

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

July and August, 2022 The "Livin' Is Easy" Issue

More Than Just a Car Club



Photo courtesy of Dave Moulton

***Jags On The Lawn At Larz
Once Again!***

(Thanks, Dean!)

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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 about 300 households with excellent demographics, who will politely read whatever we send them.

The Coventry Cat, July/August 2022

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From the *Top* of The Scratching Post

By Dave Moulton



Summertime, and the livin' is easy.
Roads wide open, no cops nearby.
Your Driver's rich, and you're sooo Good Lookin'
Sing, little E-Type, now's your time to fly!
—full apologies to DuBose Heyward, Ira and George Gershwin

After a long press run of Coventry Cats about everything other than car events, this month we have an issue full of event reports. Not only do we report on our annual Larz Anderson banquet, we also share what happened at our June JANE slalom (remember those?), an XK Day and a Land Rover meeting. Finally, we tell you about a totally unbelievable JANE members' trip

to the Monaco GP! Whoda thunk it? Plus everything else I could fit in . . .

Just so you know, this issue goes down especially well in the very late afternoon on the back deck with a tall, strong gin and tonic to keep your incipient malaria and scurvy at bay. Enjoy!

Dave, your humble editor

From the President's "Jungle Cat" Garage



Well, summer is in full swing with mostly pleasant weather bestowed upon us. The JANE event at Larz was well attended, with dozens of classic Jags present. We even had Sicilian-style pizza out of Dr. Dean and Margie's Jaguar Estate Wagon. The sit-down dinner, again, was superb as we were also flanked by vintage rare Italian

sports cars in the Larz Anderson Museum's Main Hall.

Next up is the Jaguar Cup at Myopia Polo & Hunt Club on July 24th with a few reserve spots still available. I hope to see you there as this is my favorite event, created well over a dozen years ago.

You will also see an article by Dean Robert Doyle about the four JANE judges at the F1 race in Monaco in May. A great time was had by all! We stood out as American Concours judges because we were the only ones in Monte Carlo wearing blue blazers during most of the race event.

As Chief Concours Judge, I have completed Judges' training sessions as of the last class conducted on July 11th. We now have an ample amount of JANE judges to assist in the 2022 JCNA sanctioned Concours in August. Thanks to all the Club members who participated in my training sessions conducted on Cape Cod, Southborough and Marlborough, MA.

Here are some additional Chief Judge tips for the Concours:

The official "JCNA Concours Rule Book 2022," available online, is a wealth of relevant information for Concours participation. I suggest that prospective entrants read the "**Quick Field Reference Deduction Guide**" for scoring non-authenticity. This is the principal excerpt from the Rule Book that judges reference during field judging, so particularly pay attention to the notes contained in the Guide.

I also recommend that entrants familiarize themselves with the "Glossary of Terms" section in the Rule Book, especially definitions related to the description of "condition" including but not limited to delamination, fading, frayed or loose bindings, lifting or peeling and paint flaws, all very relevant information to understand more of the North American standards for judging.

Finally, remember to clean chrome exhaust tips, the inner and outer portions of wheel rims, especially wire wheels, and oh yes, on the advice of Judge Richard Barnard, those with F-Types, be prepared to deploy your vehicle's rear spoiler for a cleanliness inspection...just as it left the Jaguar factory.

Club officials are also discussing a non-Jaguar car day at a monthly meeting, that is, bring your other favorite car. Dr. Dean Saluti is already polishing his MGB Roadster and Dean Robert Doyle, his 1966 Mustang Convertible.

Continue to have an exciting summer with family and friends. See you around the next hairpin!

Cheers,
Aldo A. Cipriano, Esq.
President, JANE



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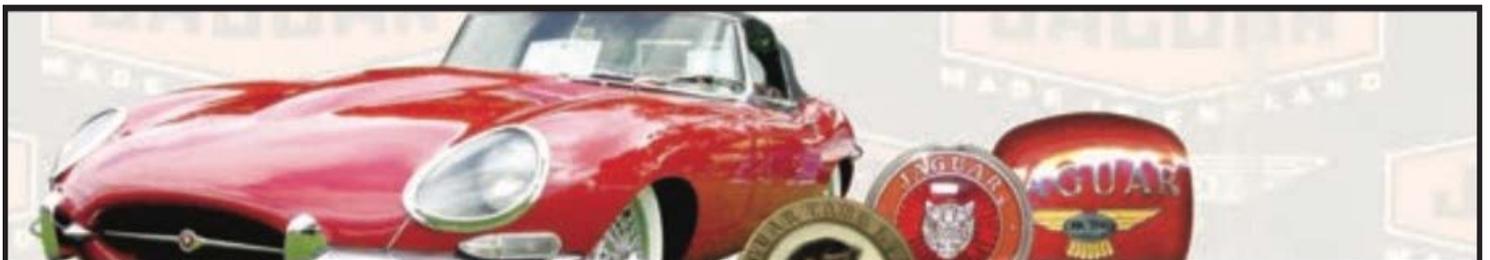


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JANE Jags On The Lawn At Larz

By Dave Moulton, Photos by Chuck Centore, Brian McMahon and Dave

JANE must be blessed. Each year we are welcomed to the Larz Anderson Automobile Museum for our annual Spring Banquet. We start each event, of course, with our own private car show on the main lawn, add in some munchies as well as some child-like and not-so-childlike beverages, and then, seated in the Main Hall of

the Museum and surrounded by the current collection of always magnificent cars on display, we enjoy a really nice dinner lovingly curated by our very own *maestro di mangiare*, Dean Saluti.

Thank you, Lord!



