

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

January - February 2021 The "Slush, Snow 'n' Ice" Issue

More than just a Car Club



Photo by John Brady

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

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The Coventry Cat, January/February 2021

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The Editor

Sometimes You Make The Mistake, And Sometimes . . .

From the *Top* Of The Scratching Post

by Dave Moulton

Just so you know, I ended up driving 2,739 miles in my various cars last year.

Pathetic.

I'll try to do better this year.

I was both amused and bemused when Bob Matejek (Secretary of JCNA) pointed out that Mel Gibson's dystopian sci-fi movie *The Road Warrior* takes place in 2021. So it looks like we may have lots of interesting stuff to look forward to this year! Actually, we may already have had such interesting stuff!

On a brighter note, I'm pleased to welcome our new president, Aldo Cipriano, to these pages, with both the first of many monthly letters to the membership and also

an article about his XJ-40. Give it up for Aldo, everybody!

This issue, Carl Hanson tells us about a team road trip to Loudon, NH, Ken Lemoine tells us about the inhibition of rust, Marjorie, Dean and Jeanine tell us what's going to happen (they're called *events*) as well as all about renewals, I'll review a book about a particular XK 120 that seems to have been ridden hard and put away wet more often than not, and Gordon Taylor will tell us all about a REAL (as opposed to virtual) whisky tour, bless him! Finally, I'll discuss the fine and very human art of making mistakes.

Time to get going.

Take it away, Aldo!

The President's Message, January and February 2021



As I embark on our Club's presidency, I say, it is with great honor and humility that I accept this position.

In 1993, with the purchase of my then new XJ-40 Sovereign, I mailed in the JCNA membership card from the manual, and with \$25, became a member-at-large of JCNA. It was not until the JANE-sponsored JCNA AGM of 1997

at Stratton Mountain, Vermont that I joined JANE. I met Gary Hagopian, who described the weekend event and asked me to see his wife, Sue, in the pavilion if I wanted to join a regional club. I did, that day, and was amazed at the Club slalom on the rooftop parking lot of the resort, and then, observing my first sanctioned Concours, learned quickly about the standards of authenticity, cleanliness and condition in championship competition. Since then, it has been a great time with the JANE family.

I am also grateful to Chuck Centore for stepping forward as the predecessor President with his dedication to Club purpose, making it fun for members, particularly in these remote and trying times. I have the comfort of knowing that I will be coordinating Club matters this year with the dedicated officers and directors who have navigated this Club away from hazard and on an even keel as we embark on 2021.

Our principal purpose for the Club members is to continue to encourage member participation and to have what events we offer be as pleasant and fun as possible for our dedicated membership.

Even with the constraints of the pandemic, people like Daniel Graf, Dave Moulton, Bonnie Getz, John Brady and others have created new Road Tour events with social distancing, but still having the fun factor. Seeing what was offered last year, I was able to help Tom and Mary Finan, Russell Dennis and Daniel Graf return to the Cape for the historic road tour, down the King's Highway, Route 6A, through Orleans and Chatham, with even a trip back to the Heritage Museum in Sandwich.

2021 will still be a challenge, especially maintaining Club finances that have been somewhat diminished due, in part, to no Concours event. Daniel Graf, Dr. Dean Saluti, myself and the Executive Committee will be discussing a 2021 Concours shortly. Hopefully, we will also return to the Myopia Polo Club for the annual Jaguar Cup Polo match in coordination with that Club's new policies. We all want to make this year exciting for all of you, as it is invigorating for all of us, as Club officers, to get back to planning new events.

Also, I offer my congratulations to Brian McMahon and Gordon Taylor on their First Place awards from JCNA for their newsletter articles. Brian has lifted all of our spirits with his emails and entries in both the Coventry Cat and the Coventry Cat's Meow.

To all, stay safe and see you soon!

OLD JAGUAR DAY AT THE NORTH EAST MOTOR SPORTS MUSEUM

By Carl Hanson

Early October is the perfect time for a road trip in New England! The colors are flashing bright, the days are cooling down, and the back roads beckon.

