

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

January and February 2026, It's the Time to Renew

More Than Just a Car Club

A White Christmas Party and AGM



Photo by Gordon Taylor

Keeping your Jaguar on the road



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

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An ad in The Coventry Cat currently reaches about 250 households with excellent demographics, who will enthusiastically read whatever we send them.

The Coventry Cat, January and February 2026

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Happy New Year

Gordon Taylor, Editor



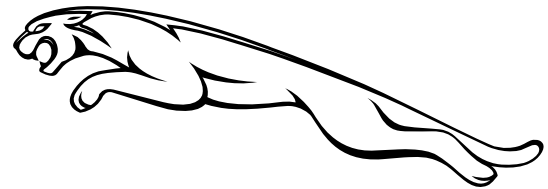
***The Last F-Pace is made at the Solihull Factory
Photo Jaguar Enthusiasts Club***

As 2025 ended, Jaguar made its last internal combustion engine vehicle, and started to convert its manufacturing capability over to EVs. This change will upset many people, but for others it will be a sign that JLR is looking ahead and by developing this new platform it's laying the foundation for a future when vehicles are very different. As you might expect the last gasoline-powered Jaguar was a 2026 model F-Pace and I'm sure that it will end up in the museum at Gaydon along with other notable historic cars – maybe it will be like the last of the original Minis and signed by all of the employees that built it. The F-Pace is based on the D7 aluminum platform that has been used in one of four variations across the JLR range from the XE to the new Defender, including the I-Pace EV. I wonder if this same platform will be the basis for the much-anticipated electric

Range Rover. In this issue, I have written an article about my own impressions of a recent acquisition – an I-Pace.

Also, in this issue of the Cat, we have remembrance of our much-loved E-Type owner and friend to us all, Rod Gilbert. Rod will be missed by everyone. He passed away just before the AGM in December. He was known as "Sir Rod" by his long-time buddy, Aldo Cipriano. Aldo has recalled memories of their friendship and experiences together in an article for this edition of the Cat.

November and December saw us at the Wayside Inn twice – for the Thanksgiving Dinner and the AGM. I attended both events and have assembled my notes from both occasions with help on the details from Carl Hanson and Margie Cahn. In addition to our usual articles, this edition also includes something from our new Chief Judge, Mark Cioffi, another recollection about the 2025 British Invasion from Brian McMahon, and Bob Doyle has been digging into history again with a look at classified ads from 1959. Don Holden brings us up to date in Club finances. Also, don't miss a look at the Hemmings website which has an excellent description of the work that Carl Hanson did to restore his XK120. Carl has included the URL in a Cat article this month.



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

President's Message



Daniel Graf, President.

Author Daniel Graf

As I write this column, our club has just celebrated its 2025 Annual General Meeting along with the 2025 Holiday celebration. While the attendance number was 35, and not as high compared to past years, it was definitely a lively and spirited reunion, seeing everyone visibly glad to reconnect with fellow members and friends. Curiously, I don't recall hearing any conversations regarding model types of Jaguars owned,

nor technical exchanges on mechanical quandaries. Instead, I heard a number of interesting car and non-car stories often injected with humor.

One on-going topic percolating in JCNA as well as throughout the collector car community, is the diminishing yearly number of entrants and specifically classic cars. I can remember back through the late 70s, 80s and 90s seeing an extensive assortment of early SS's, Astons, Bentleys and RR, alongside Alvis, Brewsters, Rovers, Morgans and a myriad of older British cars displayed proudly on show fields throughout New England. We're pretty sure they still exist... somewhere? But where? To note there is also a reduction of experienced quality repair shops handling early British cars in the US. While there is a slight increase in "Cars and Coffee" get-togethers, the number of participants is dwindling. We understand that there is no single reason for this. It's a mixture of an aging population along with the waning interest in classic cars by a younger generation, perhaps discouraged by financial limitation, or simply a change in taste and performance. How do we reverse the trend? JCNA VP Dean Cusano invoked the question resulting with a national zoom conference call involving Regional Directors and Club Presidents, for sharing "best practice" and brainstorming innovating ideas for maintaining and recruiting new members. Some have suggested more engagements using social media, such as TikTok, Instagram, or Facebook etc.... Consider focusing on intra club Camaraderie and co-joining events and rapprochement with Jaguar/ Land-Rover Dealerships. One component commonly acknowledged is the "critical importance of a friendly club atmosphere". This is where our JANE Club has always stood out. It's not just my opinion, but a recognized declaration by Jaguar owners visiting from other JCNA Clubs. This includes non-Jag owners who have been attracted to the welcoming amiability of JANE members. Some want to be included in our community and offer to volunteer their time. One excellent example of the importance of sociability is the "non-official" South Shore XK Club, graciously hosted at the home of Margaret

and Steve Turschmann.

This twice-a-year major get-together has been slowly growing over the past 5 or 6 years. There are no Ads, no dues, no participation fee, no competition or restriction on types of vehicles: just park your car and enjoy engaging with one another while feasting on barbecued delights prepared by Tom Brady and his co-conspirators Dan Crook and Paul Gavaza. This is in addition to the assortment of other foods prepared by the Turschmanns and friends. The attraction is not just beautiful cars, though certainly appealing, but repeatedly demonstrated by the four to five hours everyone stays together sitting around, exchanging stories and humor over libations, and occasional cigars. I tend to reiterate this value because it's not "just about the cars." Mark Twain once said "I'm all for progress. It's changes that I don't like."

On another topic, our "new" JANE website is almost a year old, and while there are still some minor glitches to resolve, it is improving as we speak. I encourage everyone to quickly renew their yearly membership and scroll throughout the site for interesting JANE information. Anyone encountering any access difficulties or event confirmation, should report the issues to Margie Cahn marjoriecahn@aol.com or myself danielgraf100@yahoo.com Be sure to copy our webmaster Kerch McConlogue kerch@wefixbrokenwebsites.com.

Our New Year's resolution for 2026 is to strive to increase weekend excursions and events. Dedicated JANE VP of events, Dr. Dean Saluti is tirelessly continuing to explore new activities.

Concours Chairman Bob Doyle has already started working on the 53rd Annual JANE Concours d'Elegance. Bob quietly raises the caliber of our Concours using his Professional Academic Skills.

Chief Judge, Mark Cioffi, will shortly start recruiting, training and eventually certifying this year's Team of Concours Judges. The detailed level of manufacturing history is very interesting for anyone who has never judged.

JANE Club Secretary Sue Holden, who has efficiently undertaken the managing of the Silent Auction, is creatively seeking a myriad of interesting items to present at our next Concours. holden.snh@gmail.com

My Suggestion Box is open to welcoming new Escapades.... and Volunteers. Stay tuned!

Wishing you all a Happy and Healthy 2026.

Daniel Graf
JANE President

January/February 2026 Events



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

Author Dr. Dean Saluti



RECAP – Sunday, December 14, we celebrated JANE’s Holiday Party at the Wayside Inn, where we enjoyed the festivities starting at noon. We realized that this is a

busy time of year with just so many parties and late nights. JANE decided to have an afternoon event, with a short Annual General Meeting (AGM). Of course, we had the opportunity to bring toys and gifts to deliver to David’s House and monetary donations were accepted. The buffet was spectacular. Past President Chuck Centore took pictures of couples around the beautifully decorated Christmas tree. My friends Jan and Dean from Surf City, CA, drove in with an F-Pace - not a Vette! They were delighted to see that Margie Cahn had sponsored a Berklee College of Music professor, who played jazz/Christmas carols on his keyboard. I told Jan and Dean that maybe next year they can sing, as long as they keep driving an F-Pace.

