

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

September and October 2025,
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*Dave Kellogg's 1934 SS1
Photo by Gordon Taylor*

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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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The Editor

Editor's Intro: No Vehicles – Well Not Quite

Author: Gordon Taylor, Editor



**Except Jaguars of course
Photo Gordon Taylor**

August is always dominated by the Club's excellent Concours D'Elegance. This year the new Chairperson, Bob Doyle, ascended to the occasion and, as we might expect, led another memorable day with everything going to plan. Also, even when covered in level 50 sunscreen, I acquired a nice tan. There is a lot about the event in this edition of the Cat, including the results which were processed very promptly by JCNA this year. Thanks to Marguerite, Bob, Aldo, Margie and Rick for their contributions to this edition of the newsletter.

The weather for the Myopia Polo Club Day was not quite so cooperative. As you probably know, rain caused problems on the first planned date, and the rain date was named appropriately because it rained again! The new, new date is September 28. Hopefully we will have a write-up on it for the November/December Cat.

We also have the usual joke from Brian and the Cat quizmaster (this month from our occasional contributor, Don Guarino), but no Honku, unfortunately, because Aaron Naparstek's trove of gems has been temporarily marooned in an inaccessible place due to house alterations – I'm sure that many of us can relate to his predicament. There is "other news" too; keep these little snippets coming.

Work at Motorcars Incorporated on Bonnie's E-Type, James, is making progress and as soon as there is something to tell you the Cat will have the news. However, rumor has it that the renovation is nearing completion. Keep an eye on your favorite car club newsletter for the next installment, and hopefully we will see the car at a JANE event soon.

Lastly, Marguerite tells us about the Springfield to Boston Education Foundation that educates students of all ages to repair, maintain, drive and own collectible cars. As we older people progress then a new generation of car lovers is needed to keep our hobby alive.

President's Message



Author: Daniel Graf

Greetings fellow enthusiasts, Hot Summer days are starting to fade as we shift gears into the Fall season, which presents a good time to reflect on the status of our Club. I hope many of you had a chance to enjoy the road while participating in JANE events.

Daniel Graf, President.

The financial situation of JANE remains positive, but still challenging. JANE Treasurer, Don Holden is meticulously keeping track of incoming proceeds and expenditures.

The 52nd JANE Concours d'Elegance headed by Bob Doyle, was a triumphant event, resulting in sixteen cars on Display plus thirty-four Jaguars competing under the watchful eyes of Chief Judge Aldo Cipriano, and his team of Judges. Many essential expenditures were offset by the Silent Auction revenues, managed by JANE Secretary, Sue Holden, not to mention the generous sponsorships of Herb Chambers of Boston and Jeff DeMarey of Stonewall Insurance - who heads up the Springfield to Boston Education Foundation.

VP of Events, Dean Saluti, is diligently working hard to organize activities which will be congenial as usual. Dean will be announcing dates and details periodically. He has been

doing this in addition to nurturing the relationship between our club and the Boston Herb Chambers Jaguar Dealership. As you read this, the annual JANE Myopia Tailgate event re-scheduled to Sep.07, will have taken place [Editor's note - it was rained out again and delayed until September 28, so you might be able to participate if you missed the registration previously]. Coming up on September 20 will be the Slalom competition managed by Richard Hanley. It's an exciting opportunity to test your Jaguar along with your driving skills. October is a perfect time to participate in the "South Cape Tour" on Oct.11, organized by Aldo Cipriano and Tom Finan. We have the good fortune to have the privilege of cruising in our Jaguars on a beautiful island in our backyard. Further details to follow.

Our dynamic JANE Community continues to thrive under the incomparable leadership of Margie Cahn and her associate Jeanine Graf who calls Margie the Captain of the pit-stop team. Margie and Jeanine continue to pursue membership participation, particularly among the younger generation. Contributing ideas for member recruitment are always welcomed.

The spectacular Audrain Newport Concours d'Elegance at the "Breakers" mansion, is coming up in early October, where JANE will be represented by yours truly.

Meanwhile, we feel privileged continuing to enjoying the New England weather. I'm looking forward to more good miles and good times, plus seeing everyone at our next upcoming event.

Daniel Graf, JANE President

September/October 2025 Events



Dean, JANE VP Events
(617-285-6565)

Author: Dr. Dean Saluti



Boy, do we love to read our Coventry Cat! I encourage JANE Coventry Cat readers to cherish our Cat publications - Margie and I do. Many thanks to Cat Editor Gordon Taylor and Betsy Taylor-Kennedy for providing us with these beautiful memories that we can save online on our personal computers.

FIRST LET'S DISCUSS THE AUGUST CONCOURS – with all the events that we enjoyed so far this year, we again thank our JANE President, Daniel Graf, and his greatest fan, Jeanine, for outstanding leadership that helped make this year's Concours signature event possible.

Of course, many thanks go to our Concours Chair, Bob Doyle, for an exceptional, flawless event. This is not an easy event to plan and run – there are so many pieces – registration materials, car placement map, championship tent, judging, awards, silent auction, and banquet. Bob worked with his event team starting in February on behind-the-scenes registration materials, preparation, gift bag items, event sponsors, registration tracking spreadsheets, and many other details. Thank you “Dean Doyle” for a great success! Everyone had a wonderful time.

JANE held its 2025 Concours d'Elegance on Saturday August 9 at Longfellow's Wayside Inn in Sudbury, MA. It was a Jaguar weekend, starting with a cocktail party on Friday evening, a professionally judged Concours on Saturday, a banquet on Saturday evening, and an informal breakfast on Sunday morning for people who stayed overnight. It's not too early to plan for your attendance at next year's August Concours. I will alert you as soon as possible when we firm up the date.

NOW FOR SEPTEMBER/OCTOBER EVENTS – On Sunday September 7, sorry, 28, – it's JANE's “rescheduled, rescheduled” Jaguar Cup at the Myopia Polo matches in South Hamilton, MA; another JANE tradition. We show up with our Jags at 1:30. There is a participation cost of \$30 per car. This is a premier event, as we line up our Jags right on the field in reserved, designated spaces. It is always a sellout. We bring lawn chairs and little folding tables, and we share our picnic goodies. It is “a picnic out of our boots.” The oldest Jags traditionally lead the horses onto the field and Chief Judge, Aldo Cipriano, the event organizer, will award the Jaguar Cup to the winning polo team.

September 20, Saturday – JANE's Fall Slalom will take place at the “In Control” facility in South Weymouth. It is part of the old Weymouth Air Base, off Route 18, just past the South Shore Hospital. Details are on our JANE website – www.jagne.org. Thanks to the hard work of Rich Hanley, our Slaloms are a fantastic experience. We use an old airstrip to race around the orange cones. So much fun - Wow!

