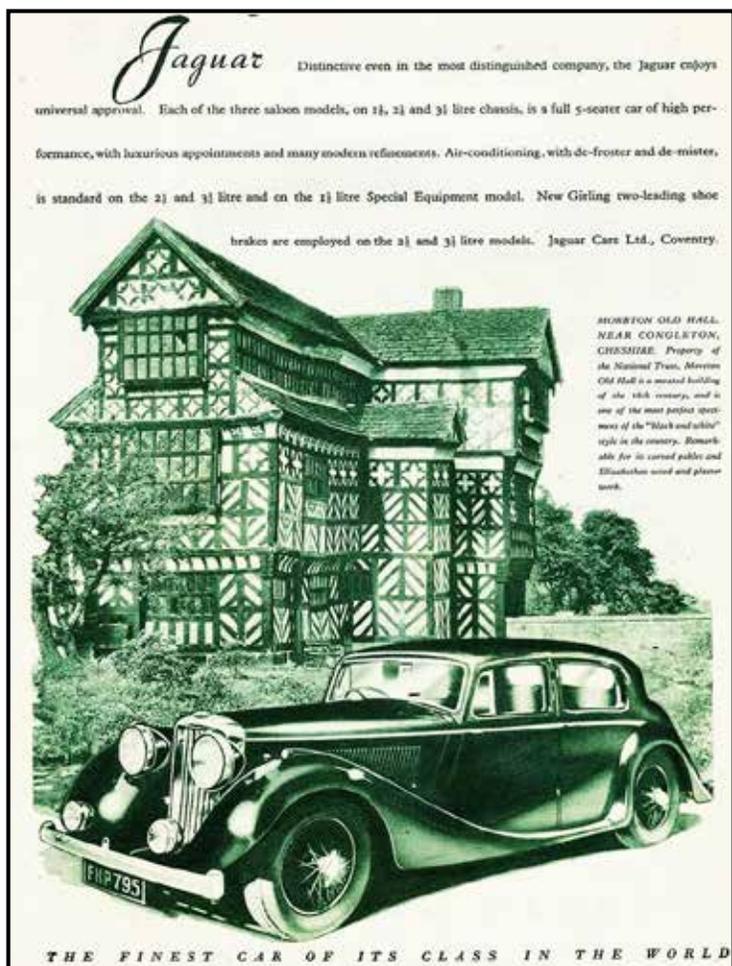
As the builder named it, the "SS Jaguar 2½-Litre Saloon" with its 102 h.p. six cylinder Weslake-designed cross-flow overhead valve cylinder head on its Standard engine caused a sensation when it was launched at a trade lunch

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Look What the Cat Dragged In (Continued from page 10)

in 1935. Dealers and journalists were asked to write down the UK price for which they thought the car would be sold – the average of their answers was £765. Even in that deflationary period, the actual price of just £395 would have been a pleasant surprise for many customers. Note that the price of the car was mentioned in the advertising, and price continued to be part of Jaguar promotions through the 1960s. This was Jaguar's "value proposition:" a car with grace, space and pace that was available for a lot less than prospective buyers might expect, an aspirational brand they might actually be able to afford. In March of 1945, Jaguar officially deleted the "S.S." designation due to its unintended association with the Late Unpleasantness on the Continent.

For 1946-1948, Jaguar Mark IV saloons featured "air-conditioning, with de-froster and de-mister." Since AC as we know it was unavailable for cars of this period, we can assume that the "air-conditioning" was simply a heater to relieve the damp chill of a British winter.



The introduction of the 1948 Jaguar XK-120 stunned the automotive world, much as the introduction of the E-Type would a dozen years later. It was the first Jaguar sports car since production of the S.S. 100 ended in 1939. The XK-120 at the Earls Court show was a prototype intended to be a test bed for its new engine, but the public adulation of this dramatic design forced Sir William Lyons to rush it into production.



The ad to the left trumpets the XK-120's record-breaking speed:

Over a 1948-1954 production run, 12,055 XK-120s would be delivered, most to the US. The United Kingdom was still suffering the devastation of WWII in 1948 and steel was still rationed to British manufacturers. Only companies that would export their products and generate foreign exchange were favored, so when a flood of US orders followed the

first XK-120 being delivered to Clark Gable in Los Angeles, it became much easier for Jaguar to gain favorable consideration when ordering rationed UK materials and parts.

The brilliant DOHC straight-six XK engine design was conceived by Jaguar engineers Bill Heynes and Wally Hassan before WWII, and developed by them during wartime fire watches at the factory in Coventry. The original 160 h.p. engine would be upgraded over time and would power Jaguars for 40 years, enabling five Jaguar victories at Le Mans during the 1950s.

Jaguar was quick to seize on the XK-120's record-breaking speed at race tracks around the world, including Belgium's Spa-Francorchamps, and noted it in ads for their sedans as well.



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Look What the Cat Dragged In (Continued from page II)

The Mark VII was introduced 1951, just as Britain's wartime rationing was ending and eventually 30,969 of them were produced by 1956.

Sir William Lyons won his gamble that building a stylish, high performance sedan at a reasonable price would be a far more successful business strategy than joining most of the other British car companies crowding into the low end, first-car-in-the-family market. And the Mark VII won its share of automotive competitions, including the 1956 Monte Carlo Rally.

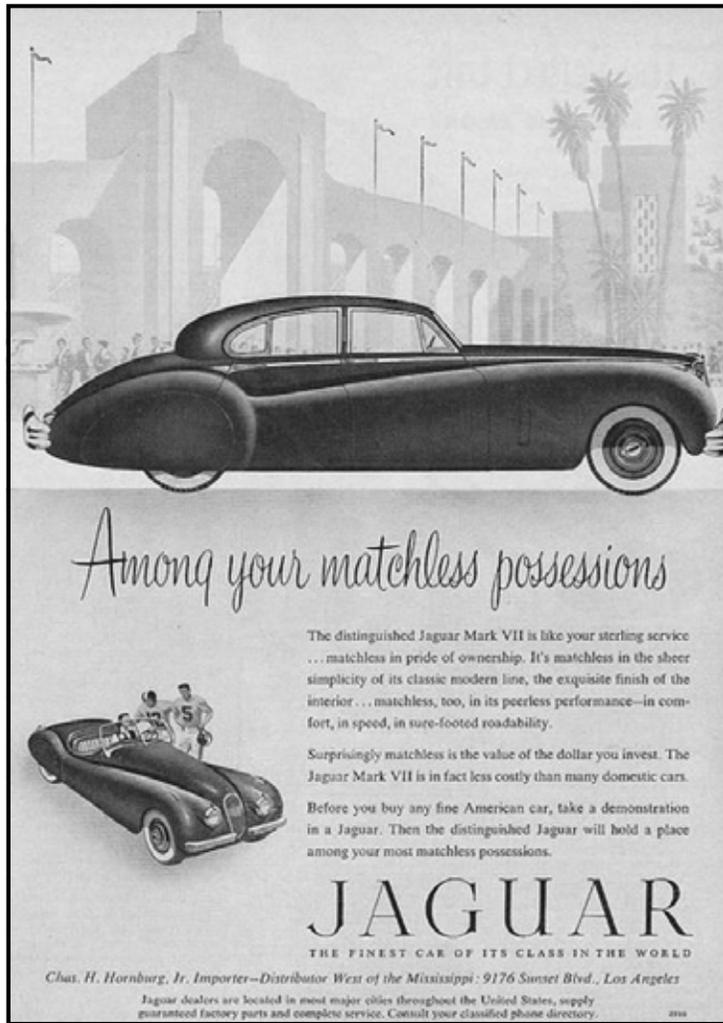
It was also a success in America, because its relatively responsive powertrain and suspension set it apart from the Cadillacs and Lincolns of the time. The optional automatic transmission, Jaguar's first, helped boost sales here, and you can see how the West Coast importer focused the advertising to American taste. Note also that the price of the Mark VII is favorably compared with that of domestic luxury cars.



