

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

March 2020

*More than just a Car Club ...*



*Photo by Brian McMahan*

***Does This Man  
Need To Go Back  
To Driver's Ed?  
You Be The Judge!***

*(see Page 8)*

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 over 350 households  
with excellent demographics.

# The President's Message, March 2020



### Just thinking...

Where do you want to go and what do you want to do?

Our members have a wide variety of interests and are spread out from one end of New England

to the other. It can be hard to bring everyone together. Frankly, it doesn't happen very often.

If you recall, we hosted the JCNA AGM several years back and brought members from almost every club in North America, plus members from JCNA and attendees from Jaguar Land Rover. It took a monumental effort from over 25 people working over a year and a half, yes, 18 months, to plan and arrange a very successful event held over a few days in April. We were all proud of our club and felt we had made a difference in this very special event.

The JCNA AGM is hosted by a different club each year and this year it will be held in Las Vegas, Nevada, hosted by the Rocky Mountain Jaguar Club, that I am sure has been working for months to get things just right for us visiting clubs. JANE will send two Delegates and a contingent of hearty well-heeled souls. We even have one member who plans to renew his marriage vows at the Elvis Chapel. As you can imagine, I will be there to wish them well.

Our largest annual event is our Concours d' Elegance. Like the AGM, the Concours takes a long time to plan and organize. This includes Registrations, Participant Packets, the Goody Bags, the Hospitality Suite, the Friday Night dinner, the Judge Training and Judge Certification, the actual Judging, the Awards, the Awards Banquet, the Photographer, the Raffles, the Silent Auction, the Sunday Parade, and making sure all of our participants and guests are well cared for.

Daniel Graf has been making this happen for several years now and is extremely good at it. He has convinced the town of

Sturbridge that it would be a good thing to provide a large tent for our Championship Division Cars at no charge – a big win for Daniel! He and Jeanine, plus a large group of dedicated members, work throughout the fall, winter and spring to get things ready for our most special event.

And this is only one aspect of what goes on in our club. As I am sure you know, we have monthly dinner meetings with guest speakers. Sometimes they are people we know, like Frank Grimaldi, who has plenty of interesting racing stories, or else someone larger than life, like Wayne Carini, who brought the house down when he spoke to JANE last year. Boy, was that fun!

One other way we try to keep every member tuned in to JANE is through the Coventry Cat, based on all your submitted articles and prepared by Dave Moulton every month. And now we have an Official Advertising Manager, John Feng, who has helped make our advertising program more successful. We also have a JCNA-sanctioned Slaloms Program run by Rich Hanley and Glen McLachlan, often with help from Paul Bicknell plus many volunteers on event days, to make it a good day for everyone. All of these members are volunteers who make the club run smoothly.

And this is what it takes to make the club run. There are other pieces too: Membership, Events, Charitable Outreach, and Treasurer. We even have Ray Binder, who makes sure new members get JANE Name Badges. Another example how we are trying to be an all-around great club.

So, our Board of Directors would love to hear from you about what you are looking for from the club. How can we better serve your cravings for things Jaguar? After all, that's why we get together. We hope to fill the Calendar with many new and exciting activities and hope you will sign up for them or, better yet, get involved and keep JANE a club where our members are our greatest asset.

Keep 'em on the road . . .

# 2020 Events

*Dr. Dean Saluti, VP of Events*

## ***The Jaguar Journal's Age Alert . . .***



Each month, I can't wait to get my Jaguar Journal from JCNA. This beautiful magazine, packed with pictures and articles about old and new Jags, is one of the best things that JCNA does for us, as our membership in JANE automatically includes a subscription to the Jaguar

Journal.

This month's issue tackles the subject of seniors' driving. I realized that JANE's member profiles, like most of JCNA's member clubs, skew to the 60s and above age range. I am sure that the Jaguar Journal article will affect JANE members in different ways. It deals with controversial subjects such as, is your Concours-ready Jag just a "beautiful art object" that you keep in the garage on display? Margie used those exact words to convince me to sell our '65 3.8S sedan – reading these words in the Jaguar Journal sent a chill down my spine. The article also covers the science of aging, vision, reaction time, agility, short-term memory, and, the most horrible thought, when to give up the keys. To make matters worse, today's Boston Globe had an article on the same subject- when to give up the keys. It is indeed on our minds often.

However, when I thought more about it, this article didn't depress me at all. My role model is JANE member Frank Grimaldi, a nationally recognized race car driver who

is still racing after turning 80! He is JANE's Paul Newman.

I am a child of the '60s, a little younger than Frank. I went to Woodstock and took turns driving a 1965 Mustang. I drove to Basic Training, from Boston to Pennsylvania, in an MG Midget. Since 1971, I have always owned a Jag, 12 consecutively. Surely, the Peter Pan in me will keep me driving a Jag as well as I always have (which has never been too good!) for years to come. I encourage all JANE members to repeat this mantra, "Frank Grimaldi, Frank Grimaldi."