Our favorite JagWagon, belonging to Dean and Marjorie, posts a welcome sign



Ralph Trepanier's gorgeous E-Type is backed up by a lovely XK drop head Convertible



Our favorite JagWagon also offers up a few little snacks to tide us over until Spinelli's gets the food ready inside! Thanks Dean! Thanks Margie!



Bill and Adelaide Braun's E-Type roadster. Ahhhh . . .



Vin Greco's XJ8 graces us from New Hampshire



David Zeller's XK8

(Continued on page 7)



John Brady's Brigadoon



Jerry Maben's Mark IX



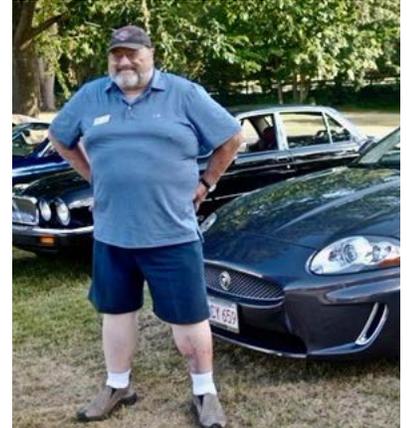
Tom Brady's XK120 Coupe



Our beloved president, Aldo Cipriano, surveys the lawn and approves of all he sees . . .



Ray Crook's XK150



Earl Norman keeps an eye on things . . .



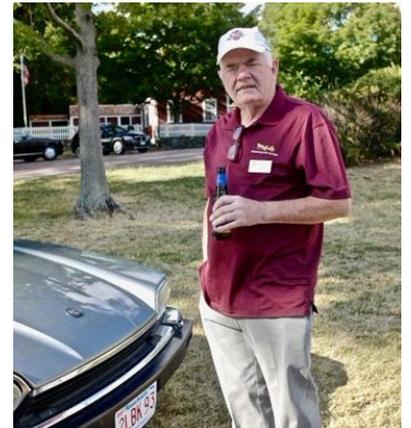
Mike Dallaire studies an engine bay, with a little help from his friends . . .



Bob Gosende pulls in from Albany . . .



John Brady and David Zeller share some cigars . . .



John Frost thinks about how nice this is . . .



. . . while Ann Grimaldi, Patt Centore, Peggy and Ray Binder hang out.



. . . and Martha and Brian McMahon relax next to their beloved XJR.



Gordon Taylor and Betsy Taylor-Kennedy are also really glad to be here.

(Continued on page 8)



After Dean has herded us all inside the Main Hall, he lets us all know how it's going to go! Basically, we all gotta line up!!



Meanwhile, Marjorie Cahn keeps her eye on the membership!



Tony and Debby Fakonis



Sharon and Larry Hoffman



Mark Massey and his friends Julie Moore and Patti Pellegrini



Adelaide and Bill Braun



Bob Doyle, Aldo Cipriano and Rod Gilbert tell stories . . .



Ann Grimaldi tells a funny car story to Linda Bicknell about Frank . . .



. . . which both David Zeller and Paul Bicknell think is extremely funny.



Vin Greco and Pat Mansoaur



Pam and Mike Dallaire



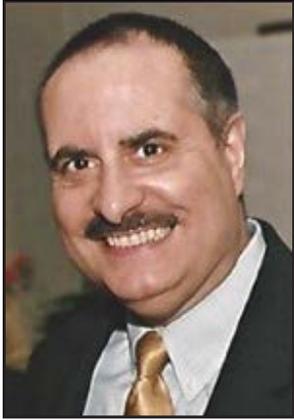
Debbie and Greg Ward



So, as always, a great time is had by all! What a terrific bunch! See you again next year!!

July/August 2022 Events

By Dr. Dean Saluti, VP Events



Here comes “Jags at the Myopia Polo Grounds!”

Our JANE President, Aldo Cipriano, has always been a fan of polo, the “Sport of Kings.” It is the oldest known team sport, and certainly the spectator sport of high society. Over the years, Aldo has developed a close relationship between JANE and the Myopia Hunt Club, our polo grounds in South Hamilton, MA. We have the annual JANE polo event on July 24,

at which the winning polo team is awarded our prestigious “Jaguar Cup.”

Naturally, we line up our Jags right beside the field in our reserved VIP area. Naturally, we pop open our boots and take out picnic baskets, folding tables, lawn chairs, wine and champagne, etc. Naturally, this all happens hours before the polo match, giving us the significant amount of time we need to enjoy our (and other JANE members’) goodies.

Naturally, the match starts with our oldest Jags leading the ponies and players onto the field. And, at the end of the match, naturally, we line up all our Jags on the field and Aldo presents the “Jaguar Cup” to the winning team. Wow!

What an afternoon! Do not miss this – register now on our website, www.jagne.org.

Here’s my recap of JANE’s “Jags on the Lawn at the Larz Anderson Auto Museum” June Event.

On Wednesday evening, June 29, JANE held its annual event at Larz Anderson, the oldest and most prestigious auto museum in the country. Larz welcomed us with its new exhibit, “Masterpiece: Art and Design of Italian Automobiles.” Yes, it was a perfect fit for our JANE buffet dinner featuring Italian favorites from East Boston’s

Spinelli’s. We all brought desserts to share, and we had an open bar with beer and wine.