the car... the Jaguar XK-140 hardtop coupe ... about to depart from the Plaza holds a modest cloud of admiring glances. For this version of the fabulous "XK" (there are three models) is considered by automotive aesthetes to be one of the all-time gems of motor car design. The XK-140 Hardtop is particularly favored by business and professional men who make a pleasure of the security of driving. Cool, comfortable, luxuriously appointed... and, of course, pure Jaguar in performance. With additional rear seating accommodations, priced at approximately \$5,000.

For the traveler, why not suggest that you ask your dealer about the "West Coast Exclusive Plan" Jaguar Cars North American Corporation, 32 East 57th Street, N. Y. 22, N. Y. (Importers west of the Mississippi) Charles H. Hornburg, Jr., Inc., 9176 Sunset Blvd., Los Angeles, Cal. (Importers west of the Mississippi)

The XK-140 was also roomier than its predecessor, with more substantial bumpers (Hello, New York!) and was the first Jaguar sports car to offer an automatic transmission. A total of 8,937 were produced by 1957. The Mark VIII was produced from 1956-1958 and included the XK-140 engine, but its 3,752 pound weight kept it from competitive events, though it did inspire some high fashion advertising.



Among your matchless possessions

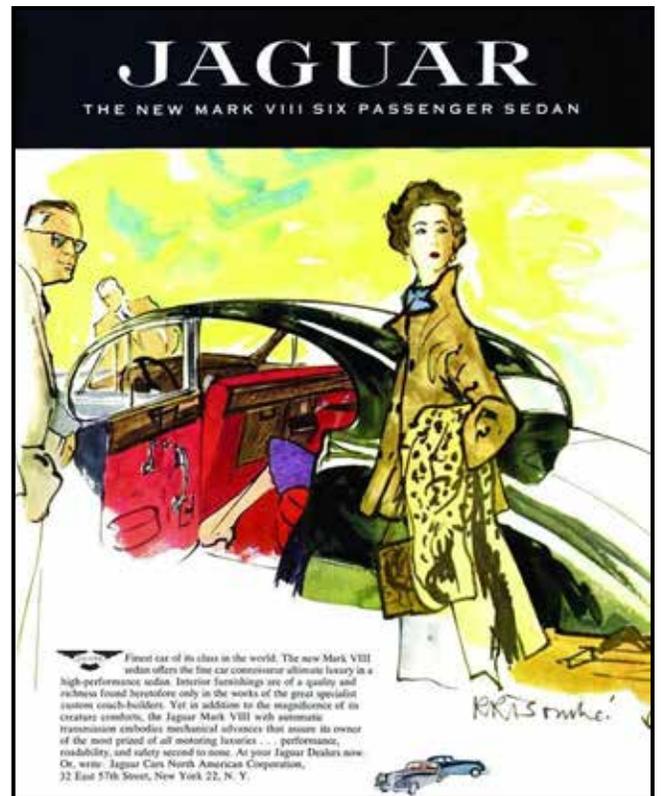
The distinguished Jaguar Mark VII is like your sterling service... matchless in pride of ownership. It's matchless in the sheer simplicity of its classic modern line, the exquisite finish of the interior... matchless, too, in its peerless performance—in comfort, in speed, in sure-footed roadability.

Surprisingly matchless is the value of the dollar you invest. The Jaguar Mark VII is in fact less costly than many domestic cars.

Before you buy any fine American car, take a demonstration in a Jaguar. Then the distinguished Jaguar will hold a place among your most matchless possessions.

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Continuing the XK series, in 1954 Jaguar introduced the XK-140, which featured rack-and-pinion steering, more effective brakes and suspension, and either 190 h.p. (standard) or 210 h.p. (MC model).

The 10,009 Mark IX Jaguars produced from 1958-1961 featured a 220 h.p. version of the XK engine and included power steering and four wheel disc brakes. It was a popular export

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Look What the Cat Dragged In (Continued from page 12)

car for heads of state; for example, the Nigerian government bought forty Mark IXs that were painted in state colors of green and white. The large Jaguars of the 1950s were sufficiently popular in western Africa that “Jagwah” survives as a colloquialism for “smart man-about-town.”



THE CLASSIC MARK IX SEDAN, as reflected in the mirrored wall of a Jaguar Showroom. Palmstreak workmanship; hand-finished interiors; power steering; automatic transmission; disc brakes. A truly priced automobile for those who will accept nothing but the best. (For the sportsman with adventure in his veins... drive the Jaguar XK 120 sports race and the excellent new Jaguar 4.2 Sedan.)

JAGUAR
INCORPORATED IN GREAT BRITAIN



The rugged, reliable Jaguars

It is fortunate that in Coventry, where Jaguars are born, there are men who still care about cars and the people who will drive them. For it is these Jaguar technicians, constantly seeking perfection in performance, who apply the strictest standards of manufacture to every Jaguar on the road today. The net result of their thoroughness is a motor car which currently stands second to none. For those discriminating motorists whose own personal standards of excellence could not be satisfied by a lesser automobile, we invite you to consider the two types of Jaguar shown here. One, the new and exciting Jaguar XK-E, in either the fully enclosed Gran Turismo coupe (above, left), or open sports model; the other, the exuberant Jaguar 3.8 Sedan—for the family man whose needs dictate a roomier vehicle. We suggest you inspect—and drive—both soon at your Jaguar dealer's. JAGUAR CARS INC., 32 E. 57th St., New York 22, N. Y. Technical Service and Parts Headquarters, 42-50 Twenty-First Street, Long Island City 1, New York

I'm not sure how the ad above, from the early 1960s, would fare in today's world of truth-in-advertising laws. "... Jaguar

technicians, constantly seeking perfection in performance, who apply the strictest standard of manufacture to every Jaguar on the road today." A cynic might observe that this "strictest standard" would, of course, not apply to any of the Jaguars that were temporarily off the road in repair shops. Good thing for Jaguar that potential buyers eyeballed the picture of the cars ("By Jove, yes, I think I'd look smashing in that") and may have skimmed over the text.



