

The Coventry Cat

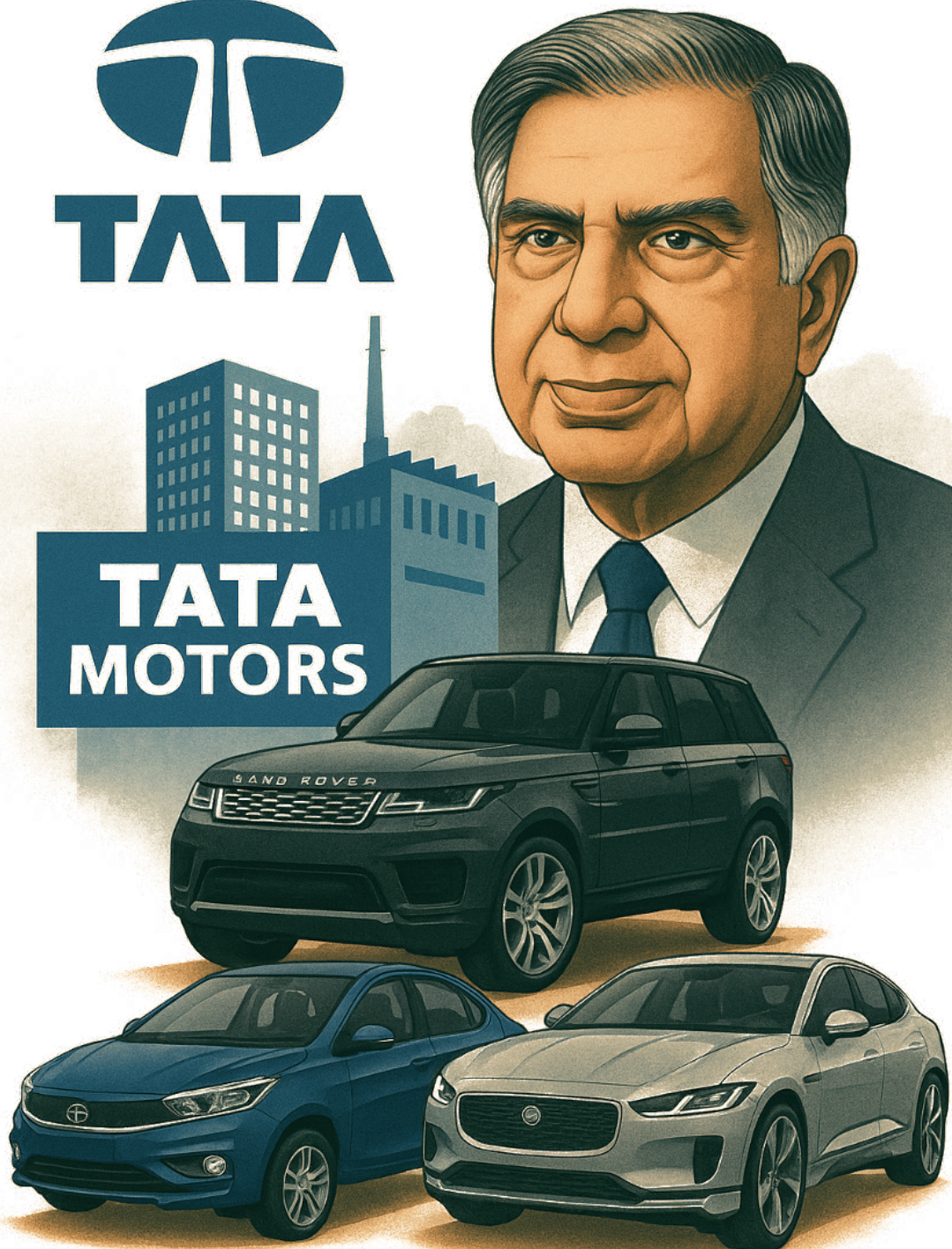


Official Newsletter of the Jaguar Association of New England

March and April 2026, Have you renewed yet?

More Than Just a Car Club

TATA RISING



Picture by
Dean Saluti, Jasleen Kaur and Adil Elomri

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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, March and April 2026

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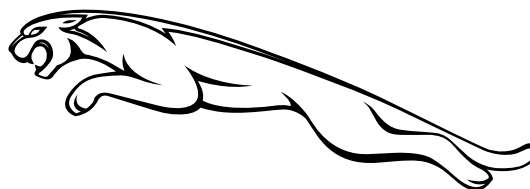
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The Editor



The Snow will have Gone Soon

Gordon Taylor, Editor



Snow can be fun, but when will it melt?

Salt, damp weather, slippery surfaces, cold air. Quite a winter. So, no driving classic cars for a while. That's the situation as I write this, but as an outdoor type of person I'm making the most of the conditions. Many of you might be buried in your garages preparing for what we hope will be an excellent year of motoring. The JANE board has lots of first-class ideas for club events and opportunities to take our cars on scenic drives to interesting places. Of course there is also our default "local"; the Wayside Inn.

We started this year with a couple of very enjoyable meetings. The information we learned in January at Adil, Jasleen and Dean's talk about Tata was reassuring and eye-opening. In February, many of us had an excellent dinner at Bullfinchs restaurant in Sudbury.

In the UK, Valentine's Day celebrations are just for romantic partners and your editor has never quite become used to the American tradition of including all of one's friends (my mother-in-law complained when Betsy stopped sending cards to her family after switching to the British convention soon after we were married!), but when in Rome... so we

soon switched back again. She also commented that I am not getting an American accent, but Betsy is getting a British accent.

As we look forward to better weather, it's time to get our precious cars back on the road. Hopefully, mice have not been building nests in the wrong places! It's time to remove the mothballs.

This edition of the Cat includes all of the usual articles, plus Bob Doyle has been looking at the archives again. I have been remembering Dean Saluti's favorite beer, Bonnie Getz's E-Type is now back

home, and Carl Hanson has been recalling a Canadian friend of JANE called Bruce Cake. Bruce helped to organize some very successful trips to Nova Scotia a while ago and became a JANE member. Brian McMahan has been on a flying visit to Los Angeles. His other car is an Aston Martin as you probably know, and Brian went to see an exhibit at the Petersen Auto Museum. Apparently, there are some spectacular Jaguars there too. I last visited the Petersen in 2008 and I remember some very creative chopped cars on display.



Soon, these might not be needed for this year

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: editor@jagne.org

President's Message March-April 2026



Daniel Graf, President.

Author Daniel Graf

Greetings fellow JANE members.

Precious daylight is getting longer, signaling the coming season of spring flowers and a return to one of our favorite leisurely pursuits, namely driving our Jaguars under sunny skies and dry roads. That being said, Mother Nature just reminded us that Winter is not quite over. Our South Shore town just received close to three feet of snow with

drifts reaching five feet in my back yard, accompanied by 50 to 70 mph gusts. As I write this message, five days after the start of the blizzard, my section of town still is without power along with the Internet. Nevertheless, some JANE Board members are moving forward to start organizing our seasonal tours and cruises, in addition to our Annual Jaguar Concours scheduled in August.