October 11, Saturday – JANE's Cape Cod Tour will kick off from the famous Daniel Webster Inn in Sandwich. Margie and I have stayed at this historic Inn. It is New England at its finest and “real Cape Cod.” You can stay over and make this a “Fall Weekend on the Cape” – no tourists and no traffic. This year's event is being organized by JANE Chief Judge, Aldo Cipriano, and Tom and Mary Finan. You have met Aldo at our Concours, as he is responsible for all car judging. Tom and

Help Wanted: Associate Editor!

The Coventry Cat is seeking an Associate Editor who is willing to consider becoming the Editor eventually.

The Situation: The current Editor (Gordon) has many commitments that sometimes take him away from his computer and he cannot always guarantee to stay on top of the task when deadlines loom and board members need to be reminded that their contributions are late.

About You: Applicants should be able to deal with emails and any decent office software (Microsoft, Open Office, Apple, Google), be happy to sort out photographs (crop, adjust file formats, etc.), be kind to and communicative with people, and have fun. 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: Gain lots of new friends and get plenty of compliments on doing a good job.

Contact Gordon: cateditor2024@gmail.com

Mary have lived on the Cape for many years. Tom is retired from IBM, having worked there for over 30 years, and Mary is former Senior Tennis champion on tour. Our Cape Cod Ride will include the French Cable Museum in Orleans and passing through all the picturesque Route 6A towns. This has proven to be a laid-back, unforgettable event, just like

the Nat King Cole song! Patti Page will be singing "Old Cape Cod," as we drive down 6A. Don't miss this scenic ride – it's so romantic!

Dean

Membership Update – September-October 2025

Authors: Marjorie Cahn and Jeanine Graf, Co-VPs of Membership

Margie and Jeanine continue to get to know new members at our events. Our new members seem to be having a great time. The Concours was an "eye-opener" for some of them, and we are certain that they will return next year!

If you have not yet renewed your membership, you can solve the problem on the new JANE website (www.jagne.org). Do it now! Call Margie with any questions so that she can help you (617-285-6564).



Rich with a Boston Cup Show winner

We want to spotlight a new JANE member whom many of you may know – Rich Doucette – who runs the Boston Cup.

Rich is founder of the high-profile Boston Cup, which is now in its 14th year. This car extravaganza takes place each September on the Boston Common and features about 100 of the most noteworthy automobiles in the region. It is

considered one of the top 5 car shows in the country. Rich is well known in the car community, and we are delighted that he has just bought a 1953 Mk VII and joined JANE! He is shown on the left in the photo with a winner of a recent Boston Cup show. Check out the Boston Cup website – you might even want to apply to this invitation-only classic car

collector show and have your car included!

More about our new website -

We are moving ahead well on the new website. Of course, there will continue to be some little challenges, but the webmaster is very helpful in resolving any that occur. The web address remains the same: www.jagne.org. Again, renew your membership and attend our exciting upcoming events.



Rich Doucette

Looking forward to a great fall of 2025! Check the Events column for the details of the Slalom later in September and the Cape Cod Road Trip on October 11.



Margie – 617-285-6564; marjoriecahn@aol.com
Jeanine – 617-959-8987; jeaninegraf@icloud.com

Help Wanted: Advertising Manager

The Coventry Cat is seeking an Advertising Manager.

The Situation: JANE does not have an Advertising Manager. A very important post. Adverts are important revenue for the Cat and a free service to members.

The Advertising Manager is responsible for contacting and billing display advertisers and helping the Editor in the management of display ads

About You: Applicants should be able make calls, send emails and letters and otherwise communicate as needed with advertisers, including billing. At present, the Coventry Cat has about 14 advertising accounts that each need some attention once or twice a year, plus regular monitoring. Most of this is quite low-key and professional.

If You are Willing to Help:

Contact the Coventry Cat at cateditor2024@gmail.com to arrange a conversation about it. Thanks



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Jaguar 1987 XJ6 Vanden Plas, what an absolute black beauty, back for sale again and still in beautiful condition with all its gloss black shine and luster, could be shown in Driven Class as a hobby, drive every day or just for Sunday Drives, the value should also still go up no matter what, 69K, \$17,500.

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JANE's 52nd Concours d'Elegance

Author Marguerite Dennis

Photos by Chuck Centore unless noted otherwise



A Celebration of Automotive Excellence and Heritage

Introduction

Every year, the Jaguar Association of New England (JANE) gathers automotive enthusiasts, collectors, and the simply curious for an extraordinary celebration of classic elegance, engineering mastery, and British motoring culture: the Concours d'Elegance. In its 52nd edition, JANE's Concours d'Elegance promises not just a showcase of the world's most iconic Jaguars but a vibrant event steeped in tradition, camaraderie, and automotive passion.

History and Significance of the Event

JANE's Concours d'Elegance traces its roots back over half a century, beginning as a modest gathering of Jaguar devotees and evolving into a fixture of the New England motoring calendar. Over the decades, it has become one of the longest-running and most respected Jaguar club concours events in North America. The "concours d'elegance" tradition, which began in 1920s France as a parade of elegant vehicles, has since become synonymous with the highest standards of automotive presentation and preservation.

For JANE members and the wider automotive community, the event is more than a competition; it is a living museum where history rumbles onto the show field, and every car tells a story of innovation, legacy, and passion. To participate in the 52nd Concours d'Elegance is to step into a tapestry woven from decades of craftsmanship and the enduring allure of the Jaguar marque.

Location and Setting

The venue for JANE's 52nd Concours d'Elegance is typically selected for its picturesque charm, accessibility, and ability to accommodate both vehicles and visitors in comfort. Lush, manicured lawns and stately trees set the perfect backdrop for these rolling works of art. The ambiance is one of refined celebration—picnic baskets, sun hats, and the soft murmur

of aficionados discussing the nuances of XK engines and E-Type curves.

From the rising sun glinting off polished bonnets to the golden hour casting elongated shadows, the setting is as photogenic as the cars themselves. Each year, the field transforms into a living tableau where the past and present coalesce, and car lovers of all generations find common ground.



The Competition: Judging Excellence

At the heart of the Concours lies the competition. Vehicles are grouped by model, era, and restoration class, with categories that range from pristine showpieces restored to factory perfection to well-loved drivers that carry the patina of decades on the road.

Judging is rigorous, with teams of marque experts scrutinizing every detail, from paintwork and chrome to engine bays and upholstery. Authenticity is paramount; originality and period-correct restoration are rewarded, but so too is the owner's devotion to meticulous maintenance and preservation.