### **COMING ATTRACTIONS**

Let's talk about JANE's upcoming day trips and weekend driving events.

We will be visiting "David's House," one of our favorite charities, in Lebanon, NH on April 25. We are also planning to visit the Mount Washington Hill Climb in July. We will spend another wonderful weekend on a Deerfield Valley Tour perhaps in September. In October, we will return to Martha's Vineyard to see how the museum that we saw under construction turned out. We are also working on a trip to the Newport Car Museum in Portsmouth, RI. Let's not forget the 30th anniversary of the British Invasion weekend in Stowe, VT. Lots to do this year with JANE!

Remember our monthly dinner meetings. You will see me, with Margie in the passenger seat and Jan and Dean in the back seat of our Jag singing "Dead Man's Curve," as we cruise to JANE events.

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## **2019 JCNA Slalom Trophy Winners from JANE**

<b>CLASS</b>	<b>PLACE</b>	<b>MEMBER</b>	<b>ENTRY</b>	<b>TIME</b>
D – E Types	3	Bonnie Getz	1967 Jaguar E-Type OTS	49.679
L – XKR, XJR, S-Type R	1	Gary Hagopian	2015 Jaguar XKR-S	43.422
M - XJ40, XJ, XF, & XE	2	Paul Bicknell	2015 XF	45.162
R – F-Type	3	David Moulton	2014 F-Type R	44.832
Z – Non-Jaguar	1	Robert Totten	1964 Triumph Spitfire	40.542
Z – Non-Jaguar	2	John Loring	1994 Dodge Viper	42.220

***CONGRATULATIONS, EVERYBODY. GOOD SHOW!***

# Membership Update

## Our Newest Members

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

JANE membership continues to grow steadily, and we look forward to seeing our new members at upcoming events.

We are still in membership renewal mode, so if you have not yet renewed, do it today! You certainly don't want to miss another great year of JANE membership. After all, as our President, Chuck Centore, reminds us, "We are more than just a car club."

This month, we would like to introduce our latest new members:

**TED ALEXIADES** lives in Kingston, MA and drives a 1954 Green XK120 Roadster.

**JON MORGAN** lives in Newfoundland and drives a 1952 White XK120 FHC.

**GRETCHEN ANDEREGG** lives in Carlisle, MA and drives a 1953 Green 1953 XK120M.

**ROSE GERMAN** lives in Plympton, MA and drives a 1994 BRG XJS C and a 1996 XJR Supercharged 6.



Marjorie Cahn and Jeanine Graf

**THOMAS BARRAFORD** lives in Bellingham, MA and drives a 1996 Red XJ6 and a 1963 MkII Saloon.

**BEVERLY THOMAS** lives in Brewster, MA and drives a 1966 Green E-Type 4.2 OTS.

**DAVID LEAL** lives in Dudley, MA and drives a 2017 Silver F-Pace.

**KENNETH ROLLINS** lives in Hampstead, MD and drives a 2005 Black X-Type Estate Wagon.

**CHRIS HICKS** lives in Clinton Corners, NY and drives a 1953 XK120 FHC.

**MICHAEL FOLLICK** lives in Providence, RI and drives a 1958 Yellow XK150 DHC and an E-Type Series I FHC.

We welcome all of you. Please join us at some of our meetings or events. We promise you lots of fun and new JANE friends. After all, we all love Jags.

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

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

## Attention all XK120, 140 and 150 Owners

### This Is Your Chance – Your Final Chance, Actually

Do you have a presentable, reasonably high resolution photo of your beloved Cat? Of course you do!

The April issue of the Coventry Cat (no foolin') is going to be devoted to XK cars owned by members, as well as possibly a few others.

So, the Coventry Cat Editorial Staff has chosen your cars to be included in a gallery of photos of all such cars in and around JANE. This will be a historic issue!

So, email Dave at [d19@moultonlabs.com](mailto:d19@moultonlabs.com) with your highest resolution good photo of your car in .JPG format, and remember to add your car information for a nice caption. Please let Dave know you want to do this ASAP. Your deadline is Tuesday, March 24<sup>th</sup>. Try to get it to Dave before cocktail hour, for the obvious reasons.

If you have questions, call Dave at 978-335-9200. He's easy to talk to. Really!

1964 Jag MKII, 62,000 miles, silver blue with original dark blue int., automatic trans., very good looking, running and driving condition. Asking \$30K. Negotiable. *For more information, please call John Hall at 774-551-6837.*



1994 XJS, 150,000 miles, maroon with beige int., six cylinder with unusual factory

5 speed standard trans, sport suspension, rear seat delete kit (I think the seat is in there), very good physical and running condition?? Asking \$15K.

