

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

March and April, 2023 The "Fettling and Fools" Issue

More Than Just a Car Club

A Nuclear Future For Jaguar?



(see page 26)

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The Coventry Cat, March / April 2023

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The Editor

Far Future Jaguars

From the *Top* of The Scratching Post

By Dave Moulton



Although a Nor'easter is just arriving as I write this, there have, in fact, been signs of Spring. Something weird happened to the daylight last weekend - a few birds are making bird-like noises around my garden and I've actually seen a few foolish optimists driving top-down convertibles. All this suggests that yes, we may again have a Spring.

This issue of The Coventry Cat is full of interesting stuff. Aside from all of us usual suspects you know who we are, Brian McMahon does a great job of covering our February Meeting, Josh Bartlett considers the EVs that may be in our future, Herman Wiegman explores the joys and pitfalls of

trying to make his Jaguar even better and our Chief Judge Aldo Cipriano commences a new column called The Chief Judge's Corner. It's about judging.

Meanwhile, Andy Picariello found a really interesting article on the width of horses' asses (don't ask!), Bob Doyle introduces us to the 1939 line of Jaguars, Barry Bannister tries to deal with Rhode Island, and a new, totally cool, JANE ChatBratBot has taken over my closing column. Also, sadly, we report on the passing of David Norris Reilly, who was a remarkable and very active JANE member in the late 1990s and early aughts.

As always, read the ads carefully and be sure to buy something exciting. And have a great Spring, everybody!

Dave, your humble editor

The President's Message

By Gus Niewenhous



Upon my return from the JCNA Annual General Meeting in San Francisco, I am very encouraged by the status of JANE in relation to the other clubs who form JCNA. I want to again thank the Board of Directors, event chairs and the entire membership for our collective accomplishments.

I note that we are the fifth largest club in JCNA, and, in the opinion I share with all of you, the best Jaguar Club within JCNA. It was heartening to see how we measure up with the other clubs in the numerous activities in which we are involved.

I was honoured to accept the Karen C. Miller Award on behalf of David Moulton, Editor of the JANE's Coventry Cat for being the editor the best JCNA Club Newsletter of 2022. Karen was the Secretary of JCNA from 1971 to 1991. I had the pleasure of knowing her and know she would have been pleased with award.

I said in my acceptance remarks on David's behalf that he puts his heart and soul into each issue of the Coventry Cat. Congratulations Dave!

Herman Wiegman also won the First Place award for the best travel

article, entitled "The Get Away Cat" in the September/October 2022 issue of the Coventry Cat.

Many events and activities, some annual favourites, some new, are being rolled out as I write this message. Dan Graf is already in top gear for the 2023 50th Anniversary Concours and Dean Saluti is hard at work on a full calendar of events.

I hope to see all you soon and often at our events!

Best Regards,

Gus Niewenhous, President





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JANE Members Enjoyed Another Fabulous Dinner Meeting at the Wayside Inn

By: Brian McMahon



Some of the Wayside Inn's Official Greeters



The Tavern works its magic, as Tom Brady and John Frost notice



Paul Bicknell, John Brady, Daniel Graf and Frank Grimaldi consider various car stories

Last Wednesday night of the month? You know we'll all be there to ... blagh errrip shnarr ... purple rhinoceros biking across the Himalayas ... Snig! Pop! Kurdlerdlerd! ... WARNING! WARNING! WARNING! ChatGPT Link Failing! Switch to Manual Control in three ... two ... one ... [Blip!]



Oops! Guess I have to actually write an original article for Coventry Cat this month instead of trusting my trusty ChatBot to once again recycle past wit and wisdom into a seemingly new story.



Bob Doyle and Gus Neuwehous check out the Power Point, while Dave Reilly checks out the crowd.

Our President Gus Niewenhaus, Past President and Chief Concours Judge, Aldo Cipriani, Former Dean Bob Doyle and Concours Judge Steve Gordon attended the 2022 Monaco Grand Prix and brought back an enthralling story of the race, its history, and the quirky nature of its venue.

Cutting to the chase, the 2022 winner was Sergio Pérez who drove his Red Bull Racing RB18 to victory in the rain-shortened 214 kilometer (133 mile) race in 1:56:30.265 (ca. 110 kph, or 68 mph).

This may have disappointed a few Monégasques who had hoped that Charles Leclerc who took Pole Position in his Ferrari would sweep to victory, but the Hometown Hero missed a podium finish and had to settle for fourth place.



Sergio Perez and the Red Bull team in a shower of champagne

Red Bull now enjoys a creditable six wins at Monaco and has its sights on the records of Lotus (7 wins), Mercedes (8 wins), and Ferrari (10 wins). However, passing the all-time Constructors Championship record of McLaren (15 wins) will take a considerable effort.

First run on April 14, 1929, the Monaco Grand Prix has been conducted for 79 of the 93 years since then, and along with Le Mans and the Indy 500 is part of auto racing's Triple Crown. Antony Noghès, under the sponsorship of Monaco's Prince Louis II, conceived the idea of a Grand Prix race, and Bugatti driver Louis Chiron (a Monégasque) thought that Monte Carlo's topography would be ideal for this competition.

The first victor was William Grover-Williams in a Type 35B Bugatti; ironically, Chiron had a prior commitment to race the Indy 500, and did not enter the Monaco Grand Prix. However, he did win the 1931 race and is the only Monégasque to win the local Grand Prix.

(Continued on page 7)



William Grover-Williams in the first Monaco Grand Prix

Becoming a stop on the European championship route in 1936, the Monaco Grand Prix that year was extremely dangerous because of heavy rains and an oil-slicked track. The W25 Mercedes-Benzes of Chiron, Fagioli and von Brauchitsch crashed – as did the Auto Union mid-engined car of Bernd Rosemeyer, making way for Rudy Caracciola, “der Regenmeister” (Rain Master) to win in his W25 Mercedes.

A few years later, vehicles powered by Mercedes, Alfa-Romeo, Ford and Renault were contending in a much more desperate competition, and financial turmoil for two years



Rudy Caracciola at speed

after World War II delayed the return of the Monaco Grand Prix until 1948. Nino Farina in a Maserati 4CLT took the checkered flag first.

The death of Prince Louis II, additional financial strife and disputes over regulations for the cars meant that racing in Monte Carlo did not return on a regular basis until 1955. Maurice Trintignant won that year in a Ferrari 625F1.



Maurice Trintignant in his Ferrari at the hairpin, on the way to victory in 1955

For the next few years, Juan Fangio and Stirling Moss duelled to several wins, before the “King of Monaco,”



Graham Hill with many laurels

Britain’s dapper Graham Hill, won five Monaco races in the 1960s. This record was tied by Michael (“The Stig”) Schumacher in 2006 and beaten only by

Ayrton Senna in 1993.

There was some levity in Hill’s 1965 win, when Lotus team mate Paul Hawkins, who may have been trying out for the role of 007 in *The Spy Who Loved Me*, missed a turn and plunged his Lotus 25 straight down into the Mediterranean, something like Bond’s Lotus Esprit “submarine” in that movie.

As a result, by 1972, the entire length of the 2.074 mile track was rimmed with ARMCO barriers. Monaco is the shortest F1 track, and the slowest because of all the twists, turns, up hills and down hills.



Oops!

It’s also one of the most dangerous tracks because the circuit is narrow and hemmed in by stone retaining walls and buildings. Drivers must instantly adjust their vision when entering the circuit’s dark tunnel and again when leaving it.

Even in 1929, *La Vie Automobile* opined that “Any respectable traffic system would have covered the track with << Danger >> sign posts left, right and centre,” and the difficulty in passing means that the Pole Position car often wins the race, closely followed by all the others in sequence. Because the time difference between



A drones-eye view of the track going downhill below the casino.

First and Third Place finishes was less than one and a half seconds, Lewis Hamilton said that the 2022 competition “wasn’t really racing.” Having won the Monaco Grand Prix three times, and scoring the track’s all-time fastest qualifying lap, his opinion must be considered. However, three-time F1 champion driver Nelson Piquet would disagree, having remarked that a win in Monaco “was worth two anywhere else.” (*Jenson Button, another Monaco winner and F1 Champion is alleged to have described Monaco as “like racing go-karts in my apartment.” –Ed.*)

(Continued on page 8)

Meeting (Continued from page 7)

The winningest Monaco Grand Prix driver was Ayrton Senna, who was the subject of a compelling movie documentary
<https://www.youtube.com/watch?v=sfosF-ZAbR4>.