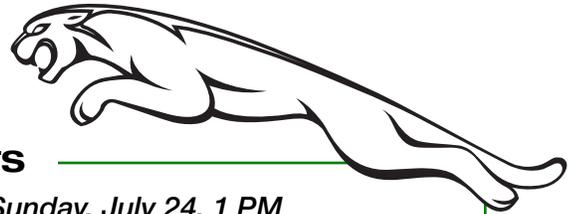
But, first we enjoyed our lawn festivities. We lined up our Jags starting at 5:00 PM, with the South Shore’s legendary car guy, DJ Joe Fasci, playing “Oldies But Goodies,” Jan and Dean tunes for me and the Animals’ greatest hits for the Bradys. The highlight of the evening for Margie and me came when everyone had gone home, the lights were out in the Museum, and we spotted two lone figures in the distance in the dark on the lawn. Yes, it was the Bradys, John and Tom, still on the lawn having a last cigar, flanked by their two perfect classic Jags! We snapped a picture with our phone, and it’s below.



Get Your Jag Ready for the JANE 2022 Concours d’Elegance, August 20.

It will be held at Longfellow’s Wayside Inn. Most of us reserve rooms

for Friday and Saturday nights at the nearby Fairfield Inn by Marriott in Sudbury. On Friday evening, there will be a cocktail party at the Wayside Inn. The actual Concours will start at 9:00 AM on Saturday, followed by the Awards Ceremony and Banquet. The JANE Concours Chair, Daniel Graf, and the Co-VP of Membership, Jeanine Graf, remind us to register now on Constant Contact or on the JANE website, www.jagne.org. Jan and Dean have already registered an XK 120 – they’ve dumped that mid-year Vette with the six tail lights!



UPCOMING EVENTS

Jaguar Cup Picnic at Myopia Polo Club Sunday, July 24, 1 PM
Myopia Polo Club, 435 Bay Road, South Hamilton, MA

JANE 2022 Concours d’Elegance Saturday, August 20, 9 AM
Wayside Inn, 72 Wayside Inn Road, Sudbury, MA

Note: there will also be a cocktail party Friday night, August 19.

British Invasion Friday-Sunday, Sept. 9-11
Stowe, VT
<https://www.britishinvasion.com>

Land Rover – The Vineyard Series

By Marg Dennis

Editor's note: I think of Land Rovers as sort of our country cousins, really cool country cousins, actually. Organizationally, the Jaguar and Land Rover marques are a single entity under Tata Motors and our brands are extremely complementary. So, when Marg Dennis mentioned visiting a Land Rover Club meeting, I thought a write-up might be fun. Good country cousins are definitely worth knowing and having. Enjoy!

The history and origins of Land Rovers dates back to 1947, when Maurice Wilks, chief designer for the Rover Company, sketched the silhouette of an off-road car in the sand of a Welsh beach to show his brother, Spencer Wilks, who was Rover's Managing Director, what could be done. The simplicity and durability of the design made it very attractive to the Rover Company and in 1948 Land Rovers began to be built in the U.K. as a utilitarian four-wheel-drive off-roader. One of the most iconic British car manufacturers in history, Land Rover is the oldest four wheel-drive-vehicle after Jeeps.

Originally designed for use by farmers as a combined tractor/pickup truck, the early Land Rovers had the steering wheel in the middle to eliminate any confusion about left versus right hand drivers. By 1951, Land Rovers became so popular that they were outselling the Rover saloon cars. In 1976, the one millionth Landy was delivered. The history of these storied cars includes dominating the Camel Trophy competition which included treks across Siberia, the Amazon, and the Australian Outback.

Fast forward to the summer of 2020, when Chris Fotta, Cooper Murray, and a few friends gathered on Martha's Vineyard to create an unofficial club – The Vineyard Series – dedicated to Land Rovers. The first event was held on the Vineyard in 2021 and drew more than 85 cars. The second annual meeting, held on Cape Cod, drew more than 45 cars and drivers, and included cars dating from 1950 to 2022.

I interviewed a few of the owners and came to the realization that most of them used their cars as off-road vehicles, on the beach or in wooded areas. (One owner told me the family made the car roadworthy just to keep the boys out of trouble.)

Walking up and down the rows I could not help but imagine the stories behind some of the cars with their canvas tops, left-hand-drives, and long and short wheelbases. I wondered how many would consider themselves daredevils as did the participants in the 1955 First Overland Expedition from London to Singapore.

When I asked Chris and Cooper why they started the club they both said the same thing: We love the cars and the history of the car.

I think the official tagline would apply to their endeavor: "Above and Beyond."

I look forward to the third annual meeting of the Vineyard Series as well as the restoration of our very own 1972 long wheelbase Landy 109.

Stay tuned.

Meanwhile, here are some photos of some of our country cousins having some quite well-equipped country fun!



Membership Update for March and April

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

Let's welcome our new members:



Jeanine and Margie continue to welcome new members to JANE. We were delighted to see several of you at our recent Larz Anderson Museum event in June – Eddie and Marcie Gingle and almost-new members Tony and Debby Fakonas. What a great time we all had as we gave a big JANE welcome to our new JANE friends.

Jeanine and Margie remind you that you can renew your JANE membership (if you have not already done so) on the website (www.jagne.org) at any time. You do not want to be without our Constant Contact emails and our beautiful "Coventry Cat" newsletter! You can always call or email Jeanine or Margie if you need help renewing.

Jim Burton, Nashua, NH, had a 1991 XJ6 that was totaled - looking for a replacement!