WHAT COMES NEXT? – Wednesday, January 21, 6:30 PM, another JANE spectacular event is planned at the Jaguar Boston facility, 1188 Commonwealth Avenue, Boston. Don’t worry – there will be free valet parking in this 200,000 square foot facility. Yes, there is a reasonable charge for the beer, wine, soft drinks, and buffet dinner - \$30.00 (including beverages – Wow!!). I will have your dinner ready for you when you arrive.

It is fitting that we have this meeting at the dealership because the topic of the after-dinner presentation is the **Tata Corporation’s Financial Growth Strategy**. As you know, Tata is **Jaguar’s parent company from India**. There will be three presenters – one of my recent MBA graduates from India, Jasleen Kaur, who did her final project on this topic, Adil Elomri, General Manager of our Jaguar dealership and now a recently appointed member of the Jaguar U.S. Steering Committee, and me – responsible for the PowerPoints. When Jasleen did her final presentation, we were impressed with her extensive research and decided that she needed to share this information with JANE, an interested and appreciative Jaguar club. Don’t miss this event! Be on the lookout for an emailed registration notice.

Keep an eye on the website calendar for upcoming events for February and beyond.

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

Membership Update – January-February 2026

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

CONGRATULATIONS JANE MEMBERS!

THE 2026 RENEWAL NUMBERS ARE IMPRESSIVE!

Margie and Jeanine, your Co-VPs of Membership, want to congratulate you on renewing your JANE membership in record numbers. The “new” website has been challenging for some of you, but you have persevered, and we are so excited to see such enthusiasm from our members.

Now, for the numbers – in just the couple of weeks since the 2026 renewal notice was sent out, 83 of you have renewed your memberships and 3 new members have been added. We welcome Gregory Carroll with his 1974 Silver E-Type, Phillip Curtis with his 1994 Light Green XJS, and Tracey Pessia with her “Orange” (Wow!) F-Type – you will remember that car from the 2025 Concours.

This website renewal process was new for all of us, and we didn’t know how successful the campaign would be. Well, the numbers speak for themselves. If any of you had trouble with the online payment, a bill was sent to you, instructing

you to mail a check to Margie – and 14 of you did! To have so many of you renewed by the first week of January is very heartening.

For the rest of you - if you have not already done so, please renew now. Remember, even if you no longer own a Jag, we still would love to have you at our exciting events... JANE friends are friends for life!



Margie and Jeanine

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

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

Sir Roderic K. Gilbert (Member No. NE18-17678)

Author Aldo Cipriano

Photos as Noted



**Left to Right:
Aldo, Sir Stirling Moss, Rod
Photo taken by Lady Moss**

On Friday, December 12, 2025, we lost “Sir” Roderic K. Gilbert of Brookline, Massachusetts, a long-standing JANE Club Member.

Sir Rod purchased his British Racing Green (OTS E-Type) from the British Consulate in the 1980s. Sir Rod was also a founding member of the Brit Boys, a British Road

Tour Club we had created several years ago. For many years, Sir Rod, former Club President Ray O’Brien, and myself met at the Legal Seafoods in Chestnut Hill to discuss club events.

For those who knew Rod, they found him to be the most generous fellow with the biggest heart who would help anyone in need. He was dedicated to JANE and always attended our Certified Concours events. He was also a regular attendee at the British Invasion in Stowe, Vermont, where I first met him over 30 years ago.

With press passes from the Newport Preservation Society, Sir Rod and myself attended the Vanderbilt Concours event 7 The Coventry Cat

in Newport, Rhode Island in 2007, where we met Sir Stirling Moss and his wife, Lady Moss, who took the attached picture.

Rod was fearless in driving his E-Type in New England, maintaining it regularly by his qualified tech in Massachusetts. Personally, he helped me authenticate a 1949 XK 120 Alloy (#242) kept by a family in north central Massachusetts. He loved JANE and club members, but he truly loved his 1962 E-Type and explaining its history to onlookers. If small children observed the E-Type and parents told them “Do Not Touch,” Sir Rod would retort, “it’s only a car, do you want to sit in it?”. This is an example of his generosity. He was a dedicated goodwill ambassador for our Club. We have lost an iconic man of JANE, who we should never forget.



**Rod and his E-Type at the
British Invasion 2024
Photo Gordon Taylor**

God bless Sir Rod and his family.

Editor’s Note: Aldo pointed out to me that on page 35 of the January-February 2026 edition of Jaguar Journal, Rod and his E-Type can be seen at the British Invasion. It’s the photo at the top right-hand side of the page.

A Word from the Concours Chief Judge

Author Mark Cioffi, Chief Judge



It is an honor to serve as the newly appointed Chief Judge for our Jaguar club. I would like to begin by extending my sincere thanks to our current and longtime Concours judges. Your continued dedication, professionalism, and attention to detail are what make our Concours d'Elegance successful, credible, and rewarding

for participants and spectators alike. Judging is often a behind-the-scenes role, but it is fundamental to preserving the integrity of our events and the standards we all value.

I would also like to express my personal gratitude to Chief Judge Emeritus Aldo Cipriano for his mentoring, guidance, and steady leadership. Aldo's experience and willingness to share his knowledge have been invaluable, and I am grateful for the foundation he has helped establish for the future of our Concours program.

As our club evolves, we are actively looking to recruit new Concours judges. If you enjoy Jaguars, appreciate craftsmanship, and value fairness and consistency, judging can be a very rewarding way to contribute to the club. Prior judging experience is not required. What matters most is a willingness to learn, an interest in the rules, and the ability to work collaboratively as part of a team.

One of the most common questions potential judges ask is about the time commitment. In total, judging requires approximately 12 hours per year. This is typically divided into 3–4 hours for judges' training in the spring, and 6–8 hours at the Concours d'Elegance in August. Many judges find this commitment manageable and enjoyable, especially given the opportunity to spend time with fellow enthusiasts and to see a wide variety of Jaguars up close. Judges may enter their own vehicle in the Concours but may not judge that division.

How Judging Works

Concours judging is structured, consistent, and team oriented. Judges work in teams of three, which helps ensure balance, accuracy, and fairness. Each team is assigned to specific divisions, and that team judges all cars within their divisions. This approach is intentional: by having the same judges evaluate every car in a division, we maintain consistency and ensure that like cars are judged against the same standards.

Judges are expected to have a working understanding of

the Concours rulebook, particularly knowing where to look for answers to technical or procedural questions. No one is expected to memorize the rulebook. Instead, judges should be comfortable using it as a reference and applying its guidance objectively.

Each vehicle is evaluated using official score sheets, which list the individual car elements to be judged. These score sheets provide structure, transparency, and consistency across all divisions.

Judges are assigned specific vehicle areas to evaluate, including Interior, Exterior, and Operation Verification (lights, horn, signaling systems, etc.). In the Champion and Special Divisions, additional areas—the Engine Compartment and Boot—are also judged.