An F1 car in the 1970s coming out of the tunnel (actually, I think it's an exit from an underground parking lot the rest of the year).

From 1984 to 1993, there were only two winners of the Monaco Grand Prix: the bold Brazilian and his nemesis, Frenchman Alain Prost. Other than Senna's 1987 victory in a Lotus-Honda, all of the other victories won by these two drivers were from behind the wheel of McLarens: McLaren-Hondas or McLaren-TAGs (aka, Porsches).



Ayrton Senna

Racing dynasties change. In 1994, the same year that Ayrton Senna crashed into a concrete wall and died while leading the San Marino Grand Prix, Michael Schumacher won the first of his five

Monaco F1 races for Scuderia Ferrari.

Then there were multiple wins by Fernando Alonso (Mercedes), Lewis Hamilton (Mercedes), Nico Rosberg (Mercedes) and Sebastian Vettel (Red Bull-Renault and Ferrari).

That takes us up to the 2022 event, with our JANE contingent among the spectators.

Bob Doyle and Steve Gordon also shared insights about Monaco's oddities. Only Vatican City is a smaller city-state than Monaco (which is less than one square mile), while the largest source of government revenue is derived from the Formula One race, and there is no income tax for residents. Not surprisingly, only 38% of the population is Monégasque, with wealthy and free-spending foreigners making it one of the most expensive places in the world. Pressured by increasing financial



Michael Schumacher

problems at Aston Martin, David Brown (the "DB" of Aston Martin) sold his businesses in 1972, married his personal assistant, and eventually died in Monte Carlo in 1996.



A treaty with France in 1861 guaranteed Monaco's sovereignty and in 1993 the principality became a voting member of the United Nations in 1993. Monaco has its own foreign policy and token military, "La Force Publique," a 250-person contingent headed by a colonel, whose title is "Supreme Commander of the Public Forces of Monaco."



Members of La Force Publique

The Interior Minister oversees the Corps de Sapeurs-Pompiers (firefighters) and the Compagnie des Carabiniers du Prince (police). These teams are quite useful during race weekend, with the Sapeurs-Pompiers rescuing drivers who crash, while the Carabiniers are the friendly cops on the beat as a hundred thousand tourists arrive. JANE's Aldo Cipriani was quite impressed with their professionalism, courtesy and helpfulness, and our other presenters readily agreed.

Monaco is a constitutional monarchy led by Prince Albert II. He has far more power over the principality than the UK's King Charles III has over Britain.

Going back through history, Monaco was founded as a Genovese colony under the exiled Grimaldi family. The Grimaldis have ruled Monaco since 1297, when Francesco Grimaldi (named Malizia, either "The Malicious One" or "The Cunning One") captured the Rock of Monaco.

His troops disguised themselves in the robes of Franciscan monks (monacos) – which provided the name of the city-state. JANE's ace SCCA driver is Frank Grimaldi – do you see a family resemblance? If so, maybe we should ask him for Monaco Grand Prix tickets that include admission to the princely pavilion to watch the next race, now that Monaco will remain on the F1 calendar.

New Formula One venues promise much more revenue to the sport's owner, Liberty Media, than Monaco delivers. After the recent Miami Grand Prix race, F1 CEO Stefano Domenicali has realized the eye-popping revenue possible from other glitzy locations, with more in the offing this year ... including Vegas, Baby!

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Francesco Grimaldi

This puts older venues like Spa and Monaco in jeopardy. Perhaps Prince Albert's entreaties to Formula One convinced Liberty Media to renew their contract through 2025. The race is a cash cow for the city-state and the Grimaldi family. Losing the Monaco Grand Prix might force the principality to institute an income tax to cover the lost income, and the rich and famous might subsequently sail away from Port Hercule.



The Cathedral of Our Lady of the Immaculate Conception



The appropriate legal term is "res ipse loquitur" or "The thing speaks for itself"

Maybe the Prince got religion. As JANE's Gus Niewenhouse noted, there are only 38,000 residents but they are amply served by five Roman Catholic churches, enough to make tiny Monaco an archdiocese. The archbishop's seat is the Cathedral of Our Lady of the Immaculate Conception

You have to ask yourself, do devout Grand Prix drivers worship here and then roar off around the track on race day with this prayer of Elwood Blues on their lips?



Help Wanted: Associate Editor!

The Coventry Cat is seeking an Associate Editor who is willing to consider becoming the Editor by the end of this year (2023).

The Situation: The current Editor (that'd be me) is beginning to slip a few cogs and will need replacement in the foreseeable future (no, I'm not ill, just much more older!). So, while the sun is still shining and *The Cat* continues to purr agreeably, this is a great time and opportunity to learn how to do this rather pleasant and prestigious job in a comparatively stressless way, getting lots of guidance and support from said current Editor.

About You: Applicants should be able to deal with emails and Microsoft Word, be willing to try to deal with photographs, be kind to and communicative with people, be able to manage the angst that

accompanies deadlines, and be able to enjoy having fun. Proficiency in appearing to tell the truth regardless of actual content is a great advantage. Giving the impression of being able to help straighten out others' writing efforts is a big plus. And humor, oh yes, humor is something that you definitely should have a sense of.

Compensation(?) The salary is both remarkable and non-negotiable, as well as entirely confidential. The benefits are immense (see Marvin in the Wayside Inn tavern for details), and be aware that once you've worked on an April issue, you may never want to come back to reality.

To Get In Line: Contact Dave (that's still me) at 978-448-6828 or d19@moultonlabs.com to talk it over. Thanks!!! Fame awaits.

Thoughts On Our EV Future

By Josh Bartlett, © 2023 J.H.Bartlett



Have you JANE readers been thinking about what the much-hyped move to Electric Vehicles will mean to the car hobby that we all are interested in? What will this change of technology do to our pastime? Here's some more food for thought.

Consider what the folks who were involved in horse and buggy transportation must have thought as the new motorcars started to appear on the roads of the world around 1900? This change of technology certainly changed many lives in many ways.

There were debates and regulation, speed limits and restrictions as well as a rush by governments to figure out if there was income potential and available funding for roads.

Would there be workers displaced by these new technologies? Will the lack of demand for buggy whips, horse harnesses or the need for the street cleaners who picked up what the horses left behind put people out of their jobs?

The debate also ran rather heatedly as to which mode of power would be best. The internal combustion engine had some promise but was neither particularly reliable nor efficient. Steam engine technology was well developed, and certainly could provide a way to propel a car to high speeds. Stanley had their 100 plus mph speed records with steam cars, but steam had its downsides: the cars were slow to start while steam pressure built and had a significant risk of fire. Electric battery

power held some promise, especially for short trips. Early gasoline/electric hybrids even showed some promise.

Regulation and restriction were present early on, but requiring a flagman to lead a car with a red warning flag, as well as 2 mph speed limits, quickly went by the wayside. The automobile industry and related industries flourished with all three major power sources but soon came to be dominated by the internal combustion engine that used liquid petroleum fuel.

Fast forward to today: environmental concerns in the developed world and a real or imagined future shortage of petroleum fuels have become causes we are told we must all get behind. Ultra-efficient engines combined with hybrid technologies weren't enough. So, the electric car or "EV" as it is reverently called, has become the imperative for personal transportation. The liquid fueled car user is increasingly looked down upon as evil, wasteful and irresponsible. Some states are planning to ban the sale of petroleum fueled cars in another decade. Will an outright ban or elimination of liquid fuel cars (think "cash for clunkers") also be somewhere in the not-too-distant future? What does this mean to us, the people who enjoy our old car hobby?

With lithium batteries replacing the lead-acid battery of the earliest electrics, and computer software developed to a point where reasonable

efficiency can be obtained, the EV has become viable. It is cheap to operate, low maintenance, and has become a real status symbol in many neighborhoods. It often has lightning fast acceleration, dynamic braking, and smooth, clean, quiet, economical power.