THE JAGUAR
3.8 MARK TEN, 3.8 'E' TYPE, 3.4 & 3.8 'S' MODELS
AND THE 2.4, 3.4 & 3.8 MARK 2 JAGUARS
continue unchanged for 1965

The New 4.2 litre Mark Ten and 'E' Type models announced overlaid still further enlarge the already wide choice of superlative cars in the Jaguar range, all of which are continued without change. See them on

STAND 116 EARLS COURT

The 3.4 & 3.8 litre 'S' Models

With impeccable body styling and spacious interior, the 'S' model incorporates fully independent suspension—self-adjusting disc brakes on all wheels, 100-hour front seats, 190-lb. luggage load, four-point locks. Automatic or manual transmission. 3.4 LITRE FROM £3075.00, 3.8 LITRE FROM £3500.00 (INC. P.T.).

The 2.4, 3.4 & 3.8 litre Mark 2 Models

As the "Motor" men say "A car of brilliant versatility." Handle in town traffic with the most exhilarating open road performance. Superior safety and road holding. Disc brakes on all wheels. Available with automatic or manual transmission. 2.4 LITRE FROM £2445.00, 3.4 LITRE FROM £2845.00, 3.8 LITRE FROM £3275.00 (INC. P.T.).

The UK ad here promotes the Jaguar that was known here as the “3.8 Sedan”; the Jaguar Mark 2 was produced from 1959-1967; the previous 2.4 and 3.4 sedans from 1955-1959 were then unofficially designated as the Mark 1. Jaguar produced 83,976 Mark 2s until 1967 when production ended. An unsold lot of 7,234 was deeply discounted and badged as the 240 and 340, depending on the engine, until all were sold by 1969.

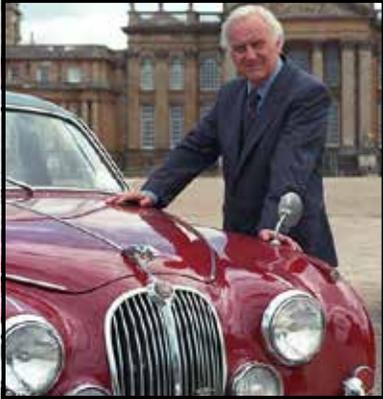
The Mark 2 was a fast and agile mid-size sedan and it gained a reputation in Britain as a capable car among both fleeing criminals and the police departments that were trying to catch them. With 220 h.p., the 3.8 version was especially quick

(Continued on page 14)

Look What the Cat Dragged In (Continued from page 13)

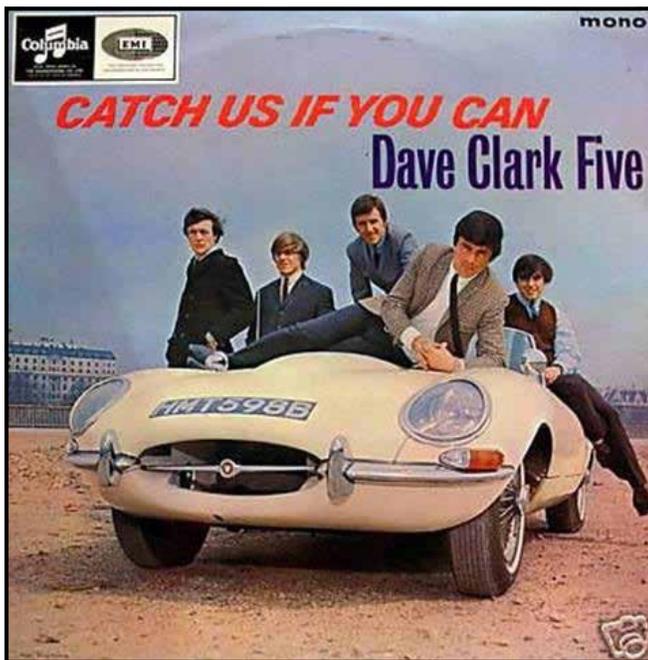
with a 0-60 time of 8.5 seconds and a 125 m.p.h. top speed. Though popular as the getaway cars of bank robbers, it's not recorded if Sir William Lyons ever received any praise for the Mark 2 from such criminals, as Henry Ford did from Clyde Barrow, who extolled the speed and reliability of the Fords that he and Bonnie Parker drove during their crime spree.

If you enjoy British TV shows, you may remember the Mark 2 as the car driven by Inspector Morse, the fictional detective played by John Thaw in the eponymous PBS series.



Morse's Jaguar was the more modest 2.4 version with pressed steel wheels (he was, after all, just a civil servant). In November 2005, the car used in the television series sold for more than £100,000 (\$167,953 today) following a total ground-up restoration.

In the original novels by Colin Dexter, Chief Inspector Morse had driven a Lancia, but Thaw insisted on his character driving a British car in the television series. Since UK police departments favored Mark 2s for police pursuit, it was also a more realistic choice.



Like the XK-120 before it, the E-Type Jaguar, introduced in 1961 thrilled the automotive world and also became a Swinging Sixties icon.



Even "Ben-Hur" (Charlton Heston, for those of you not well-versed in history) parked his chariot in favor of an E-type roadster, much as Clark Gable had been an early adopter of the XK-120.

XKE tune-up

Road Test magazine recently made this observation about Jaguar's XK engine:

"It's like buying a racehorse, you've got to get it out and run it to keep it in top shape. A simple blast down the freeway provides as cheap a tune-up as any."

The Jaguar XKE was built to be driven. And the more you drive it, the better it goes.

At 60 mph, the XKE's big 4.2 litre engine is not even turning

over at half speed. This gives you tremendous reserve power. And makes life a lot easier on the engine.

Few people would buy an XKE to save on gas. But you could. At sixty, a gallon lasts about 20 miles.

The XKE has many standard features you'd expect to find only in cars costing twice as much. 4-wheel disc brakes. Radial-ply tires. All leather is prime hide. The paint is hand-rubbed between

coats. The steering wheel adjusts. Even the wire wheels are for real.

The most obvious feature of course, is that the XKE always looks like next year's car.

So why not call on your Jaguar dealer. And let him take you out for a tune-up.

Jaguar

A mid-1960s Series 1 E-Type ad says: "Road Test magazine recently made this observation about the Jaguar's XK engine: 'It's like buying a racehorse, you've got to get it out and run it, to keep it in top shape. A simple blast down the freeway provides as cheap a tune-up as any ... At 60 mph, the Jaguar's big 4.2 litre engine is not even turning over at half speed. This gives you tremendous reserve power. And makes life a lot easier on the engine.'"