This is all obvious and routine to those of us fortunate enough to live here. But add a couple of lovingly restored and maintained antique Jaguars plus a very special car-guy destination, unique to the region. Now you have the makings of a truly fine and delightful day. And that's how Frank Grimaldi, Carl Hanson and Bruce Murray came to spend the afternoon of October 6th, 2020, on a trip to the North East Motor Sports Museum in Loudon, NH.



photo by Dick Berggren

Bruce Murray, Frank Grimaldi and Carl Hanson with the Sports & Exotic Car Magazine Complete Collection on its very own dolly.

To back up a bit, the idea for the trip started about a year ago. You know how these things go – Carl and Frank were just hanging out, talking about cars 'n things. Alcohol may have been involved, but nobody can remember for sure. At one point, Carl happened to mention to Frank that he had a complete collection of the Hemming's "Sports & Exotic Car" magazines from its first issue in September 2005 to the last, when it ceased publication in May 2017, at which point Carl and Frank probably paused for a toast "to absent magazines we have read and cherished."

Frank, who coincidentally happens to be on the Board of Directors of the North East Motor Sports Museum, suggested that Carl hang on to his collection for awhile and that he, Frank, would inquire to find out if the "new" North East Motor Sports Museum might be interested in acquiring said collection as a donation. Carl subsequently

conducted an inventory of his collection (this all is best visualized as a Bob Newhart sketch), and to his surprise, he found that 10 issues were missing. Vanished into thin air! Gone!! These things happen, as you all know, all too well.

But not to worry. The ever-resourceful Frank managed to turn up the missing copies via the magic of the internet! So now the museum could acquire a complete set of what had been a great magazine for people who appreciate Jaguars and other great marques.

On a side note, Carl's XK120 coupe, "Blue Moon," had been destined to be the cover story in the June 2017 issue, which was the "never-issued" next issue of the publication at the moment of its demise. Dave LaChance from Hemmings had spent a beautiful fall afternoon at Carl's house, taking photos of the car in motion, as well as stills at historical sites in the Boston area and detail photos of the interior and engine compartment. Assuming Hemmings still has those photos on file, maybe their surviving magazine, "Classic Car" could resurrect the story? [Perhaps Dave LaChance would loan the photos to the Coventry Cat for a gallery display of Blue Moon? –Editor]

But back to our perfect fall foliage tour: Frank subsequently arranged for a special visit with the director, Dick Berggren, to present the collection of magazines to the museum, in Loudon. And so, a procession was formed. Frank led the way in his 2017 CTS 2.0T AWD "Jagillac", while Bruce Murray and Carl followed in their 1967 Jaguar Mk. 2 and 1951 Jaguar XK120, respectively, as they all set off from the suburban environs of Boston and proceeded north to foliaginous autumnal Loudon.

North East Motor Sports Museum is New England's largest auto and motorcycle racing museum. Check out the website at <https://nemsmuseum.com>. Perfectly situated on the grounds of the New Hampshire Motor Speedway, it has a terrific collection of trophies and helmets from years gone by, all with a North East connection. Amazing photographs of the cars in competition, drivers, and race tracks cover the walls. A slot car racing track and an iRacing simulator provide fun for all kids of all ages.

More importantly, the collection of race cars packed into the 10,000 square foot floor space is simply mind-boggling. Early midgets, modifieds, stock cars, dragsters,

(Continued on page 6)

Old Jaguar Day (Continued from page 5)

motorcycles, all of which you can walk right up to and contemplate the courage it took to drive them. Dick Berggren provided a knowledgeable tour of cars on display . . . knowledgeable because he was a driver in modifieds for many years, as well as a long-time NASCAR announcer on TV. Dick knows what he is talking about!



photo by Frank Grimaldi

Dick Berggren telling Carl and Bruce about midget racing

One of the stars of the collection is the NASCAR driver Joey Logano's #22 Ford from the race in Martinsville in 2018. His win there put him in the final four at Homestead where he won the Cup Championship! The car is displayed exactly as it left the track with tire marks, bruises and dents, giving a graphic illustration of the battles on the racetrack.