EVs also have some drawbacks. The high purchase cost of an EV requires a subsidy to make it cost-effective, so we taxpayers are funding part of the cost for those of us in fortunate enough financial circumstances to permit this expensive purchase. Huge taxpayer-funded grants and tax breaks are being given to companies willing to build the batteries in this country. EV charging stations are few and far between; it may be some time before they are as easy to find as a gas station. Charging at home requires expensive equipment and some planning to use. If I forget to plug in my car tonight, can I take the day off tomorrow? Many of the comparable gas models are considerably lighter. Will the additional weight, more than 1000 lbs. in many cases, cause more wear on tires and suspension components?

Range, too, is a bit of a problem for EVs. 240 miles of range seems to be an established number on a fully charged EV with reasonable driving unless you also need to use your headlights and heater or run your ultra-powerful sound system. I'm not sure this works so well for those of us in areas with long cold nights, particularly in rural areas where a trip to the grocery store or pharmacy can easily be a 20 mile round trip. Running your air conditioning system also shortens range.

Cost of operation may also become a concern. With electric rates ballooning, will the cost of recharging become unreasonably expensive? The news in the UK last week suggested

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Photo courtesy of Allegra Franklin

that the cost of recharging an EV has increased by 50% in the last 12 months.

Fast forward again, now to the future:

With the popular rush of so many governments to eliminate fossil fueled and nuclear power plants, will there even be enough electricity to go around? California has had trouble providing electric power to power air conditioning during the summer. Parts of New England barely missed a brownout or rolling blackouts on Christmas Eve. What will happen now that utilities are shutting down fossil fuel and nuclear plants? Texas has had several widespread "brownouts." We, here in NH, have had a few minor brownouts. EVs are cheap to operate, for now, but states and the Federal Government are working on rules to tax the EV in order to replace the lost gasoline tax revenue, another cost that needs to be considered.

Another worry is the lack of control over the supply of many components such as batteries and their component materials, as well as our exposure to political and social pressures from other countries. The life and cost of replacement of the batteries seems to be on the list of hard-to-get answers. The years it may take to develop a network of trained technicians to service these vehicles may also be a problem.

A big concern is the potential for loss of control over your car. Will there be threats from those who have access to your car's software, such as a local authority? What about the potential of your car being attacked with ransomware? Do you think your car could be hacked? Modern conventional cars have plenty of trouble with computer control modules that are not even connected to the internet. No such trouble with a Jaguar 1965 E-Type or an MGB. Do I really want the city of Boston knowing where I have been, or what place I have parked near? What about some local authority being able to assess a toll or parking fee without even our knowledge? How about getting a ticket from law enforcement stating that you were tracked at 78 mph for a distance of 3.8 miles from 5:56 to 5:59 PM on Durham Lane last Wednesday? Would we still be innocent until proven

guilty? Could a car be shut off for a violation? Is an electronic "parking boot" going to be available for use in the future?

The Electric Vehicle manufacturers (as well as others) are also investigating fully autonomous cars and trucks. This seems to have some interesting prospects. Lane wandering and some other bad habits are already addressed in some newer cars and full time connection to the internet "could" be a good thing. Knowing where your car is at all times could be very helpful, particularly if we are the ones in control. Extended into the not-too-distant future, this technology, paired with full auto autonomy, could result in some fascinating scenarios. Imagine being able to connect with your car and set it into "Steve McQueen Great Escape Mode" when it has been stolen or impounded! Perhaps we could have "Lassie, Come Home Mode" when you don't know where your car is located?

So, there are a lot of things to consider before we as a society embrace the EV with our eyes shut and our mind closed. Obviously, there are some real pluses for the EV, and with reasonable development of additional sources of electric power, stronger personal control of software, and much stronger privacy laws, our future selves may very well be transported by the Electric Vehicle.

There also may be other technologies out there that could perhaps replace the current EV, such as the hydrogen fueled cars that Toyota is toying with. This concept compares battery EV with hydrogen fuel cells producing electricity for the motor, or perhaps using the hydrogen as fuel in a rather conventional internal combustion engine.

I personally believe that fossil fuel will remain the principal source of energy for many years to come. Even with the generation of sufficient electricity using nuclear power, windmills and solar cells, coal and oil will still be used in the making of steel, of lithium, of asphalt pavement and of concrete. I have trouble imagining electric freighters transporting materials and finished goods across the oceans or travelers visiting other lands on electric airliners.

So, I predict that the liquid fueled car will persist for many years to come. To me, our Old Car Hobby seems both safe and practical.



Local enthusiast tops up

A Brief History of Horses' Asses

Submitted by Andy Picariello

The U.S. Standard railroad gauge (distance between the rails) is 4 feet 8.5 inches. That's an exceedingly odd number. Why was that gauge used?

Because that's the way they built them in England and English expatriates designed the U.S. Railroads. Why did the English build them like that?

Because the first rail lines were built by the same people who built the pre-railroad tramways and that's the gauge they used. Why did 'they' use that gauge then?

Because the people who built tramways used the same jig and tools that they had used for building wagons, which used that wheel spacing. Why did the wagons have that particular odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts. So, who built those old rutted roads?

Imperial Rome built the first long distance roads in Europe for their legions, including 400 years in England. Those roads have been used ever since . . . and the ruts in the roads?

Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.

Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore, the United States standard railroad gauge of 4 feet 8.5 inches, is derived from the original specifications for an Imperial Roman war chariot.

In other words, bureaucracies live forever. So the next time you are handed a specification, procedure, or process, and wonder, "What horse's ass came up with this?" you may be exactly right because Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses.

Now, a twist to the story:

When you see a Space Shuttle sitting on its launch pad, you will notice that there are two big booster rockets attached to the sides of the main fuel tank. These are Solid Rocket Boosters or SRBs. The SRBs are made by Thiokol at their factory in Utah.

The engineers who designed the

SRBs would have preferred to make them a bit larger, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel.

The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass. And you thought being a horse's ass wasn't important. Now you know that horses' asses' control almost everything!



Some original horses' asses

Recollections by Sam Posey and Ray Caldwell

Interviewed by Frank Grimaldi

Hi Dave,

Here is a link to all four parts of the audio slide show from the Northeast MotorSports Museum's Sam Posey/Ray Caldwell conference call interview. It can now be viewed on this public playlist site:

<https://www.youtube.com/playlist?list=PLI-VvO5nUmxXToPh2BPi9i4vIZTW614AZ>.

Going directly to the link above allows viewing the entire sequence or separately viewing each of the four parts.



Here's a list of the four interview segments of the four parts.

1. Sam and Ray Early Years (ca.12 min.)
2. Bizzarini at LeMans Leads to Can Am (ca. 22 min.)
3. Can Am Memories (ca. 15 min.)
4. More Memories (ca. 18 min.)

I hope JANE members will enjoy the fascinating recollections by these pioneers of US and International Road Racing.

*Cheers,
Frank*



Membership Update for March and April

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



yet renewed – we’re asking the Board to contact people who haven’t yet renewed. Many people just haven’t gotten around to it, and appreciate the reminder.

We have now resumed our monthly dinner meetings, and have many exciting events planned. See the Events column for what’s in store this spring. Also, we are sure that you will want to show your Jag at the 50th Anniversary JANE Concours d’Elegance on August 12. Mark that date on your calendar!

Looking forward to seeing you all, including the following new members:

David Cunningham, Swansea, MA, 2005 Silver Vanden Plas

Karl Braconier, Hebron, NH, 1958 BRG XK150, 1965 and 1966 E-Types

Daniel Spasic, Norwell, MA, 1972 BRG E-Type 2+2 V12

Matthew Barstow, Hatfield, MA, 2023 Silver F-Type Convertible

Tom D’Espinosa, Raynham, MA and Fort Myers, FL, 1970 Green E-Type

Welcome to all these new members and their beautiful Jaguars!

Margie and Jeanine

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

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

We are in the active annual renewal period for JANE membership. We encourage (urge!) any of you who have not yet renewed to do so now. We are aiming to exceed last year’s membership, so please renew and tell any Jag friends who are not yet members to join in the fun!