Within each of these areas, judges apply defined evaluation criteria using the official score sheets. These criteria include:

- **Condition** – The quality and state of components such as paint finish, body panels, dents or scratches, trim, glass, wheels, upholstery, woodwork, and overall presentation appropriate to the area being judged.
- **Cleanliness** – The level of care and preparation evident throughout the vehicle, including exterior surfaces, wheels, interior surfaces, engine compartment, and boot, as applicable.
- **Authenticity (Champion and Driven Divisions)** – In these Divisions, judges also evaluate authenticity, including correct finishes, materials, components, and configurations, in accordance with the rules.

This structure ensures that judging is consistent, transparent, and applied fairly across all cars within a division.

Judges are encouraged to work collaboratively within their team, discuss observations, and apply deductions consistently. The goal is not to “find fault,” but to fairly and accurately evaluate each car based on established standards.

Becoming a Judge

If you are interested in becoming a Concours judge or would simply like more information, I encourage you to reach out. I am happy to answer questions, explain the process, and discuss what judging involves.

You may contact me by email at mjcioffi@usa.net or by phone at 603-491-7202.

Once again, thank you to our dedicated judges for your continued service, and thank you to Aldo Cipriano for his mentoring and leadership. I look forward to working with both our experienced judges and those who choose to join us in the future as we continue to uphold the standards and traditions of our Concours d'Elegance.

Thanksgiving Dinner

*Author Gordon Taylor
Photos by Chuck Centore*



Margie checking us all in

This year we returned to a long-standing tradition and JANE held its Thanksgiving Dinner in the usual room at the Wayside Inn. Last year, due to the scheduling, this event and the AGM/Holiday party were combined.



2025's event was on Wednesday 19 November. It wasn't just turkey in the buffet; there were plenty of options to suit most people and we all made the most of the evening.

As in previous years, landlord Steve Pickford talked about one or two aspects of the Inn's history. Built on ancestral land of the Nipmuc indigenous people, it's recognized as the oldest continuously-operated inn in the United States. It was originally a family home built in 1686 and opened as a tavern in 1716. [Incidentally this is also the same year as the opening of Concord's Colonial Inn.] Also, it's located on the Boston Post Road, one of the oldest roads in the country

and a section of this route is effectively the driveway to the Inn's front door.

Many people know of the place because of Longfellow's poem called "Tales of a Wayside Inn" which was inspired by a visit in 1862. The building and surroundings were purchased by Henry Ford in 1923. Ford expanded the property with a view to creating a living history museum.



Thanking Steve Pickford for an interesting talk

Steve passed photos around including pictures of old car meets from years gone by with images of early automobiles. He told us about an electric vehicle charger from the first years of the last century - you might remember from a talk by Bob Doyle a couple of years ago, that before starter motors were introduced by GM (Cadillac to be precise), electric propulsion was the norm.

Steve took us through some history of the family that had operated the Inn for several generations. There have been very few landlords in the 300-year history. In fact, the land and buildings were in the Howe family from early days until 1861. Times change, and so do the needs of the Inn's clientele, so the parking area and the barn sales area are being expanded as tourism increases. On the night of our Thanksgiving dinner event, pumpkins were on sale at the barn. There was plenty more history described at a new exhibit in an adjacent room to our venue.

Finally, Steve expressed his pleasure and thanks for JANE's use of the inn as its base.



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AGM and Christmas Party

Authors Gordon Taylor and Carl Hanson with additional information from Margie Cahn

Photos by Chuck Centore unless noted otherwise



Photo Bob Doyle

It was a cold snowy day as JANE members arrived at The Wayside Inn for the annual Holiday Party and AGM. The start at noon was a bit earlier than in the past, but there was time for appetizers and conversation near the warm fire before we all settled down for important AGM business followed by a buffet meal. Many people took advantage of our own private bar.

There was table set aside for our traditional collection of donations to David's House.

This year we had live music for the first time. Dean introduced John Arcaro. He has been a professor of piano at Berklee College of Music for many years. John had brought a portable electric piano along with him.

While we were eating our finger food and supping libations before the proceedings started, there was some conversation about news from JCNA about the recent Jaguar management shakeup; apparently there is no change to the plans for new platforms. Somebody said that Tata is taking

more control because of dissatisfaction with the performance of individuals and the reaction to controversial advert.

The meeting started on a somber note as we heard that long time JANE member, E-Type owner, bringer



Photo Chuck Centore



Photo Gordon Taylor

of bagels, and recent Aldridge award winner, Rod Gilbert has passed away.

Club President, Daniel Graf, opened the proceedings with the request for formal adoption of the December 2024 AGM.

Then Nominating Committee Chair, as required by JANE bylaws and after publication of the names in the Coventry Cat and presentation at the November meeting, Carl Hanson, conducted the election for the officers and directors for 2026. But first, Carl recognized the other committee members: **Dave Moulton, Dave Reilly, Rich Hanley, and Margie Cahn.**

Nominated individuals were asked to stand.

Officers:

President, Daniel Graf
Past President, Gus Niewenhaus
VP Events, Dean Saluti
Co-VPs of Membership, Margie Cahn and Jeanine Graf
Treasurer, Don Holden
Secretary, Susan Holden

Eight board members are continuing as Directors for another term:

Aldo Cipriano
Dave Reilly
Bob Doyle
Dave Moulton
John Maccarone
Steve Wetzel
Carl Hanson
Frank Grimaldi

We all showed our appreciation of these volunteers that make the club work.

The Nominating Committee had received recommendations for other qualified candidates to fill vacancies on the Board of Directors for 3-year terms. When asked, **Yanni Alexakis and David Kellogg-Achin** accepted the nomination. Yanni made a statement about how he perceived that the club needed to modernize its communication methods and make itself more attractive to younger demographics.



Carl Reading the Nominations
Photo Chuck Centore



Yanni Alexakis
Photo Chuck Centore

After presenting the names, Carl asked President Daniel Graf to ask for nominations from the floor. Hearing none, the slate was uncontested and Carl moved for acceptance; the motion was seconded. In accordance with Club Traditions Carl asked elected secretary, Susan Holden, to acknowledge herself and cast a single vote for the slate of officers and directors. With Sue's vote the election was complete. After recognition of the new leadership team, Carl handed the meeting back to President Daniel Graf.

Other items on the formal agenda included:

- A report on the website; progress is being made on improvements. The membership renewal features should be working. You can sign up for automatic renewals as well as a single-year membership. Selection of automatic renewal triggers an email reminder just before the transaction takes place each year, so you can opt out before money is taken.
- It's time to rejoin for next year.
- A recap of the 2025 events; it was a very full calendar starting with the New Hampshire Maple Run, and including some new tours, plus all of the usual favorites. We hope for



New Business Card
Photo Gordon Taylor

an even better year in 2026.

- The date for the JANE next Concours is confirmed for 1 August 2026. Bob Doyle will be in charge again.
- Don Holden told us that the Club's finances are in better shape than in some recent years. We voted not to make the finances public. Don explains more about this elsewhere in this issue.
- Recognition of the woman that handles the results of the Concours - not a Jaguar owner, and not a JANE member. Her name is Thao Trac and her award said "JANE Concours Tabulation Wizard." She was a student of Dean Saluti's who originated from Vietnam and has become like a part of Dean and Margie's family. For 5 or 6 years she has prepared scoring sheets before the Concours. On the day of the events, she worked the whole time on verification and entry of the scores into the spreadsheet, for final announcement of winners.