Another race car had a special meaning for Carl: Bill Binnie's Lola, the 2004 LeMans winner of LMP2 Class. Carl was at that race with John and Tom Brady. They were proud Americans in the stands when the "Motorsport Racing Team #32 Lola B2K" came in first. And here was that very car, the winner!

Another interesting car was Sam Posey's "D7 Caldwell CanAm Racer," one of the most innovative racecars to come out of New England. Sam visited the museum a few weeks after the D7 was put on display. More recently, Ray Caldwell, who designed a number of Sam Posey's race cars, visited the museum. He sat in the D7 for quite a while entertaining Dick Berggren and a couple of the museum board members while quietly reminiscing about the past!

In ordinary times, the museum is open weekends, but during COVID days, you need an appointment to visit. Highly recommended! Maybe a post-COVID club tour?

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What if Our Vehicles Didn't Rust?

By Ken Lemoine

We can fix this problem!

I have been in the business of marketing automotive manufacturers' products for the past 40+ years. As those in the "Little British Car" hobby will attest, I am also a lifelong carholic and serious picker.

This story begins in 2005. I found myself under a 1966 VW bus doing a pre-purchase review for a friend. Amazingly, though the bus was nearly 40 years old, there was ***no rust*** under it. The seller was its second owner, who had brought it over from Germany. I had to ask him, "How come this 39-year-old bus doesn't have any rust under it?"

The seller explained that the first owner (in Germany) told him he had an undercoat job done to it when it was relatively new. He didn't know the company that did it, but when I looked on the back window there was a faded sticker that said, "Waxoyl — Professional Corrosion Protection."

I made a mental note to look them up. Turns out Waxoyl was very well known in Europe but not available in the US.

Fast forward 14 years, and I got a call from Allen Frey, the Sales Manager of newly formed Waxoyl-USA. He asked me if I knew what Waxoyl was and he was astonished to hear that I knew about it. He found me through some business acquaintances and wanted to know if I would consider helping him develop the Waxoyl business in New England (and therefore the rest of the USA).

We agreed to meet at the Waxoyl US development center in Vermont, and he would show me how the process worked. As a serial car collector, I was interested in learning in case I'd want

to apply it to my cars (I currently have seven).

I drove my BRG XJ8 up from Massachusetts in January and hit a snowstorm on the way. The following morning the Jag looked like I had painted the bottom half of the car white. For those that live in places where icy winter roads are not an issue, the white stuff we used to put on the roads to keep from sliding off of them was sodium chloride, AKA road salt. Today we have progressed (?) to more advanced surface materials like CALCIUM CHLORIDE which, while it is more efficient at keeping the roads from icing, just happens to be **10 times as corrosive as road salt**. To further complicate the issue we have graduated to MAGNESIUM CHLORIDE which is **2 times as corrosive as Calcium Chloride**. These chemicals interact with most metals, including aluminum, to continue to rust or rot every time we get some moisture on them (like when we have summertime car washes do an undercarriage wash).

When I arrived at the Waxoyl R&D center in Westford, VT (northeast of Burlington), Allen agreed to power wash the Jag before we started to "Waxoyl" it. Once it was clean, we started the service with what they call "cavity wax." We stuck very thin hoses into all the bonnet, boot, doors, rocker panel and frame holes. The water dripped out as the clear cavity wax FOGG was sprayed in.

When he got ready to spray the undercoat, I asked him to put a plastic sheet down to see how much overspray ended up on the floor. He put some clear plastic down, and even though there were still a few

water drops coming off the bottom, he began spraying "Hardwax" with professional SATA guns.