Don’t be surprised if you get a call from a JANE Board Member if you have not

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 March and April, a very wrong
Past Prediction is:

**“Airplanes are interesting toys
but of no military value.”**

– *Marechal Ferdinand Foch, Professor of Strategy,
Ecole Superieure de Guerre, France..*

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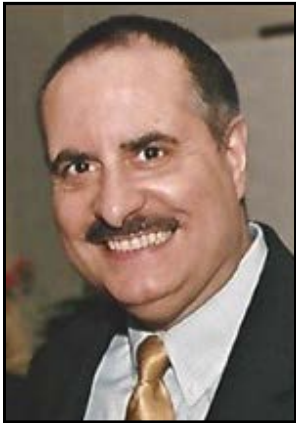
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March/April 2023 Events

By Dr. Dean Saluti, VP Events



Getting Ready for the Driving Season . . .

As I shared with you in our last issue, our President, Gus Niewenhous, has a friend, Stephen Lanzilla, who is the founder of the Boston Area Toy Collectors Club, and is familiar with little toy classic Jag models. Stephen will be speaking in April on topics ranging from “lost childhood treasures” to museum quality (‘Antiques

Road Show’) pieces, including early die-cast vehicles from industry pioneers such as Tootsietoys and Dinky.

Those of you who came to the 2022 Concours will remember that JANE member Larry Berman donated hundreds of model Jaguars from his collection for the silent auction. These were very popular items at the Concours silent auction table. We will bring the remainder of Larry’s model Jags to this meeting for you to purchase. Wouldn’t it be nice to have a die-cast E-Type similar to your cherished car on display on your mantel at home? I wonder if Stephen Lanzilla knows where I can find a model X-Type Estate Wagon to match my “Jag Wag.” We had a display of model Jaguars at a meeting many years ago and it was a big hit, so I am really looking forward to the April meeting.

UPCOMING EVENTS

Annual JANE Jags on the Lawn Evening at the Larz Anderson Auto Museum

TBD

*Larz Anderson Auto Museum
Brookline, MA*

50th Anniversary JANE Concours d’Elegance

August 12, 2023

Dinner Meeting at The Wayside Inn

*Guest Speaker: Stephen Lanzilla
April (date tba)*

For upcoming events, don’t forget our annual **JANE Jags on the Lawn Evening at the Larz Anderson Auto Museum** in Brookline. Stay tuned for the date. For new members, you should note that JANE strongly supports the Larz Anderson Auto Museum, which is the oldest and perhaps the most prestigious museum of its type in the country. We’ll have about 50 of our Jags displayed on the lawn, starting at 5:00. Joe Fasci, our local disc jockey, will be playing 50s and 60s hits, and is open to requests for classics from the Animals, the British Invasion, and my personal favorites, Jan and Dean (“Dead Man’s Curve”). Sicilian pizza, cheese, and wine and beer are there to start us off. We then move indoors to the museum for a full, all-you-can-eat, authentic, catered Italian buffet and a wine and beer open bar. We all bring different desserts. Margie and I are responsible for the take-home containers, so that all of us can have Italian food and desserts for the next day, at home. Did I mention that we will tour this wonderful museum? Don’t miss this event!

The 50th Anniversary JANE Concours d’Elegance is coming up on August 12. This upcoming event, run by Concours Chair Daniel Graf and Jeanine, will be the “best of the best.” Daniel has been working on this for months, and doesn’t miss a detail. Past President Chuck Centore is chairing a team of JANE volunteers, who will join in the planning. I suggest that you contact Chuck to get involved. Let me remind your that Jan and Dean are already on this committee because they feel terrible about the Jag that didn’t make it at “Dead Man’s Curve.” They keep telling me that they want to make up for this.

Dean



David Norris Reilly 1939 – 2023

Adapted from Legacy.com and Hemmings by the editor. Photos from Hemmings and Chuck Centore.



Editor's note: The following is excerpted from an article by David LaChance in Hemmings, September, 2018, that may be of interest to our members and might explain a little more about what was so special about David.

Ten years in suspended animation have made David and Patricia Reilly's 1967 Jaguar S-Type sedan one of the most original collector cars you'll ever see.

Visit any major concours d'elegance, and a sight soon becomes familiar: rows and rows of trailer

Mr. David Norris Reilly, 84, passed away Monday, February 13, 2023. David is the husband of Patricia Ann Flin Reilly, to whom he has been married for 58 years. He is the father of Graham Thomas William Reilly of Phoenix, AZ and Lesli Clare Reilly of Wagener, SC.

After receiving a BA in Mathematics/Physics from Whitman College, Washington, he graduated from Columbia University with a B.S in Flight Science and also received an MS in Experimental Aerodynamics at the Institute Von Karman in Belgium. David worked for several aircraft companies before completing an MBA. He then spent several years teaching in Lagos, Nigeria. Returning to the US, he concentrated on Marketing and entrepreneurship. He concluded his career as Marketing Director, first with Bull HN Information Systems and finally with EMC2. David retired to Green Valley, AZ and after 12 years there he moved to Wagener, SC for the last 4 years. David discovered the Coventry Foundation in Columbia, SC, where he quickly volunteered and spent many hours doing research and contributing to the Foundation's archives.

David's pride and joy was his 1967 Jaguar S-type, owned since new. He was its sole mechanic and caretaker. The 'S' won multiple accolades and trophies all over the US and was featured in numerous magazines and calendars. David's most recent adventure was adding a tow hitch and custom-built trailer to the Jag to bring along a newly restored 1928 BSA motorcycle to all the events. Nothing brought him more enjoyment than sharing with others his passion and knowledge of cars, motorcycles and anything mechanical.



trucks, parked in fields after delivering their precious cargo to the show fields. These cars no longer work for a living, retired to a life of riding a trailer to maintain their impeccable paint and flawless chrome. Yet a life of inactivity won't stop time in its tracks.

Rubber deteriorates, metal corrodes, paint crazes, moving parts stick together, and glass delaminates, even if the tires never make a single revolution.

It's a zero-sum game: Drive it or park it, it's hard to keep a car looking and running its best.

No one has figured out how to stop time, but a look at his 1967 Jaguar S-Type will convince you that David Reilly has come awfully close. Four decades after David and his English-born wife, Patricia, arrived at Jaguar's Browns Lane factory on September 1, 1966, to take delivery, the Jaguar looks very much the same. The original Carmen Red paint shines, the chrome glimmers, and the 3,781 cc, straight-six XK engine runs as sweetly as when it was new – all with no restoration. The car's very existence in its original state helped lead to the creation of a "preservation" class in Jaguar Cars of

(Continued on page 17)



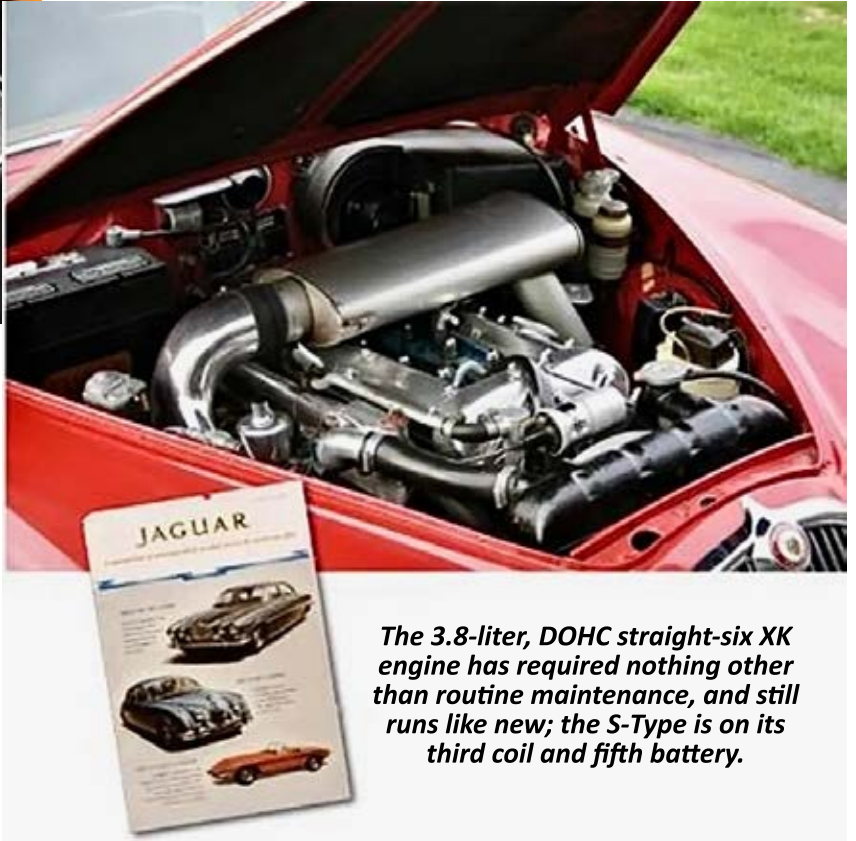
North America judging, and, David hopes, has given other owners of original vintage Jaguars second thoughts about pursuing 100-point restorations.