*For more information, please call John Hall at 774-551-6837.*

# Once Again, JANE Gets the Jump On Cupid!

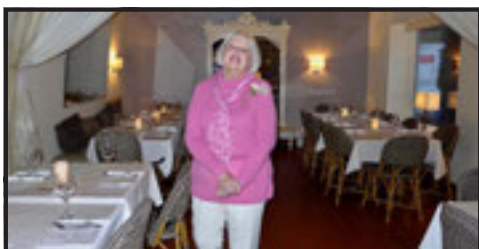
By Dave Moulton, Photos by Chuck Centore



**The Centore's Jaguar Transporter arrives early at Bullfinchs, bringing a carload of corsages for all us lucky members**

We've been going to Bullfinchs in Sudbury for a Valentine's Day Banquet for a lot of years now, and it doesn't seem to get old. The management and waitstaff have really figured out how to please us, and do a great job of making our evening a trouble-free pleasure. The menu is excellent, the bar is distinguished, and the Centores really know how to be gracious, welcoming hosts.

Interestingly, we always seem to do this before the official Valentine's Day. I suspect many of us use that as an excuse to go out not just once, but twice in cold, dark February, to dine in suave and dignified comfort now that our New Year's Resolutions have begun to wear off a bit. No matter. It's a wonderful, warm, luxurious event, held for no other reason than to enjoy each other's company, especially in a really distinguished but mellow restaurant with a special menu pulled together just for us!



**Patt Centore is ready to greet and welcome everybody. Thanks, Patt!**

As I've written previously and as we seem to do every year, *veni, vidi, mangiare!* (we came, we saw, we ate!). A good time was had by everybody. Unfortunately, space doesn't permit us to portray everybody, but here are at least a few of JANE's distinguished finest who graced our banquet.



**Glen and Barbara McLachlan**



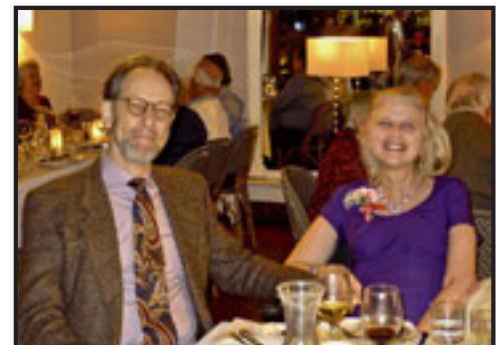
**Arlyn and Francisco Silva**



**Frank and Ann Grimaldi**



**Steve and Jan Wetzel**



**David Kellogg-Achin and Nancy Achin-Audesse**



**Don and Sue Holden**



**Paul and Linda Bicknell**

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*Diane Wells-Murphy and Kevin Murphy*



*And our gracious hosts, Chuck and Patt Centore*

## A Member Plans for Spring

*By: Adrian Curtis*

I've spent a lot of winter days and evenings in my garage either under, over, or sometimes literally in the engine bays of my two Jaguars. Happily, all of those efforts paid off and I now have two very nice antique Jaguars to enjoy. Unfortunately, in New England, most of that enjoyment is confined to our limited fair-weather driving season, late spring to early fall.

What to do in winter? Plan ahead for spring, of course. This has led me into a new enterprise – video production of my Jaguars.

Hate to say it, but YouTube makes winter evenings fly by . . . one night I did a search for XK120 videos and found an endless trove of old movies, For Sale videos, road tests, Jay Leno adventures, etc. I then had the thought, "I could make YouTube videos of my Jags!" I also

found it really easy to find things wrong or lacking in the car videos I watched, so I've determined to do better . . . ON A BUDGET!

My cars are 20 footers. That's where I plan to start. Equipment includes an action camera (i.e., GoPro) for \$100, plus an external microphone for \$20. Got my oldest daughter to gift me a GPS drone for Christmas. I also found a cheap basic video editor for my desktop computer. What could possibly go wrong?

So now I'm all set to start making small videos and action shots while the snow still flies. My new camera takes both videos and pictures. It'll do Time Lapse, Burst and Slow Motion. Importantly, it has great image stabilization (EMS) for 100 bucks. Like any Chinese cheapie, it came with more mounting options than

I can imagine. I'll try to use them all . . .

Meanwhile, my drone (a Holy Stone 165) is a beauty. It's foldable, hand-held, and very easy to fly with a RTH (return to home) button that keeps you out of trouble when you lose it. The sucker climbs out of trouble, flies to and hovers over the spot it took off from, descends slowly, lands, and shuts off its motors. It will also fly a pre-programmed route or will follow you (it is pretty weird to hear those engines buzzing right behind as you walk).

A downside is that it doesn't have enough lift to hoist my action camera, and its fixed camera has no image stabilization. But both the camera and drone are wifi-connected to my cell phone. I see what they see and I can activate videos or take photos on the fly. Can't wait to experiment and edit!! I'll post my assorted masterworks on the Website! Just remember to duck!