I am pleased to report that our membership count is holding steady and our webmaster, Kerch McConlogue, is continually adjusting improvements to the JANE website. As stated in my last message, anyone encountering any access or payment difficulties should not hesitate to relay all information to Margie Cahn or myself with Kerch McConlogue in copy. <kerch@wefixbrokenwebsites.com>

The Club's financial situation remains tenuous, primarily due to late membership renewal payments. I urge all members who have not yet sent in their dues to prioritize this task.

This will not only reinforce our balance sheet, but will also make our Club Treasurers, Don Holden and David Reilly quite cheerful.

The January 21st JANE meeting was graciously hosted by the Boston JLR Dealership in their impressive showroom building! They provided a comfortable environment for the 25 JANE members who did make it. Attendees enjoyed an extensive presentation on the status of Tata Motors and the future of Jaguar Cars, interestingly prepared by Dr. Dean Saluti's student, Jasleen Kaur. One significant piece of news announced that evening is that Mr. Adil Elomri, CEO of the JLR Dealership in Boston, has committed his support of JANE by enrolling into our club every customer who purchases a Jaguar in 2026. We are certainly grateful to Mr. Elomri for this precious symbiotic relationship. Dr. Dean Saluti and Margie Cahn made sure that all attendees enjoyed a full choice of Italian cold cuts, deserts, and libations.

JCNA will be holding the 2026 Annual General Meeting alongside the Grand International Jaguar Concours d'Elegance in Mexico City from April 14th to the 19th, 2026. The Jaguar Club of Mexico, has invested a great amount of time and effort in planning to assure that this event will be culturally spectacular, secure, and a memorable experience for anyone attending. Further information is available on <AGM-Jaguar.Miandm-Services.com/>.

Hoping to get together with all of you as we move forward towards the Summer Solstice!

Daniel Graf
President

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 editor@jagne.org to talk it over. Thanks!!!

March-April 2026 Events



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

Author Dr. Dean Saluti



RECAP – Wednesday, January 21, 6:30 PM, a JANE spectacular event was held at the Jaguar Boston facility, 1188 Commonwealth Avenue, Boston. There was free valet parking at the 200,000 square

foot facility. There was beer, wine, soft drinks, and a buffet dinner. Of course, Spinelli's catered the Italian buffet, which this time included mini pastries for dessert. Again, everyone took home leftovers for next-day meals. There were 3 speakers – Adil Elomri, the dealership executive manager, Jasleen Kaur, a recent MBA graduate and foreign student from India, and me, Jasleen's MBA program professor. Jasleen had completed a final term capstone research project on Tata, the Indian firm that owns Jaguar Land Rover. She covered Tata's history and current financials. It was an eye-opening presentation. First, we learned of how this multi-billion-dollar conglomerate had its start with the international tea and salt trade. It was fascinating to learn that even through

the tariffs, Tata's revenue continued to grow exponentially. At the same time, Tata was able to basically eliminate all debt. Why can't our U.S. firms operate like this?

Thursday, February 19, we celebrated the Chuck and Patt Centore JANE Valentine's dinner event at the romantic Bullfinchs restaurant in Sudbury. We missed this event last year and after I apologized to Chuck and Patt, they took the reins and coordinated everything. It was a JANE night to remember. The Centores had rose corsages for the women and Tom Leavitt liberally sprinkled Ghirardelli Valentine chocolates on all our tables. The meal was "order from the menu" and Bullfinchs had some great Valentine specials. Chuck took pictures, while our JANE President and First Lady, Daniel and Jeanine Graf went from table to table, welcoming, kissing, and hugging everyone. Don't worry, Chuck and Patt, next year we will be back at Bullfinchs!

WHAT COMES NEXT? – March – Back at the Wayside Inn in Sudbury on, Thursday, March 26, 6:30 PM for a first-class speaker – Anthony Sammarco. He will be telling us about the history and benefits of The Larz Anderson Auto Museum. Anthony has been called "Boston's Historian" and is the author of over 100 books. Also, the President of the Museum will speak about the benefits of Larz Anderson.

Keep an eye on the website calendar and flyers that we send you for upcoming events for April and beyond. DRIVING SEASON IS JUST AROUND THE CORNER!
Dean

Home At Last!

Authors and Photos: Dave Moulton and Bonnie Getz

For those of you who don't know, Bonnie Getz sent her E-Type off to be repainted some time ago. In November it showed up at home again, complete with the promised fresh paint courtesy of Dean Cusano (Motorcars, Inc.). A quick run around the block, and into the garage for winter! Can't wait for the nice weather!!



Off the trailer



A quick run around the block



Into the garage for winter

[Editor's note: I asked Bonnie if it looked good in real life, because it looks great in the photos – she said "I don't know because it's still in the plastic bag for winter."]

Membership Update – March-April 2026

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

THE 2026 PAID MEMBERSHIP RENEWALS KEEP COMING IN Margie and Jeanine, your Co-VPs of Membership, want to thank all of you who have renewed your JANE membership. If you have not renewed, please do it today. If you are having trouble on the website, just call Margie (617-285-6564). Don't want to pay online? Just call and send a check.

We would like to highlight some recent renewals – David Zeller, North Shore Hagerty classic car insurance agent with his beautiful blue XK8 convertible (or does it belong to Ginger Zeller?), Michael Finer, Finer Wealth Management in Salem with his 2012 XJL, and Eddie Gingle from Swampscott with his gorgeous, award-winning 1987 XJ6.

We are happy to welcome Lance Munn from Lexington with his 3 Jags – Grey 2014 F-Type, Blue 2016 XJ, and Red 2022 F-Pace. We met the Munns at the Larz Anderson Auto Museum party recently, and immediately convinced them that with all those Jags, they needed to join JANE – and they did!

Lastly, Adil and Rex, from the Boston Jaguar dealership,

have agreed to pay for the JANE membership for recent Jag purchasers. Here is our first one – Jesse Hechavarria from Roslindale who owns a 2008 XK.

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

Remembrances of Bruce Cake, Halifax, NS (Member #18-29421) and our Nova Scotia Tours

Author Carl Hanson



Nova Scotia Flag

On January 20, 2026, we lost another Jaguar friend and longtime member of JANE... Bruce Cake. Now some of you recent members may not know of him, but some of us old-timers

(a diminishing set, unfortunately) remember him as the organizer of two of the best tours JANE has had...both to Nova Scotia (1999 & 2006). Let me refresh your memories.