- Champion Division: Reserved for Jaguars restored or maintained to exacting standards of originality.
- Driven Division: Celebrating Jaguars that see regular road use and are maintained in excellent, authentic condition.
- Special Awards: Honors for people's choice, Best in Show, contribution to the Club.

The thrill of competition is matched by a spirit of mutual admiration. Here, winning is as much about sharing stories and expertise as about collecting trophies.

Featured Cars and Highlights

What makes the 52nd edition truly special is the diversity and caliber of cars in attendance. From the svelte, feline grace of the classic E-Type to the advanced engineering of modern F-Type models, the show field is a rolling history lesson in British automotive ingenuity.

- Pre-war SS models: The ancestors of Jaguar, rare and revered for their flowing lines and art deco details.
- Mark II and XJ Saloons: Representing the sophistication



Judging requires serious discussion
Photo Gordon Taylor

and luxury that defined mid-century motoring.

- XK120, XK140, XK150 roadsters: Icons of the postwar era—sleek, fast, and endlessly romanticized in film and literature.



420 G

Photo Gordon Taylor



Always a favorite; Carl's XK120

- E-Type Series I, II, III: Often called “the most beautiful car ever made,” these masterpieces are crowd favorites, their long bonnets and low-slung bodies a siren call to enthusiasts and collectors alike.



Another favorite; Rod's E-Type

- Modern Jaguars: The F-Type and XF bring contemporary flair and a glimpse of the marque's future, proving the brand's passion burns as brightly as ever.



Who said that Jags were “old man's cars”?

Special items in the Auction might include anniversary tributes, barn finds lovingly restored, or even an image of a Coventry fire engine, all with placards detailing their unique journeys.

Beyond the Show Field: Community and Activities

While the cars are the stars, the 52nd Concours is far more than a static display. It's a weekend-long festival, with activities designed to engage and delight guests of all ages. Welcome Reception: A convivial opening evening where old friends reconvene and newcomers are welcomed with warmth and stories. The event is as much about community as it is about cars—a gathering point for people united by a shared passion



Plenty to talk about at the reception

Notable Participants and Stories

One of the joys of the Concours is the parade of personalities whose cars have lived as vibrantly as their owners. You'll meet original owners with tales of cross-country adventures, families who have preserved a beloved Mark II for generations, and artisans who have spent years bringing a barn find back to glory.

Special honors are often given to remarkable stories: a car driven across continents, a survivor from the Le Mans era, or a Jaguar with a family legacy stretching back to the 1960s.

These narratives lend a deeply human dimension to the machinery on display.

A Legacy of Preservation and Passion

JANE's Concours d'Elegance stands as a testament to the enduring spirit of preservation and enthusiasm that defines the classic car world. By showcasing vehicles lovingly maintained and restored, the event ensures that the artistry, innovation, and stories of Jaguar's rich past are not only remembered but celebrated.

Through the years, the Concours has cultivated a sense of stewardship—owners become custodians rather than mere keepers, and each car a rolling archive of design, engineering, and human endeavor.



Something to preserve
Photo Gordon Taylor

Looking Forward: The Road Ahead

The 52nd Concours d'Elegance is not just a reflection of the past, but a glimpse into the future. With growing interest from younger enthusiasts, evolving restoration techniques, and the continuing development of modern Jaguars, the event shows how tradition and innovation can thrive side by side.

The event is also mindful of sustainability, with an eye toward more eco-conscious practices, such as the inclusion of electric and hybrid Jaguars among the entrants. As the automotive world changes, the Concours adapts, always with an eye toward excellence.

Conclusion

The 52nd edition of JANE's Concours d'Elegance is a celebration of elegance, heritage, and community. It is where the romance of the open road meets the artistry of design, where old friends and new faces gather to honor the legacy of one of Britain's finest marques. Whether you are a lifelong Jaguar devotee, a newcomer to the world of classic cars, or simply in search of a weekend of refined beauty and



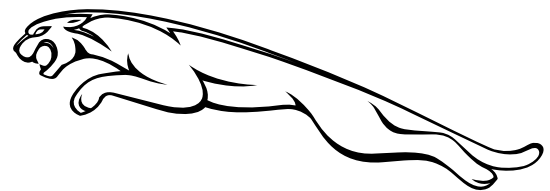
I-Pace; Basis for the future
Photo Jaguar Land Rover Boston

conviviality, the Concours offers an unmissable experience—one that continues to inspire, educate, and unite all who attend.

From the whisper of engines to the gleam of polished chrome, JANE's Concours d'Elegance is not just an event—it is a living tradition, driving ever forward into its next fifty years.



Don and Sue
Holden;
enjoying the
banquet



A View of the JANE Concours From Behind-The-Scenes

Author Bob Doyle, Concours Chair

Photos by Chuck Centore unless noted otherwise



The Concours Chair enters in his XF
Photo Gordon Taylor

On a beautiful Saturday, August 9, 2025, JANE held its annual Concours event at the Wayside Inn in Sudbury. Advance registrations included 14 vehicles in the Champion Division, 21 in Driven Division, and 15 in Display. We had three special guests who brought their British non-Jaguar cars including a 1934 Rolls-Royce woodie.



As he has for many years, Chief Judge Aldo Cipriano dedicated unending hours preparing to oversee the judging at this year's Concours event. He recruited judges, spent hours studying the large JCNA Judges' Rules Book updates, and shared this knowledge with the certified judges. He communicated frequently with the club's president and Concours chair, provided last minute instructions for the judges as they began the process of evaluating every car in the Champion and Driven classes, and worked with JCNA in processing the results.

Cars, driven by members who stayed overnight at the Inn or the nearby Fairfield Inn, began to arrive on Friday evening for a get-together reception. A few made the same mistake that I did and parked under the trees. In the morning—with no time to correct things (I probably lost some points after I told one of the judges about it)—we found our cars covered with a light coating of sap.

Marjorie Cahn and one of Dean's former students, Thao Trac (aka Marjorie's Vietnamese daughter, aka the magician)



Every detail is examined in Champion Class

deserve a lot of credit for the event's success. In addition to staffing the Registration Desk with Jeanine Graf and others, Marjorie and Thao performed a great amount of work during the weeks before the show. Thanks also to Dean for his involvement.

Thank you to Sue Holden for managing a highly successful auction and 50/50 raffle that brought in \$1,303.



The Tabulation Team Tent

Thanks to Chuck Centore for being the official photographer. Thank you to the 12 judges; thank you to the Friday team who laid out the spaces; thank you to the many volunteers; and thank you to the tabulation team who worked out-of-sight and quickly managed the score sheets and prepared them for the awards event.