Thao Receives an award from Daniel
Photo Gordon Taylor

The meeting was adjourned at 12:30 PM and we dived into the fine food at the buffet which included beef, turkey, pasta, and dessert options of apple pie or cheesecake. Many of us ate too much.

At one point during dinner, Dean noted the new business cards that had been distributed to us all. Member, Al Allain, had designed them and had a batch printed. Al is willing to make more if required. Al's unsolicited volunteer spirit is what keeps the club going.

Message from the Treasurer

Author Don Holden

I am pleased to report that the Jaguar Association of New England has been able to end the year with a small surplus. After several years of having a sizable deficit, the Board of Directors made the hard decision to stop printing and mailing the Coventry Cat newsletter. This was the major cost that caused the Club to run a deficit, even after we tried increasing the price to members for a printed version. This year, we also had to replace our website because the webmaster we had used for years retired. We were able to cover this cost with the savings from the newsletter.

We appreciate your patience as we implement our new website and thank you for renewing your membership.

Don Holden
Treasurer



Don and Sue Holden
Photo Chuck Centore

British Invasion 2025 “One if by Land ...”

Author Brian McMahon

Photos by Brian McMahon, unless otherwise noted

Editor’s note: Brian is really an Aston Martin fan, so this article has a bias towards his preferences. He gives us another look at last September’s weekend in Vermont.



**Sheila and Oliver Cromwell Came by Land
in Their “Elusive Blue” DB9
Photo Darrell Mook**

The Royal Army would have a more welcome reception if they landed in Stowe, VT today during “British Invasion Weekend” than they endured in hostile Lexington, MA in 1775.

Beginning 34 years ago as an informal gathering of like-minded petrol heads with anywhere between 400 and 600 leaky, creaky British cars park on the town’s exhibition field every year. The purely automotive concours has expanded to include contests for British attire (including “Best Kilt” and “Most Likely to be Arrested on the Streets of London”), continues on with a scenic drive around the countryside, a dinner, and now involves the whole village with a Friday night downtown block party that featured a stellar live band well versed in the classics of (you guessed it) the British Invasion of the 1960s.

Aston Martin, along with Triumph, Lotus and Mini were this year’s featured marques and Astonia was well represented by a fleet of newer model Aston Martins. All were in one class for Concours judging and the winner was Darrell Mook and Jeanette Chow’s stunning Vanquish Volante.

Second Place went to Donald Irving for his DB11, and Third



**The British Army’s
American GHQ? No,
Just Some Proof of the
Rampant Anglophilia
During the Annual
Invasion Celebration**



**Jeanette Chow with the
Best-in-Class Award and Their Vanquish
Photo Darrell Mook**

Place was awarded to Chuck O’Neal and Debbie Chiacu for their carefully maintained DB7. Overall, the Best in Show prize was awarded to Bill and Bonnie Wittman for their spotless 1954 Jaguar XK120.



**Through Decades of Ownership in the Same Family, this
Jaguar Has Always Performed Well at Concours Events**

Around the field of honor were dozens of Triumphs, with many TR6s sporting the Union Jack on their rear fenders, popular on those TRs that were exported to America, a Mini with the registration plate ITSOQT, and the actual 1960 Lotus Elite that was Class Winner at Le Mans in 1959, 1960, 1961, 1962, 1963, and 1964. The car was a bit ragged after all those races and it then went through many iterations, including the substitution of the Coventry Climax inline 4-cylinder engine for a Buick V8 with Jaguar E-Type differential, and then the replacement of those mechanicals with a huge 6.0L Corvette LS2 V8 and 6-speed transmission. All this in a car that originally weighed only 1,110 pounds at the curb. As a result, not much of the internal structure of the Lotus was intact, but the current owner decided to go back to the future by fully restoring the Elite and its 2.0L Coventry Climax twin cam engine to its original specifications. These

may have included the risqué engine compartment sticker that prompted knowing smirks from spectators.



Well ... Ummm ... Don't We All?

Because the vaguely organized countryside tour seemed uninspiring, Darrell Mook and Jeanette Chow suggested that I join them in a scenic route that Darrell had travelled many years earlier. While in law school, Darrell picked up some extra weekend cash by working for the resorts, transporting skiers from the Stowe ski area to the Smugglers Notch ski area on the other side of Mt. Mansfield. Today, the only way to do this in the winter is to take a conventional two-lane road halfway around the mountain base. Back then (and in the fall now) there is a more direct, scenic, and dangerous route to arrive on the other side of Mt. Mansfield. Prudently, Vermont has set up rubber barrier chicanes on the approaches to either end of this road that suggest if you can't make it through this test, maybe you should not proceed, and take advantage of the turnaround that was offered.

Darrell and Jeanette had that beautiful Vanquish Volante and he knows this road; I had my new-to-me DB11 and was vainglorious enough to join them on an adventurous road trip into deepest Vermont. Easily handling the entrance chicane, we were immediately faced with a road that was usually one lane in either direction ... unless it was further reduced to one lane in both directions. In one case, there was a 90° bend on a one-lane stretch, that included a 50 ft. promontory that blocked the line of vision for drivers proceeding in either direction. "Proceed slowly, with the ability to stop in half the distance to any other vessel sighted ahead of you" is the nautical rule for sailing in fog, and it worked in this situation, as well. There were steep inclines and declines and hairpin turns illuminated in varying amounts by the brilliant sunshine that was filtered through the thick forest pine canopy. I wish I could have taken photos but it would have been too dangerous to stop.

We succeeded in reaching Smugglers Notch, relaxed a bit and then returned to Stowe over the same treacherous road. Lest I think that this was a major achievement, Darrell said that he had made this run repeatedly on icy roads ... in the winter ... driving a 12-passenger van full of commuting skiers before Vermont ordered that this route be closed in the winter because it was too dangerous.

After that experience we were primed for the Friday



All of our Astons Would Beg "Start Me Up"
https://www.youtube.com/watch?v=7JR10AThY8M&list=RD7JR10AThY8M&start_radio=1
Along with This Celebrity Look-Alike at the Downtown Block Party

night block party. The town of Stowe shut down its main downtown road and invited British Invasion participants to park their Astons, Jaguars, MGs and Bentleys along the street, before allowing pedestrians into the mix and mingle with petrol heads who eagerly awaited the talented and engaging live British Invasion music band that was setting up their guitars, keyboard and amplifiers. Once they started playing, everyone was movin' (Yeah!) groovin' (Yeah!) and dancin' in the street https://www.youtube.com/watch?v=GuCBXTfoVq8&list=RDGuCBXTfoVq8&start_r.

Some of us sampled the local gourmet restaurant fare, too, since there were many innovative chefs in Stowe enticing us, though we had to patiently wait for a cancelled reservation to be seated. We used the time well, by schmoozing with other British car owners and taking in all of the spectacle, until we had table space.

Whatever your gustatory choice, or Britannic automobile affiliation, the annual British Invasion in Stowe, VT is a great way to celebrate our quirky affection for these magical machines.



Looking like a "Cruise Night" in Birmingham or Coventry, MGs and Jaguars Line Up at Downtown Stowe Eateries

If Not a New XK 150, What Could You Buy in 1959?

Author Bob Doyle

Photos from the archives of Road and Track



If you could not afford a new Jaguar XK150 in 1959, what was available at that time? Well, let's look at Marketplace in a 1959 edition of Road & Track which listed used cars available at the time.