(Continued on page 15)



In another ad from the same period, the text suggests that buying a Jaguar isn't a casual decision, and hints that buyers should be prepared to lavish care and feeding on their Leapers: "If you love your automobiles, giving your Jaguar the care it deserves is not only no trouble – it's a labor of love." The Mad Men would agree. Once-a-year dealer maintenance and drive-through car washes? Fuhghedaboutit!



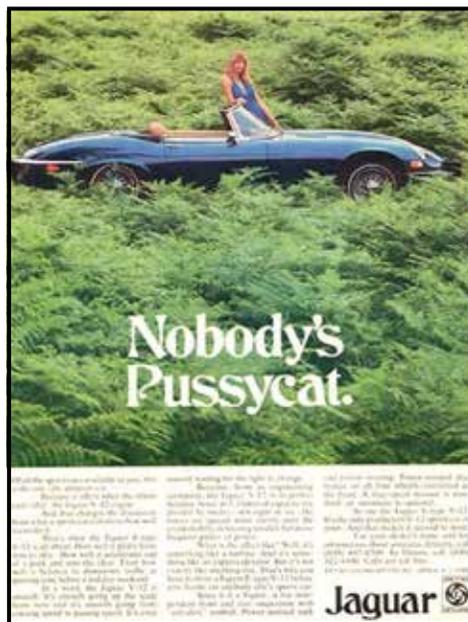
H-m-m-m ... Let's consider ... According to this E-Type Series 2 era ad, "The Jaguar Driver: Age Range 25-49, Socio-Economic Class 1&2, College, Married, Smooth." Some of us may be deficient, especially regarding the age range. Well, every time we slide behind the wheels of our Leapers, we do feel decades younger, don't we?



In 1968, Jaguar introduced the full-size XJ sedan, which was the last saloon that Sir William Lyons helped design. It did everything well, was fairly quick and with good road manners and ride quality. It also featured an artful redesign of Jaguar's traditional leather and wood interior. Road and Track selected it as one of its Ten Best cars for 1971. Powered by the evergreen 4.2 liter inline six, and in later years offering a 5.3 liter V12, the XJ series ran until 2019.



I remember seeing the ad above in Life magazine when I was a young gearhead. Despite the striped scarf, many of us wanted to be this 1968 E-Type owner ... someday. "Isn't it great that someone still makes a car that lives up to your dreams?"



Here's an E-Type Series 3 ad from the early 1970s, extolling the virtues of its V12 Weedwhacker when trying to exit the jungle.



Although most people think of Jaguar as a sports car manufacturer, the company's sales volume has been weighted toward

Look What the Cat Dragged In (Continued from page 15)

gradually evolving sedans, much as SUVs today are 70% of Jaguar sales. The first series XJ (1968-1973) sold 82,201 units, and with modestly restyling and mechanical updating the Series 2 sold 91,227 from 1974-1979.

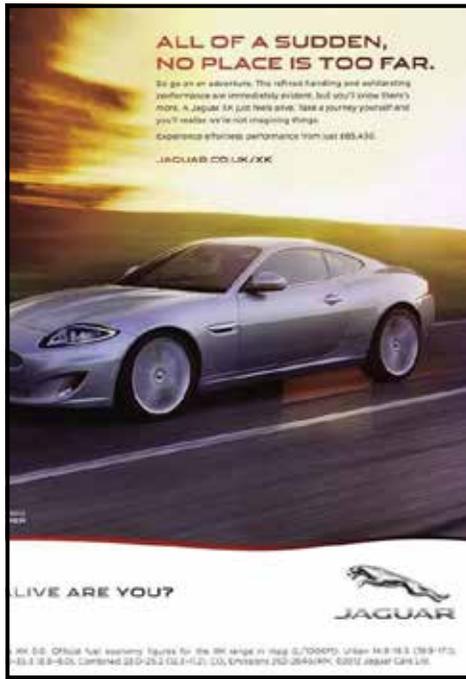
The Series 3 XJ continued but improved the Bosch-Lucas electronic fuel injection and ignition and offered moderate changes in style and suspension, with a 0-60 time of 10 seconds and a 125 m.p.h. top end. Between 1979-1992, there were 132,062 produced. Here, the 1984 XJ6 is highlighted as a proven design.

During Ford's ownership of Jaguar, there were major changes in the 2003 model, when the basic structure of the car was changed to aluminum, the 4.2 engine became an aluminum V8 and it gained a 6-speed automatic. In 2010 the car was radically restyled by Ian Callum. No more Leaper on the hood but there were bold "Cat's Claws" taillights. From 2010 to 2019, 102,396 were sold.

As a result of its 1968-2019 run, the XJ series has the longest production run in Jaguar history.



As Series 3 E-Type sales faded, Jaguar introduced the XJS in 1975 and built 115,413 of them by 1996. A UK ad from 1984 extolled the car's success in the European Touring Car series, with the Tom Walkinshaw TWR team winning the 24 Hours of Spa in Belgium and taking home the World Sportscar Championship trophy for that year. These XJSs ran the 5.3 V12 with 5-speed manual transmissions, which were rarely exported to the US. The XJS models we saw had either the V12 or a tweaked 4.2 straight six, both with GM-supplied 3-speed automatics.



Jaguar's two-seater heritage grew longer with the XK that was built from 1996 to 2014. In this 2012 UK ad showing the coupe that was rare in the US, you can see how the style of the original E-Type has been updated, though the "XK" name also reminds of the Jaguar sports cars of the 1950s.

Design of this car actually started in the mid-1980s, but Jaguar was facing financial trouble and decided to allocate all available resources to update the XJ sedan, which was expected to be more profitable than a new sports car. Nonetheless, they retained the plans for possible future use. Ford Motor Company was always hungry for prestigious European car companies (as in Ford v Ferrari) and bought Jaguar in 1990 and Aston Martin in 1991. James Bond's car brand was threadbare and it badly needed to replace the DB6, so they negotiated with Jaguar and Ford to review the design that Jaguar had shelved, which was an updated XJS chassis. Aston Martin decided to further develop this design as their replacement for the aging DB6. With an interior layout that mimicked the Jaguars of the time, and initially using a supercharged version of Jaguar's 4.2 AJ6 engine, the Aston Martin DB7 debuted in 1994, as shown in the two photos following.



With Ford's bankroll, Jaguar was able to bring their version of this car to market in 1996 as the XK. Noting the similarities between the FoMoCo stablemates, some derided the DB7 as "A Jag in drag." The XK was delivered with a 4.0 engine, in this case a new all-aluminum 32 valve V8, though. Continuing the Jaguar sports car heritage, the F-Type was introduced in 2014.



In video advertising for the F-Type, Jaguar adopted a risky but memorable "It's good to be bad" campaign. Jaguar emphasized the idea that British were considered "bad" by Americans because of Hollywood movies always portraying villains as suave, well-educated paragons of evil with impeccable upper-class English accents. My daughter Julie always wondered why even the "bad" imperial Romans in the PBS series I, Claudius and all of the Hollywood sword-and-sandal epics like Spartacus had those impeccable British accents instead of Italian ones.