Auctioneer Dean

Everyone noticed David Kellogg and Karen Maheu (thank you Karen for being the runner) arrive with a 1934 S.S.1. Several attendees gasped as they had never seen one. A few people began to talk about "SS." JANE members know that



Getting the Old Lady into position

the name Jaguar did not appear until 1935 and that SS was used for Swallow Sidecar beginning in the early 1920s and later for Swallow Standard when the two companies began to collaborate. After the show and due to the numerous conversations about “SS,” I searched my auto literature collection and found that the covers of the instruction manuals from 1932 to 1940 included SS on most, if not all, of them. After World War II when Jaguar reproduced some of the 1930s’ manuals, the covers had the “Jaguar” name in the spots that had previously listed “SS.”

During a moment of insanity last year, I accepted Daniel Graf’s request to serve as this year’s Concours chair. Throughout the year, Daniel was readily available for any question (I had a lot) and was always there to help. Thank you, Daniel.



Bob Doyle, Dave Kellogg and Karen Maheu with the People’s Choice award



Best of Show award for Bill and Adelaide Braun

We are already talking with the Wayside Inn about managing the 2026 show in early August 2026.

Springfield to Boston Education Foundation

Author Marguerite Dennis

Any JANE member who enjoyed breakfast on Sunday after the 52nd Concours d’ Elegance, saw and heard a table populated by JANE members laughing and enjoying each other’s company. Included in that group was Jeff De Marey who heads up the non-profit Springfield to Boston Education Foundation.
<https://springfieldtoboston.com/>



I met Jeff and was urged to write an article about the foundation. This is that article.

Founded in 2019, the mission of the Foundation is to educate students of all ages about the repair, maintenance and skills needed to drive and own collectible cars. There are no criteria for participation. Applicants just need to contact Jeff.

Since its founding, 14 students have participated in the program, ages ranging from a third grader to a person in their

mid-thirties.

In addition to its educational programs, the foundation also accepts classic cars, and has received: a 1938 Packard Twelve 1608 limousine, a 1941 Ford Woody Wagon and a 1963 Pontiac Grand Prix.

When I interviewed Jeff and asked him why he became involved in the foundation, his answer was spontaneous: “I go to so many car shows and know that despite all the talk, nothing was happening to get younger people involved in classic cars. I kept asking myself “How can I move kids along using my Rolodex to connect them with classic and collectible cars.”

Some of you may be as concerned as I am about the future of Jaguar and other classic car clubs. Who can inherit our appreciation of classic cars? This foundation is one way to get younger people involved. We need people with more tomorrows than yesterdays if clubs are to survive in the future. You can donate money to the foundation, or you can donate a car, memorabilia, or tools. This is a 501C-3 foundation, and all donations are tax deductible. You can reach Jeff at Jeff@springfieldtoboston.com or by calling 413 531 3991.

Memories of the 52nd JANE Concours. From an entrant (the Cat editor)

Author Gordon Taylor
Photo Credits as noted

This was Bob Doyle's first year as Concours Chair and he led us through the event efficiently and with good humor.

It was hot! As temperatures reached 90+ degrees under sunny skies, sunscreen and sun hats were needed. Lucky attendees found a shady tree under which to unfold a chair. Rod Gilbert brought his clip-on sun umbrella that fitted neatly on to an arm of his seat as he settled behind his 1961 E-Type and chatted to passersby, when not presiding over his very popular bagels with cream cheese (plain or chive), and optional lox.



Photo Chuck Centore

The entrance to the Wayside Inn includes a very sharp turn when approaching from the west, so I thought "I'll drive along a bit to a side road and turn around." There weren't any side roads before Wayside Inn Road meets Route 20, so I had to pull over and let the many cars behind me pass. Then, I did an umpteen point turn before going back to enter the show field.



**the Kellogg
"Mystery Vehicle "
Photo Gordon Taylor**

As I arrived at about 8:45, a truck towing an enclosed trailer delivered a mystery vehicle. It was under the supervision of Dave Kellogg. This car was carefully covered for much of the day until just before the start of judging at noonish.



**In the Champion Class Tent
Photo Gordon Taylor**

Several people had arrived early and there were many Jaguars of various ages entered into the three zones marked for Jaguars. While waiting for registration to open, Concours attendees waited in the Inn's parking lot, took the opportunity to greet friends, discuss the drive, and admire each other's spotless cars. Registration started soon after 9:00 and the early birds were quick to return to their cars and join the line. Early arrivals were rewarded because the wait became longer as the forty-eight registered entrants appeared.

As usual, Chuck Centore was the "official photographer". He was stationed just after registration and all entrants stopped

and, in some cases, got out of their cars, to be photographed.



**Robert Silvestri had a nice drive from CT
Photo Gordon Taylor**

Immediately, John Brady or another one of the yellow tabarded parking "attendants" looked up the location of the appropriate category on a site map and directed arrivals to the correct place; up the hill and in or near the tent for Champion class, to the side of the tent for Display class, or on the field for Driven class.



**Welcome at the registration table
Photo Gordon Taylor**

As soon as entrants were positioned correctly, out came the terry cloths, sprays of rapid detailing fluid, dusters, glass cleaners, leather restoring fluids, etc. But first, any non-standard bits and pieces had to be removed. In your editor's case, this was a sun and wind screen behind the driver. These items cause points to be deducted. There was hard work and plenty of things to keep us occupied for the whole morning. Even though our cars had been thoroughly cleaned before leaving home, it's amazing how much dust finds its way onto the vehicle in a short drive on dry roads in summer. To add insult to injury, those of us on the front row of driven class faced a dirt track from which dust clouds were created by passing vehicles. Regular cleaning was necessary, accompanied by an amount of groaning.



**The Tabard attendants' team relaxing. Has the third Brady been found?
Photo Gordon Taylor**



**There's a spot of dust there
Photo Chuck Centore**

For some reason, there was a shortage of judges this year. Judging teams consisted of 2 or 3 individuals and were told to spend no more than 15 minutes on each car; the natural tendency of some of them to chat with car owners had to be suppressed.

As the start of judging approached, the cover came off Dave Kellogg's mysterious entrant. It turned out to be a 1934 SS1. SS is an abbreviation of Swallow Standard, formerly known as Swallow Sidecar. Of course, some people new to

Jaguar history learned that the name Jaguar did not appear until 1935. (In Bob Doyle's collection of Jaguar Instruction Manuals, the covers of these printings show SS through the 1940 model year. The word, Jaguar, was added under SS in 1938.) Dave's car became quite the star of the show. Dave and his companion, Karen Maheu, worked hard as the cleaning party and the car was remarkable even with the dust. Many of us spent time reading Dave's historical literature on the stand nearby.