The column included private and dealership advertisements. Rates were \$4 for 25 words, with no additional charge for name and address. For \$25,

advertisers would receive enough space for 25 words and a picture. Road & Track was careful to warn that "...it cannot be responsible for accuracy of description but will attempt to screen all misstatements."

One option requested offers over \$2,000 for a 2-year-old, Jaguar 2.4 with 17,000 miles.

If you had to have the XK150 model and were willing to accept a used FHC, one was available for \$3,350.

Let's look at older models. David Kellogg might have something to say about a 1934, SS-1 sports coupe selling for \$1,300 or a 1936, SS-100 roadster offered for \$2,650 by White Enterprises, 950 Hill Rd, Winnetka, IL. [The structure currently at that address is listed as a 6,400 sq. ft. house valued at \$3.7 million.]

A 1958 Ferrari 2-liter TR--an Elkhart 500 class winner--was listed for \$8,000 (equal to \$89,000 today). It was described as "very fast" and the sale included a trailer, tow car (not described), and extras. The one MA car advertised was a "new, never driven" Mercedes Benz 190 SL for \$4,800

1957 JAGUAR 2.4. Black w/red leather, 17,000 miles, carefully maintained and driven. Best offer over \$2000. William Steinhoff, 2121 Highland Rd., Ann Arbor, Mich.

1958 JAGUAR XK-150 hardtop. White w/red interior, chrome wire wheels, o/drive, radio and heater. Beautiful condition, 7100 miles, never raced or wrecked. \$3350. M. I. Rasmussen, US Navy, White Sands Missile Range, N.M. White Sands 2-2132.

1936 SS-100 JAGUAR rdstr., bright red. \$2650
1937 540-K MERCEDES-BENZ conv..... 2950
1939 HISPANO V-12 conv..... 4750
1934 SS-1 JAGUAR sports cpe..... 1300
1935 MG MAGNETTE rdstr., new BRG.. 2250

(equal to \$53,000 today). Although a Randolph, MA, address was listed, the vehicle was "On dock in New York w/taxes paid." Someone either had a late change-of-mind or ran into financial difficulties. Recent sold prices on Bring-A-Trailer for good quality 190 SLs ranged from about \$70,000 to over \$150,000.

Marketplace also listed numerous accessories including Judson superchargers for \$85 (currently listed on E-Bay for \$2,100 to \$3,800). A firm in Sweden offered a collection of 10 car catalogs for \$1 or 60 for \$5 with the guarantee that each would be different. There were employment opportunities from a "Leading Chicago Area Dealer" for "2 high caliber mechanics, Rolls-Royce experience desirable." There was also an "official appearing engraved metal plaque for your dashboard" warning, "CAUTION: DO NOT LOWER WINDOWS AT SPEEDS IN EXCESS OF 120 MPH. \$1 ea., ppd. airmail." I think that Jeanine bought one of those plaques after her first ride with Daniel.

If you can rent a Wayback Machine from that era (are Sherman and Mr. Peabody still around?), you might find some excellent bargains.

Blue Moon Restoration in Hemmings Motor News

Author Carl Hanson



Blue Moon

Photo Betsy Taylor-Kennedy

I wrote 57 monthly articles about the restoration of my XK120 in The Cat from January 1999 to December 2005. Afterwards, I made a booklet with all the articles and made them available to JANE members for \$25 a copy. I have to say that it did not have overwhelming sales! Not too many JANE members were interested in restoring their cars.

But Hemmings editor David LaChance thought it was a story worth printing.

He came to our house nine years ago, interviewed me,

took pictures of the car in various settings as well as copies of selected restoration photos and told me it would be the featured car in the June 2017 issue of one of the Hemmings magazines, "Sports & Exotic Cars". However, the publication of that magazine was stopped in May. The article and photos were filed away.

A couple of months ago, David called me with the news that the November 2025. Hemmings Motor News would feature my car along with others in a special issue on the theme of "Epic Restorations: True stories of amazing makeovers". He updated the article for me to review, selected photos from his files, and there it was on the cover with in a 6-page story in the iconic magazine!

Hemmings made the article available online at the link shown below.

<https://www.hemmings.com/stories/a-diyer-transforms-this-1951-jaguar-xk120-from-barn-find-to-dream-car/>

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There's No Going Back

Author and Photos Gordon Taylor

This article has some of my opinions. I usually try to keep them in check, but recently I have acquired new wheels so it's a good time to show some feelings based on the new circumstances. First, as an editor of a car club newsletter, I feel the way Rock Hudson must have felt when admitting that although he was a sex symbol, he was actually gay. My assertion is that EVs are here to stay and that's a good thing for most of us. [The article has nothing to do with sexual orientation by the way.]

I started writing this after a conversation with JANE member, Allen Sisson, at the 2025 Thanksgiving Dinner. Allen has recently acquired an E-Type previously belonging to the late Tom Larson. As a result, he has become a Jaguar fan after a long association with Porsche. We drifted away from classic cars and Allen explained that his daily driver was a Lucid and his wife used a Tesla. As with every user of an EV I have come across, he is a big fan; especially of the performance, but also all of the other advantages. We can put aside arguments about the romance of gasoline powered cars and whether or not transport-related CO2 emissions are causing our climate to change, but one thing is clear, people who own EVs love them and that now includes me.

Many people are unsettled by Jaguar's plans to go all electric, but it's worth taking an EV test drive. As I have remarked many times, several of my close friends (UK, Germany and USA) have them and where I live in Bolton, they are very common. We see Rivian trucks and SUVs, Hyundai and Kia EVs, Mustang Es, Polestars, Lucids, Chevy Bolts, even electric Jeep Wranglers, and, of course, Teslas.

I had been considering replacement of my venerable Prius for some time and concluded that an EV was probably the answer, but when to do it and which model to purchase were questions that lingered. Recently some non-essential parts had fallen off the Prius because of rust and last Summer all changed when the brakes failed because a bracket holding the fluid line also rusted and caused a major leak. The Jaguar I-Pace remained on my list since seeing an early example that Kaplan showed at the JANE Concours in 2019. Some EV-enthusiastic bystanders were also admiring it. I was impressed, because as a Jaguar fan, I hoped that our favorite marque would take the plunge. As I recall, the company had been experimenting with electric power since the noughties and I seem to remember that at one time they had a test car with all four wheels driven by separate electric motors which were controlled by the on-board computer.

My revived I-Pace investigation started at the 2025 Concours when I spoke with Rex Nowell from Jaguar Land Rover Boston. He had just acquired a 2024.5 I-Pace for himself and he entered it in the show. Being the true salesman, Rex was ready to talk about the car and showed his enthusiasm for

it. Moreover, because JLR was clearing out inventories he was ready to explain all the special incentives. After about four weeks of research, I concluded that the 2024.5 I-Pace was worth more than just a look and in early September I acquired one. [As an aside, Dean and Margie also joined Don Holden plus others, and bought new Jags – their cars are not so radical as mine; they have F-Paces. Dean's is a 2024 model.]