David Carle, Tuftonboro, NH, 2008 Celestial Black XKR Portfolio Convertible

Fred DaPrato, Bellingham, MA, 1969 Maroon E-Type Roadster

Michael Dawson, Hanover, MA, 2003 Zircon XKR Coupe

Kurt Ehler, South Kingstown, RI, 2015 Black F-Type Coupe

Steve Hagan, Melvin Village, NH, 1967 Black 340 (MK 2) Saloon

Mark Jones, Wilbraham, MA 2011 Maroon XK Convertible and 2016 XF

David Neskey, Truro, MA, 1998 BRG XK Convertible

Glenn Schlundt, Acton, MA, 1987 Solent Blue XJ6 Sedan

And some rejoining members

- Welcome Back!:

John Arnold, Lakeville, CT, 1970 BRG E-Type OTS

Lisa Hauber, Wilbraham, MA, 2008 Red XK Convertible

And an "Associate" member

- Also a member of another JCNA Club:

James Poppenhouse, Portsmouth, RI, 1999 Alpine XK8 Convertible

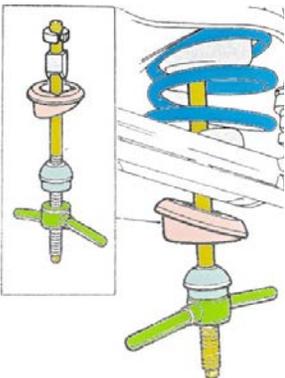
Welcome all! Hope to see you soon.

Margie and Jeanine

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

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

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**Eric Kriss,
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HONKU

by Aaron Naparstek

All claim innocence

in line at the impound lot

above, wing'd pigs soar

JANE Spring Slalom

By Dave Moulton, photos by Dave and Brian McMahon



Oh, The Joys of the Open Parking Lot!

After a two-year hiatus, JANE has now been able to resume our schedule of JCNA-sanctioned slaloms. Thanks to the good offices of In Control Crash Prevention Driving School, we are now able to use their South Weymouth Training Facility on a former runway at the South Weymouth Naval Air Station.

Rich Hanley dusted off all our gear, replaced the batteries as needed, and had our slalom course laid out nicely by the time I arrived on Saturday, June 18th. Our entry list was small (Rich kindly referred to it as a “soft opening”), with five entrants, including Bob Totten in his Triumph Spitfire coupe, David Zeller and his daughter Kayla sharing David’s XK8, Brian McMahon (with Martha serving as occasional Navigator) in his beloved XJR “Darth,” and your humble editor in his F-Type “William.” JANE Event Chair Dean Saluti also came by to make sure we were all on the up and up.



Paul Stasinos and Dean Saluti watch one of us contestants do something pretty funny.

Boy, were some of us (me, for instance) rusty! Usually, I like to report everybody’s run times, but in this case, simple mercy suggests that it would be best if we only noted the more positive aspects of the day, only sharing our least embarrassing run times.

However, there was a standout: Bob Totten! Bob simply blew everybody away with a best time of 38.812 seconds. Guy knows how to boogie!



Get set . . .



Go!

Meanwhile, Kayla Zeller has never done this before. Nevertheless, she got in four very handsome runs: smooth, confident and quick. She clearly has a knack for this, and with a little practice, she could become very good at it. Her best on this day was 50.407 seconds. Star of the day? Certainly the Most Improved!

Kayla at speed . . .



Kayla quickly setting up for the stop box.



Kayla’s father, David Zeller, found the going a little tougher, but finally ended up with a respectable best time of 50.771.

David Zeller, finding his way.



Brian McMahon adopted an extremely dignified, contemplative approach to the course, studying each turn and gate carefully before committing Darth to any sudden changes in warp vector. Once, during the hourglass portion of the course, he almost stopped while debating to himself “which” pylon should he go around to get to the next gate, while all of us were frantically waving and pointing at the “correct” pylon (it really CAN get confusing out there). Anyway, when all was said and done, Brian and Darth managed a 62.223 while exhibiting some interesting understeer.

(Continued on page 13)



A dignified upper-middle-class slalom passage . . .



. . . followed by some perhaps slight understeer?

As for me, well, on the first run I was so rusty that after completing the hourglass, I simply forgot to brake (or even that I might ever need to brake!) for the next gate and William happily set off toward some nearby underbrush with some truly gonzo understeer while I waited for and prayed that the front tires would hook up before I disappeared entirely beyond the surrounding scenery. Thankfully, said front tires did get hooked up, finally! Lucky me!

It got a little better on subsequent runs, but I found I have simply forgotten how to slow the car down. It reminds of what I learned in music school: you really gotta practice this stuff!

Finally, I managed a reasonably dignified 45.742 run, and I am very thankful to Brian for taking a photo that made me look much faster than that!



The F-Type (and a good photographer!) can make you look a lot faster than you really are.

So that was it. Thanks to Rich Hanley, Paul Stasinos and Jim Lormer for making the course work, replacing all the pylons we abused, and schlepping all the gear around. We do this again on September 24th and I hope to see you all there. Along with being educational, these events are FUN!

As an added benefit, Jeremy Randall of In Control Crash Prevention came by to demonstrate their curriculum and let people experience what it's like to be IN a car under emergency conditions. I've studied their curriculum and think it is really good, as well as very effective. We all can use this training and experience. You might give it a try. Thanks again to In Control for working with us and supporting our efforts.

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

By Barry Bannister, Barrister

Barry Bannister, our kindly if increasingly inflationary Barrister, tries once again to gently explain to us JANE members implications of the law as it exists in various places to which we JANE members and our automobiles might (or, then again, might not) travel.

That said:

In Youngstown, Ohio, it is illegal to run out of gas. In Canton, Ohio, roller-skaters and cars cannot share the road. Unfortunately, who has right-of-way is not specified.

Barry looks almost as tired as usual. He has been becoming increasingly concerned about his roster of JANE clients. "Run out of gas in Youngstown, Ohio?" he thinks, as he also lets his mind drift over the apparent distribution of intelligence throughout the Western World. Then he thinks, "On the other hand, the lack of roller skate mutuality could be interesting" – another distinct, if somewhat incomplete, thought. "There may be a blessing here," his mind finally concludes.