Bruce and his wife Anna enjoyed driving their 1988 XJS coupe throughout Nova Scotia and many of the New England states. In 1997, they represented BATANS (British Automobile Touring Association of Nova Scotia) at the JCNA Biennial hosted by our club at Stratton Mountain, VT. They enjoyed it so much that they joined JANE in 1998! The January 1999 issue of The Coventry Cat published a letter from Bruce inviting JANE to come for a tour of Halifax and Nova Scotia. JANE VP of Activities Adam Owens responded positively and between the two of them organized a fantastic tour centered on Canada Day, July 1st, 1999. At the time, Bruce was the manager of the Dartmouth Yacht Club and knew how to be a

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great host! Our contingent was made up of 25 people in 10 Jaguars (including a just-introduced S-Type provided by the headquarters in Mahwah, NJ), an MG and an Austin Healey. The tour group boarded the ferry from Portland to Yarmouth, an overnight trip in those days. All were astonished by the welcoming reception for those magical 5 days! Included was an unforgettable Tattoo (military-based show featuring lots of Scottish bagpipe bands and fireworks with real cannons!), sightseeing tour along the coast to Peggy's Cove, banquet at the Yacht Club, and yacht rides to Halifax Bay for the Canada Day fireworks show. You can read all about it in a 4-page article "The Northern Alliance Tour", by Jay Gilchrist, in the September 1999 issue of The Coventry Cat.

Seven years later, Bruce Cake did it again! This time he and BATANS hosted another Nova Scotia Tour, expanding the many successful parts of the previous one to include a British car show on the Halifax waterfront on Canada Day. I worked with Bruce from JANE's side resulting in a group of 34 members of JANE and JCSNE taking the trip, some driving all the way to Halifax by way of New Brunswick, some taking the high-speed catamaran (appropriately named "The Cat") from Bar Harbor. Again, Bruce and Anna hosted us for dinner at his Dartmouth Yacht Club. And you can read all about it in the August 2006 issue of The Coventry Cat.

March/April 2026

Besides meeting and working with him on organizing the 2006 tour, Bruce and I had many email conversations over the years, the last one in 2019. During that time, I learned about his service in the Canadian Navy for over 30 years, his love of restoring boats, driving Jaguars, and the duties of managing the Yacht Club after retiring from the Navy. My records show Bruce and Anna as JANE members from 1998 through 2009 and possibly beyond. (Records may exist

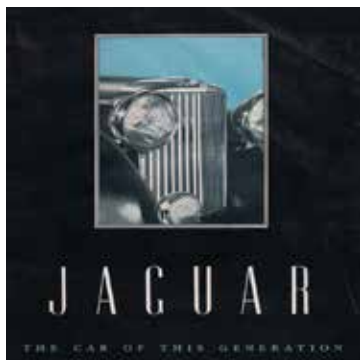
but we stopped publishing paper copies of Membership in 2010). Bruce was 89 when he passed. Anna passed away in August 2024. I'd like to thank their daughter Heather Cake for notifying us.

David Bruce Cake's obituary can be found at: <https://www.arbormemorial.ca/en/atlantic-oakridge/obituaries/david-bruce-cake/154640.html>

As War Approaches... Jaguar 1939

Author Bob Doyle

Photos: From Jaguar Documents



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

The range included three models: Saloon, Drophead Coupe, and "100" Model.

Engine options ranged in size

from 1 ½ Litres to 3 ½ Litres with prices beginning as low as £298 and as high as £ 465.



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

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

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



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



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

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

Valentine's Dinner February 18, Bullfinchs

*Author Gordon Taylor
Photos and Organization: Chuck Centore,
unless noted otherwise*



*Is that what it looks like in Summer?
Photo Bullfinchs*

Chuck and Patt Centore revived a longtime JANE tradition on February 19 by organizing a Valentine's dinner at Bullfinchs restaurant in Sudbury (bullfinchs.com). This is a very nice establishment with a very good, interesting menu. It's not too far from our usual haunt at the Wayside Inn, so direction finding was easy for most of us. Chuck and Patt arranged a splendid event and the JANE group had its own area for the 19 or so diners, many of whom were life partners. As couples arrived, they were given corsages which one partner pinned on the other (in Gordon's case clumsily on to Betsy).

Many thanks to Chuck and Patt for the corsages, and to Tom Leavitt for the Ghirardelli chocolate goodies that were dotted around the tables.

Chuck took lots of pictures. Here are just a few.



*Chuck and Patt
Photo - Somebody that borrowed Chuck's camera*



Bonnie and David



Martha and Brian keeping calm and carrying on



Dean is Master of Ceremonies while Margie and Tom participate in the toast.



Ann Marie and Gus at the head of the table



Steve and Liz ate well (the tuna was very good). We also heard about Steve's curling and stone sculpture expertise.



Your editor and Betsy with badly installed corsage



Frank and Ann told us more about the auto museums in New Hampshire.



The President and First Lady



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January Meeting: The Tata Group and a Visit to JLR Boston

**Authors: Gordon Taylor, Jasleen Kaur, Dean Saluti,
Adil Elmori**
Photos and Pictures as noted



L to R Daniel, Jasleen, Adil, Dean
Photo Bob Doyle

Betsy and I were keen to attend this event on January 21. In addition to meeting up with friends, we were looking forward to hearing the presentations. Also, although the food at the Wayside Inn is always enjoyable and filling, we were looking forward to a change.

The traffic was moving reasonably freely on the MassPike as we headed to Allston and the drive from our home went very well. There was only one hold-up; it was on the I90 off ramp and caused by a queue jumper pushing into an adjacent lane which stopped our freely moving line of cars. Of course, there was much honking from behind. We had allowed plenty of time for the journey and were early. A member of the JLR Boston staff was very welcoming and one person obligingly parked our car off the street; we don't know whether other attendees had this service, but it saved us the cost of a parking meter.

The food was laid out in an adjacent room. It included eggplant (aubergine for us Brits or brinjal for Indian people), pastries (including cannoli), chicken piccata, make-your own sandwiches, soft drinks and beer (Guinness and Boddingtons for instance). Dean's love of Boddies goes back to his days in the military when he was at a get-together in London; he is always keen to recall fond memories of the beer.

The presentation was a triple act by Jasleen Kaur (MBA graduate), Dr Dean Saluti (needs no introduction to JANE members), and Adil Elomri (General Manager at JLR Boston). Adil is also a member of Jaguar U.S. Brand Retailer Council. Jasleen had done much of the background work. She had been one of Dean's students at Fisher College where Dean teaches class(es).

Introduction to the Tata Group

- Founded in **1868** by **Jamsetji Tata**
- One of India's **oldest & largest conglomerates**
- Operations in **100+ countries** across **6 continents**
- Diverse businesses: **Automotive, Steel, IT, Consumer Goods, Aviation, Power, Finance**

Jasleen

Picture Jasleen Kaur

Introduction to the Tata Group (cont.)