The Proud I-Pace Driver

I have a habit of buying cars at weird times. I bought a Nissan in 2000 just as they were heading for bankruptcy and before Renault saved them - people said "good luck with that." In late 2009, I bought my Prius just as Toyota was being hammered for what was perceived as dangers in its drive-by-wire systems (people looked at me as if I was reckless and mad). Now, I have bought a Jaguar as the brand goes through a risky, but I'm sure carefully planned, metamorphosis. Even some JANE members have written the marque off - I heard the "good luck with that" remark again. Also, when I was debating whether to take the I-Pace or the XK to The British Invasion one prominent JANE member said it was better to not take the "controversial" one; why an I-Pace is controversial I can only imagine, but we live in strange times. Fortunately, I am not one to rush to judge, and especially not one to be influenced by speculation, group-think and hyperbole (the auto journalists are prone to a lot of that – not to mention Wall Street watchers and the British tabloids). I like to keep a calm view of things. [Reminder JLR shut down the traditional Defender range for several years and then bought the new version back with a bang.]

So back to the point. I have only had the I-Pace for four or five months, but at this time, I can say that it is GREAT. No messy technology such as a radiator with water and antifreeze, no oil changes, no hiccupping gear changes on acceleration (and no gear oil), no transmission fluid, no gasoline stabilizer - fuel it up at home, no emissions and no muffler. Fuel consumption cost is equivalent to 75-80 mpg. The car is comfortable and has what you would expect in a luxury vehicle. Maintenance is not much more than checking the tires and brakes, plus inspection once a year. The fact that JLR offered five years of free maintenance and a five-year guarantee, plus lots of free wireless connectivity features was sugar really.

Charging stations are all over the place - some will add 200+ miles in the time it takes for a pee and a coffee at a highway

rest area. There are fast DC chargers that use standard connectors; it's likely that the car's satnav knows where they are. Even Tesla Superchargers work with Jaguars using an adapter to the I-Pace socket. Charging the car at home has had little impact on our electricity bills, especially because we have solar panels and a community sourcing electricity scheme in Bolton that gives us very reasonable rates. Even without our local electricity supply advantages, the fuel consumption equivalence is good by many standards.



Ian Callum Styling



Tesla Adapter



CCS Socket

If there is one weakness in the I-Pace, it's that it has older battery technology because it has been around for a while. Even so, it can give 220+ miles per full charge. Claims of 400 miles per charge are becoming common these days and that's the kind of number that Jaguar is mentioning for its upcoming platforms. This isn't an issue for me because I rarely drive such distances and I have a Tesla adapter if needed (about \$200, should you be interested). Some battery manufacturers are claiming that >700 miles per charge is just around the corner with the new technology, solid-state batteries.



Level 2 Home Charging Station (you might get a tax credit for installing one of these)

On first glance, the car looks like a boring SUV/Crossover, but the I-Pace sometimes feels like a sports car; 0-60 in under 4.5 seconds and there's no hesitancy on moving off. It has decent handling because the battery weight is low in the center. There is all wheel drive with two motors and traction control (what I need for our steep driveway in winter), plus many other gadgets. After a closer look, the Ian Callum styling shows. It's a pleasure to be in the car.

I have read a number of opinions about bleak prospects for EVs in recent months, much of it coming from Wall Street watchers with a view constrained by the next quarterly

report, the removal of tax incentives, etc., and blinkered by the current American zeitgeist. So, it was with a bit of trepidation that I went ahead with the car. This wasn't improved by many people making disparaging remarks about British car reliability - as it happens, although a Jaguar design, the car was assembled at the highly-respected Magna-Steyr contract manufacturing plant in Austria (so was the E-Pace incidentally). Oh yes, then there is the much-flaunted lithium fire issue: have you ever thought much about the highly inflammable liquid you use as you fill up at the gas station? There have been a few fires recently that were initially blamed on EVs, but after a proper investigation were found to be caused by gasoline or diesel vehicles - the big fire that shut Luton airport and ruined a brand-new parking garage is a good example (electrical fault; triggering a diesel fire).

Now, I have been using the car for a while and have received many positive comments. I spoke to somebody recently from a family that had received four prizes at the British Invasion for cars such as TRs, MGAs, etc.; I mentioned the I-Pace and they said "cool - you must take it next year." On another occasion, the local wiring inspector stopped in to check on the EV charger that had been installed in our garage; he went out of his way to compliment me on the cars in there (including my 2007 XK by the way). I heard that the husband of the Town Administrator where we live has just bought a Mustang E and loves it. My Mercedes-loving cousin in California has had nothing but praise for my choice of new wheels. So now, I drive the I-Pace with pride.

On other concerns about buying an EV, it's worth a look at the rising automobile companies worldwide and especially from countries with a long-term view of energy and transport such as China, India, and S. Korea where models originate from Hyundai, Chery, New MG, Tata, BYD, etc. EVs are at the center of things. It was summed up by Ford's boss Jim Farley recently at the announcement for his company's tie-up with Renault for the development of a small EV. He said the Western car makers are "in a fight for our lives". It's very distressing to note that this is an area where the USA had developed the technology, had the knowledge and resources to lead, but has let it all go elsewhere. We can speculate that JLR's Indian ownership with a reach into the developing world might be its strongest point. One wonders what strategic planning is going on at Tata Motors where EVs

figure prominently on their website.

There is EV growth in emerging economies and beyond the USA. For instance, it's been reported that Ethiopia is becoming a leader in the EV revolution where the import of gasoline powered cars is now banned. There's a reason why BYD is building a huge manufacturing facility in Brazil. A possible scenario is that automobiles in the developing world will follow the pattern set by phone users in those countries. For example, in many African countries, where there had not been any landline infrastructure to speak of outside cities, hardwired technology was ignored and users went directly to wireless communication. Similarly, why invest in a huge network of gas stations, oil refineries, pipelines and trucking capabilities with associated pollution when energy falls free from the sky every day?

There has been talk of tough financial times for EV manufacturers; some will go under, and some models will be shelved, but this always happens when you get a crowded field of startup vendors as new technologies mature. Companies learn too – for example Ford took a big loss on its Lightning vehicle, but immediately announced plans for a

new range including smaller electric trucks and varieties of hybrid for other models.

I'm not trying to sell I-Paces or evangelize for EVs in general, but I am saying that the world needs to approach the change away from fossil fuels with its eyes open. There's no going back on EVs. Governments can change policies at the drop of a hat, but if a technology is good, then it will stay, and EVs have some big advantages over internal combustion engine cars for most people under most circumstances.

To be brutally honest, when I first wrote this article some of me was in a sour mood – it's now my fourth iteration of the article; each one gentler than the last. I had heard snarky comments about my choice of wheels from people that I would normally respect, but I have now mellowed out quite a lot, especially since noting that Jaguar fans seem to be relaxing more about the upcoming changes. However, I have a very pessimistic view of the future for companies and countries (not mentioning names) that are not able to embrace change. Darwin once said that it's not the strongest that survive, nor the most intelligent; it's the most adaptable.

...In Other News

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

**Contributors: Brian McMahon, Gordon Taylor,
Betsy Taylor-Kennedy, Bob Doyle
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!

From Brian McMahon

• *Something for juveniles of all ages.* Brian brought a new Porsche patent to my attention recently. It was described in a couple of places; here's one: <https://carbuzz.com/porsche-tunnel-mode-patent/>. I guess this patent emphasizes the mindset many car buyers. When equipped with the algorithm described in the patent, using GPS, the car will detect when you are approaching a tunnel. Among many things:

- The car will give you a notification and a choice of not one but TWO tunnel operating modes.
- It will lower all the car's windows.
- Toggle the car's sport mode and, if it has one, open up the active exhaust.
- The car would even downshift by at least one gear to send the revs toward redline.
- Other options include: If you have a convertible, the car could let you know ahead of the tunnel to stop and lower

the roof. On cold days, the temperature could be raised because of open windows.