Barry makes a note in the billing log and asks Marlene to bring in some coffee, a road map of Ohio and some red pens. After some polite chatter about the Mark VIIM and Marlene's arrival with the assorted items, he draws a red circle around Youngstown on the map, and then another around Canton. "Look," he says, taking a sip of coffee, "Just stay out of the red circles and you'll be fine. It's that simple."

Later, in the quiet of his gun-room, while contentedly contemplating the few remaining dregs of what had been a substantial dram of a known substance, he muses to himself, "Yes, laws may be useful after all."

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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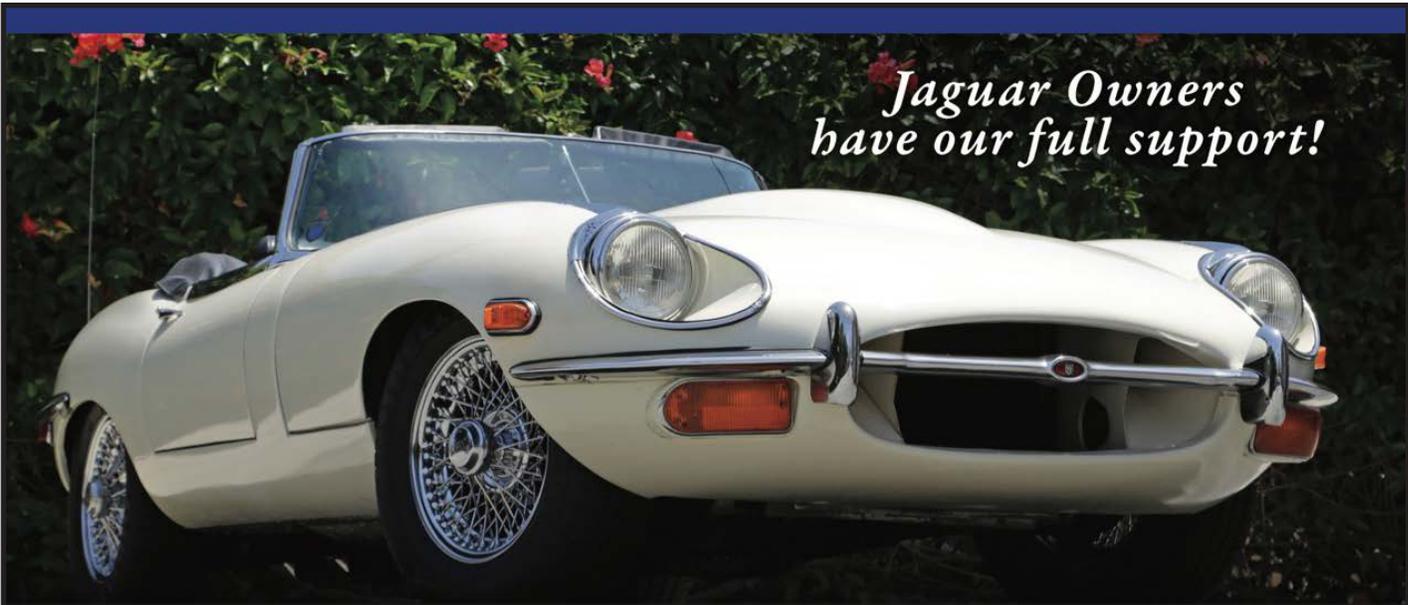
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JANE Judges at Monaco Grand Prix

By Bob Doyle

Four JANE judges attended this year's Monaco Grand Prix in late May: JANE President and Chief Judge Aldo Cipriano as well as judges Steve Gordon, Gus Niewenhous, and Bob Doyle.



Our judges happily ensconced at Le Bar Americain, across from the Casino in Monte Carlo.

The judges stayed in the 5-star Hotel de Paris Monte-Carlo, adjacent to Le Bar Americain on the Place du Casino, which conveniently overlooks a segment of the 3.337 km long racetrack where it passes by the Casino. During breakfast on race day, their conversation was interrupted by the sound of engines running at very high rpms. Just outside of the restaurant's windows, the race cars were conducting a practice round. The judges and the vehicles were separated only (see photo of car caught at high speed) by a low barrier and a wire fence.



Sipping Mimosas in Monaco, watching the traffic go by . . .

Cars parked in front of the Hermitage Hotel (just across Avenue Princesse Alice from the Monte Carlo) varied, but usually included five McLarens, numerous Rolls-Royces and Bentleys, Maseratis,

Ferraris, Lamborghinis, and even the Batmobile. A modicum of Jaguars was seen throughout the city.

The event, which enjoyed its first running in 1929, was held over the weekend of May 27-28 with the Formula 2 race on Saturday and the Formula 1 race on Sunday. Many refer to the race as one of the *Triple Crowns of Motorsport*, along with the Indianapolis 500 and the 24 Hour of Le Mans.

Although most Formula One races restarted after World War II in September 1945, Monaco did not restart until two years later due to financial issues. There were several other years when the race was not held. For example, it was cancelled in 1949 due to the death of Prince Louis II; in 1953 and 1954 due to modifications to race car regulations; and in 2020 due to COVID-19.

Graham Hill became known as Mr. Monaco after he won five times in the 1960s. Michael Schumacher, a seven-time world champion, later tied Hill's record when he won for the fifth time. Hill's and Schumacher's records, however, were broken when Ayrton Senna won for the sixth time in 1993, including five times in-a-row.

Seventeen of this year's twenty entrants completed 63 to 64 laps, while one dropped out due to an accident and two dropped out due to mechanical problems. The fastest lap was performed by Britain's Lando Norris driving a McLaren-Mercedes with a time of 1.11.376 minutes on lap 55.