David has every confidence in the car – “I would not hesitate right now to get in it and drive it to Tucson,” he says – and is only too happy to use the excuse of our visit to take the car for a spin on the tree-lined roads of Grafton, Massachusetts, in the central part of the state. Three things immediately become apparent: The dual overhead-cam XK, one of the world’s great engines, deserves its reputation for power and smoothness; the independent rear suspension provides a ride that’s nothing short of remarkable, even by modern standards; and the folks who bolted this S-Type together have every reason to be proud of the car’s enduring quality. “It is such a pleasant car to drive, and the faster you drive the smoother it gets,” David observes, proving his point on a series of twisting, two-lane roads.

The car has just one noticeable flaw, and it’s a flaw that tells a story. When the Jaguar was shipped from England to the United States, it was hoisted aboard the United States Line’s American Resolute on a platform, and the four chains from the hoist marred the paint above the wheel wells. Jaguar repaired the damage, but today, the repair work is beginning to crack. David is naturally torn about having the damage repaired, because, as he notes, it’s genuine 1966 Jaguar filler on those fenders.

The Jaguar might not have remained in such original condition over the years if it were not for the twists and turns in David’s career. The couple’s first four years of ownership passed uneventfully, with the exception of a move from Connecticut to Buffalo, New York, and the birth of the couple’s son, Graham (named for the legendary race car driver Graham Hill). But in September 1970, David earned an MBA and secured a position in England as a management consultant, and the couple put their beloved car in storage for “what we thought would be a year or two,” he said. They drove 3,000 miles to Wenatchee, Washington, to leave the Jaguar in David’s parents’ garage.

Although he had expected to be overseas two years



The 3.8-liter, DOHC straight-six XK engine has required nothing other than routine maintenance, and still runs like new; the S-Type is on its third coil and fifth battery.

at the most, David drew up his own comprehensive plan for protecting the beloved Jaguar during its inactivity. He started by thoroughly cleaning the car, inside and out, and applying a heavy coat of wax to the paint; inside, he gave the black leather seats a generous amount of conditioner. He drained the fuel system, performed a complete greasing and fluid replacement, and placed bags of silica gel in the passenger compartment and trunk to absorb moisture.

That should do it, you say? Not by David Reilly’s standards. He removed the twin camshafts to ease the stress on the valve springs, and raised the car on jack stands, just high enough to relieve the tires of the car’s 3,440 pounds, but not so high as to strain

(Continued on page I8)

the rubber mounting blocks for the independent rear suspension. He removed the battery, covered the car, and locked the dark, dry garage.

Two years overseas turned into eight, and it would not be until the summer of 1980, two years after their return to the US, that the family traveled to the far Northwest to retrieve the hibernating Jaguar. What did they find when they peeled back the fleecy MG Mitten car cover? Not a speck of rust, and not a trace of mold. In fact, it was a car untouched by time, thanks to David's meticulous preparations. "Luckily, I did it the right way," David says with modesty; luck obviously having little to do with it. With the mothballing procedures reversed and fresh fuel in the tanks, the straight-six burst to life with a push of the starter button and the family piled into the car for what would be a remarkably uneventful cross-country trip in their 13-year-old car.

Back home in Pennsylvania, they became interested in bringing the S-Type to shows. They brought it to New Hope, Pennsylvania, where it won second place among 40 entries in the Jaguar class; two years later, they visited the same show, with the same result. After a move to Boston, they became involved with the Jaguar Association of New England, or JANE, entering the car in a number of shows, hillclimbs, and rallies.

They had entered the car in the Jaguar Club of North America's Driven class, placing first nationally in 1993 and 1995, and even showed it one year in the more demanding Concours class. They used the car constantly, participating in rallies, tours, and other club events. It began to occur to David and others that there was a need for a new class, one meant for cars like theirs that were neither daily drivers nor restorations.

The result was JCNA's Preservation class. David and a half-dozen other owners of original Jaguars helped craft the judging rules, grappling with the complexities of weighing originality against perfection, the usual judging goal. "It's a difficult class for a judge, because he has to change his mindset," David said. A judge must be able to differentiate an original car from an older restoration, and must be able to weigh how well the car has been preserved, and whether any parts have in fact been restored.

The Preservation class regularly attracts a number of entries, and



is attracting a number of cars that didn't truly fit in any other class and might not otherwise have been shown. "You didn't see any of these original cars come out until this class came about," David notes. "People didn't show them."

Not content to simply drive it and show it, David has sped the Jaguar up the rigorous Mount Washington Auto Road in New Hampshire, and run it through the quarter-mile at the New England Dragway in Epping, New Hampshire. (For the record, he turned 80.12 mph in 16.945 seconds, bettering the numbers Car and Driver reported in its June 1964 road test). David tells the story in the newsletter of the Jaguar S-Type Register, which he edits:

"What was it like to push an S-Type to its acceleration limits? Excellent! Holding 3,000 rpm on the start lets you bring the clutch in aggressively, getting some wheel spin, but the PowrLok differential equalizes it so that there is no fishtailing.... There is nothing like the sound of the 3.8-liter DOHC six at full throttle through its stainless steel exhaust, deep and throaty compared to the 'moderns.' All in all, a great experience!"

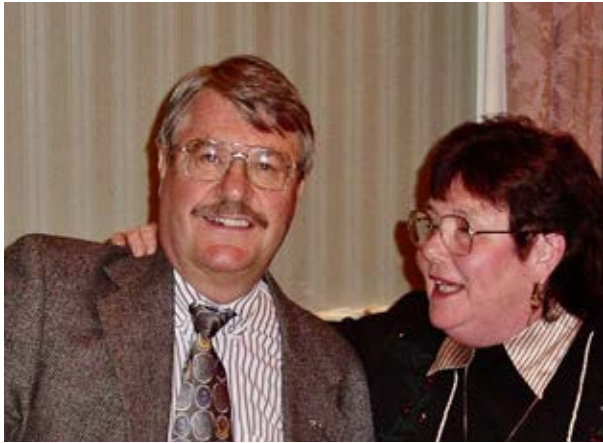
Which might just sum up that 39-year trip that started on Browns Lane.

Stirling Moss at the wheel

It was a new Jaguar that helped connect David and Patricia with one of Patricia's childhood heroes. The couple, along with the owners of a number of early Jaguar sedans, were invited to Virginia to attend the United States launch of the new V-8 range of XJ sedans in 1998, where they were introduced to Sir Stirling Moss, the legendary British race car driver. Moss observed that he had never driven an S-Type, and expressed interest in driving the Reillys'.

After driving the car somewhat conservatively for 30 miles or so to get acquainted with its characteristics, Moss "started motoring," David said. With his arms straight in the classic racing position, Moss ran the car through the winding bends of Thornton Gap, accelerating through the corners and braking later and later with every turn. Keeping both hands on the wheel at all times and rarely diverting his gaze from straight ahead, Moss kept his foot off the brakes. "It seemed to me that the car was constantly accelerating," said David, who took the passenger seat for Moss's run.

(Continued on page 19)

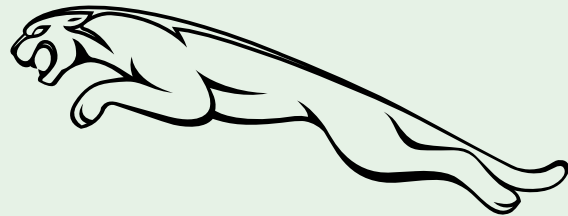


Rest in peace, David. And thanks for all your wonderful efforts.