- Major companies: **Tata Motors, Tata Consultancy Services, Tata Steel, Titan(watches), Air India, Tata Consumer Products**
- Group revenue over **\$150B+**
- Led by iconic leaders: **J.R.D. Tata, Ratan Tata, N. Chandrasekaran**

Jasleen
Natarajan Chandrasekaran
Chairman

Picture Jasleen Kaur

We heard a lot of information about Tata and its JLR business in particular. Dean started with the introductions. He emphasized Tata's lack of debt and its rapid growth. He noted that tariffs (aka the "T" word) had been a serious problem; profits were hit and a price increase had been needed.



Picture Jasleen Kaur

Adil explained that the growth had come from acquisitions. Then Jasleen told us the story of this growth. The company has been in business since 1868 and has increased in size

dramatically since 2000. Many of us will know of Tata as a long-established Indian truck manufacturing company. *[Editor's note - Tata acquired Europe's Iveco Truck maker in 2025. In doing so, it became one of the top three commercial vehicle makers in the world.]* The company's history is well documented - the business started by trading with China and grew to be a worldwide organization operating in over 100 countries. Its early interests in hotels have expanded to modern day activities including cars, trucks, technology, steel, airlines, tea... the list goes on.

Jasleen led us through to the company's current size of >\$150 billion in revenue. Notable leading people were/are: J.R.D. Tata, Ratan Tata, and the current chairman - Natarajan Chandrasekaran.



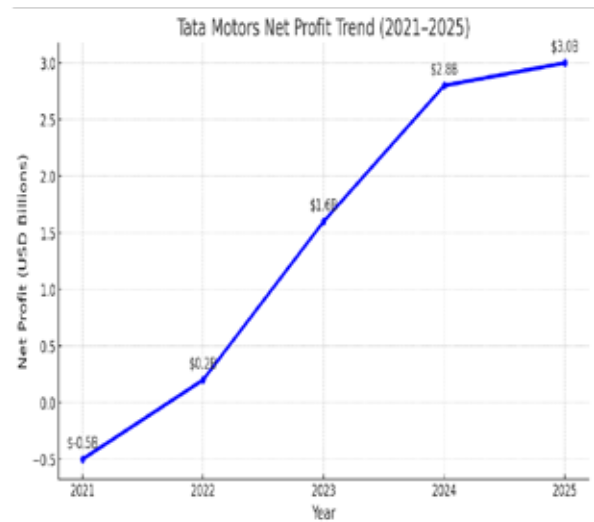
Much of Tata's Growth came from Acquisitions
Picture Jasleen Kaur



Picture Jasleen Kaur

Until recently, Tata Motors included the commercial vehicle business, but this side of the company has been "demerged" into a separate unit. Tata Motors concentrates on automobiles (gasoline and electric) with a full range from basic cars up to luxury vehicles from JLR.

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Picture Jasleen Kaur



Picture Jasleen Kaur

Adil explained that Jaguar Land Rover of Boston is now the only distributor of new Jaguars in New England - the Sudbury dealership, Kaplan in Norwood and Providence, etc. are certified pre-owned and service outlets, in addition to being Land Rover dealers. He was pleased to tell us that it's a banner time for Land Rover - in the Dakar Rally, Defenders were in 1st, 2nd and 3rd places.

Many people will know about the huge JLR hack in the last quarter of 2025. It affected production – 1000 cars a day for 35 days, but JLR handled its dealerships well through the crisis. *[editor's note - the British Government provided financial support for UK suppliers.]*

At some point in recent years, Tata had bought a parts distribution service and there were issues in amalgamating it into the company causing some problems for customers. This might have been an issue for some JANE members.

A big part of the future lies with SDVs; software defined vehicles. Also, there is a growing need for driverless cars and taxis as restrictions on access to city centers increase.

Jaguar's work with Waymo/Google has been a big help to the company; Waymo has used the I-Pace as the basis for many of its driverless taxis.

An enlightening evening, possibly the attendance was limited because of the weather (snow) and many members could have been put off by the rush-hour drive to Allston, but our (Betsy and my) experience was that the drive was much easier than we had expected.



**JLR Boston is giving a
JANE membership to buyers of new Jaguars
Photo Gordon Taylor**

A trip to the Petersen Automotive Museum, Los Angeles

Author and Photos: Brian McMahon

Editor's Note: Aston Martin enthusiast, Brian represented the East Coast by having a short trip to California where he enjoyed Aston Martin "Performance and Prestige" at the Petersen Automotive Museum in Los Angeles. The trip was led by AMOC (Aston Martin Owners Club) USA West and there was a lot to see in a morning at the display. There is so much that I have split this over two editions of the Cat. It was quite an exhibition and must have taken a lot of work to assemble. In case you wondered, Brian has a Jaguar somewhere.



**It Looks like a perfectly restored DB5, doesn't it?
Appearances can be deceiving, but you will need to read
the next edition of the Cat to learn the answer...**

Brilliantly planned and successfully marketed to its members by John Mutlow, AMOC USA West Chair, 51 members and their companions from Southern California, drove 29 Aston Martins to converge at the Petersen's garage in Los Angeles.

A wide variety of Astons were in evidence, from a new "Sunburst Yellow" DBX to a vintage Virage and a perfectly restored DB6.

There were so many AMOC participants that we divided



**John Mutlow, second
from right, welcomed
everyone and doled out
the admission stickers**



**A "Sunburst Yellow" DBX SUV is sure
to brighten your day**

demand a lot of skill from a contemporary driver because the four-speed gearbox has no synchronizers. However, current owners Paul and Deirde Lee report "it rattles and pops and corners on rails when driven spiritedly down its native Cotswold country lanes."

Next in line was a DB2 restored to its racing glory, chassis # LML/49/2. This early replacement for the 2.0L 4-cylinder Sports model had a steel tube chassis that was shorter than

up into two groups to make a counter-clockwise survey of the collection of Astons that represented the many different periods of this 113-year-old car company. First up was the 1928 "Feltham Flyer" that is believed to be the oldest unrestored Aston Martin in existence.

Six Sports models were built and only two of them were two-seaters like this one in the photo, with coachwork by Bertelli in Feltham, which

provided the basis for the car's name. This one was a true "barn find" since it was stored for 50 years, resurrected in 2019, and put back in running condition. Powered by a 1.5L, 56 hp inline 4-cylinder engine, the Flyer would



Virage - Aston's luxury sports coupe from the early 1990s



Restored DB6 Finished in the classic "Silver Birch" color



"Feltham Flyer" and Winner of the 1924 Pre-War Presentation Class at Pebble Beach



The DB2 was the first Aston to be named using David Brown's initials

its predecessor. Benefitting from David Brown's merging of Lagonda with Aston Martin, the combined AML now had a 2.6L 6-cylinder twin cam engine available as well as the talents of Frank Feeley to design a well-proportioned body.