Practice laps occurred beginning on Friday and reoccurred several times over the three days. Because the events utilize Monte Carlo's public roads, including those lining the harbor with yachts filled with spectators, access to certain parts of

the city was inaccessible at various times during the weekend. Every balcony in the city with a view of the racecourse was loaded to capacity with those who wished to witness the event. Due to the high decibel roar of the engines, ear plugs were distributed to almost anyone within hearing distance of the cars.



Cars coming through Sainte Devote on the way up to the Casino.

The only British makes in the race were two Aston Martin Aramco-Mercedes cars. There were three British drivers: George Russell finished 5th in a Mercedes; Lando Norris finished 6th driving a McLaren-Mercedes; and Carl Davidson finished 8th in a Mercedes. Other makes included Ferrari, Alpine-Renault, Alfa Romeo-Mercedes, Alfa Romeo-Ferrari, and several additional make combinations.

Each year, the race is scheduled to run for two hours. However, the time period of 3:00 to 5:00 p.m. was

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A rain delay made things much more interesting toward the end of the race.

interrupted by a rain delay. With the restart, Sergio Perez (Red Bull) took the lead and held it for the remainder of the race. He was closely followed by Carlos Sainz, Jr. (Ferrari), Max Verstappen (Red Bull), and Charles Leclerc (Ferrari). Perez finished the 64 laps with a time of 1:56:30 followed by Sainz at 1.154 seconds behind him, Verstappen 1.491 seconds behind, and Leclerc 2.922 seconds behind.

Members of JANE should plan attendance at least one time at the Monaco Grand Prix.

P.S. At the start of the weekend, wonderful news arrived. Steve Gordon's daughter gave birth to his first grandchild, Ezra. Being a true car buff, he immediately found a toy shop in Monte Carlo and bought a car for Ezra.



Cats Eye View

By Herman Wiegman

Living with a Vermont Cat

I purchased my Jaguar F-Type Coupe sight unseen about 2 years ago, and had it delivered to my home in Vermont. My first impression was positive. I loved the sheer presence of the car as well as its rich leather interior. Once behind the wheel, my second impression was marred by the rear-view mirror blocking the forward view, and a limited view out the rear hatch window. These ergonomic annoyances could be addressed in one of two ways, 1) human acceptance, 2) vehicle modification. To avoid settling for a less than great experience, I chose the latter.

half inch of vertical offset, which allowed me to see about 50 feet more of the road ahead, well worth the effort of cutting and soldering/brazing the aluminum bracket. Vehicular adaptation initiated: driver satisfaction improving.



Mount Angle

During the mirror modification process, I purchased a salvaged mirror with the HomeLink feature. This option was an easy add to my car after cherry-picking the right combination of circuit boards and connectors from the two mirrors. Once the HomeLink buttons were programmed to my garage door opener, I was able to remove it from my center console. Vehicular enhancement progressing: driver pleasure increasing.



Home Link

Mirror Tweaks

I am a tall driver and struggled with the low-slung location of the rear-view mirror. This became a real challenge on cloverleaf interchanges, where a consistent view of the road ahead on the passenger side of the car was required. I decided to modify the location of the swivel ball mount to which the mirror attaches. I was able to achieve a

Dash Cam Trial

One British auto writer commented on the F-Type Coupe visibility this way: "You could hide a space shuttle in the hind quarter view!" I agree, and began a serious investigation into dash-cam devices. Installing and operating a Junsun rear view mirror dash cam in my F-type was a worthy experiment. The unit mounted over the top of the OEM mirror, but it was larger and blocked more of my forward view. The best feature was

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the rear camera view when reversing, but I could only see the unit's display clearly after tilting it downward to avoid glare from the rear window. I found myself moving the unit up and down frequently to see the various features. Not fun: driver discomfort spiking.



Dash Cam Mirror

This product also supported front & rear video recordings, and I did enjoy this at a track day I attended. But the effort to download and post-produce the videos was a real labor, and the benefit of the video was offset by the danger of reduced forward view. This proved to not be a successful mutation, so I removed the unit, leaving only the rear-view camera in place for my next experiment.

Cell Phone Interface

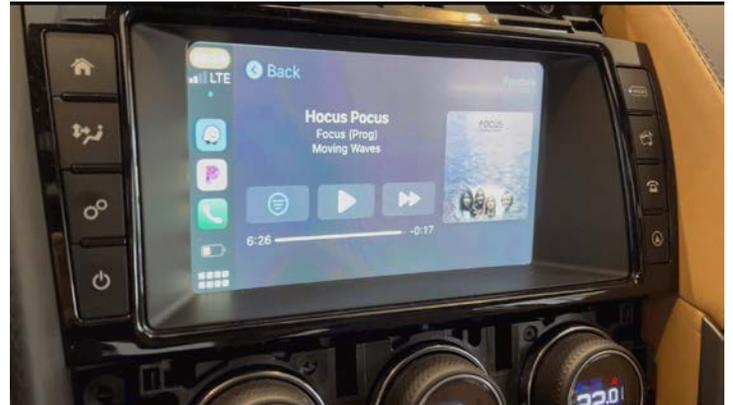
I shifted my attention to the F-Type's 8-inch center console display, which had no reflection issues and could be interfaced with 3rd party equipment for rear-view camera and cell phone connectivity. I integrated a Naviks unit into the car which came with video inputs, cell phone connectivity, audio outputs, and a microphone.



Naviks Harness

Living with these newfound features was both fun and frustrating. I really liked the Apple CarPlay integration, allowing me to use apps like Waze on

the center console display. But I also found that the interface box struggled to turn off properly when my cell phone was still connected and within WiFi distance of the car, which led to a drained car battery. Having cell phone connectivity and rear view camera access is a great combination, and additional driver benefit can continue as future improvements to cell phone apps occur. Driving enhancements increasing.