**My new camera**



**My new drone**



**An early action shot. It's no Jaguar, but it ain't spring, either!**

# Remember your Driver's Ed instructor, Mr. Grimsby?

By Brian McMahon (photos by Brian and from stock files)



***I bet Mr. Grimsby never had you slide behind the wheel, buckle up, shift into Drive, and then order you: "OK, floor it!"***

*Editor's note: At JANE's January Dinner Meeting, our guest speaker was Dan Stollo, President of In Control Crash Prevention, a driving school. Brian McMahon was so inspired by Dan's presentation that he signed up for a driving class and brought Martha along as well. So, rather than a meeting report, the Coventry Cat is pleased to share Brian's first-hand account of driver's ed at In Control.*

Martha and I really enjoyed *In Control's* Crash Prevention 101 course, with its minimum amount of classroom theory and a maximum amount of hands-on driving experience. The *In Control* course teaches students to brake and maneuver at higher speeds, avoid crashes resulting from panic, as well as illustrating the dangers of inattention and distraction.

Three years ago, I took an "Offensive Driving Course" (September, 2018 Coventry Cat), a two-day weekend at the *Ron Fellows Performance Driving School* in scenic Pahrump, NV, learning how to drive new Corvette StingRays around a 2.1 mile racetrack. Interestingly, it's almost the same training that Martha and I enjoyed at *In Control*. If you know a 17-year-old new driver who might resist taking a "Defensive Driving Course," you could instead reasonably describe the *In Control* program as an advanced, hands-on, high-speed

driving program taught by former racing car drivers. They will also see first-hand how dangerous it is to text and drive, as well as to tailgate on the highway. Even better, *In Control* offers graduates refresher courses, so they can maintain their skills for a very reasonable cost.



## A German Driver's License

The purpose of the *In Control* program is to raise the knowledge and skills of local drivers to something approximating the best standards of other countries. Sadly, the US has fallen from being the safest country in which to drive in the 1970s to 40<sup>th</sup> out of 48 rated countries today, as other countries have much more rigorous training requirements than we do. For example, the ominously-named "Führerschein" German driving license requires 8 hours of first aid training, 37 hours of driving instruction, \$2,000 in fees and training costs, and an extensive (read: tricky) theoretical test, followed by a rigorous driving test that includes demonstrated skill at high speed maneuvering. Only after all that are you allowed to cruise the Autobahns.



***In Control instructor Jason Daoust tells us how it really is out there***

Crashes can be hard to avoid, but good judgement and enhanced driving skills can prevent a majority of them. In a controlled setting, *In Control* students are able to experience panic stops and violent turns as passengers, and then learn to execute these maneuvers as drivers. All this is accomplished by abusing someone else's car and scrubbing the tread off someone else's tires. *In Control* has to replace tires weekly and sell off the cars at the end of three years. Note: you probably wouldn't want to buy one of them.

Our group spanned an age and experience range from recently licensed drivers to older (and possibly mature) drivers. After Jason gave us a brief outline of the day's plan and a description of the first event – sudden emergency braking – he turned us over to instructors Bud Stanley and Scott Adams, who had rolled a pair of white Honda Accords up to the classroom. Four of us piled into each of the cars.

Bud explained that he would accelerate quickly to 40 mph and then stomp on the brakes to avoid hitting a line of barrier cones. Then he would repeat this at 50 and then 60 mph. Each time we roared up to the runway we could gauge our speed by the approach cones whizzing by and felt certain that when Bud hit the brakes hard – seemingly at the last moment – we'd slide into the barrier cones. But we didn't, and then it was our turn to show what we had learned, one by one.

I volunteered to be first, settled into the driver's seat, buckled up and shifted into Drive, keeping my foot on the brake. Bud explained that the relatively short distance to the bar-

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## Remember your Driver's Ed Instructor (Continued from page 8)

rier meant that rapid and sustained acceleration was necessary to attain the required speed. I nodded my understanding and he said "OK, floor it!" Four-cylinder Accords just don't burn rubber, however, so try as I might, I had a very disappointing *American Graffiti* flashback.



**"Peel out! I just love it when guys peel out!"**

Watching our speed for me, Bud would order "Brake!" at just the right time to successfully stop if maximum pressure were instantly applied on the pedal. We quickly learned that gingerly depressing the brake pedal, something we may have learned half a century ago in Driver's Ed, is the wrong move today. With ABS (Anti-lock Brake System), newer cars will successfully stop in a straight line with maximum pedal pressure, even if the road is wet or icy.



**Your author, learning to REALLY stop!**

Then, to give us an idea of how dangerous it is to be distracted by texting and phone talking, while we were driving, Bud held up a calculator and asked us to enter "3 plus 129." On another run he distracted us by asking "How much is 17 plus 23?" then suddenly ordered us to brake. We immediately saw that just a one-second delay in hitting the brakes at 60 mph does in fact put us very suddenly

88 feet closer to an emergency room visit or worse.

Each of us had the chance to jam on the brakes while traveling in both directions of the *In Control* track, which is a section of a runway of the former Naval Air Station, South Weymouth. When not driving, we'd all form a Vultures' Row (like naval officers perched on an aircraft carrier's superstructure gallery who critique each pilot's landing), and try to imagine how we could improve our own techniques.