In April 1950 at the New York Auto Show, the DB2 was introduced. The first 49 had the three-piece grille as seen above, but the balance of the 411 DB2s produced by April 1953 featured a one-piece grille and eliminated the side slats on the front fenders. Most of the production run was "Sport Saloons" with 102 DB2s built as Drop Head Coupes. The basic engine was rated at 105 hp, enough to power the DB2 to a 116-mph top speed and attain a 0-60 time of 11.2 seconds. However, Aston offered a "Vantage" version which increased power to 125 hp, by raising the compression ratio and replacing the SU carburetors with Webers. The first DB2 Vantage off the production line went

to Briggs Cunningham in the US. Since most of us will never drive one, what would it be like if we did? The Aston Martin / Behind the Wheel of a Motoring Icon book by Mitchell Beazley suggests: "to drive

them, they feel very much of their time, the steering and brakes in particular are hard work unless they've been subtly upgraded, but they're cars of strong heart and rich character, and, when you take them by the scruff of the neck, their sporting pedigree shines through." Pre-production models of the DB2 using 4, 6 and 12 cylinders had varying success on race tracks before the decision was made to concentrate on the Lagonda / W.O. Bentley inline-6 engine. During the 1950 race season, three DB2s were entered at Le Mans, and they finished 1 - 2 in the 3-litre Class (Fifth and Sixth overall), driven by the George Abecassis / Lance Macklin. Reg Parnell / Charles Brackenbury finished in Sixth with their DB2. In the US, Briggs Cunningham drove his DB2 to Second in Class at the first Sebring race in 1950. In 1951 at Le Mans, Lance Macklin and Eric Thompson finished Third overall, and the George Abecassis / Brian Shaw-Taylor came in Fifth overall.

Now established as a small though credible builder of competitive sports cars, David Brown turned his attention to producing a successful Grand Prix contender. Robert Eberan von Eberhorst designed the DB3, which proved to be too heavy and underpowered to be a successful competitor, so a revised DB3S was ordered by Aston's racing manager John Wyer, with Willie Watson providing much of the engineering work. This was enhanced by the sensuous body styled by Frank Feeley and seen when the DB3S was introduced in 1953. The now-traditional Aston Martin grille opening was first seen on the DB3S.

The LB6 engine in the DB3S represented the high point of the original Lagonda powerplant, with Weber carburetors, two spark plugs per cylinder, and magnesium castings. Even better, David Brown developed a new gearbox for the 1955 year that used needle bearings.

Mitchell Beazley drove one and reported in Aston Martin / Behind the Wheel of a Motoring Icon:

"However hard you drive; you get a feeling of togetherness and a sense that the car is looking after you. The steering, never particularly heavy in the paddock nor over-light on the track, is just perfectly balanced, its responses precise, the feedback immense.

It is just as well that the chassis is so benign because this is a properly fast machine. The pull through the rev-range to 6,000 rpm is wonderfully strong, while steering on the throttle is not the mad scramble that, say, a D-type can entail. No wonder the racers of the day loved the DB3S."



The DB3S's 2.9L inline-6 produced 217 hp and made possible a 150-mph top speed

And this love was rewarded with success on the track: a 1 – 2 finish at Dunrod’s Tourist Trophy race, which provided the new DB3S a Third in the World Sportscar Championship. Although 1954 was a bad year for the Aston team, 1955 brightened with the Collins/Frère DB3S placing Second at Le Mans, Walker/Poore finishing Fourth at the Tourist Trophy, and these made a Fifth-place finish in the Sportscar Championship. There was also an outright victory at the 9-hour (non-Championship) Goodwood race.

A Second at the 1956 Le Mans, along with a Fourth at Sebring and a Fifth at the Nürburgring made a Championship Fourth place possible. By 1958, Aston Martin had moved on to the DBR1, but when all of the factory cars failed at Le Mans, the Whitehead brothers’ privateer DB3S placed Second. Overall, the DB3S was a successful car competing against larger and more established rivals like Ferrari, Maserati and Jaguar.



The DB4 GT Zagato was introduced at the October 1960 London Auto Show, and produced until 1963

Sports cars turned over to a Carrozzeria for a styling update often become something like the lethargic “lead sled” 1950 Mercury chop-tops of the hotrod era. The DB4 GT Zagato, though, was different. It was smaller, 100 pounds lighter (thanks to the use of aluminum and Perspex), more aerodynamic, and more powerful than the basic DB4 GT.

Powered by the DB4’s DOHC aluminum 3.7L inline-6, modified with higher compression and having two spark plugs per cylinder, the Zagato developed 314 hp that made a top speed of 154 mph possible, as well as a 6.1 second sprint to 60 mph.

Production of this model was planned to be 25, but initially lagging demand reduced this figure to 19 original DB4 GT Zagatos. A later surge of interest caused Aston Martin and Zagato to modify existing DB4s into DB4 GT Zagatos (called Sanction II and Sanction III models), and an unofficial, gray market of unauthorized transformations sprang up.

At the Easter race at Goodwood in 1961, a DB4 GT Zagato driven by Stirling Moss placed Third, behind a DB4 and the winning E-Type Jaguar. Later that year a Zagato won the British Grand Prix Support race. Sadly, attempts at Le Mans

were not successful, but the DB4 GT Zagato stands as one of the most beautiful Aston Martins ever produced.

Radically different from the rounded shapes of the 1950s and 1960s, the automotive styling fashion in the 1970s was the “Wedge”. Designed by William Towns, Aston Martin produced its striking four-door Lagonda sedan in this style from 1972-1976. Feeling the heat from cars like the Lamborghini Countach, Aston then decided to have Towns design an even more outrageous Wedge car, the gullwing two-door Bulldog.

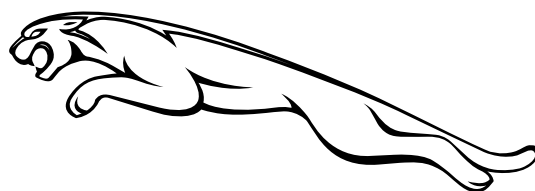
This limited production two-seater (15-25 planned, though only one prototype was actually produced) featured a mid-engine and a designed top speed of 200 mph. Aston’s first hyper car was a lordly 15 ½ feet long, 6 feet wide and only 43 inches high. The planned price tag of USD \$317,000 in 1980 converts to USD \$1,238,543 today.

To achieve the promised top speed, a 5.3L V8 was outfitted with Bosch fuel injection and a pair of AiResearch T04B turbochargers. Aston Martin modestly quoted 650 hp, even though 700 hp was achieved on the testing dynamometer. The Bulldog topped out at 192 mph at the Motor Industry Research Association track and plans were made to run the Bulldog at VW’s Ehra-Lessien course, where the 200-mph promise would be redeemed. Unfortunately, weakened company finances precluded further development and production of the Bulldog. The prototype was sold to a Saudi prince by an AMOC member, and it passed through several hands until it was purchased by an American collector. In 2023 the Bulldog was rebuilt and tested at a former NATO airfield in Scotland, where the Bulldog’s top speed was recorded as 205.4 mph. A promise kept, after 43 years.