- If you have an EV, like the Taycan, synthetic noises would be altered to make the car sound more like the old days of boy racers showing off.

Does this patent indicate that Porsche is not above insulting the maturity of its customers? At least that could be the case if they have spent valuable development money on this instead of real improvements to their cars. Of course, a patent application doesn't mean that they have actually made one, as I can attest from my own experience. Many cars with the Porsche name in my part of the world seem to be SUVs, probably built on VW platforms. The sports cars are not so common, and the ones I see are fairly recent, but not new, examples. They are sometimes sitting, often unused, in garages and driveways. Is this patent an attempt to revive past glories?

• *A book recommendation for fans of Clarkson, Hammond and May.* Brian saw that the creator of the TV programs that these three characters hosted has written a book about the "Top Gear" show and the follow-on "The Grand Tour". He's called Andy Wilman and the book is "Mr. Wilman's Motoring Adventure." If you are an old Brit like your editor, you will remember the predecessor show on BBC2 called "Wheelbase" in the 1960s with Cliff Michelmore.

• *Have you ever turned into a gas station on the wrong side of the pump?* Brian noticed an article in the Wall Street Journal about a Ford employee called Jim Moylan that did this and then suggested to the company leadership that a little

indicator on the dashboard would help. He forgot all about his idea, but Ford adopted the it and it has now become universal. You see it on EVs too, showing where the charging socket lies.

From Bob Doyle

• *Vintage Ford fans might have an opinion about this one.* A “stunning” 1940 Ford Deluxe Convertible for about \$100,000 on Hemmings, but look at the inside... Would you be seen at the wheel of this?



Photo Hemmings

EV Corner from Gordon Taylor. There is always plenty to watch here,

• *Is the USA going to be the Jurassic Park for automobiles?* An article from Forbes suggests that it might. Other articles have appeared showing that EVs are being adopted around the world, but less so here. In the UK, EV numbers are expected to surpass diesels by 2030 (diesels had been the UK’s most popular engines for a while until VW gave them a bad name). November 2025 was a weak month, but UK EV sales were still 26% of all new car registrations. It was a 3.6% increase on the previous year. The UK is BYD’s largest market outside China; didn’t we hear that they plan on a UK factory? <https://www.forbes.com/sites/current-climate/2025/12/08/weak-fuel-rules-put-us-on-the-road-to-an-automotive-jurassic-park/>

• *Is Africa where the leadership lies?* CNN and others have noticed that Ethiopia is becoming a country of EV owners where the sale of internal combustion engine cars is now banned: <https://www.cnn.com/2024/08/17/climate/ethiopia-evs-gas-car-ban-climate/>



**Electric bus factory in Addis Ababa
Photo CNN**

<https://energyforgrowth.org/article/ethiopias-ev-pivot-how-one-of-africas-least-motorized-countries-became-its-most-electrified/>

• *Plug in Hybrids (PHEVs) are not so green, but they are great for automaker profits.* A report from transportenvironment.org says that figures quoted by the manufacturers are flawed

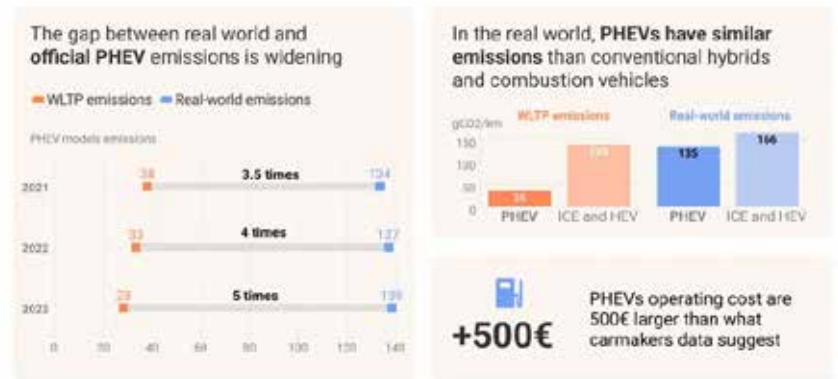
• *Ford Lightning causes the company to take a big write down.* There’s an old joke:

A mathematician, a statistician and an accountant were asked to add 2 and 2. The mathematician said “it’s 4”, the statistician said “it’s probably 4” and the accountant said “what would you like it to be?”

Ford blames the Lightning and the ending of subsidies for its write-down, but then announces plans for small electric trucks, hybrid platforms and what it calls extended range electric vehicle (EREV) technology:

<https://electrek.co/2025/12/15/ford-reveals-new-f-150-lightning-erev-plans-kills-off-ev-version/>

Polluting and costly: growing gap between PHEV claims and reality



Source: T&E analysis of 2021-22-23 OBFCM data collected by the European Environment Agency, EEA car registrations 2021-23, EAFO, Weekly Oil Bulletin



Picture transportenvironment.org

• *Ford has plans for small EVs in Europe and plans a joint venture with Renault.* An announcement tells us that this is a strategic relationship to “develop two Ford-branded passenger electric vehicles based on Renault Group’s Ampere platform.” It goes on to say “Additionally, the companies will explore the opportunity to collaborate in the commercial vehicle segment in Europe, to jointly develop and manufacture Renault and Ford-branded selected light commercial vehicles.”

Of course, Renault and Nissan are very closely tied together and the latest version of the Leaf is just going into production in the UK. Room for conspiracy theorists here <https://www.bbc.com/news/articles/cqlkgynddrdo>

From Gordon Taylor and Betsy Taylor-Kennedy - JLR snippets

- *JLR is using drones in its factory in Wolverhampton.* Apparently, this is to check out equipment and machinery. The company claims a 95%-time reduction. A follow up project will be applied to stock taking: <https://media.jaguarlandrover.com/news/2025/12/jlr-boosts-factory-safety-and-operational-efficiency-drone-based-inspection-pilot>

- *News is beginning to leak about real experiences with the Jaguar 00.* Autocar claims that the 1000HP Jaguar is the “best riding car ever” with a speed up to 150 MPH and a 400-mile range. It’s likely to go on sale in the summer and be in the hands of customers in 2027.

<https://www.autocar.co.uk/car-news/new-cars/best-riding-car-ever-150mph-first-ride-1000bhp-jaguar-gt>

- *A lot has been said about firings at the top of JLR.* As usual, it’s hard to know what really is happening and even harder to know the motivation, especially when press headlines are creating fog, but it seems that Tata managers are moving into high-level positions, at least as far as the top job is concerned, where the new guy is from Tata Motors. However, confusion reigns about the lead designer. Some reports say that he was marched out of the building from a meeting, but JLR denies this and his name still appears on the JLR website: <https://media.jaguarlandrover.com/person/prof-gerry-mcgovern-obe>

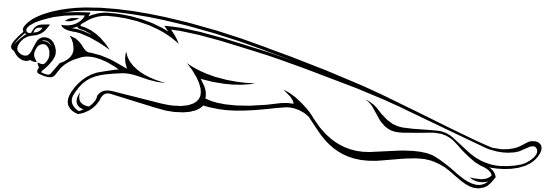
- *Technology changes.* JLR claims that a new design of its “dashboard safety backbone” [whatever that is] will cut over 50,000 tones of CO2 annually because of removal of magnesium.