"What's that molecule of something or other? Take a point away"
Photo Chuck Centore

Food concession was awarded to the Wayside Inn. It looked good, but I brought sandwiches in a cooler along with a flask of tea. In the heat, much needed water was available; I had brought a supply along and kept it in his cooler.



All is revealed
Photo Chuck Centore

The major sponsor was Jaguar of Boston (aka Herb Chambers) and secondary sponsorship was provided by Hagerty Insurance. The former brought two cars to show: an F Pace and an XF. The latter provided a bag of gifts including a key ring, a pen, and a funnel.



Kellogg Cleaning
Photo Gordon Taylor

Rex Nowell, a Jaguar Land Rover sales manager, registered his newly acquired (it hadn't even been inspected!) 2024 I-Pace into the Champion Class of the Concours; it was very impressive with splendid appointments and performance. It attracted many questions from people. The march of EVs continues, and although government policies and attitudes come and go, the world at large, led by China, South Korea, India and Europe, seems to accept that a switch to clean energy is essential and inevitable whatever many of us want to believe. Let's hope that Jaguar's push in that direction is a success.



Our friends at Jaguar Land Rover Boston
Photo Gordon Taylor



Sue readies the Auction
Photo Gordon Taylor

Long time sponsor SNG Barrett was missing this year due to complications caused by its merger with Moss; we hope to see them again next year.

The early request for donations to the auction produced results. Sue Holden had offers of more items than she could handle and some late items (including mine) were turned down. Among those that were available was a huge collection of "Car Talk" CDs, handbags, key rings, copies of magazines, pictures, parts catalogues, you name it.



23,800 stitches by Marguerite!
Photo Daniel and Jeanine Graf

The auction and other announcements filled the time during the period that scores were being counted. Everybody was encouraged to bid on something. Dean led the live auction. The star item was a pillow hand-embroidered with the Jaguar logo by Marguerite Dennis. It had taken over 100 hours work and many, many thousands of stitches.



Not hors d'oeuvre trays, but very valuable plaques
Photo Gordon Taylor

Aldo Cipriano presided over the awards, but all cars looked splendid to me. The Best of Show trophy (originally donated by one of JANE's most popular supporters, the late Margaret Caruolo) went to Bill Braun with his gorgeous 1968, Jaguar E-Type. and the People's Choice was Dave Kellogg's SS1. This year, I had an easy competition in Driven class. Unlike in previous Concours, my car was the only entrant in the XK category. The Aldridge Award for this year went to a well-deserved Rod Gilbert; his good humor, endless support for the club and of course, his bagels, cream cheese, and lox are always appreciated.



People's Choice award
Photo Gordon Taylor

The outdoor events finished at about 4:00 PM and dinner convened at 6:00 PM.



Waiting with baited breath "Did I get one?"
Photo Gordon Taylor



Rod and the Aldridge award for this year
Photo Chuck Centore

2025 Concours Results



*Best of Show
award
Photo Chuck
Centore*

CHAMPION CLASS

Place	Entry	Last Name	First Name	Year	Model	Style	Champion NET (Div.\ 10)
2	C4/150-01	Dennis	Russell & Marguerite	1958	XK150	OTS	98.96
1	C4/150-02	Collins	Jim	1958	XK150	OTS	99.20
1	C5/EI-01	Mahoney	Robert	1966	E-Type	OTS	98.30
1	C6/E2-01	Braun	Bill	1968	E-type		99.81
1	C9/XJ-01	Goldberg	Larry	1983	E-Type	Saloon	99.49
1	C11/J8-01	Cutie	Christopher	2002	XJR	saloon	99.28
1	C13/JS-01	Angelico	Paul	1995	XJS	DHC	99.97
1	C14/K8-01	Silvestri	Robert	1998	XK8	DHC	99.98
1	C15/XK-01	Leavitt	Thomas	2011	XKR	DHC	99.93
2	C17/PN-02	Niewenhous	Gus	1986	Vanden Plas		96.86
1	C17/PN-01	Lewis	Clifford	1952	XK120	DHC	98.50
1	C19/FJ-01	Doyle	Bob & Monique	2020	XF	saloon	98.82
1	C22/I-01	Nowell	Rex	2024	I-Pace		99.96



*Adding Up the Results
Photo Chuck Centore*

DRIVEN CLASS

Place	Entry	Last Name	First Name	Year	Model	Style	Driven & Special NET
3	DI/PRE-02	Kellogg	David	1934	SSI Tourer		9.115
2	DI/PRE-03	Kutrieb	Ronald	1957	XK140	OTS	8.921
1	DI/PRE-01	Holden	Don	1956	XK140	OTS	9.866
1	D2/EI-03	Gilbert	Roderic	1962	XKE	OTS	9.878
2	D3/E2-02	Marut	Edward	1969	XKE	FHC	9.936
1	D3/E2-01	Barre	Vincent & Marion	1970	E-Type	DHC	9.978
1	D4/E3-01	Champagne	John	1971	E-Type	2+2	9.984
3	D9/XJS-03	Dilisio	Robert	1993	XJS	DHC	9.940
2	2D9/XJS-01	Karofsky	Paul	1995	XJS	DHC	9.978
1	D9/XJS-02	Baltay	Charles	1994	XJS		9.984
1	D10/K8-01	Budenas	John & Nancy	1997	XK8	DHC	9.990
1	D11/XK-01	Taylor	Gordon & Betsy	2007	XK	DHC	9.938
2	D12/J8-02	Hormann	Karl	2004	XJ8	saloon	9.758
1	D12/J8-01	Allain	Al	2000	XJ Vanden Plas	Saloon	9.898
1	D13/SX-01	Saluti	Dean & Margie	2007	X-Type	estate wagon	9.979
1	D14/FJ-01	Finan	Mary	2009	XF	saloon	9.987
2	D15/F-02	Gruber	Mark & Sharon	2015	F-Type		9.975
1	D15/F-01	Pessia	Tracey	2016	F-Type		9.984

Dirty Driving

*Author Rick Barnard
Photos credits as noted*



Photo Rick Barnard

Have you ever washed a car in the rain? Have you ever washed a car when it was so cold you needed warm water from the kitchen tap? I'm sure some of you have. Things happen when you like to drive a clean car and have been washing cars by hand for sixty years, like me.

Now, I drive a Santorini Black Jaguar F-Type. This optional paint shimmers with tiny multi-colored metal flakes. It is stunning. I have always avoided black cars, because they are extra work to keep clean, but when I saw this car in the showroom, I was smitten.