Sir Ben Kingsley, Tom Hiddleston, and Mark Strong all supported the villainous way as a highly desirable good life. Using these “villains” as the face of Jaguar helped support the edgy side of the luxury brand. A question for JANE’s President: “Chuck, you drive an F-Type ... do you feel ‘edgy’?”



Jaguar’s mid-size XF sedan was introduced in 2007 as a smaller, tighter, more responsive sibling to the XJ. It continues as a Jag sedan for people – not robots – who love to drive.

Grace, Space and Pace for 80 years. It’s been an amazing run, hasn’t it?

ALL-NEW JAGUAR F-PACE

**ABOVE ALL,
IT'S A JAGUAR**

INTRODUCING OUR FIRST PERFORMANCE SUV

Welcome to Jaguar as you've never seen it before. Now you can enjoy the dramatic drive and beastly Jaguar it renowned for, with added practicality.

Inspired by the F-TYPE, its powerful, muscular looks give the all-new F-PACE a head-turning road presence. And it delivers the connected steering feel and sharp, responsive handling of a sports car too, thanks to its aluminum double wishbone front and Integral Link rear suspension.

A master of sporting performance and everyday practicality, F-PACE raises the game.

MSRP starting from \$40,990*

JAGUARUSA.COM

THE ART OF PERFORMANCE

2017 F-PACE | Four Edition shown in Century Blue in United States. ©2017 Jaguar Land Rover Limited. *MSRP shown is Manufacturer's Suggested Retail Price. Excludes \$899 destination handling charge, tax, title, license and dealer fees. All use of financing and control equipment. Resale price, trade-in and vehicle availability may vary. See your local authorized Jaguar Retailer for details. †MSRP shown is for the F-PACE shown. ‡MSRP shown is for the F-PACE shown. ††MSRP shown is for the F-PACE shown. †††MSRP shown is for the F-PACE shown. ††††MSRP shown is for the F-PACE shown. †††††MSRP shown is for the F-PACE shown.

— JAGUAR ELITE CARE —
**BEST IN CLASS
COVERAGE***
— 5 YEARS 60,000 MILES —

- New Vehicle Limited Warranty
- Complimentary Scheduled Maintenance
- 24-Hour Roadside Assistance
- Jaguar iControl™ Remote & Protect™

The F-Pace, introduced in 2016, is the Jaguar of SUVs: stylish, comfortable and quick, with sports sedan handling. It and its E-Pace and I-Pace siblings provide over 70% of Jaguar sales now.

HONKU

by Aaron Naparstek

**“Certified Pre-owned”
a fancy way of saying
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A Fun and Valuable Resource for the Jaguar Owner

By Larry Baitch, JANE Member, Worcester

Recently our JCNA magazine, Jaguar Journal, featured a wonderful article outlining the history, development and commercial release by Jaguar of the XK8 (X100). The article was a long time in coming, as the XK8 has long been ignored by the Jag community, although their sale value as a burgeoning classic is starting to turn upward.

British automobile engineer John Dee has a YouTube video channel called To the Garage, and a series within John's channel is called Secrets of the XK8. It is about the history, maintenance, repair and little-known "secret" features of the automobile that the Coventry people included, but kept to themselves. To know of these features often makes life as a Jaguar owner much, much easier. John's discussions also include some interesting side histories and quite a bit of humor.

Mr. Dee's series, which exceeds 57 episodes as of this writing, has been a godsend to XK8/XKR owners around the world. He addresses the usual quirks and maintenance issues common to XK8s – everything from how to change the lights to resetting the key fobs and improving engine performance. John's gentle and sincere advice is very compelling, and as an XK8 owner with "intermediate" mechanical experience, I've personally found the videos to be a great source of information and help.

Curious as to why John has expended so much effort doing these videos, I wrote and asked him about the project. Here are his comments:

LB: Those of us hopelessly in love with our XK8s, and slaves to their foibles deeply appreciate your dedication in producing Secrets of the Jaguar XK8. What prompted you to produce those videos?

JD: I have always attended low profile local car shows in Lincolnshire where I live. Being in the UK, there are invariably half a dozen or more fellow Jaguar owners at any show with whom to compare track day anecdotes, admire colour schemes and share latest problems encountered.

It was at one of these car shows that an XJ8 owner helped me to program my two remote key fobs at the same time (I had only been able to get one or the other paired up previously).

Reflecting on my new knowledge over a cheese sandwich, I realised that I must have shown 12 or more people with XK8s or XKR's how to reset their window memories that year alone. In the same period, 5 great chats, at least, on how to train their gearbox ECU to match their driving style.

I started searching YouTube for 'Secrets of the XK8,' but found very little. So I decided to write a list of the things I had picked up that were either not well documented or at least were not well known. When I got to 20, I decided I should start my own channel.

LB: Have you owned other Jaguars in the past? If so, what were they and what were your experiences with them?

JD: Most of my professional life has been spent in and out of car factories and car parts factories, advising, problem solving and training in all areas of manufacture. My humble opinion is that post 1990

Jaguars are built with extreme care from, in the main, high quality and beautifully designed components.

If you want epic reliability and the best quality per dollar, you really should buy a Toyota. But I don't think that 'Soul' is on the options list. However, 'Soul' comes as standard in most Jaguars.

So, in addition to the two XK8 convertibles, I have owned a 3.0D XF and a 3.0D XJ Portfolio. I had driven and worked on Jags that were owned by friends over the years, and I have built kit cars that used a lot of Jag running gear, but the XF was the first time I was able to afford a really nice car, albeit that it was "previously loved." It was Caviar over Oatmeal [author's note: those are colors, not foods].

The 3.0D really is an amazing motorcar and I recommend any of your readers who are a little allergic to diesels to try one of those. I ran that for 50,000 miles in totally standard form and then swapped it for the XJ (also Caviar). A rather boring colour in the UK most of the time, but when the sun does come out, the depth of pearl and metallic is brilliant. The XJ is a drop dead gorgeous motor and I genuinely think it's the best combo of luxury and performance feel you can get in a 7-Series size package. I also ran that for 50,000 miles and had the ECU remapped. I left it with my favourite independent Jag specialist for that task, Mugglestons of Antons Gowt in Lincolnshire. They do all manner of work on Jags, including lpg gas conversions, servicing, restoration chips and remaps. I left it with Neil (the owner) with the parting words of 'go as far as is sensible.'

When I returned to pick it up, he said all had gone well. 'But you will have to back off the gas well before you hit a corner, to let her get her nose back down!'

He was not kidding! With well over 540ftlb of torque, that car was still silky smooth but could rip manhole covers up. The XJ went through tyres rather quickly after that but otherwise was faultless. The XF had its oxygen sensors changed and warped the front discs a little easily, but overall neither car gave me any trouble at all.