So ends the first section of Brian’s report from the Petersen Aston Martin exhibition. In Part 2, Brian tells us about some recent Astons and answers the question posed at the beginning, so keep your eyes on the next issue of your favorite auto newsletter.



Call it a “One-1”



Dean's Favorite Bevy

Author Gordon Taylor

Photos as noted



Photo Gordon Taylor

Most information came from Gordon's personal knowledge supplemented by Wikipedia where there is a huge amount to be learned about the brand.

You have probably noticed that when Dean Saluti organizes an event where he selects the drinks, there is always some Boddington's Beer available. So, I recalled some of my own pleasant experiences of this staple of my youth. Then I dug into its history.

For sports fans, Manchester is known for its Premier League soccer teams and its velodrome. For popular music fans, it's Graham Nash, Herman's Hermits, Oasis and Factory records. For social historians, it's Emmeline Pankhurst and the Suffragettes, Peterloo, The Guardian newspaper, the industrial revolution, and Fredrich Engels. For Rolls-Royce fans it's known for the Midland Hotel, where Charles Rolls met Henry Royce, and the Cooke Street Works in Hulme which was the original location of F H Royce and Co. For some others it's known for ITVS studios and television blockbusters, and for nerds it's known for the university where all kinds of things happened like early computers and splitting the atom for the first time. Then there are the railways and canals... For me, it's where I grew up, but for many JANE members, it's Boddington's Beer. What does this tell us?



**Where Rolls met Royce – display at the Midland Hotel
Photo Gordon Taylor**



**Emmeline Pankhurst. Time Magazine named her as one of the 100 most Important people of the 20th Century
Photo historyhit.com**

Whenever possible, Dean always makes sure that there is a supply of his favorite bevy available at JANE events such as the Jaguars on the Lawn

evening at Larz Anderson. That's understandable because Boddies Beer has a distinctive flavor that has always given it a strong following. As a man that has consumed many pints of Boddington's draft bitter in a number of the brewery-owned pubs around Greater Manchester and beyond, it seems appropriate that I write something about this staple of JANE meetings. Here in the USA, I have to make do with the canned stuff and its fizzy insert rather than the no-longer produced real thing from a hand pump, but even so, the drink maintains much of the original character.

First, a note about the logo which is derived from the City's own, 150-year-old, emblem of a worker bee and is rooted in Manchester's industrial history. The city is known for a hard work ethic, and being a hive of activity with a sense of unity. There are many versions of the logo, but the "official" one is covered by copyright from Manchester City Council. While individuals must seek permission and pay a £500 fee to use it, there are many other variations - you can hardly restrict the image of a bee!

For most of its long existence, Boddington's beer was brewed in an area in the north part of the city known as Strangeways. Apart from beer, Strangeways is also known for its notorious Victorian-era prison which is still in operation and is still notorious. The close proximity of the brewery and it's smell of beer production must have been extra punishment for the inmates.



Manchester University's bee logos

Picture <https://www.staffnet.manchester.ac.uk>

Until recently I thought that the prison was the reason that the area had its name; i.e., "Strange" as in "odd" and "ways" as in "behavior". In fact, its origins are much older. It was first recorded in 1322 as Strangwas which came from the Anglo-Saxon meaning "a place by a stream with a strong current". Maybe the stream eventually provided the water for the brewery and perhaps this water was the original source of the distinctive taste. Eventually the name evolved into its current spelling. Until the 19th century, Strangeways was a rural village, with Strangeways Hall, Park and Gardens. The name was adopted by the Stangwas family that originated in the area. This family had a very interesting history with MPs, a pirate and a premier of South Australia among its members, but this article is about beer and you can do your own research on that....

Although the brewing business was started in 1778 by two gentlemen called Caister and Fry, the name Boddington was not used until the company was joined by Henry Boddington

in 1853. He borrowed money to buy the whole business and, in the years following, grew it from 10,000 to 100,000 barrels a year making it the largest brewery in the North of England with over 100 tied pubs. After Henry's death in 1886 his son William took over and the company went public in 1908.



200th Anniversary beer mat
Photo Gordon Taylor

At the start of the 1930s, Charles Boddington was in control of the company and during that decade the family's share of the stock dropped to 40%, but the business continued largely as a family firm. It stayed that way even after 1961 when Whitbread took a 13% stake. They expanded it by buying another nearby brewery, then amalgamated the two companies. Although one

of the infamous "big six" brewing companies of the 1960s (the others were Watney's, Allied, Scottish and Newcastle, Guinness, and Bass Charrington [*more on these another time – ed*]), Whitbread recognized the importance of local traditions and culture, so they continued the operation of the Strangeways Brewery. At one time they helped to fight a hostile takeover by Allied, which had acquired a 35% share. Rumor has it that Whitbread's chairman, Colonel Whitbread, said "You are a very old firm. You have a very good name. You mustn't go out." It actually stayed independent until 1989 when Whitbread bought the rest of the brand, but not the pubs, which eventually reached a total of 450 before being bought by another brewery group in 1995.

Whitbread turned Boddington's into a national brand; it was even the standard beer served on British Rail for a while. Eventually it was sold in over 40 countries. During the 1989-1995 period Manchester was changing its image from "city of dark, beaten mills to the cultural magnet of Madchester". Manchester and the North of England became fashionable. This was the era of Factory Records which featured several important bands, including Joy Division and New Order.

In 2000, the huge Belgian multinational company, Interbrew (now called Anheuser-Busch InBev) took over Whitbread and all changed. Large corporations often have a way of ruining any small local businesses that they buy and consolidate. Although the business was profitable, in 2004 InBev realized that the Strangeways site was valuable and convinced themselves that the structure was out of date and it would be uneconomic to refurbish, so they sold it to developers for £12 million. Production at Strangeways ended in 2005 and the buildings were demolished in 2007. Beer brewing was moved to a number of other places including Samlesbury in Central Lancashire about 35 miles away, still a northern English location, but many of the noted products disappeared and we are now left mostly with the canned beer that we can enjoy at JANE events - people like me are only reminded of

the pleasures of the original cask ale. Now the Samlesbury site is the only remaining producer. However, it's likely that our worst fears have not been realized - Boddingtons beer is not made in St Louis!

Wikipedia notes that:

The Observer newspaper commented in 1974 that "Boddingtons cheap pricing and distinctive flavour afforded it an unusually loyal following." In 1981 the same newspaper commented, "what has stood Boddingtons in good stead is the highly distinctive flavour of its brews, especially its bitters. In fact, in the North-West [England], Boddies is increasingly becoming a sort of cult brew."

In May 2010 it was speculated in The Times newspaper that InBev would attempt to sell the Boddingtons brand to another brewer after its failed attempt to sell the UK rights to Bass ale. The newspaper was damning of what it perceived as InBev's mismanagement of the brand, which had "declined under AB InBev's hands. The brand was once a leading part of the old Whitbread Beer Company, but its fortunes had dwindled since the closure in 2005 of the Strangeways Brewery."