Now the bad news: I can't wash it.

My town is currently enforcing an outdoor watering ban. I'm told there is a problem with one of the town wells. Hand watering one's lawn or garden is permitted, but washing a car in the driveway using town water is prohibited, and a stiff fine can be imposed. Oh, no!

My options are not great:

1. Go to my nephew's house (on a road under construction).
2. Drive a mile to the horse farm where Mary boards "Teddy" (dirt driveway with no shade).
3. Go to my brother's house (an hour away). They all have private wells.
4. Go to Fitzy's.

Fitzy's Auto-Wash is one of the best reasons to live in Grafton. I wash our daily drivers there, but not the Jaguar. My owner's manual cautions against it, and unfortunately, the tunnel wash strips the wax off the car. Besides, I rather enjoy hand-washing the F-Type.

The best suggestion yet is to park the Jag on the front lawn and wash it there. If the cops show up, just say that I am watering the grass! However, Mary is skeptical of my claim that car wash soap is harmless to vegetation. So, that idea has gone nowhere.

So, what can I do?

This summer, I am driving dirty. Not mud-caked, bug-splattered dirty, but caught in the rain, or maybe trapped on a dusty road dirty. It looks good from 20 feet dirty. It says "I drive it and I enjoy it."

Accepting my unavoidable state-of-dirt is relaxing, even liberating!

If you saw a less-than-pristine-clean black F-Type at the Concours this year, a dusty car in Display class, please reserve judgment. You try going a whole summer without a wash!

Postscript:

I recently witnessed a demonstration of waterless "Dual Polymer" car wash. I was surprised by this modern spray-on, wipe-off product. Waterless car wash seems to be widely accepted, sold by Griot's, Chemical Guys and Jay Leno's Garage, among others.

But for now, I will continue to use soap and water, if possible!



*It looks pretty good from here
Photo Gordon Taylor*

GEEZER HUMOR #12

Author Brian McMahon

Editor's note: I am definitely not responsible

**I finally got eight hours of sleep.
It took me three days, but whatever.**

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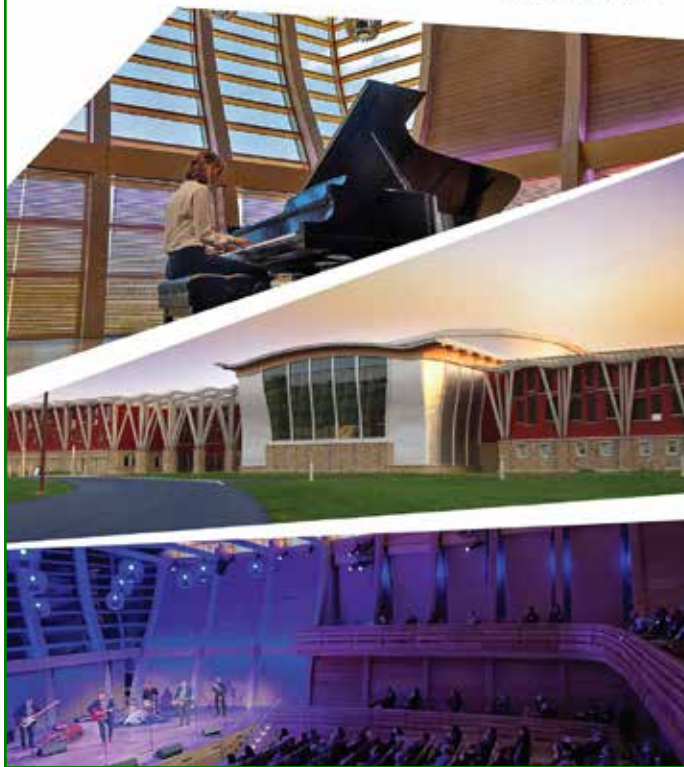
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Kevin Murphy, 617-699 0943
murphy.kevin3@gmail.com

Keep the Contributions Coming

Do you remember your first car? Your editor remembers all of his cars, from the 1964 Ford Anglia all the way through to a 2010 Prius. He even had a small number of fond memories about the 1974 Morris Marina with leaky radiator that had to be driven with the heater on at full blast to keep the engine temperature down. It also had a perpetual smell of sour milk; the legacy of a long-discarded lunch container with a broken lid. Not to mention the terrible Marina gearbox where Morris had utilized an older design from the Triumph Herald and it was notoriously very unreliable. Maybe it was untested properly in the Morris. Before that there was the Mini Van made by his cousin from parts salvaged from a written-off crashed car, or the Mini saloon that was hit from behind by a double decker bus. You must have memories like this to entertain your friends at JANE.



*1975 Mini 1000 – my 3rd and first reliable car
Photo Gordon Taylor*

Let's hear about your car stories. Get in front of your computer, write them down and send them to: Cateditor2024@gmail.com

A Trivial Question for Readers of the Coventry Cat

Author Gordon Taylor

Last month the question was from the editor

The question was "Chrysler is usually credited with bringing the minivan to the USA, but the concept is a bit older. What is its connection to Jaguar?"

This is another question that does not have a simple answer. Bob Doyle was the first, and only person on the keyboard. His answer had a thinly veiled and good-humored comment about your editor, "The first minivan: knowing you, it was probably some obscure creation that is known by few. My guess is the VW Microbus from 1949. They were underpowered through the decades of its production and they struggled to maintain a highway speed on any uphill incline. In addition, there was no protection between the driver and front passenger except the headlights and thin sheet metal."



1984 Renault Espace
Photo Carsinvasion.com

Well, that's not what I was looking for, but it's an interesting answer. If we were going almost as far back, I might have included some variations of older European panel vans from Bedford (GM), Thames/Transit (Ford), Commer (Rootes), BMC/Sherpa (Austin-Morris, British Leyland), Citroen, etc. Actually, many people consider the 1955 Fiat 600 Multipla to

be the first true minivan. In fact, I was looking for vehicles in the spirit of the large, designed-for-purpose, front-wheel drive minivans that we see all around us today.

My research indicates that the original concept was by Fergus Pollock in the UK during the 1970s. He was an employee of Rootes which from 1971 to 1978, was owned by Chrysler. The car was intended to be marketed by Simca, Chrysler's French subsidiary, and it was developed there by Greek designer Antonis Volonis. After several corporate reorganizations, sales of businesses, etc., the idea was finally brought to market by Renault in 1984 as the Espace (not very obscure Bob, and very popular in Europe as it happens); the same year as the Chrysler minivan first appeared in the USA.