**Vultures' Row**

Back inside the trailer-classroom, Jason explained the importance of seat belts before we headed outside for the slalom event. Aside from their safety function, seat belts help keep drivers positioned behind the wheel so they can maintain control of the car in extreme maneuvers. We had a compelling illustration as passengers when Bud drove us through the slalom course. Although all of us had buckled up, Bud also had us grab the safety handles above the doors – a prudent move, since soon we were violently slammed left-right-left while weaving through the traffic cones. Without a belt, a driver would be using the steering wheel as a handhold, not a device to control steering.

Coached by Bud, we then made three passes through the slalom course at 30, 35 and 40 mph. While this doesn't appear fast to spectators, it requires constant attention and rapid turns of the steering wheel. Earlier we were told that the old "10 and 2"

hand position is dangerous due to airbags, and that "3 and 9" is much safer. An airbag deploys into your chest and face at 200 mph. If your fists are at "10 and 2," one of them may also hit your face at that speed (and imagine you are holding your iPhone when this happens). So, with thumbs resting above the horizontal wheel spokes at "3 and 9," we were ready to negotiate the slalom. We learned to focus our eyes along the line of cones to the end, rather than stare at each cone as we approached it. Our peripheral vision was good enough to get us around each cone without distracting our full attention and delaying our next turn for the following cone. A skilled driver will develop a rhythm by keeping the steering wheel moving back and forth in a smooth, constant motion for right and left turns.

A mother and daughter in the class asked "What's a safe car for young drivers?" Jason showed us a panoply of choices: A Chevy Silverado pickup, a Jeep Grand Cherokee, a Honda Accord ... and a Mini Cooper. Most people assume that a big pickup truck or an SUV is safest, but Jason opened our eyes. He and most of the other *In Control* instructors are former racing car drivers. If you want to know how to avoid a car crash completely, rather than just mitigate the consequences of a crash, they are the people to ask. Federal crash safety standards only deal with defined size categories: we can compare a Fiat 500 with a Mini Cooper, or a Ford F-150 with a Chevy Silverado.



**A 2019 Mini-Cooper**

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**A 2019 Ford F-150**

If there's a crash between a Mini and an F-150 we know who'll probably come out worse. However, if the F-150 runs a stoplight, sees the Mini approaching from the left, jams on the brakes, and stops in the middle of the intersection, what can the Mini driver do to avoid a collision? If the driver has taken the *In Control* course, they brake hard, wait as the car's weight moves to the front wheels, and then turn hard right or left while continuing to brake, and avoid the crash completely.

Rather than depending on the passive safety of a large vehicle, *In Control* instructors urge drivers to acquire the active driving skills needed to avoid a collision entirely. In our next event, we accelerated toward a set of barrier cones and then were ordered to brake and turn right or left by a light that Bud activated. Again, we were shocked by how close we came to the barrier before being told to hit the brakes, allowing the car's weight to move forward to help traction, enabling us to turn our Accord as directed.

Let's not mention names, but in the classroom session, a couple of car models that are favored by young males were photographed going through a slalom with a front wheel lifted a foot in the air ... at only 20 mph! A high center of gravity means that it's hard to overcome an SUV's

top-heavy balance. Our instructor, Jason, lamented that many of the safest family cars in terms of crash avoidance (mid-size sedans) are being phased out in favor of SUVs. In our case, Jaguar is no longer exclusively a purveyor of OTS sports cars or even classic "saloons;" 70% of new sales are now E-Pace, F-pace and I-Pace models. Jason remarked that many car buyers judge a car's safety by its federal crash safety "stars" that reward passive features and neglect maneuverability as a safety attribute. He despairingly asked how maneuverability could be added to the calculation, and I suggested a timed slalom run to show which vehicles can help a driver avoid trouble as well as survive it. As a naval historian, I am reminded that when Spain's ponderous Great Armada faced England's agile fleet under Lord Howard in the Channel, the result favored "grace" and "pace" over "space".

Jason reminded us that All-Wheel Drive is a benefit only when accelerating in snowy weather; it has no benefit when stopping and little benefit when cornering. That's why you'll see so many SUVs (many with MA plates?) lying on their roofs along the Maine Turnpike in the winter, while locals in 25-year-old Crown Victorias with ballast in the trunk and riding on winter tires tootle along right past them. Many drivers depend on all-season tires, but Jason advocates changing to winter tires before the first snowfall because they have more grooves in the tread to allow snow and water to sluice away, leaving more rubber in contact with the road. Otherwise, the car will "hydroplane," or ride on a thin layer of water that provides no control for drivers. Winter tires are made from a softer rubber which provides much more grip in cold weather. Jason also disapproves of run-flat tires. "The

sidewalls are too thick and rigid," he observed, and the hard rubber tread offers poor winter traction.

Back behind the wheel, Bud and Scott had all of us climb aboard the Accords for the final event, a simulated panic stop when a driver sees the car in front suddenly brake. To accomplish the demonstration, the cars were lined up side-by-side, with one Honda trailing a traffic cone on the end of 30 feet of rope. Both cars accelerated quickly but the car towing the cone was allowed to pull ahead until the trailing cone was parallel to our car's front bumper. As soon as the first car jammed on the brakes, we had to do the same. After stopping, we were typically one car length ahead of the other car, and two car lengths ahead of the traffic cone – our reaction time and braking ability were not sufficient to avoid a collision.