Boddingtons was one of the breweries linked to the 1900 "British Beer Poisoning" in which affected more than 6,000 people. Arsenic had found its way into beer and more than 70 individuals died. This crisis was caused by the poison entering the supply chain through impure sugar which had been made with contaminated sulfuric acid. Manchester being the most heavily affected area. The problem was originally diagnosed as alcoholic neuropathy which has many symptoms. Correct identification took several months. Additionally, investigation into the outbreak found other sources of arsenic in beer; it had been unknowingly poisoning thousands during the decades preceding the outbreak.

In December 1940, during the Manchester Blitz, the brewery water tanks were destroyed and production closed for several months. In the meantime, brewing was subcontracted to another local company called Hyde's. The old brewery was rebuilt with the most modern equipment of the time and it was the first in Europe to use stainless steel vats. Sales of Pale ale or "bitter" rapidly grew in popularity after the Second World War and overtook those of the previously popular "mild" beer from the 1950s. I remember all of the products!

So, there you are. A potted history of Dean's favorite beer. There's plenty of information available online if you want to look further.



Boddington's logo includes the Manchester bee symbol
Picture credit Boddingtons

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...In Other News

Moderated with additional comments and remarks by Gordon Taylor

*Contributors: Brian McMahon, Gordon Taylor, Bob Ingram, Tom Unterberg
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

• Elvis's Guitar Car is being restored. Hagerty reports that one of Jay Ohrberg's creations is being restored. It's based on a 1970 Cadillac Eldorado and has been rotting away somewhere in Europe for many years. In case you were wondering, the Eldorado acquired front wheel drive in the late 1960s and therefore it does not have a horrendously long transaxle, but steering the 40+ foot monster from that cockpit at the rear must have been a challenge. These things are artworks, not cars for normal driving. However, this one was registered for road use.

<https://www.hagerty.com/media/news/elvis-presleys-guitar-car-is-for-sale/>



Elvis Guitar Car
Photo Hagerty Media

• Ferrari in America exhibition. Brian brought this show to our attention. It's especially worth mentioning to JANE members that don't have Jaguars, but have Ferraris (no names mentioned).

<https://classicmotorsports.com/news/ferrari-in-america-at-the-savoy-see-incredible-early-examples/>

Lots of classics are on show at this event at the Savoy in Georgia. Incidentally, this was the location of last year's International Jaguar Festival hosted by the North Georgia Jaguar Club. <https://savoymuseum.org/>

From Tom Unterberg

Tom is a friend of your editor and not really a car nut, but he watches what's going on

• The Chinese EV market might be maturing. There's a stock slide and slow sales.

Apparently, some investors are selling shares of Chinese E.V. companies, concerned that intensifying competition and shorter production cycles mean the years of easy growth are over. It hasn't stopped them selling EVs in other parts of the world though as anyone can see by looking at the numbers from Europe and elsewhere. They will be in Canada soon.



Maybe BYD's growth is slowing. Image BYD

https://www.nytimes.com/2026/02/19/business/china-electric-vehicle-troubles.html?unlocked_article_code=1.NVA.Xcpz.Fnsu_5ZtwedH&smid=em-share

All that money might be going into something where there are many other concerns - AI.

• Mutually assured meltdown at Daytona. There were multiple big crashes in a single race at Daytona recently where the entire field crashed on the last lap. Is this what the spectators are hoping to see? <https://youtube.com/shorts/9ZAYwCpgrag?si=Pj4vLfunNWZX5n-F>

From Bob Ingram

• Bob lives in Alcester, Warwickshire, England. It's in commuting distance of JLR's development group at Gaydon, so JLR employees are often to be found in his local pub and it's a great place to pick up gossip. One of the regular customers has been absent and spending a lot of time in Texas recently. Apparently, this is a project to test cars, not electric, but diesel powered. It seems that JLR has to make sure that those Land Rover Defenders that are loaded up with fuel cans for remote places need to be able to work reliably even as the company starts to emphasize the conversion to EVs. Why Texas and not the Kalahari - who knows? One can only suppose that if something goes wrong while testing in an American desert then rescue is reasonably easy compared to some more distant places.

From Gordon Taylor

• Slovakia has become the World's number one car making country according to the BBC: Stellantis (Vauxhall-Opel, Peugeot-Citroen, Fiat and Chrysler), Kia, Volkswagen, and JLR are already there. Also, Volvo is in the process of opening an EV factory in the country.

<https://www.bbc.com/news/articles/cm2yvz838deo>

• The onward march of EVs continues (if you ignore the USA). Only seven gasoline powered cars were sold in Norway during

January. New car sales numbers show that 29 hybrid and 98 diesel cars were sold, while the figure for battery electric vehicles was more than 2,000. Norway is oil-rich, but even so, there are subsidies for EVs.

https://www.theguardian.com/world/2026/feb/06/only-seven-petrol-powered-cars-sold-in-norway-in-january?CMP=Share_iOSApp_Other

• Pigheadedness at its worst? If you have driven in some of the most rural parts of the UK you will have come across single-track roads with passing places and the unwritten polite way that drivers will allow traffic to continue to move, either by stopping and waiting, or occasionally by backing up to a place where the road is wide enough for cars to pass in opposite directions. Two BMW drivers came across one another while travelling towards one another on a one of these roads in Yorkshire, but had not understood the protocol, or were too stubborn/vain/grumpy to move. Even though a nearby farm gate area would have allowed one of the drivers to reverse and allow the other to move forward, after 19 hours they were still refusing to budge.

<https://www.newsbreak.com/news/4448942260627-country-lane-stand-off-between-two-stubborn-drivers-enters-19th-hour>

I looked into this further and found that 19 hours was far from a record. In Cornwall a standoff had gone on for days.

<https://www.facebook.com/CornishNews/>

[posts/%EF%B8%8F-traffic-news%EF%B8%8F-two-drivers-on-a-narrow-country-lane-near-skinners-bottom-portht/1375546067349704/](https://www.bbc.com/news/videos/c89q0e9dvpwo)

• Back2Back. With all the talk of a falling out between the USA and Canada, it is nice to see somebody making a statement about how closely the countries are tied together. Zak Sutton, a mechanical engineer from Detroit built a car from two front ends of Dodge minivans; one built in the USA and the other built in Canada.

<https://www.bbc.com/news/videos/c89q0e9dvpwo>



Standoff
Photo BBC Top Gear

Keep the Contributions Coming

Author: The Editor

Take a break from all that paper, TurboTax, H&R Block, or your accountant, and spend some time recalling happy times in your Jaguar with your JANE friends and write it down for the rest of us to enjoy.

By the way, the email address has changed it's now editor@jagne.org. So be one of the first to use it.

Oh No! Tax Season again.