The water dripped off as the "Hardwax" flexible undercoat spray adhered to the underbelly. The water was being displaced by the undercoat. Allen was doing the entire job without wearing a mask and goggles, though he said it would probably be a good idea to use them when you are normally doing a complete car. He told me that in Europe, techs spraying Waxoyl wear white shirts to emphasize how clean a service it is. (That ain't happenin' with my hand on a spray trigger.) When we were done with the XJ8, there were two black dime sized drips on the plastic that he wiped up with a rag and some vegetable oil. He told me how the undercoat stays flexible and completely locks out moisture from getting to any metal surfaces. He explained the wax is self-healing if it is scratched, is safe for all rubber components and insulates electrical bits and connections. On rusted surfaces, as long as the metal is cleaned and still solid, you can spray it and the corrosion will stop. Once dried, hardwax looks just like black satin factory coating.

Allen went on to point out that European dealers inform their customers their vehicles are worth 25% more 5 years out if they do the service in the first couple years. With new vehicles selling today for over \$50k to \$70K that's a difference of \$5000+ in added value at resale time. He said that the Jag "Waxoyl" service would typically run about \$600, ONCE. It will still be rust free and coated 20+ years from now.

(Continued on page 8)

Vehicles didn't rust (Continued from page 7)

An hour after we finished, I drove five hours home with the heat on and the windows up. Yes it smelled of mineral spirits, but in a couple days the essence was completely gone.

The other products in the US market today are not permanent and do not have cavity protection. They are made of oil, lanolin or solvents that drip, have a lasting odor and wash off under repeated washes and winter slushes. Older undercoating systems were brittle and cracked allowing the water and chemicals to get behind the

undercoat and rust from the inside out.

Waxoyl, a 60+ year old Swiss company, is the world standard in corrosion protection. Endorsed by most OE manufacturers like Jaguar and Rover, it is installed by dealers on a large percentage of new cars and trucks sold in Europe. The aerosol version is now on Amazon for those of us who want to service our own vehicles, and Waxoyl is actively adding local professional shops and dealerships that can do this service

for the rest of us. Review available shops and how-to videos at www.waxoyl-usa.com.

If you have a lift you can do the whole process in 1 to 2 hours depending on the size of your vehicle. Complete aerosol-can kit prices run from \$136 to \$339. I will do live JANE tech day demos when the plague is gone.

JANE members should put the code MMRWAXOYL in their kit purchases to get an additional 5% off of their kits including freight. You can ask questions at ken@waxoyl-usa.com



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Pickup bed after the Waxoyl applications.



Here's the Hardwax after drying.



This is a medium-sized Waxoyl DIY kit.



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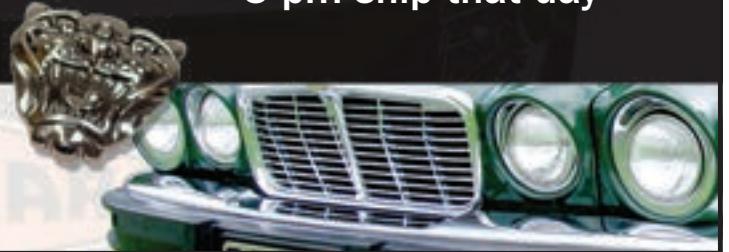
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Membership Update

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

As we get ready for a new year of JANE events and JANE fun, it will be challenging, based on the restrictions we face. But Zoom virtual Dinner Meetings, road trips, an innovative Concours, and perhaps slowly moving into live meetings on the lawn at Larz Anderson and at the Wayside Inn, all seem extremely inviting. So, Jeanine and Margie will finally get together in person with our JANE friends, old and new. New members – you are just going to love it!

We have to remind you that it is time for you to renew your JANE membership, if you have not already



Marjorie Cahn and Jeanine Graf

done so. You should have received a Constant Contact email with renewal information. Also, our JANE website, www.jagne.org, has a renewal link. You can always call or email Jeanine or Margie if you need help renewing.

We want you to remember all the wonderful things that JANE brings into our lives. What would we do without our JANE relationships and Jaguar-loving friends? This is what quality of life is all about. Yes, it will all come

back – so much to look forward to!