Apple Car Play

Video Switches

There are other products on the market that can add reverse view to a car's display, with little intrusion. These "video switches" can be activated by a 12V reverse light signal, so this could be a nice approach for those just wanting a rear view camera view on their car's display.

Jaguar Parts Bin

One may wonder why I strayed towards 3rd party products to enhance my Jaguar instead of pulling optional equipment from a salvage yard. I found that there was more evidence of successful outcomes with the products on the internet than with Jaguar owners attempting to update their car's option list with used parts. I have read that modern Jaguars may have wire harnesses and/or components that are unique to the car's option list from the factory. I did find that the HomeLink-equipped mirror that I purchased used had additional connectors and components not found on the lesser spec'd mirror, suggesting that there may be some truth to Jaguar components being cost-optimized according to the car's factory specification list. Our Jaguars may be proverbial seedless watermelons, unable to mix and match features with their siblings, resulting in a genetic dead end. This is why I played the gene splicer role of helping my car to march forward on the evolutionary path. I hope you can learn from these experiments, and gain a better cat's eye view.

Next article: *The Get Away Cat*

The South Shore XK Club Spring Cookout

By Tom Brady

On Saturday, June 18th, the South Shore XK Club held its annual Spring Cookout, featuring 1951-1954 XK model Jaguars but also including other interesting marques and even a couple of incredible handmade cars.

The location was Steve and Margaret Turschmann's residence in Pembroke, MA, a perfect setting for a car event, with assistance from Tom Brady, Paul Gavaza and Dan Crook, all founding members of the South Shore XK Club.

The weather forecast looked promising, and the day started out dry, with patches of blue skies, growing larger as the day moved on. Temps were in the high 60s, perfect for old XK engines.

Around 24 cars were on display this year, including the freshly restored XK-120 OTC belonging to Alex and Bonnie Haye (7 years in the making). This event is not a competition and has no entry fee. It is simply an assembly of like-minded friends who are invited to share in the camaraderie, stories, lies and laughter which prevail from start to finish.

Nine XK-120s, representing all three body styles, were in a spectacular line-up on the right side of the driveway.

Two spectacular custom-built cars were up front and center, displaying creative designs, engineering, and quality of workmanship to the nth degree.



Nine XKs in a row, all three body styles.



The youngest attendee was Henry Crook, getting the feel of the wheel in a nice 120 brought by parents Dan and Lauren Crook



The BRG car was created by Alfred Bonville, Jr. of Acushnet, MA and the metallic light green XK-120 Race Car was created by Gerry Menke of Amesbury, MA.

The two hand-built cars represented the best of the best in imagination, creativity, engineering, panel beating, and finishing.



Plenty of Jawboning from the kitchen staff.

Here's a list of attending cars:
(9) XK-120s, (2) XK150s, (2) E-Types, (1) XKR, (1) 1948 MK IV DHC, (1) SS-100 recreation, (1) 420, (3) MG, (2) Corvettes, Steve's incredible 1966 with a 427 engine, and an original Split Window Sting Ray Coupe with a 327 engine, (1) Custom built Jaguar by Gerry Menke, (1) Custom built Alfa Romeo by Alfred Bonville, Jr., named the Alfred Romeo by his daughter

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The Corvettes were impressive!

Everyone enjoyed the ongoing banter, burgers and dogs were served, with libations of many types, along with desserts that many attendees brought. It was another great day at the South Shore XK "Clubhouse."



The 120s were featured

From the *Bottom* of The Scratching Post Helping Our Cars Grow Old Gracefully

Edited by, well, the Editor



In the May/June issue of The Coventry Cat, I published an irate letter from Kevin Murphy complaining about his difficulty in getting a middle-aged Jaguar serviced at a contemporary Jaguar dealer. This set off a flurry of quite interesting responses. Here they are, suitably edited:

Paul Bicknell shared a letter from JaguarForums by h2o2steam. h2o2steam wrote:

I've had nearly 40 years in electronics (component level service) and I still get sent ECUs, BCMs, ABS units sent my way to repair for many makes and models, often from dealers who can't get new units.

It is increasingly difficult to identify and find

replacements for the weird and sometimes proprietary components needed to repair these units. More worrisome is that some modules that are only a few years old have been designed and built with components that were at the end of their production life with no equivalents available from the day they went into service.

This is only going to get worse, especially with the chip and semiconductor production shortages that will be with us in one product group or other for the next 18-24 months. In contrast, consider the simplicity of my old Austin – four pot banger, points, single coil, side draft carburetor and if you get desperate, a crank handle! 60 years old and likely to still be on the road for a good number more.

Paul comments:

Perhaps this is something to inspire a discussion in the Cat about the likelihood of modern Jaguars surviving past middle age? Similar things happened on my S-Type, where the main radio, GPS sound, phone amplifier shorted out. Cost me a couple grand to obtain the part and have it installed.

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Next to share some very useful thoughts and perspective was Doug Chadwick, who has considerable experience as a Jaguar service tech:

Regarding the letter from Kevin Murphy about a Jaguar dealer not wanting to fix his XJS, as a retired technician I can tell you that this is common practice throughout automotive dealerships. It doesn't matter what make or model a car is. Dealers use a cut-off of ten years for a variety of reasons:

1. After ten years of driving in New England most repairs become problematic and expensive to fix because of rust and corrosion (usually a torch and a large hammer are your best friend).

2. The federal government requires that car manufacturers produce spare parts for a term of ten years, after which they can stop making certain parts, and they now become what we call in the business NOA, or no longer available.