Editor's note: As described above, David and Patricia were JANE members in the 1990s and early 2000s. David was on the Board of Directors, and helped draft the By-Laws. Chuck Centore has sent in a few pictures.

In closing, note that nearly every part of David and Patricia Reilly's Jaguar dates from its construction. Here's the short list of what's been replaced (you may notice that brake pads are not listed):

Battery: 1980, 1990, 2000	Left fuel pump: 1980
Coil: 1985, 2003	Five tires and tubes: 1986
Stainless steel exhaust: 1987	SU carburetor floats and jets: 1990
Battery tray: 1992	Pinion seal: 1993
Battery and ground cable: 1994	One tire: 1995
High note horn: 1997	Clutch slave cylinder: 1999
Brake light switch: 1999	One tire and five tubes: 1999
Five new inner tubes: 2004	



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Changing Gears – Living with a Vermont Cat

By Herman Wiegman

As auto enthusiasts, we are hardly ever satisfied with our car's status quo, and usually looking for ways to make things "better." This can span the gambit, from initiating a frame-off restoration to searching through online marketplaces for the latest bling with a Jaguar leaper embossed on it. I am sure all of us have made both good and bad choices. Let me share one of my latest bloopers.

But first, I will share with you a list of my winning modifications, to accumulate some self-esteem:

A) installing a "short shifter" from @Unhngd, on the Jaguar Forums, who also drives a manual shift F-Type.

B) adding Apple CarPlay to my F-Type, which included a reverse camera from NAViKS.

C) modifying the rear-view mirror mounting position and adding the HomeLink function.

D) installing an oil catch can to the "low flow" side of the Exhaust Gas Recirculating (EGR) system, which collects a moderate amount of moisture and excess oil.

And now for a few of my failures:

E) integrating a smart rear view mirror with video recording and GPS functions that turned out to be nothing but glare. Instead, I then installed B) above for a comeback win.

F) adding an oil catch can to the "high flow" side of the EGR system, which never collects any moisture or excess oil.

G) modifying the flywheel and clutch on my F-Type, which is the subject of today's confession.

The original F-Type manual V6 was equipped with a preponderous 54 lb. flywheel and clutch system, which takes ages to respond when shifting. The time it took for the engine to return to idle from a high RPM shift seemed to be measured in minutes. My mind would often wander to shopping lists and retirement plans.

I suspect that Jaguar designed the system for "new manual drivers." The heavy flywheel would help prevent stalls in first gear, and provide smooth shifting between clutch engagements. Jaguar even published a "Manual Manual," to introduce those "who have never piloted a stick-shift car." Good to know that the F-Type Manual was designed with training wheels.

I was in search of a sportier solution, one that would wake the lumbering giant, and engage the driver (that'd be me) at a new level. To start the process of designing and fabricating an alternative set of parts, I needed the OEM parts. Luckily, I found them at a reasonable price at Rimmer Bros. in the UK. Next step was to engage a suitable flywheel manufacturer who was interested in implementing a design that matched the Jaguar OEM parts for fitment and clearances. Enter a willing company in California who specialized in light weight flywheels for Porsches and BMW's. They worked to find clever solution for the unique 117 tooth starter gear (from the XK engine) and 58 tooth reluctance wheel for the engine control unit. They purchased a used flex plate from an automatic F-Type and grafted it to the Aluminum flywheel. Score!

Finally, I had to test the solution on my car to confirm the results. It was easy enough to schedule some time at my local European sports car shop, which had some experience with F-Types.

And here is how the test drive unfolded. The first thing I noticed was the 50% increase in clutch pedal pressure, but that was to be expected with a clutch kit that handles up to 400 ft-lbs. of torque. The clutch pedal engaged at the same location in the stroke, because the OEM release bearing was used

and the new pressure plate was at the same height as the OEM part. So far so good.

Next came the engagement of the clutch, which was a bit more "grabby" than stock. I was still able to modulate the clutch and nudge the car over small impediments in the parking lot. Things were starting to look very promising.

Going out on the open road was pure pleasure, the car started to shine and I was able to shake off my tendency to fall asleep during gear changes. The car was coming alive! A snow storm was encroaching on my test drive as I ramped up my shift points to 4000, 5000 and 6000 RPM. Wow! The driving experience was now as compelling as the glorious sound track. I adjusted my shifting technique and throttle blips to match revs. Ooooh, what a nice experience – I didn't want it to end.



Cover Page of the Manual Manual

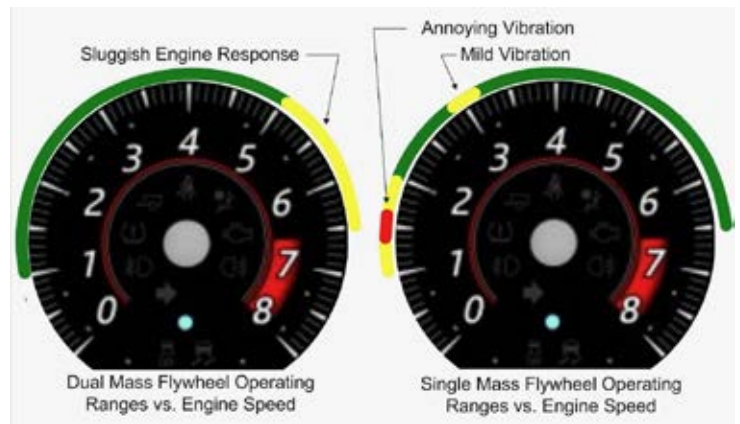
(Continued on page 21)



At Aasco Motorsports

As the snow began to fall in earnest, I had to relax my driving style and get home in one piece. That is when I discovered a weird noise at 3000 RPM that reverberated through the cabin. I figured the shop didn't seal up the exhaust pipes or maybe there was a loose heat shield under the car. But when the accumulating snow forced me to cruise back home in 6th gear at 1500 RPM, *the car started to shudder and vibrate earnestly from the rear*. Whoa!??? I had to avoid 1500 RPM or not apply any throttle in that zone, otherwise I had to endure some teeth-chattering vibrations in the rear of the car.

A few days of contemplation revealed that the rear axle assembly was directly coupled to the rear suspension frame and body of the car. The supercharged V6 engine produces prodigious torque pulses which occur 3 times per



Two versions of my F-Type RPM range

revolution, and the new light-weight flywheel was incapable of sufficiently attenuating this torque ripple the way the OEM dual mass flywheel did.

So, I feel that I achieved my goals of transforming the F-Type manual into an invigorating sports car, but at the cost of losing the grand touring nature of the car. Right now, my car is only truly applicable for spirited track driving where the engine stays above 3000 RPM. So I will have to make "following-on" decisions. As the saying goes, "in for a penny, in for a pound." Luckily, I still have the OEM parts so I can always go back to stock.

I am sure each of us has made both good and bad choices over the decades. And to quote *Sunday In The Park With George*, The choice may have been mistaken. The choosing was not."

May you all keep choosing as we explore the many facets of automobilia together.

HONKU

by Aaron Naparstek

All day in the van –

pick up the kids, bring them back

stay-at-home mom? Nope



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

Barry Bannister, our kindly if inflationary Barrister, tries to gently explain to various JANE members the implications of various laws as they exist in various places to which we JANE members and our automobiles might (or, then again, might not) travel.

That said:

In Rhode Island it is illegal to ride a horse on a highway for the purpose of racing or testing the speed of the horse.

Also, in Scituate, RI, it is illegal to travel with unopened beer, even in an enclosed package or suitcase.

Barry sidles into the office of RNP&B's Senior Partner, Eustace Railing, and seeing Eustace staring peacefully across the complex of wetlands, coughs politely and starts in.

"Hey, Stasis. You live in Rhode Island. What do you know about these really odd traffic laws down there? I've got another JANE client, Alan S_____, y'know, got the matched pair of F-Types, coupe and convertible, both BRG, who's asking me. You really can't race or test horses on a highway? Seriously?"