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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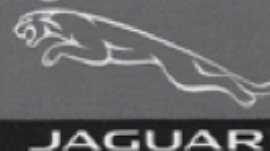
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A Trivial Question for Readers of the Coventry Cat

Author Frank Grimaldi and Bob Doyle

INDY 500

Last month, the question was from JANE director Frank Grimaldi. Frank asked:

“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.”

We had one entry. It was from Bob Doyle. It was a nice try, but not there. It’s fortunate that he has never smoked a cigar, because he would not have received one. Bob suggested that it was George Salih and that new and controversial engine design leaning to the right meant that the driveshaft did not have to sit under the driver.



Carol Shelby

You have to remember that Indy cars always run in the same direction around the track.

Frank tells us that with the engine offset to the right, the radical new design would provide more load to the right wheels. Not only would the car corner better with more load on the right wheels, but the added load on the right rear wheel while exiting the corners would provide better

acceleration down Indy’s two long straightaways.

Carrol Shelby, already a road racing star, was recruited to race the car in his, and the car’s, first race at Indy. Shelby apparently was concerned that his reputation would suffer if he was unable to be competitive with the revolutionary design.

The car has been at Auto Pac Gallery in Laconia NH for years. <https://autopacgallery.com/>.

Next month, Bob Doyle has offered a question. He wants to know something about Ford color options:

“Between 1914 and 1925, Henry Ford offered Model T cars

in any color you want as long as it was black. In 1926 and 1927, the last two years of the T, what additional colors did Ford offer?”



*1925 Ford Model T
Photo ModelTMitch*

HONKU

**Bells and whistles ring
breaking the still night silence.
who's alarmed?**

sleepers

GEEZER HUMOR #15

Author Brian McMahon

Editor’s note: I am definitely not responsible . . .

**When someone asks what I did
over the weekend, I squint and ask,
“Why, what did you hear?”**

SDV – What’s that?



**Not an SDV...
Photo Gordon Taylor**

Author: Gordon Taylor

At the January meeting, Jaguar Land Rover Boston’s Adil Elomri casually mentioned that SDV is a major part of Jaguar’s future. So, what does this abbreviation mean? Like CVT, it is not an exotic disease. I had a quick guess as someone with a car that often tells me that there will be a “software update overnight” and concluded that it might mean “Software Defined Vehicle”. Amazingly I was right! I wondered if I was out of the loop of the latest

concepts and so I asked some other JANE members if they knew anything about it and was relieved to learn that all was OK. I was not alone. A look on the internet told me that this is quite a well-developed idea with a Wikipedia page, information going back to at least 2020, and a definition from IBM (<https://www.ibm.com/think/topics/software-defined-vehicle>):

“A software-defined vehicle (SDV) is a modern automobile in which core functions and features are controlled, updated and enhanced through software rather than fixed hardware systems.”

In other words [I am speculating here], the reason your fancy new Jaguar F-Pace, which is built on the same platform as a Range Rover Velar, has the better road holding, but does not have the same off-road capability is that the thing that sets them apart is software that controls it all. One can only guess that this establishes the way the suspension, front-rear drive split, etc. operate. So, could a good hacker convert your Jaguar into a Range Rover in all but appearance? I’m sure that there are some real mechanical differences that render this idea to be silly, but the opportunity for fanciful proposals is endless.

IBM goes on to say that:

“...research predicts that 90% of all vehicle-related innovations are expected to consist of software in 2030. And 75% of auto industry executives anticipate that the software-defined experience is going to be the core of brand value by 2035.”

Up to fairly recently, this has been restricted to “premium vehicles” which can have up to 150 million lines of code associated with the ECU (Electronic Control Unit). This complexity is now it’s finding its way into lower priced cars. Something to look forward to... However, it opens up a new world where tinkering with wrenches, screwdrivers, and valve spring compressors will be replaced by laptops and some highly dubious coding techniques. As someone that was a machine-level programmer in his early career, I can only speculate about the potential horrors of this. There is the opportunity for some worrisome things to happen as well as some very exciting innovations. It also raises a question about finance. There has been gossip that a certain car manufacturer now “rents” the heater on some models. It’s also common that the software updates and connectivity of the latest cars requires a license, as is the case with office software as you probably know, (software is governed by copyright laws). Does this mean that the world is moving to a Microsoft 365 model for new innovations on automobiles?

Confusion still reigns over the design leadership at JLR, because of last December’s rumors about the firing of Gerry McGovern, Chief Creative Officer, immediately after the departure of Adrian Mardell, who retired after three years as JLR CEO and 35 years in total with

the company. Hire and fire is not a culture that one associates with Tata which gives a general impression of staying loyal to long time employees. This story apparently started in Autocar magazine, it was reported prominently in several newspapers and I have heard it repeated several times recently by JANE members. However, as with many snippets of news that appear when the world wants to hear salacious gossip, denials, click bait, and other talking points, the documentation does not seem to back up the story about McGovern. see <https://www.motor1.com/news/780585/jaguar-design-boss-gerry-mcGovern-fired-denied/>



CHIEF CREATIVE OFFICER

PROF. GERRY MCGOVERN OBE

**The JLR website shows
McGovern’s CV
– complete with honors
Photo
[https://www.jlr.com/
leadership](https://www.jlr.com/leadership)**

If we learned anything in January it’s that Tata is growing fast. In that situation its management will want to have a solid strategy, a trusted team and a good long-term view, especially as they now have a broad portfolio of car offerings from very low cost to high end models (some of the Tata cars share a platform with JLR products). One can only guess at where they intend to go with that.

As noted in the last Coventry Cat, the company does not seem to have changed its plans for the new model 00 and recent reviews by the limited group of motoring journalists that have been able to drive the prototypes in Sweden have been positive. ([https://www.carmagazine.](https://www.carmagazine.co.uk/car-reviews/jaguar/type-00-prototype/)

[co.uk/car-reviews/jaguar/type-00-prototype/](https://www.carmagazine.co.uk/car-reviews/jaguar/type-00-prototype/)). There is some confusion about the price tag: I have heard \$200,000 (about £130,000) and \$130,000 (about £90,000). If the latter is the truth, then stories about Bentley level pricing are somewhat way off and the car’s cost may be fairly close to that of recent Jaguars. We will see what happens. 2027 is still the target model year from what I can see. Apparently JLR has hinted at there being two more vehicles waiting in the wings, one of which will be an all-electric SUV, maybe for 2028. It has also reaffirmed its commitment to all electric vehicles even as there are rumors that it’s developing a new gasoline engine (denied by the way).

All of this plays into yet more conspiracy theories that the company is doing its best to keep the Jaguar name in the news...

Keep reading the Cat to stay in touch with events and the chance to meet up with your friends. There are always interesting people to meet at JANE events as the year rolls on.



**Poorly Camouflaged Jaguar 00 in Sweden
Photo Car Magazine**