That's why we have companies like Welch Jaguar and SNG Barratt to get us our parts to keep our cars running. I'm afraid that people with cars like Kevin's will have to depend on a foreign car repair shop or a Jaguar specialist to keep their cars running. I hope that helps explain it, if not help fix it. Thanks.

Meanwhile, Andy Picariello had the following to say:

Your article in the May/June Coventry Cat led me to the conclusion that someday, ownership of a car will be treated as a durable item, the same as our homes are, not as a disposable possession. The electric motor will make this possible, once the problem of energy density in present-day batteries is overcome. The electric motor has many advantages over the internal combustion engine, durability and efficiency being the most important. Imagine owning an automobile for as long as you own a house! This will reduce the number of auto salvage yards and the boat-loads of scrap metal that we ship abroad. Another benefit will be not having to deal with a car salesperson as often!

Finally, Adrian Curtis had some more practical things to say, in a series of emails. I've summarized his world-view here:

Adrian and his wife Sue make a point of choosing cars to purchase that they equip really carefully and thoroughly, and then keep those cars for the long haul, maintaining them meticulously, using original parts, documenting their work and using dealers and mechanics they know and trust to help them run the car for an extended service life.

Adrian cites his wife's 2006 high performance Volvo, still a daily driver at 235,000 miles. A few years ago, they fully "refreshed" the car (new struts, brakes, exhaust, heater, AC), bringing it "up to spec,"

as Adrian put it. He closed by saying, "This method of car ownership may not be the cheapest, but the value of the car is increasing, we love it, and we think we're doing a good thing." (I think so too! –Ed.)



**Not the Jag, not the Jag!
Look at that sweet Volvo on the right!**

In closing, I'd like to note the conflict of interest here, between manufacturers/new car dealers and those customers among us who desire to extract a long, satisfying service life out of our cars, particularly our high performance cars. There's no easy way through this, I'm afraid. Even though Andy Picariello suggests that our EVs will become significantly longer-lived, it remains in the interest of manufacturers and their dealers to sell as many cars as they possibly can in as short a period as possible, even though that may prove to be unsustainable for all of us in the longer run. It will probably require government intervention (using strategies such as an array of taxes and credits to encourage desired behaviors – oh boy!) to get the automobile industry, as well as all of us owner/drivers, to change our ways.

What this means now for us owners is significant additional maintenance expense as our cars age, the support of relatively expensive specialty shops catering to our needs, real difficulty obtaining parts, and a lot more psychic effort devoted to our car's maintenance. Is it worth it? That will depend on a lot of things, for each one of us. However, it will most likely help with our environmental problems, significantly reduce our depreciation costs, and we might even enjoy our cars more as an added bonus. Thanks for listening. –Ed.



Endpiece



Larz Anderson Banquet Hall

photo courtesy of Chuck Centore

***There's nothing quite like the Larz Anderson
Museum Banquet Hall, especially after a
Spinelli's dinner plus the glorious array
of excessively calorific desserts,
not to mention the open bar!***

Astonishing Past Predictions

Curated by Bonnie Getz

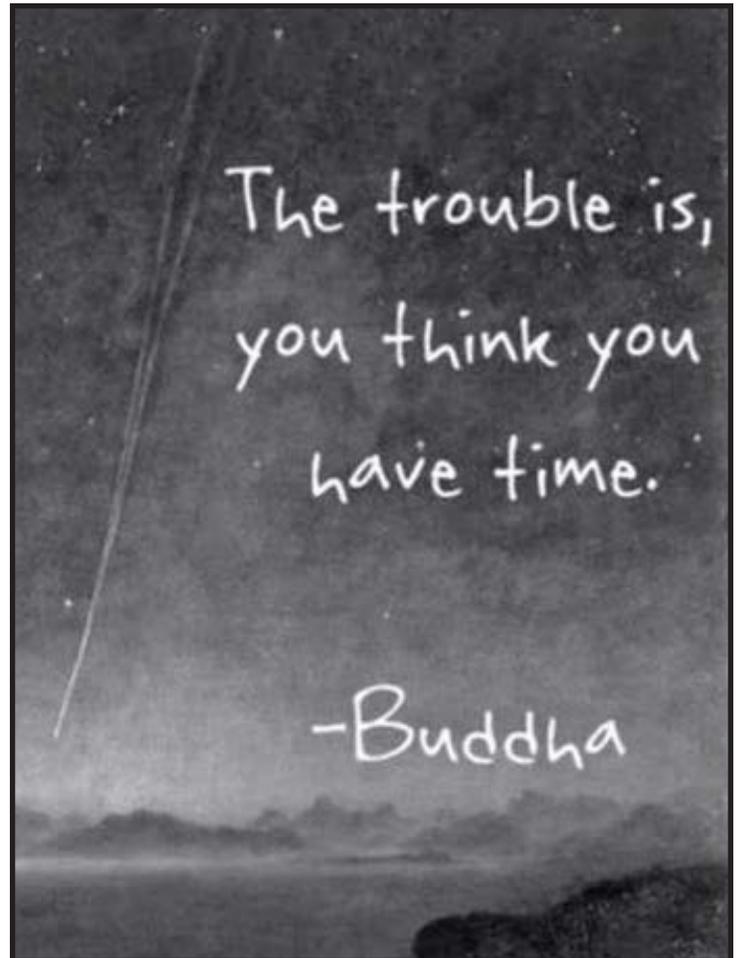
Here we encounter examples of why
it is an excellent practice to
NEVER predict ANYTHING!

This is especially true if you are well-known.
You may become famously wrong!

For July and August,
our Astonishing Past Prediction is:

**“We don't like their sound,
and guitar music
is on the way out,”**

*-- a Decca Recording Co. executive,
rejecting the Beatles in 1962.*



The trouble is,
you think you
have time.

-Buddha



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