<https://media.jaguarlandrover.com/news/2025/12/jlr-reengineers-dashboard-safety-backbone-its-next-generation-vehicles-cut-over-50000>

From Gordon Taylor with Brian McMahon in mind

- *The BBC reported about an Aston Martin DB5 “driveway” find.* I quote from the BBC website:

“A 1960s James Bond-style Aston Martin DB5 - which became so dilapidated local children played on it - has been restored and is now worth £1m [\$1.35M]. John Williams, 71, from Mold, Flintshire [Wales], bought the vehicle second hand in 1973 for £985 [\$1,333]- the equivalent of about £15,000 [\$20,295] today. He last drove the car, made famous in films Goldfinger and Thunderball, in his 20s, before leaving it to rust on his driveway. Mr Williams saved £400,000 [\$541,222], for a three-year restoration at Aston Martin’s Buckinghamshire works, where experts had to remove a mouse nest before carrying out 2,500 hours of repairs.”



1996 XJS CELEBRATION EDITION

2+2 convertible, just over 57,000 miles and has the AJ16 4.0 L. and four-speed automatic transmission. British Racing Green with a piped tan leather interior and tan cloth top with matching leather boot cover. Beautiful wood grain interior, dual chrome exhaust outlets, climate control system (A.C. Compressor, drier, and expansion valve replaced in July, 2020 by Jaguar specialist shop, recently brought to full charge). New AGM battery in January, '24. USB charging port. Top is like new and has a heated, clear glass window. 1st Place, Driven Class in 2021 JANE Concours. File of all work done in the past 6 years and some earlier. No Winters, always garaged under current ownership. \$13,900.00. Registered and driven.



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

2003 VANDEN PLAS LWB SALOON



2003 Vanden Plas lwb saloon, last year of preferred model, must be seen to appreciate impeccable condition throughout. 58,000 miles. Carnival red/cashmere, sunroof.

Have added four, must sell two; by seniority this at 11 yrs is the longest held. \$14,400 higher than most, as is condition, very likely best available.

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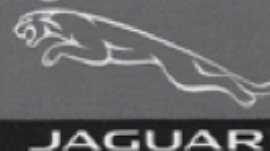
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A Trivial Question for Readers of the Coventry Cat

Author Gordon Taylor and Frank Grimaldi



Austin Champ
Photo silodrome.com

Last month the question was from your editor. He knows the answer because he used to see these vehicles in his youth. Some people might say that it was an unfair question for somebody in the USA, but these cars have been mentioned on Bring-a-Trailer in America.

“Land Rover Defenders and their antecedents appear

in documentaries, news programs of military operations and safaris, not to mention dramas set in rural British communities. Many of us know the story about the Rover Company developing a vehicle for farmers and the military that eventually became the LR of JLR. However, Rover’s offering was not the only British-made vehicle targeted at these markets. Name another prominent one.”

There was really only one other prominent one. It was developed as the “Austin Champ”; a replacement for the large number of aging Jeeps owned by the British Military after WWII. Another motivation for the military requirement was to reduce the dependence on foreign-owned companies for hardware. Development started in 1947 and as you can see from the picture there was a beefy, macho design. Austin used

a Rolls-Royce 2.8-liter B40 gasoline engine. It had 5-speed all-synchromesh transmission and dual range transfer case. The reverse gear was in the differential which allowed all 5 gears to be engaged in both directions. The independent suspension (all four wheels) was designed by Alec Issigonis (more about him on another occasion) who would eventually be the designer of the BMC Mini. Of course, the much less expensive Land Rover would eventually be adopted extensively and production of the Champ ceased in 1956. However, Austin did not give up; in 1958, they introduced the “Nuffield Mudlark” which later became the Austin Gipsy. It competed directly with Land Rover and production continued until 1968.

This month JANE director and auto racing aficionado, Frank Grimaldi has a question:

“At least one Indy race car had the engine offset to the right side of the chassis as opposed to the usual left side. Why was that radical design a potential success? And who was the famous road racing personality who chose not to start his first Indy race in that car? That car has been on display at a local collection for years.”



Austin Gipsy
Photo silodrome.com

Keep the Contributions Coming

Author: The Editor

It was breakfast time on a cold January day and the prospect of clearing snow did not appeal to you as you settled down to drink coffee and eat your toast with nut butter and marmalade while reading one of your favorite publications. You noticed a particular piece and it triggered your mind and prompted you to remember about one of your pleasant experiences – it didn’t need to be a Jaguar. Why not write it all down and tell your friends in JANE about it?

You know where to send the article:
cateditor2024@gmail.com



Breakfast

HONKU

**Though it's impressive
your vehicle's sound system
triggered my migraine**

GEEZER HUMOR #14

Author Brian McMahon

Editor’s note: I am definitely not responsible

**I hate when a couple argues in public,
and I missed the beginning and
don’t know whose side I’m on.**

Jaguar Moves On, So Must JANE

Author: Gordon Taylor



**What's a Jaguar?
Photo Gordon Taylor**

I like Daniel's Mark Twain quotation in his message this month: "I'm all for progress. It's changes that I don't like." I think that sums up many of the emotions being expressed at present. You might have read the excellent opinion article in JCNA's January-February Jaguar Journal by Philip Reid where he lays out the situation for the marque and looks into the choices that it has had to make. It started me thinking about many aspects of the whole relationship of JLR to its parent and the recent management shakeup. It doesn't take much searching on the internet to discover that Tata's own lineup of EVs uses JLR technology, which suggests that Tata intends to use the investment in Jaguar's upcoming new models across a wide range of products. Also, it started me on a series of musings about the Jaguar identity and if you were the owner of such a brand what should be done with it, since it has significant value. You would probably gather together a bunch of appropriate people and try to get to the bottom of the "essence" of the brand. It is a valuable brand, but volumes are too small for it to compete with many other marques in the same segment. Tata must have concluded that distilling this to something that's manageable in order to make money had to be an important task before making a huge investment. I tried to imagine what would come out of one of those brainstorming

sessions that have been all the rage at big companies:

- For history buffs, it might be Le Mans, XK100s, C-Types and D-types, plus big luxury cars and 1930s SS models
- For boomers, it could be elegance and interesting styling; XJ6s, E-Types
- For some, perhaps it's innovation: the XK engine, early use of electronics
- For millennials, maybe it's middle age crises and F-Types or retired men with 401K money to spend on luxury cars like XJs
- For ex-pat Brits like me, it could be nostalgia.
- The list goes on.

I wonder what you think...

As a follow-on from Daniel's President's Message, and on a different subject, another opinion piece in Jaguar Journal that caught my eye was called "Cultivating Clubs" by David Brill from JCSNE. David talks about how his club has gone against the almost universal trend among car clubs towards a smaller, older membership. They have lowered the average age of members while increasing the number of activities. It's a message for all of us. Let's get out and create new activities, be open to new ideas for events and speakers at meetings to create gatherings that people want to attend. Social media might help for communication, but a car club is about people getting together, having fun and sharing their experiences.

Keep your eyes on the emails, the website, and read the Cat to stay up to date with what's happening at JANE. There should be some interesting information about Jaguar and Tata's direction at the upcoming January meeting – see you there.

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