The connection to Jaguar? Fergus Pollock moved around various Chrysler locations after his time in the UK, specifically in France and the USA. He eventually moved back to the UK and joined Jaguar in 1983.

He became senior design manager in 1995. He was responsible for several notable models including some iterations of the XJ6, XJ8, XK8 and XJS

Next month it's from Don Guarino of Gilmanon NH:

Why do high end cars from the 1920s have fabric roofs e. g., 1929 Ford Model A?



1929 Ford Model A
Photo classicautomall.com

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...In Other News

**Moderated with additional comments and remarks by
Gordon Taylor**

**Contributors: Betsy Taylor-Kennedy, Rex Nowell, Brian
McMahon, Dave Moulton, Gordon Taylor
Photo credits as noted**

Editor's note:

Thanks to all of you that send in little snippets of news. Some items are Jaguar related, some are thought-provoking, some are just interesting, others provide a chuckle. I have included a few in here. The selection of what to include is purely mine depending on my mood on the day!

Keep them coming to cateditor2024@gmail.com

From Betsy Taylor-Kennedy:

• Jaguar numbers are up 30%! Now some really good news to start with. The Guardian reports findings by Gerardo Ceballos and a group of other researchers. They show that the number of Jaguars (the feline kind) in Mexico is increasing. In fact, earlier estimates were far too low. In 2010, the estimate was 1000 individuals when in fact it was around 4000. Obviously, this is still a low number, but much better than 1000. Now, in 2025, a census has found that the population has increased to over 5,300. Is this an omen for our favorite car marque?

https://www.theguardian.com/world/2025/sep/01/mexico-jaguar-numbers-rise-conservation-drive?CMP=Share_iOSApp_Other



**Photo Frans Lemmens/Alamy in
the Guardian**

From Rex Nowell:

• Jaguar Land Rover hit by a cyber-attack. Rex works at Jaguar Land Rover of Boston and has personal experience of the effect of this attack. JLR's production at Halewood, near Liverpool, and Solihull, near Coventry, plus much of its at its worldwide IT was hit by an extortion attack just before the UK's new 2025-2026 registration plates became available on September 1. It's one of the busiest weeks in the UK automotive business, because new car buyers like to wait for the mid-year new plates, which, as many of you will know, indicate the year of first registration of a vehicle.

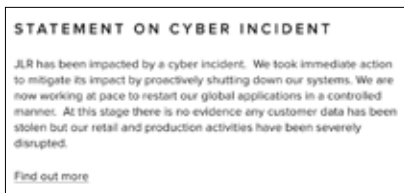
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From Brian McMahon:

• Party like it's 1999. Some of us are nostalgic for the old days, and recent rule changes will bring profits to the makers of gas guzzlers according to something that Brian spotted in the Wall Street Journal: <https://on.wsj.com/41YV4Bt>

• Rivians are quite popular where your editor lives, but it sounds as though they are having a financial struggle. Also from the Wall Street Journal: <https://bit.ly/4nFcZ21>



**Message on Jaguar's website
Image jaguarusa.com**

• The glimpses, official showings, and leaks about the upcoming new range of Jaguar cars never ceases to feed speculation and conspiracy theories in the motoring press. So, the change in top management was an ideal time for many to guess at all sorts of reasons for the retirement of the top manager.

There is no doubt that the Jaguar rebrand has got under the skin of a lot of people, many of them not Jaguar aficionados. Spokespeople for other car brands have been critical, but as we are often told, the styling will evolve until full release, which might explain the reaction mentioned below:

<https://www.motor1.com/news/769922/frank-stephenson-criticizes-jaguar-type00/>

• Trouble for Porsche: The brand's emphasis on SUVs for sale in the US is causing heartache for the company.

<http://bit.ly/42EgRyp>

And

<https://bit.ly/4nDqOnY>



**Type 00 Concept
Photo Jaguar**

From Dave Moulton:

• Jaguar has had many owners in its history. Dave drew our attention to this article: <https://www.hagerty.com/media/lists/which-car-company-has-changed-hands-the-most/>

It's an interesting summary of the owners of a few car brands selected because they have changed hands more than others. Apparently, Jaguar has had 6 owners during its existence, matched by Land Rover which also has had 6 owners. Tata being the most recent for both marques. However, they do not top the list; no surprise – it's Jeep with a sequence of 9 owners.

• Are we Woke? Actually, Dave was not the only person to send this in. Your editor does not know what "woke" means, but when the President accuses Jaguar of too much of it, some of his fans listen.

<https://www.jalopnik.com/1937998/jaguar-new-boss-trump-woke-rebrand/>

[I don't know what you think, but although many of the 00 images seem to look more like a wooden model than a real car, to me, it has a beefy, and something of a macho truck-like style if you ignore the color-ed]

Your reaction to the furor depends on your world view, but JANE has historically been very open to people from all cultures and lifestyles.

• The speculation continues. Who knows what the future holds as the JLR management seems content with a huge drop in Jaguar sales: <https://www.thetruthaboutcars.com/cars/news-blog/jaguar-sales-drop-by-97-percent-in-europe-which-is-allegedly-fine-45129343>

But things seem to be happening as the paparazzi keep their telephoto lenses in action: <https://www.thedrive.com/news/2027-jaguar-ev-type-00-spy-shots>

• Jaguar isn't backing down: The company is also getting lots of publicity, and that might be the objective. There was a Jaguar session during the Open Studio at the recent Monterrey Car Festival. Since it will be some months before the first new models go on sale, keeping the name in the news cannot be

a bad thing. What did the Hollywood actor say? "All publicity is good publicity, and make sure you spell my name properly."

From Gordon Taylor, with significant help from his wife; Betsy Taylor-Kennedy:

- EV sales in Europe are at record highs: Cheaper EVs are becoming available and people are buying them. Your editor has UK and EU friends that are very happy with their Peugeot, Mini, BYD, Audi, and VW, etc. EVs. The following article speaks for itself: https://www.theguardian.com/environment/2025/aug/17/record-number-of-evs-registered-in-western-europe-across-last-quarter?CMP=share_btn_url



Picture Jaguar

- I-Pace: With the impending switch to all-electric Jaguars, it's worth taking a look at reviews of the current Jaguar EV; the I-Pace. We even had one entered in the Concours this year (thanks Rex for bringing your new toy along; glad you like it!). Note the I-Pace is reported to have excellent handling and 0-60 in 4.2 secs; very respectable for an SUV.