LB: As you know, earlier XK8s have a number of common "genetic defects" such as the plastic timing chain tensioners, exploding plastic water pump impellers, self-destructing transmission A-drums, bursting convertible top latch hydraulic lines (the infamous "green shower") and, unfortunately, others. In addition, there are the operating "secrets" not found in the owner's manual or within the JSIT service manual, that you have revealed in your videos. What are some of your favorite idiosyncrasies of the XK8 that you have discovered/encountered/presented?

JD: I love the fact that the dashboard shape replicates a Spitfire's wing profile as an homage to the fact our cars were built in the same shed as the Iconic WW2 fighter.

I loved sharing the secret rust trap in episode 15 'the secret rust trap of the XK8 & R.' The design in that area of the car is actually quite ingenious and yet so delicate that it is ridiculous. I only knew

(Continued on page 19)

May/June 2020

A Fun and Valuable Resource (Continued from page 18)

about that one because my work permitted me to observe XK8s being assembled. It got a huge response from people discovering that they had indeed started to take on water.

And as simple as it is, the one that I was told about by a subscriber that made me smile most is the tyre pressure table. On most cars this is a sticker on the B pillar. Well we don't have that. I have rummaged through my handbooks many a time at a service station because I can never remember the right pressures. A YouTube subscriber to my channel shared with us (Episode 3) that they are printed on the underside of the centre console lid. I had continuously owned an XK8 for 8 years when that was shared with me! Brilliant.

LB: How many more episodes of Secrets will you be doing?

JD: That's an excellent question to which even I don't have the answer, Larry. When I made my initial list, I thought 10 episodes ought to cover it. But as I started to film them, other little quirks would occur to me. And then we have to take into account the fantastic subscribers who contribute so much to the channel with comments, questions and suggestions. There are plenty of them, who certainly know more about these cars than me and who regularly send me a suggestion to film, and whilst some will remind me of something I knew, many are complete revelations!

As you said, we are at 57 episodes now, and many of those episodes have two or more secrets each!. I probably have enough ideas on the white board in the garage to take us up to more episodes. But that's before your readers message me some more, Larry (wink). I will stop when I run out but I wouldn't worry for a while yet. I plan to do a lot more modification, tuning and maintenance-related films soon and some of them will blur the line with the secrets films.

LB: Have you considered writing a book about the XK8, or at least an enhanced XK8 Owner's Manual?

JD: A full-on book? No. But some sort of guides - or as you suggest - an alternative Owner's Manual might feature in the future. I'm far from being the expert on these cars. But my eye for the quirky details and background in car manufacture and car component manufacture probably means I could bring a little something new here and there.

The negative would be it will take a long while, and I would need a really good Editor. Writing, spelling and grammar are not key amongst my skills, like talking to myself!

LB: Despite a slew of tremendous new models in the past few years, including the well-reviewed I-Pace, Jaguar Land Rover is having serious economic difficulties. What do you believe to be the future of one of Britain's last car companies (Tata's ownership aside)?

JD: I genuinely believe their future to be bright. I think a lot of their current issue has been that they invested heavily in producing fabulously efficient and performance orientated Diesel engines just before Diesel became a dirty word in Europe. I don't think that is something that they could really have foreseen. Add that to the slowing in demand from China and the uncertainty associated with exporting cars from the UK into Europe after Brexit, and it's fair to say that they have run into a storm not entirely of their own making.

Electric is part of the next automotive chapter. Fortunately, Jaguar has been arguably the first to the market (post-Tesla of course) with the I-Pace, an electric car that is truly aspirational as well as a sensible everyday car. If it were petrol powered, the looks would still create strong sales. Their recent announcement that the flagship XJ will be replaced has been excellent news. The fact that they have confirmed it will be only an electric offering tells you that (at XJ's price point) it has to be amazing.

I think Jaguar has a secure niche. They continue to provide cars at the very top end of the mainstream, just below the point at which cars transition into the hand-built or priced out of reach of mere mortals like me. Land Rover continues to provide a blend of luxury and extreme off-road capability that is difficult to find elsewhere, without crossing that line where the Range Rover stops and the Bentayga begins. With both brands sharing the S.V.O. sub-brand, there is now that option to personalise and spec to the extreme. Finally, they trade well on the Heritage behind the brands.

LB: John recently produced a three-part series detailing the Top Ten Reasons Why The Jaguar XK8 Is The Best Classic V8 GT Sportscar one can acquire today, and I must say I agree with all of them:

10. Practicality: unlike a Porsche 9-series or Ferrari 328 GTB, the XK8 is a sports car fully capable of being a daily driver.

9. Value & Affordability: A good XK8 can be purchased today for between \$8,500 - \$15,000, and with a few thousand dollar investment and some sweat equity you can have what was originally a \$62,000-\$72,000 (in 1998 dollars) high-performance V8 GT sports car.

8. The Torque Curve

7. The Hood (convertible top): unlike some decapitated coupes with reverse-engineered hoods, the XK8's top is beautiful, water tight and easy and quick to raise and lower.

6. Jaguar Heritage: from the Spitfire fighter plane to the XK120 to the E-Type and onward, the XK8 shares the rich heritage of Britain's greatest luxury and racing marque.

5. Ride and Comfort

4. Jaguar Community and Scene

3. The Right Kind of Attention

2. Exhaust Sound, and . . .

1. The Timeless Looks and Beauty of the XK8. Well! Just look at it!!



The Younger Follows the Elder

By: George Parker (the Younger), '54 XK-120SE, Bowling Green, VA

Dear Mr. Moulton,

My Dad is a JANE member and thought that your membership might appreciate hearing about this technical update I just performed on his old XK-120. Photos include the “before” pic (two batteries), the “after” pic (the new single battery), and the car itself, to remind your readers which XK-120 was Dad’s. I hope you might find this suitable for your newsletter.

So, with apologies to the purists out there . . .

When Dad passed the XK-120 off to me in 2013, it had two Interstate 6V batteries (in series for a 12V system), which he had installed in the early 2000s, so **about** 10-ish years old at that time. They soon met their inevitable demise and were replaced with two new Interstate 6V batteries.

Then our “big event” happened in May of 2015 (5 years ago!) and the car went into storage awaiting a full cosmetic refurbishment (see the article in the August, 2018 Coventry Cat). I decided to take the Spitfire’s insurance settlement and roll it into completely rewiring the XK120, as the wiring in that car was installed in the late 80s, as Dad was completing its restoration.

Part of the rewiring process included installing yet another set of new batteries, sourced and installed by Gassman Automotive in Waynesboro, who did the full reassembly of the car (photo of that installation attached). These were installed at the end of 2017, and I got the car back in January of 2018.

Last summer, I started having issues with the batteries again - car wouldn’t start, put on charger, then it would start. But this year, no matter how

much I charged the batteries (and the charger told me they were at 100%), the car still would not crank over.