**Beginning the Cone Chase exercise**

Thence, the 3-second rule: stay at least three seconds behind the car in front of you. When the vehicle ahead passes a sign, shadow or other marker, count off seconds until you pass the same marker. Try to keep at least a three-second gap.



(Continued on page 11)

## Remember your Driver's Ed Instructor (Continued from page 10)

Jason didn't know that he had a "ringer" in the group when he asked "How much will it cost you if you cause a car crash?" As an insurance broker, I could readily provide the figures. A driver with six crash-free years who hits another car from behind will lose the two "good" points on their record and incur either 3 or 4 surcharge points, creating a net change of 5 or 6 points depending on the severity of the accident. Each point is worth 7% annually, making the insurance cost increase 35% to 42% annually. At-fault collisions remain on a driver's record for 5 years, and there's a \$500 or \$1,000 collision deductible that must also be paid. So, if you can't become a good driver, at least be a rich one. Jason also suggested we consider these potential insurance costs when weighing what we might spend on a set of winter tires.

In summary, the *In Control* program is totally different from the rudimentary, classroom-based programs we endured as teenagers that featured slide after slide of gory car crashes. My "Mr. Grimsby" driving teacher was clever enough to add a few pop music celebrity disasters, memorably including the remnants of the '66 Stingray driven by Jan "Dead Man's Curve" Berry. Jan and Dean continued performing, though Jan was severely and permanently injured as a result of the crash.



Jan Berry's "Dead Man's Curve" 1966 Stingray, after

Taking a different route from "scared straight" Driver's Ed, *In Control* is focused on crash prevention by improving drivers' knowledge, skill and behaviors. New drivers will often grudgingly sign up for the program, under parental orders, expecting a tedious, classroom-centered defensive driving course. They often end up enjoying the training so much that they leave the class with a smile, mirrored by their parents, who know that their car insurer will now discount their insurance policy. Adding a young driver will more than double the insurance cost of the most expensive car on the policy. If your insurer offers a 5% discount for a young driver with *In Control* training, the savings in the first three years alone will total \$300, which just about pays for the course.

While many JANE members participate in our slalom events and have an understanding of emergency braking and maneuvering, what about their spouses? The *In Control* course is a great way to have them experience controlling a car at the limit of their own ability, while not ruining the new Pirelli P-Zeros on the family F-Type. Martha found the course to be a real confidence-booster and recommends it, too. Many potential trainees might be worried that former racing car drivers as instructors would have a harsh "You're all worthless and weak!" coaching style. We were pleasantly surprised to find *In Control's* instructors to be clear, encouraging, and patient, and the "high five" from Bud at the end of the course made Martha's day.

The *In Control* course reduces the crash rate of experienced drivers by 60% and for new drivers by 70% over those having only basic Drivers Ed. It's a wonderful program for all ages, since it reduces the cockiness of new drivers and encourages older drivers by showing how to successfully avoid car crashes and drive safely for years into the future.

## Lucas, Prince of Dim Humour)

(Laughibus Minimus Luminorum)

### *Joke for March*

by Gary (couldn't be his real name)

*Editor's note: For those of you who do not know, Prince Lucas has brought the same dim standards of performance to humour that he has to electrical systems*

**If you were running a race,  
and you passed the person in 2nd place,  
what place would you be in now?**

*See the From The Top Of The Scratching Post for an answer.*

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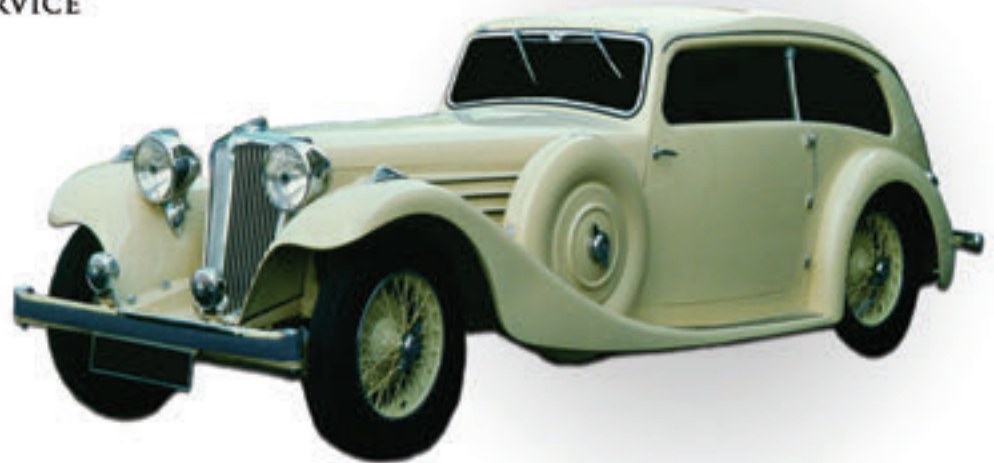