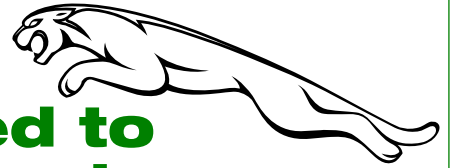
Eustace doesn't move, which is normal for him, but he does blink as he contemplates a lone pigeon descending past his window. "Yeah, I remember something about that. Buddy Cianci, remember him? Just after he got out in 07, he bought a horse. Got his neighbors in a snit, I think, exercising the nag up and down the street. Didn't even ride him, I don't think, just walked or jogged alongside the manure spreader. Mayor of Cranston did some payback, if I recall it right. Buddy hadda stop with the horse, din't wanna pay to board at a real stable, sold the nag. Your client should be fine. So, is Al really buying a horse? Tell him to call me if he has a problem."

Undeterred, Barry continues: "And also, Stasis, what's the real deal in Scituate?"

"Oh, that again," says Eustace, resting his eyes briefly. "Ritornello wanted to bust a bunch a' teenagers. I think they've got about 200 lawsuits on the thing already. Surprised you din't hear about it, even though you live outside a' Worcester, never hear anything. Tell Al-baby he worries too much." He spots another pigeon.

Barry thanks him and steps out, glad to have completed his due diligence. He marvels at the fact that the guy really never moves – his nickname is really well-earned, he thinks. He tells Marlene to give Al S_____ a call, tell him to stop in so Barry can tell him what's up in Rhode Island. Nice to be chasing after some reasonably local laws for a change, especially with Stasis serving as the house encyclopedia. He also wonders if it might be time to stop in at the Tavern, get a Coow Woow with his lunch. After a moment, he decides, "Affirmative!" and heads for the Hiawatha's rear elevator, while also contemplating the wisdom of, perhaps, two Coow Woows.

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

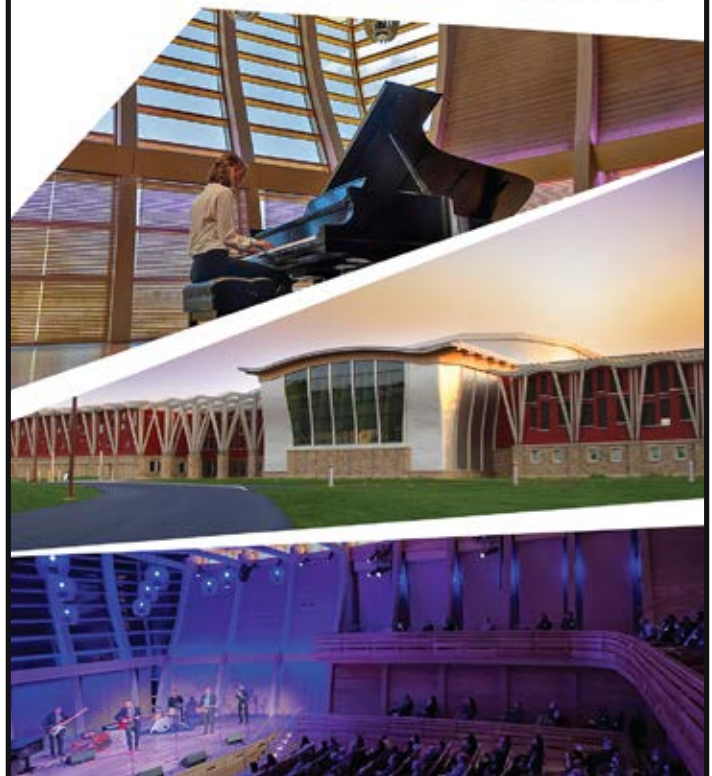


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The Chief Judge's Corner



By Aldo A. Cipriano, Chief Judge

Special Division judging is intended for factory and non-factory prepared competition and limited production Jaguars, Jaguars privately prepared for competition, modified production Jaguars and Jaguar powered vehicles with replica Jaguar bodies. The interior/exterior engine compartment and boot of Special Division entries are judged only for condition and cleanliness, not for authenticity. Further details can be found in Section 5 of the Rulebook, Page 11-9 through 11-11.

For the Driven Division, the general spirit recognized is presenting the Jaguar in original authentic factory delivered configuration and condition, but the engine compartment and boot are not judged and certain authenticity exceptions are allowed. One caveat is that Driven Division Jaguars are checked to verify that they are, in fact, Jaguar powered while entering the concours field.

By way of example, during a JANE Concours judging several years ago, one exceptional looking 1985 XJ-6 Series III sedan entered the field and was positioned in Class where, upon checking the engine, it was determined that the car had a 350 cubic inch displacement Corvette V-8, thus disqualifying it for judged competition.

During Concours competition, vehicle prep is concluded and must cease upon the broadcast notice of "Rags Down." That translates to, no further application or use of any device to continue to clean the entry. Violation of this standard, upon Chief Judge review, could disqualify an entrant, although we have never had an issue with this.

In Championship and Driven Divisions, with open or drophead configurations, the soft top must be raised with all windows shut when offered for official judging.

Carpets, factory installed floormats and primary seat covers are judged. The Entrant must remove all car mats and seatcovers so that judges can verify authenticity, cleanliness and condition of the carpets and seats.

One item often overlooked in Concours presentation is clean carpets free of any debris, sand, dust or similar contaminants. This is easy to prepare, but when it is skipped it is also a red flag often leading to a judging deduction on scoring.

Also, another item easy to address, but frequently overlooked, is exhaust tips or embellishers, particularly chrome ones. Dirty or corroded tips are a sure deduction for all divisions.

Although not a true division or class, the Display Group is a local option portion of the Concours. I welcome Concours participation at this entry level. Display allows a Club member to present his or her vehicle in the field without judge scrutiny. This stress-free presentation allows the owner to get compliments and comments about the entry and even confer with other Club members about issues to be addressed. This option is seeking and finding increased favor with many Concours entrants.

Finally, for this article, I strongly encourage entrants to read the Quick Field Reference Deduction Guide at the end of the JCNA Rulebook on non-authenticity deductions. It is very informative and can lead to significantly better outcomes with less unnecessary effort.

Cheers and good luck!

As Chief Judge, I feel it will might be very helpful to JANE members to publish an occasional article on the dynamics of Concours judging under the JCNA North American standards for the general display of your Jaguar at a Concours event.

JANE's sanctioned 2023 Concours d'Elegance will be conducted on Saturday, August 12, 2023 at the Club's new location on the grounds of the historic Wayside Inn in Sudbury, just off the Old Boston Post Road.

Concours judging under the JCNA standard and comprehensive Rulebook consists of three divisions for judging:

Championship Division

Special Division

Driven Division

The Championship Division, as defined in the rules, is the most demanding JCNA Concours Division. All entries must have the motorcar's interior, exterior, engine compartment and boot judged for authenticity, condition and cleanliness. These three criteria are the hallmarks of competitive Concours judging.

As part of the Championship classes are the C-17 and C-18 Preservation classes for vehicles that are more than 35 years old or 20-35 years old, respectively. Preservation Classes are recognized for Jaguars or Daimler motorcars in a predominantly unrestored but maintained condition, with point deductions for restored or replaced authentic parts with some notable exceptions for expendable parts such as hoses, belts, tires and batteries.

In comparison, the general spirit of the

Jaguars in 1939

By Bob Doyle

As War Approaches..

While Germany was in its early days of occupying Czechoslovakia and invading Poland and about a year before Germany began to bomb London, S.S. Cars LTD. introduced its new model for 1939.

The range included three models: Saloon, Drophead Coupe, and "100" Model. Engine options ranged in size from 1 ½ Litres to 3 ½ Litres with prices beginning as low as £298 and as high as £ 465.

• **The 3 ½ Litre Saloon** was described by Jaguar as, "Most important car in the range, the 3 ½ litre Jaguar has met with unprecedented success since its introduction at the 1937 Motor Show. Its exhilarating performance, ease of handling and effortless cruising at speed have earned for it the very highest praise from press and public alike. Its handsome coachwork provides generous space and luxurious riding-comfort for five passengers—and in quality of workmanship and finish this Jaguar saloon is only equalled by specialised coachwork of the highest order." £445.