- The following review is fairly positive, though it's from 2023 and probably before the model had a recent facelift. It implies that the design is getting a bit old and the range is a bit lower than that of some of its newer rivals, but seems to be a good choice for a luxury car. Overall, Jaguar seems to have done a good job with the vehicle. Incidentally, it was the last Ian Callum design at the company. <https://www.drivingelectric.com/jaguar/i-pace/range>

- This review might be a bit old, but it seems to be positive. It gives very attractive numbers for the range: <https://www.recurrentauto.com/guides/jaguar-i-pace>

- Waymo has based many of its self-driving taxis on the I-Pace platform and at least one of their clients had good things to say about what they noticed. This person documented the experience in a review earlier this year: <https://www.torquenews.com/17998/i-rode-waymo-2021-jaguar-i-pace-242000-miles-odometer-these-autonomous-vehicles-have-been>

When it was announced in 2019, the I-Pace received 62 international awards. Including the European Car of the Year award; the first Jaguar to get this. In April 2019, it became the 2019 World Car of the Year, and won Best Design and Best Green Car awards. Although there were costly (for JLR) battery fire problems in the early examples, the model has settled down.

With all of the positive reviews, one wonders why Jaguar suddenly changed course in its product strategy. One can only speculate about the reasons. Maybe it's all about where they see that they can make money with the kinds of volumes that they manufacture. Then there is avoidance of competition with other JLR brands.

With the experience of the I-Pace and the almost released electric XJ upgrade a few years ago (<https://www.autoweek.com/news/green-cars/a35519406/electric-jaguar-xj-canceled-at-the-last-minute/>) we hope that Jaguar has a gained lot of appropriate knowledge to make it all work.

- EV prices could fall dramatically That is, if what we hear from Ford turns to reality: <https://www.autoblog.com/news/fords-radical-5-billion-plan-could-slash-ev-prices-in-half>

and <https://www.autoblog.com/features/is-ford-new-ev-really-a-model-t-moment>

- Electric car batteries last longer. Range anxiety is often raised as an objection to EVs, but so also is concern about battery lifetime. Here's an article to make prospective buyers feel better: <https://www.caranddriver.com/features/a31875141/electric-car-battery-life/>

and

<https://www.ipaceforums.co.uk/threads/i-pace-battery-durability-findings.8064/>

[Note your editor is a long-time conservation-minded person with a physical science education and strong connections to the world outside the USA. The resistance to change is universal, but although this resistance is there, drivers in other countries are much more open to EVs. It appears to me that America is risking being left behind if it continues to drag its feet in what is now becoming a worldwide unstoppable change away from fossil fuels.]

- Jaguar management change due to retirement. There doesn't seem to be an indication of a new direction: Any recent financial concerns and product release delays seem to be more related to tariffs and not the "absolute turmoil" mentioned by the President: https://www.theguardian.com/business/2025/aug/05/trump-attacks-seriously-woke-jaguar-land-rover-new-ceo-pb-balaji?CMP=Share_iOSApp_Other



I-Pace battery display
Photo Jaguar Land Rover
Boston

and <https://www.tata.com/newsroom/business/ceo-balaji-jlr>

- Terrible fuel efficiency, no right-hand drive: We can only hope that there will soon be an upswing in US manufacturing with a resulting improvement in income for many parts of the country, but exporting American cars to many parts of the world will be hard if feelings in Japan about American imports are to be taken seriously:

https://www.theguardian.com/world/2025/jul/26/japan-american-cars-trade-deal?CMP=Share_iOSApp_Other

Reports like the one below can't help the only American car line-up that has been popular worldwide: <https://www.motortrend.com/news/deadliest-car-brand-in-america>

- JLR changes plans: Jaguar Land Rover delays launch of new Range Rover Electric, officially because of tariffs (conspiracy theorists can and will speculate about the true reasons). We have to take the announcements at face value, but the extra time gives them more breathing space to finish development: https://www.theguardian.com/business/2025/jul/18/jaguar-land-rover-delays-launch-range-rover-electric?CMP=Share_iOSApp_Other

- Tariffs are taking their toll (pun intended): As noted in the reports from JLR, the tariffs are having an effect. Volkswagen took a €1.3bn hit from 'high costs' US tariffs

https://www.theguardian.com/business/2025/jul/25/volkswagen-takes-hit-from-high-costs-of-trump-tariffs-vw?CMP=Share_iOSApp_Other

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Time for a Fall leaf peeping trip, or something else



September color changes in Rangely, Maine
Photo Gordon Taylor

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Photo Gordon Taylor

The Fall is a great time to get together with your friends and take your beloved Jaguar out on the road. For example, many of us will have been to the British Invasion and might have some stories to bring home. If you want to get out and use your car, you could take a cue from Kevin Murphy who organizes a Cars and

Coffee event at the Maine Classic Car Museum in Arundel, Maine (<https://mainecarmuseum.com/>). On this recent trip, there were some prospective new JANE members along for the day. The next Cars and Coffee is on October 11.

It's often worthwhile taking a look at Tata beyond JLR as I did recently. Tata is a huge corporation with a good reputation as an employer. It includes Tata Steel (a big UK employer) Tata tea, Air India and a hotel chain in its very long portfolio. I was curious for more information after a few conversations with non-Jaguar owners recently. It was notable how many people did not realize that there were Jaguar



4 classic Jaguars at the Cars and Coffee event
Photo Kevin Murphy

SUVs and others were surprised that Jaguar had been making electric cars since 2019. Some had not heard of Tata.

In addition to being an old company founded in 1868, Tata is a long-standing truck and train manufacturer in India. It is about to acquire one of Europe's leading truck manufacturers (IVECO). Also, it makes a range of cheap cars (gasoline and electric) see:
• <https://www.tatamotors.com/passenger-vehicles/>
• <https://www.tatamotors.com/electric-vehicles/>
• <https://www.tatamotors.com/luxury-vehicles/>
• <https://www.tatamotors.com/commercial-vehicles/>

The website shows the geographical markets for Tata Motors. What's notable isn't the regions that are included, but the ones that are not, specifically, North America and Europe. One wonders what the long-term plans might be, especially as India could be a low-cost manufacturing center for cars, and one also wonders how much cooperation exists between JLR and the other groups within Tata Motors. There is plenty of room for conspiracy theories here!

As noted by Daniel and Dean, there are a number of upcoming JANE events including the Fall Slalom, a Cape Cod tour, and the oft-delayed Myopia Polo Day, so we should have a full edition of the Coventry Cat for November/December.

Finally, although the Concours for 2025 has been and gone, it's never too late to think about next year. Some of us (including me) were too late to get our auction donations organized for this year, but items will be needed for 2026, so keep your eyes open for those handy and/or decorative things that could be good for next time.

See you at a JANE event soon.

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