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

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JANE Events of 2021

Dr. Dean Saluti, VP of Events



HERE COMES A NEW YEAR OF EVENTS...

As JANE's leadership does every year, we met for an informal brainstorming session to plot out the events for the upcoming year. President Aldo Cipriano gave us our marching orders and we certainly marched, proceeding

on several fronts to plan JANE's 2021 events.

CONCOURS: President and "Chief Judge" Aldo set the Club's highest priority to ensure that JANE has a Concours in 2021. Aldo stated that JANE's Concours will occur in a mode that will depend upon COVID status and State/City policy at the time of the event.

Having the Concours at the Wayside Inn instead of Sturbridge had already been under consideration and Daniel Graf has begun discussions with the Innkeeper at the Wayside Inn. Daniel will continue these discussions in order to gather more details and will also proceed with discussions with Sturbridge.

Chuck Centore raised the option of a one-day Concours as opposed to a weekend event. He also proposed that Concours planning be done in a modular approach to allow different features to be added to/deleted from the 2021 Concours model as needed. Daniel Graf will take this approach into consideration to ensure that JANE's Concours plan is agile and cost-effective.

There was consensus that a Concours date should be locked in immediately. Mid-August was suggested with October as an alternate date. President Aldo will also be planning the 2021 Judges' Training Session.

DINNER MEETINGS: There was a consensus that JANE should schedule Zoom Virtual Dinner Meetings with speakers. These Dinner Meetings should start in the February/March timeframe and should be held monthly to bring the membership back to our pre-COVID JANE monthly Dinner Meeting mindset. I agreed to coordinate speakers, with an attempt to schedule national car community "name" personalities. Also, I will schedule

local speakers from the Club who have been very popular in the past, such as the three Brady brothers and recent JANE road trip recaps. If you have any ideas for speakers, please let me know.

We all agreed to begin conversations with the Wayside Inn Innkeeper to determine whether the Wayside Inn outside tent is an option for spring/summer live JANE Dinner Meetings. Also, we will work with the Innkeeper on potential dates for a live JANE Thanksgiving Dinner Meeting and a live JANE Holiday Party at the Wayside Inn.

ROAD TRIPS: There was much discussion about the success and popularity of the recent JANE road trips. It was agreed that these road trips should start in the spring. There was a strong feeling among all that the fantastic Cape Cod trip should be duplicated. Dave Moulton volunteered to set up another JANE road trip in June, which we can all look forward to, based on the quality of the trips that he has run in the past.

Chuck Centore suggested that we have a trip to Rhode Island to visit the new Newport Car Museum that recently hosted a successful road trip for Larz Anderson. We are looking for JANE members who live in Rhode Island or Southeastern Massachusetts to help in organizing this trip.

OTHER EVENTS: John Brady brought up the British Invasion. We do not yet know whether this event will be running in 2021. John also brought up the annual May JANE Dinner Meeting with Cars on the Lawn at Larz Anderson. I will contact Larz Anderson to determine whether this event would be possible this year, perhaps with a picnic dinner outdoors. Lastly, I am sure that Rich Hanley will begin investigating a 2021 JANE Slalom event.

All in all, this was quite a productive session. I think it is "safe" to say that we can begin to indulge in some level of enthusiasm for JANE events for 2021.

Of course, I have discussed this with Jan and Dean who, because of their age, will qualify for the COVID vaccine and will most likely join us in all these events. I did get into an argument with them about why it was the Jag and not the Vette that slid into Dead Man's Curve!

Stay well!

A Tentative Event Calendar for 2021

We're Working On It!