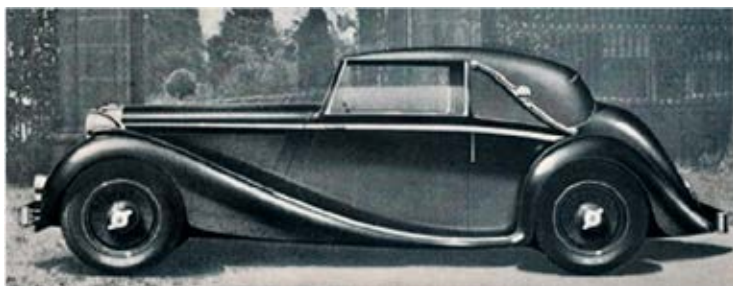


The 3 ½ Litre Saloon

• **The 2 ½ Litre Saloon** was described as, "With a performance only slightly less impressive than the 3 ½ litre model, the 2 ½ litre Jaguar saloon has the same dignified lines, the same luxurious comfort, the same smooth silence in action. In common with all closed cars in the Jaguar range, the 2 ½ litre provides full five-seater accommodation." £395.

• **The 1 ½ Litre Saloon** was described as, "Though rated at only 14 horsepower, the 1 ½ litre Jaguar O.H.V. engine develops no less than 65 brake horsepower, giving the car a maximum speed in excess of 75 m.p.h." £298.

• **The Drophead Coupe** was described as, "Exceptionally comfortable accommodation is provided by the Jaguar Drophead Coupe, which is available on the 3 ½, 2 ½, and 1 ½ litre chassis. It combines true Jaguar dignity of line with a really practical folding head, which, when lowered, fits perfectly flush with the body. If desired, the fore part only may be rolled back. The very wide doors make it particularly easy to enter or leave the rear compartment [note: that might be true for children]." Prices: £318 1 ½ litre model, £415 2 ½ litre model, and £465 3 ½ litre model.



The Drophead Coupe

• **The Jaguar '100'** was described as, "...among the fastest unsupercharged cars in the country. Its extraordinary acceleration, ease of handling and road-holding qualities are such that, in the words of 'Motor,' 'to drive the Jaguar '100' is to enjoy an experience unlikely to be forgotten for many a day to come.'" Prices: £395 for the 2 ½ litre model and £445 for the 3 ½ litre model.



During the 1939 model year, approximately 5,300 Jaguars were produced. This was the highest number of cars sold by Jaguar in any year prior to World War II. The record stood until the 1950 model year.



From the *Very Bottom* of The Scratching Post



(Editorial note: The following article uses artificial intelligence and may not entirely accurately represent the ideas of the so-called editor and/or other lowlifes humans that may be involved with this publication.)

I felt flattered and honored to be chosen to receive the Karen Miller Award For Top Editor of the Year from Jaguar Clubs of North America (JCNA) at this year's Annual General Meeting in Burlingame, CA. But I had no idea that such recognition and honor would also be extended to me all

the way from Jaguar Land Rover's corporate headquarters in Whitley, Coventry, UK as well. To my surprise, this recognition included an extremely generous invitation to visit Jaguar Land Rover in the UK, meet with both the new CEO and the Chief Creative Officer, and also to get a confidential update on many of the corporate plans for the future, particular those farther out in the future.

So, just last week, Bonnie Getz and I were picked up at Hanscom Field in Concord, MA by one of JLR's corporate jets and flown in remarkable luxury (you should see their on-board Scotch collection!) to Coventry Airport Ltd., Baginton, Coventry, UK and then whisked over the A45 overpass in a chauffeured 1965 Daimler DR450 LWB Limousine to complete the final half mile to said headquarters. There, we were welcomed by Adrian Mardell, JLR's new CEO, as well as Chief Creative Officer Professor Gerry McGovern OBE, who very warmly and generously treated Bonnie and I to one of the most fascinating afternoons I have ever experienced.

As you probably already know, JLR plans to end the manufacture of fossil-fueled engines by 2025, converting to EVs for all of their vehicular offerings by that time. What you almost certainly don't know is that JLR has also already begun working on successors for said EVs, using technology that will definitely be a show-stopper: nuclear power.

That's right, a tiny nuclear power source for each car or SUV!

They call that source a micro-reactor. It carries approximately 450 grams (about 1 lb.) of U-235 uranium in a lead containment chamber weighing about 36 kg. (ca. 80 lb.). The entire containment chamber plus reactor is approximately 67 cm. (26 inches) long by 22 cm. (8.6 inches) wide, and is installed where the drive-train once revolved.

Steam created by heat from nuclear fission in the reactor drives a high-velocity turbine just forward of the reactor, which in turn generates electricity to run four electric motors, one dedicated to each wheel (under computer-moderated control, and yes, it does have a mode labeled "Totally Drift City"). Maximum total power output can be up to approximately 1,100,000 kiloWatts, which I suspect

is more than adequate. Mardell, who I believe is of Scottish ancestry, commented something to the effect of, "We'll teach the world where Plaid really comes from."

But it is the available range that is where this technology really gets exciting! That 450 grams of uranium will generate heat for 1,020,000 hours continuously, or almost 117 years. At a typical annual usage rate of 15,000 miles, that's 1.7 million miles at up to full power before the reactor fuel is spent. Of course, your mileage may vary.

The fission in the reactor is constant, but modulated by an array of micro control rods to vary said fission's intensity. Interestingly, there is always sufficient heat available so that the steam (which is NOT radioactive, in case you were wondering, due to the use of heat exchangers) can be used for external purposes and/or recondensed into hot water for external use as well. This means, of course, that the car can actually also do things like heat the owner's home when the car is not being driven. Jaguar Land Rover plans to offer a 2,500 gallon thermally insulated tank in which to store such heated water for significant periods of time, sufficient to heat a typical 4 bedroom home for about 3.7 days (at an external temperature of -10° C.). The lads at Land Rover are, of course, already hard at work on a new nuclear Safari Range Rover, complete with laundry, hot showers, sauna and, get this, hot tub. The possible availability of virtually infinite hot water may be too much to resist, particularly when you're out in the Outback and it's snowing. Think of it! The ultimate luxury glampers!

A possible downside to this plan is that the cars' power plants will be so long-lived that they may eventually depress the market for replacement Jaguars and Land and Range Rovers. And assuming 500,000 cars per year are manufactured and sold, the number of nuclear Jags and Landys in active service by 2135 will be in excess of 50 million, all still on their first 450 gram slug of uranium. Servicing all those Jags/Landys will become a full-time corporate responsibility all by itself. And when it begins to be time to replace all that spent uranium beginning in 2150, a whole new renovation package offering is planned. My guess is that it won't be cheap, although, curiously, money was never mentioned, not even once, during our entire visit.

In any case, once again Jaguar has leaped into the future ahead of all of its competitors, with technology that approaches perpetual motion. Think of never again in your lifetime having to stop for fuel, of always climbing into a car that is not just warm, but actually toasty on those cold frosty winter mornings, with no chance of a dead battery or hard starting. Just luxurious comfort and enough kiloWatts to scare you silly if you actually try to explore their limits on a twisty road. This is what Jaguar was always meant to be, Land Rover too. Eternally powerful handsome and comfortable(!) cars that never run out of fuel. Hallelujah!

Thanks for the heads-up, guys!

And thanks for reading this far, everybody!!

Your Humble JANE ChatBratBot

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THE ART OF PERFORMANCE

Vehicles Shown: 2017 Jaguar XE R-Sport, 2017 Jaguar XF R-Sport, 2017 Jaguar F-PACE First Edition. European license plates shown. *Claim based on number of new Jaguar vehicles sold in the U.S. from January to December 2016 as compared to number of Jaguar vehicles sold during calendar year 2015 (+116%), and compared against reported U.S. sales figures by automobile manufacturers for the same time periods. †Class is cars sold by luxury automobile brands and claim is based on total package of warranty, maintenance and other coverage programs. For complete details regarding Jaguar EliteCare coverage, please visit JAGUARUSA.COM, call 1.855.JAGUARUSA / 1.855.524.8278 or visit your local Jaguar Retailer. © 2017 Jaguar Land Rover North America, LLC

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