I pondered the possible causes - failed starter solenoid? Failed starter motor? Failed starter switch or button? Finally, a fellow CVBCC member commented that his experience had always been “it’s the battery, stupid” (my word, but I’m pretty sure it’s what he was thinking! hahaha) - and that they **can** lose their cranking amps, even if the voltage is right where it should be. My friend, who ran the race team I used to work on, told me the same thing. So I focused on battery replacement.

Well, the thought of yet **another** pair of wet-cell 6V batteries was not very appealing - this would have been the **fourth** set just since I got the car in 2013 (in 30+ years, Dad only put two sets in!). They just don’t seem to last.

So I started the search for alternatives. I thought “Boy wouldn’t it be great if I could find a sealed battery that fit in the battery wells of the 120 (behind the seats)!” As I searched around, I found a guy on the jag-lovers.com forum with a 120 who had done this exact conversion. After a bit of further research, I settled on an Odyssey PC925 battery, which fit into the XK’s battery well perfectly. Well, except that it was about 3” too short. So I built a spacer/riser block out of a couple of chunks of 2x4 and a 1” thick piece of flat board, and then drilled them for “ventilation.” Do they really need ventilation? I have no idea, but it makes me feel better. I also had to source a longer ground cable, but McMaster-Carr had exactly what I

needed (if perhaps a tad too long - but way better than too short!).

Another advantage of this sealed battery is there would (should?) be no off-gassing corrosion. Before installing the battery, I did have to do some cleanup and touch-up painting (despite being under cover) of the battery wells. Photo of final installation is attached. It should also be more reliable - the gentleman on jag-lovers.com claims his cranks the engine over like new - but is 8 years old. Time will tell.



Before



. . . . After



And here’s the car! Remember it?

(Continued on page 21)

We also thought your membership might enjoy this little piece . . .

Attached is a photo of my sister and me in about 1965, next to Dad's first E-Type, chassis 1E30510. Dad bought this car brand new from AutoLab Imports in Woburn, MA (later Woburn Foreign Motors) – I still have the bill of sale! Since we sold Dad's *second* E-Type a few years back (silver/blue, your members may recall), we've been interested in finding out if this first one is still around anywhere. And now on to the fun parts of the story . . .

When Dad owned this car, we lived in Lynnfield, MA (north shore of Boston). Mom was from the Utica, NY area, and we'd often make the trip to visit her family there, about a 5-6 hour drive. My sister and I would be curled up on a foam mattress in the back of this E-Type. Note that this was NOT a 2+2, so it had the lower roof line and shorter wheelbase. And yet we – and our books and toys – still fit back there. I look at the back cargo area of an E-Type these days and wonder how on earth we actually fit (modern safety considerations aside).

When the car was still relatively new, my Aunt Helen was visiting and Dad took her for a ride in the new car. Out on Route 128, some kids in an American hot-rod came up alongside. Dad (a reformed hot-rodder himself) looked at Aunt Helen and

said "Watch this..." He dropped it into 3rd, unleashed all 265 horses and left those kids in the dust! Ahhhh! Makes my heart go pitter-patter just thinking about it!

So if anyone has a line on this old E-Type, we sure would love to know that it's still around. He sold it in early 1968, just before we moved away from Lynnfield. **Thank you!**



And that was then.

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While the Elder Remembers

How the Silver Arrow Missed its Mark

By George Parker, (The Elder)

It was the late 1950s when I finally decided to take the plunge. I had lusted after it since I had first seen one back in 1955 . . . a Mercedes Benz 300SL coupe, better known today as the “Gullwing.” But in those years there were no individual foreign car dealerships. To buy a foreign car you had to go a dealer who specialized in foreign cars, who then placed the order through the USA distributor, in this case Max Hoffman in NYC. I had purchased cars through my local dealer in Rome, NY in the past, so I was familiar with the process and he, of course, was anxious to take the order! So the deed was done.

But this order wasn't for just any standard 300SL off the production line. I wanted a special one! So I placed a special order with unique features. Since the German racing color was silver, I specified that it be silver. And back in the 1930s, their F1 cars were called the Silver Arrows, and I wanted my own Silver Arrow. But painted not just any silver, but the same silver as their race cars! And since it was a German car, I wanted it to really be a German car with all the instruments and other markings in German (was that crazy, or what?). And, of course, lots of other upgrades such as Rudge wheels, full belly pan, crated shipping, and maybe other things that I can't remember after all these years! But the bottom line was that it was a really special order . . . something that would prove to cost me dearly later on! At any rate, the purchase order was signed by all parties and I was told that the delivery time would be about three months. My local dealer provided me with a loaner and the wait was on!

Finally, after a time that seemed like forever, the call from the local dealer came. “George, I've got good news and bad news. The good news is that your car is on the way and delivery should be within the next couple of weeks. The bad news is that Hoffman has increased the price!”

“What? He can't do that. I've got a signed purchase order!”

But then the dealer informed me that if I read the small print on the back of the order, I would find that if the order was a special order and met certain conditions (which I can't remember after all these years), he had the right to increase the price. At that point I was so angry that I, on the spur of the moment, blurted out “Okay, let's just cancel the order!” But the dealer pointed out that

Hoffman may not be willing to cancel. And, sure enough, several days later I got a call saying that Hoffman wouldn't cancel and I would have to take delivery and pay the new, higher price!

But the story didn't end there. About a week later, I got another call from the dealer telling me that Hoffman changed his mind and would cancel if I still wanted to. And at this point, I made big mistake. I was young at the time and wasn't savvy enough to realize what was really going on. Hoffman had found another buyer who was willing to pay even more, but he couldn't sell because of my purchase agreement. I was in the driver's seat but didn't realize it! And so, in a fit of pique without really thinking about it, I just blurted out “Cancel!”

My three month wait for that special 300SL was over, so what to do now?

I met with my local dealer and asked that question. His answer was “George, have you ever considered an Aston Martin?” No, I hadn't. I knew about them, had read about them, knew they were great cars, but had never actually seen one. The distributor was Inskip in NYC. The dealer suggested “Why don't we call Inskip and see what they've got?” I agreed. They had two brand new DB2/4 MkIIs in stock, one black and one cream. I chose the cream one. We made the deal sight unseen over the phone, and that 300SL turned into a DB2/4MkII! A few days later, I was on the train to the City to take delivery of my new, neat sports car. I was about as excited as a young guy who loved sports cars can be, and had a great drive back to my home in Rome!

So that Silver Arrow never made it to my garage, but a gorgeous Aston Martin did.



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Stirling Moss Was A Hero Of Mine

By Frank Grimaldi

- I followed Moss's Jaguar and Mercedes exploits closely, and he remained my hero ... even though he never raced for a Ferrari factory racing team :-)
- Moss had 42 races in the first four years of his racing career and 37 of them were in Jaguars.
- He won his first Jaguar race in an XK120 in the 1950 Tourist Trophy race and in his last of four XK120 races he won at Silverstone in 1952.
- Meanwhile, he had 7 wins in C-Types, his last for Jaguar at Reims, France in 1953.