BYOP/B means “bring your own picnic/beverages”

SD/M means the event will require “social distancing and masks,” per guidelines at the time

Ltd. means “limited” entries, per guidelines at the time

All events and dates are tentative as of 1/20/21

We'll try to keep you up-to-date with the Cat's Meow

MONTH	EVENT	DATE	FEATURES?
February	Polar Valentines Dinner?	Sunday, 2/14/21	Outside/tent@Wayside or Bullfinches, SD/M, Ltd.
February	Zoom mtg	Wednesday, 2/24/21?	Zoom: Guest Speaker?
March	Zoom mtg	Wednesday, 3/24/21?	Zoom: Guest Speaker?
April	Zoom mtg	Wednesday, 4/21/21?	Zoom: Guest Speaker?
May	Larz Lawn Picnic mtg	Wednesday, 5/26/21?	BYOP/B, SD/M, Ltd.
June	Tour to Dave's Place	Sunday 6th, 13th, 20th or 27th	BYOP/B, SD/M, Ltd.
June	Slalom	Saturday tbd	SD/M, Ltd.
June	Bristol Car Show?	Sunday tbd	BYOP/B, SD/M, Ltd.
July	Myopia Picnic	Sunday tbd	BYOP/B, SD/M, Ltd.
August	Concours, where?	Saturday 7th, 14th?	BYOP/B, SD/M, Ltd.
August	Possible Tour/picnic	Sunday tbd	BYOP/B, SD/M, Ltd.
September	Slalom	Saturday tbd	SD/M, Ltd.
September	Zoom or dinner mtg?	Wednesday, 9/29/21	Zoom: Guest Speaker?
September	British Invasion?	Weekend 18th, 25th?	Overnight, Unknown rules
October	Possible Foliage Tour/picnic	Sunday tbd	BYOP/B, SD/M, Ltd.
October	Concours alternate, where?	Saturday 9th, 16th?	BYOP/B, SD/M, Ltd.
October	Zoom or dinner mtg?	Wednesday, 10/27/21	Zoom: Guest Speaker?
November	Thanksgiving at Wayside?	Wednesday, 11/17/21	SD/M, Ltd. banquet
December	AGM Holiday Party at Wayside?	Sunday, 12/5/21	SD/M, Ltd. banquet

100,000 MILES IN A NEW JAGUAR SALOON: AN XJ-40 SOVEREIGN 27 YEAR AUTOMOTIVE ADVENTURE

By Aldo Cipriano

We all have our stories and recollections on how we were first attracted to Jaguar motorcars.

For me, growing up in the 1960s, seeing E-Types on the road, in movies and television and seeing barristers driving XJ-6 Series III Saloons, as well as having a cousin who purchased XJ-6 Series I and II saloons for several years in the 1970s, that was my start.

Graduating from college in 1974 with \$7,000 in my pocket for a replacement car for my 1970 Chevelle 454 LS-6, I saw and drove a used 1973 Jaguar E-Type FHC 2+2 color sable available on the Cape for \$6,500.00. I was dazzled by the V-12 engine and the gauges.

I called my Dad, who was a Cadillac and Mustang guy, to seek advice. He counseled, "You are going to law school. You can't afford to fix a used Jag." He told me to get a new 1974 Corvette with a warranty. He said, "After you become a lawyer, check them out again."

Flash forward, after graduating law school and becoming a lawyer, I finally started looking at 1980s XJ-6 Series III saloons and particularly, with considerable diligence and sincerity, the new XJ-40, in 1990. By late 1992, I had determined that most XJ-40 issues had been worked out and in January, 1993, I ordered a British Racing Green Barley interior XJ-40 Sovereign, delivered two weeks before my oldest daughter Allison's first birthday.

In February, 1993, I took delivery at Chabot Motors, then a long-standing Jag dealer in Millbury, MA, with about 15 miles on the odometer (test miles I was told). With the advanced Jaguar AJ-6 4.0 Litre enhanced engine and sports mode ZF automatic transmission, all the quality interior features and road handling, I became a dedicated Jag owner. As my youngest daughter, Kristen, likes to remind me, she came home from the hospital at birth in the XJ-40, while her older sister only came home in a Cadillac.



Waiting for the 1993 XJ-40 Sovereign model turned out to be the right decision.