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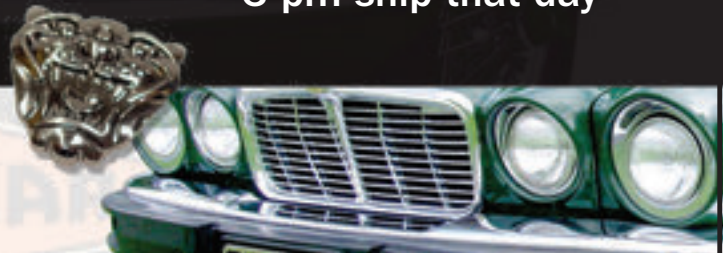
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# A Member Takes A Walk!

## Following Hadrian's Wall Across England

Text and photos by David Reilly

In September my wife, Lauren, and I hiked along the remains of Hadrian's Wall across northern England, near the Scottish border. It was, to say the least, an interesting trip over some beautiful countryside.

We started off at the eastern end of the wall at Wall's End, just east of Newcastle upon Tyne on the North Sea and ended at Bowness-on-Solway on the North Atlantic. 85 miles in 5 days or, as my mom said, "that doesn't sound like much of a vacation."



*Here's Newcastle upon Tyne. As you might guess, that's the Tyne River. Walls End, our starting point, is about two miles downstream, to the east.*



*This is the Sage Gateshead Live Music Cultural Center in Newcastle upon Tyne.*

Although I have been to London, Wales and Northern Scotland, I have never been to Northern England and was struck by how beautiful (and rural) it is. We were also both surprised at how quickly the landscape went from urban to rural.



*This vista is just west of Newcastle upon Tyne.*



*And this is just a few miles farther west.*

There were lots of livestock everywhere – dairy cattle, beef cattle, sheep and goats – naturally, you had to be careful where you stepped. The rolling landscape was interspersed with little villages and big estates.



*Is that a black sheep?*

Here was a typical herd of sheep. We noted that just like human families, flocks of sheep also seem to have at least one black sheep, to keep things interesting.



The property in the photo above was for sale, and the grounds were so beautiful we wanted to buy it. So, we made an offer (just kidding!). It was really tempting, though. We also wondered how far it was to the nearest Jag service garage!

OK, now to the wall. Only about 10 miles of continuous wall remains but it is remarkable nonetheless. It wasn't just a wall, it was really a massive fort that stretched across the entire breadth of England to protect Roman Britannia from the wild and marauding tribes coming south from what is now Scotland. This, of course, was what happened after the Romans tried – unsuccessfully – to enslave them.

It was a remarkable engineering achievement – the wall is 8 to 10 feet thick at the base, two stories high with ramparts, and massive stone fortifications every Roman mile. Much of the cut stone was used by the English later on in the Middle Ages to build churches, houses and castles. The fact that much of it was built over very difficult terrain makes it more amazing.

(Continued on page 14)



**A section of the wall, almost 2,000 years later!**

The photo above was taken about midway in the journey, where the terrain became very hilly and we were impressed that the Romans could construct such elaborate fortifications on such difficult terrain. The photo doesn't capture how steep the hill is, but it was like climbing stairs (which, in fact, there are, dug into the hillside). Although one has to assume that much slave labor was involved, the reference points (there were many) made clear that it was largely built by three Roman Legions and that the Legionnaires

were highly trained in construction as well as fighting. It took only 6 years after Emperor Hadrian commissioned it in AD 122.



**And the wall goes on and on!**



**A section of the Vallum.**

While only the foundations of the forts are left, the Vallum – a V-shaped protective ditch – remains and runs virtually across the entire length. Again, photos don't do it justice, but it is really steep and deep and would be very difficult to cross – even if the Romans weren't throwing things at you.

Our entire journey was from East to West except the last day where, at the recommendation of the Innkeeper in Carlisle, we cheated and took a bus to Bowness-on-Solway (where the Bowness River empties into the Atlantic) and, after taking our celebratory picture marking the end of our walk, then hiked 13 miles east, back to Carlisle. The Innkeeper had warned us that we didn't want to get stuck in Bowness in the evening, since there were almost no buses back to Carlisle and we might have to walk. What a concept!