Stirling Moss and Norman Dewis in a C-Type at the 1952 Mille Miglia. They did not finish that race, due to a steering problem.

Some years later, my father was the 'voluntary' Official Interpreter for the Ferrari factory race team at the Sebring 12 Hr Races races between 1957 and 1961. In 1959, I was invited to accompany my father to Sebring, an invitation which of course I accepted. I've had three occasions to meet Stirling Moss, and one of them was at that 1959 Sebring race.

To be honest, I did not formally "meet him" there, but saw him during all the practices and of course during the race itself. Most importantly, I saw him a couple of hours before the 10AM start of that 12-hour race.

So here is a brief excerpt involving Stirling from an old story I drafted of my memories of the 1959 race. Moss was a sensational racer and a crafty competitor, always looking for an advantage. He remains one of my favorite heroes. RIP Stirling Moss.



Ferrari Team Manager Romolo Tavoni and my father, Guido Grimaldi - source unknown

At the track that morning, I was sitting on the pit wall when I was startled by a barrage of excited voices yelling in Italian. The Ferrari mechanics quickly stopped working on the three TR59 team cars that were up on jack stands in front of the pit wall. Hoods and deck lids were quickly put in place and rags were applied to cover suspension components and anything else that was being examined or worked on. Even the timing sheets that Team Manager Tavoni and my father were always studying were placed out of sight. This looked like a Keystone Cops comedy routine. The mechanics quickly finished those tasks and everyone in the Ferrari pits assumed a nonchalant attitude and crowded behind the pit wall. Drivers Phil Hill and Olivier Gendebien were summoned to wait in front of the wall. Only then did I notice the single figure walking towards us, now about 100 feet down the pit lane.

As the figure drew closer, I recognized that it was Stirling Moss. Moss was a major threat to Ferrari at this race with his Lister Jaguar. He was known for his early morning walks up and down pit lanes. He would visit drivers he considered threats, hoping to discover some issue or weakness in their cars or potential problems within the driver pairings. Before he reached 'our' cars, Phil and Olivier walked to greet him, hoping to have their conversation away from the race cars. As Stirling shared

small talk with them, he continued walking slowly toward the cars, herding Phil and Olivier around each of the team cars. Stirling's small talk was injected with specific questions about the cars and their performance. Phil and Olivier were obviously well prepared and they simply replied to each question with questions of their own. I noticed that Stirling's eyes never left the cars and he even bent over to look underneath, chatting away all the while. The visit lasted a few long minutes and finally Stirling continued on his walk.

The mechanics had worked late into the previous night to change faulty pinion bearings in each of the three cars. Those efforts were rewarded with two of the cars finishing in first and second places. However, the pinion bearing problem appeared again in the third car, #8, which had been favored to win the race and had been started by Hill and Gendebien. After their car failed, Hill and Gendebien were added to the driver rotation in the #7 car and they won the race. Behra and Allison took their #9 car to second place. This Sebring 1,2 finish would be the high point for Ferrari in 1959 because the TR59s did not win another championship race that entire year. Stirling Moss in his Lister Jaguar would achieve second fastest lap time, about 7 seconds slower than Cliff Allison's fastest lap in 'our' #9 Ferrari. Unfortunately, Stirling would be later disqualified for an illegal fueling incident, after briefly leading the race.



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Bannister the Barrister on Cars, Places, and the Law

*by Barry Bannister, Barrister
(go on, say it ten times, quick!)*

Barry Bannister, our kindly, if expensive, Barrister, gently explains to us the law as it exists in various places to which JANE members and their automobiles may or may not travel. Why? Well, just in case . . .

In Fort Thomas, Kentucky, it is illegal for your pet to molest a vehicle. When asked what constitutes molestation in such a case, Barry rolled his eyes and looked tired, but said nothing further. Thanks, Barry.

Anyway, now we know. As always, we look forward to next month and more interesting laws we need to abide by in more interesting places.

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



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From the *Bottom Of The Scratching Post*

By Dave Moulton



A message from your humble editor

Given our current homebound lifestyle, cars have become more of a virtual interest for me than the real-time, out-on-the-road reality I've been used to enjoying. At the same time, the death of Sir Stirling Moss encouraged me to study a little history, to seriously reconsider Moss' 1955 Mille Miglia feat, and to take a little closer look at Italian road racing in the 1950s and 1960s.

Some evenings spent with Google Maps examining the Mille Miglia course, illuminated by Denis Jenkinson's recollections of Moss' drive, gave me a richer sense of just how wacky an event the Mille Miglia was, as well as revealing something about the magnificence of Moss' achievement there (as most of you know, he won, at an average speed just slightly under 100 mph – never equalled, never even close). The photo of Moss and Jenks in Mercedes #722, right front corner bashed in from a misadventure earlier in the day, ripping through a corner high in the mountains (probably near the Futa Pass north of Florence) gives an authentic taste of this lunatic form of open-road racing. But then I found a photo of Moss in another Mercedes SLR in October of that year, at the Targa Florio race in Sicily.



Moss and Jenks late in the 1955 Mille Miglia



Moss late in the 1955 Targa Florio

Now, the Mille Miglia might be wacky (one lap, a thousand miles long, on public roads, including through major cities at speed, with almost no crowd control – what could possibly go wrong?), but the Targa Florio was truly demented. Here, they aren't just public roads, but they are often narrow mule tracks that have been paved, sort of. Not always what we normally think of as "through roads."

In the Targa Florio photo, Moss's Mercedes (also co-driven by Peter Collins) has both the left and right front fenders bashed in, as well as numerous dents in the grille, as he drifts through a fast left-hander surrounded by stone walls and spectators. Moss (and Collins) won that race too, with Collins' quipping apologetically, "despite Stirling's efforts and my own to write the machine off!" (They each crashed the car at least once, but kept going.)

What is the Targa Florio course, really? Where had Moss' car been? A little investigation led me to a 40-minute enthusiast in-car video made in 2016 of a drive around the Targa Florio circuit of public roads (<https://www.youtube.com/watch?v=kAk1rx8au68>). You'd think, 60 years later, that the roads would be pretty well maintained, but you'd have thought wrong! The course is even completely washed out at one point, and there are many lane closures. One lap is almost 45 miles (they did 13 laps, 582 miles total, in 1955), most of it on Sicily's narrow winding hill-country roads (the fast sections seem to be in villages, where the roads are a little straighter) except for one 4.2 mile straight along the Tyrrhenian Sea coast at the end of each lap. Moss set the fastest lap, at 62+ mph. When you watch the video (which has been speeded up, to keep you from getting bored, I guess – note that I do not endorse the driver's approach to car-passing), such an average speed seems unthinkable.

So, if you would like to watch a culturally enriching travel movie set in an exotic locale, and don't tend to car-sickness, you too can experience, with a growing sense of wonder and awe, what it must have been like in a bygone age of truly insane motorsport. Enjoy!

And thanks for reading this.

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