**So, the end (sort of) of the journey. Marriage intact.**

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# JANE's Calendar for 2020

## Here is what JANE has planned so far for 2020

March 19 - 22, Thurs. - Sun.	JCNA Annual General Meeting (AGM)	Las Vegas
March 25 - Wednesday - 7PM	Dinner Meeting, Speaker: Boston Bank on Classic Car Financing	Wayside Inn, Sudbury
March/April, TBA	Maple Syrup Run	Parker's Maple Barn, Mason, NH
April 22 - Wednesday - 7PM	Dinner Meeting, Speaker: TBA	Wayside Inn, Sudbury
April -	Tech Session, TBA	
April 25	Trip to "David's House," one of JANE's favorite charities	Lebanon, NH
May 2 - Saturday - 9:00AM	JANE Concours Judges' Training (Aldo Cipriano)	Southborough Community House
May 20 - Wednesday - 5PM	Jags on the Lawn	Larz Anderson Auto Museum
June 24 - Wednesday - 7PM	Dinner Meeting	Bay Pt. Waterfront Restaurant, <i>Quincy, tentative</i>
June, TBA	Spring Slalom location and date TBA (Rich Hanley/Glen McLachlan)	
July 10 - 12 Fri. - Sun.	Mt. Washington Hill Climb (Kevin Murphy)	New Hampshire
July TBA - Sunday - TBA	Myopia Polo Matches (Aldo Cipriano)	Myopia Polo Club, Hamilton
July 22 - Wednesday - 7PM	Dinner Meeting, Jags on the Lawn	Wayside Inn, Sudbury
August 14 - 16 Friday - Sunday	JANE Concours d'Elegance, Daniel Graf Chairman	Sturbridge Host Hotel

### Other Events in Planning

Deerfield Valley Trip, Dave Moulton  
 Bi-Annual Martha's Vineyard Weekend, Dean Saluti  
 Fall Slalom, Rich Hanley/Glen McLachlan  
 September, October, November Dinner Meetings  
 December 6 - Sunday - Holiday Party and AGM

## Our Annual JANE Concours Judges Seminar

### CALLING ALL JAGUAR CLUB NORTH AMERICAN JUDGES, VETERANS AND CANDIDATES

*By Aldo A. Cipriano, Esq., Chief Judge, JANE*

On May 2, 2020, we will be conducting this year's Judges Training Session and Seminar to qualify Concours Judges under the JCNA standards. This session will commence at 9:00 a.m., Saturday, May 2, 2020 at the Historic Southborough Community House on Main Street, across from the St. Mark's School.

This seminar is free for attendees and will consist of a review of the 2020 Rule Book changes, the conducting of the JCNA Judge's Test in sub-group format, a general discussion of the field dynamics of Concours judging with Question-and-Answer period and, weather permitting, some hands-on Jaguar motor car judging on the Community House grounds.

Both breakfast and lunch will be served.

Over the years, JANE, as a sanctioned Jaguar Club, has prided itself in maintenance of the best qualified judging team possible for both JCSNE and our Concours cars. Main-

taining a roster of qualified women and men judges is a primary goal. We are especially reaching out to the ladies of JANE to enhance our judging group. This informal process is not complicated and can be rewarding for members who attend. We only ask that if you attend, you do so with the reasonable expectation of participating in both the JCSNE event in June, 2020 as well as our August JANE Concours in Sturbridge.

Once you have passed the judge's test, you will be certified and your name will be reported to JCNA as one of the Club's available judges, as an apprentice, as generally qualified or as a Team Leader. Those who qualify will also be asked to state their knowledge and preference for models to be judged, except for your own Jaguars, in Concours Class. Those who qualify will also be furnished with a Judge's Uniform prior to the Concours season. If you are interested, please contact me directly at [Cipriani62@yahoo.com](mailto:Cipriani62@yahoo.com) or 508-320-1679.

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# From the Top Of The Scratching Post

By Dave Moulton



**Matt Phillips of Jaguar Sudbury explains the function of a steering wheel to Your Humble Editor**

The past few weeks have been troubling for Jaguar Land Rover. After an encouraging year in 2019, with a return to profitability in the 4th quarter as a result of cost-cutting and improved sales in China and the U.S., things have not gone so well.

CEO Ralf Speth, who has been leading JLR for the past 10 years and been at the center of JLR's global expansion, has announced his resignation, effective in September. A replacement has not been named and the loss of Speth's leadership, which seems to have been quite effective, could spell trouble.

Worse news arrived on February 7, when JLR announced it will be temporarily closing Castle Bromwich and Solihull factories (from late February through the end of March) due to falling demand and issues related to Brexit uncertainties. Just what JLR didn't need at this very moment.

And while the coronavirus epidemic was not cited, it must be hurting sales in China, along with everyone else's woes there. Tata Motors, JLR's parent corporation, projects that this all will negatively impact JLR's profit margin forecast for 2020 by about 3%. Let's all cross our fingers and hope things don't get worse.

On a lighter and completely different note, I just ran across an ad for the Road & Track Hudson Quattrocento, a tour to be held this autumn in (where else?) the Hudson Valley. Of particular interest to me was where they said, "Immerse yourself in a journey of extraordinary excursions – including pit stops at Hillrock Distillery, the spa at Miraval, and more!" Just remember, we were at Hillrock first. Contact **EXPERIENCES.ROADANDTRACK.COM** if you'd like to have some déjà vu all over again, along with some of that Hillrock Solera Bourbon!

Thanks for reading this. And, continuing our voyage through the twenties, have a nice decade!

Oh yes. Prince Lucas finally made a deadline. He says: "You would be in 2nd place, because you only passed the person in second place, not first!"

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