After 27 years of ownership with now 101,000 miles, I can honestly attest to the fact that the Saloon runs, drives and performs overall as well as the day I purchased it. The AJ-6 is a bulletproof engine in performance, as are the ZF transmission, interior appointments, leather, wood and soft trim, which all remain in exceptional shape. Also, I have not experienced any significant electrical "gremlins" other than the occasional bulb burning out.

The XJ-40 was a delayed model with many initial bugaboos from 1988 through 1990, while the intro delay allowed for continued sale of the exceptional Series III XJ-6, a 1986 Vanden Plas version of which I also own, purchased from a JCSNE Club member out of his Connecticut car collection.

Over the years, I have driven the XJ-40 in snow and sleet conditions with Bridgestone Blizzak snow tires in the early years (not recommended). Too much rear drive torque in snow. "Jeremy," (everyone needs to name their Jag) has entered several sanctioned JCNA Concours events over the years, resulting in driven and championship recognition and awards.

In the summer of 2018, with car club friends known as the Brit Boys, I watched the XJ-40 speedometer turn 100,000 miles in a Road Tour through the Town of Westminster in Northern Worcester County.

Early on, I converted the stylish factory alloy wheels to Dayton wire wheels with the Super Touring P4000 Pirelli tires. But, in sanctioned Concours, I always had the factory alloys ready for re-installation.

With meticulous factory recommended maintenance by Jag dealers and more recently Dana Schwehr of Upton Foreign Motors, in Massachusetts, the best factory trained Jag tech in the greater Worcester area, I have kept the old (new) XJ-40 cleaned, waxed and maintained as new. Our Saloon is proof positive that proper factory maintenance of a Jaguar, given the sophisticated appointments, mechanicals and electronics, are the secrets for long term performance and driving enjoyment.

I am told that the AJ-6 and AJ-16 DOHC sixes of Jaguar Motorcars with proper care and maintenance are worth 200,000 to 250,000 miles of service. Although I may not own mine that long, the statement is very credible.

Thank you Sir William Lyons!

Cheers ... *Aldo A. Cipriano, Esq.*

In The Spirits of Adventure

By David Moulton



The Beast of Dufftown

In one of his first acts as President of JANE, Aldo asked Daniel Graf and me to write (monthly? bimonthly? does it really matter?) columns in the *Coventry Cat* about wine and spirits, respectively. Daniel is an acknowledged expert on wine, and I, when it comes to whisky, pretend to be one, at least on the pages of *The Coventry Cat*.

Anyway, brilliant idea, Aldo!

Whatever are we SUPPOSED to do during our isolated COVID-time as, like Samuel Beckett sort of did, we are waiting for Vaccination?

Alcohol clearly has established itself as a solution with great character and well-documented potential. So, commencing with next issue, I hope you'll enjoy our various musings about wine, whisky and other similar adult beverages.

I can imagine such topics as the relationship between the sun, a yardarm and the concept of “over,” as well as the peculiar, but welcome notion of a daily hour that is known to be particularly, shall we say, “happy.”

We'll probably explore the delightful if troubled relationship between ice and some upper-middle-class whiskies (can ice ever be a “sin against nature”?). I can even imagine a consideration of the concept of water as an additive to some of said haut bourgeois whiskies.

Should wine be aerated? White wine? What if it sparkles? What is the ideal temperature for a mature Burgundy? What IS a mature Burgundy?

Perhaps we'll even ruminate on the relationship between whisky and whiskey. We may also venture further afield to ponder tipples such as the very interesting Mexican equivalent to fine single malts, *mezcal*, from Oaxacaside.

For those of us particularly interested in the phenomenon known as “taking the edge off,” we may contemplate the martini in at least a few of its various glorious guises. And, for those of us who enjoy our “elder jokes,” we may consider the relationship between age and quality (it's believed to be generally positive, in spite of all those scurrilous rumors, for whisky at least).

Oh, 2021 might yet prove to be a fine year, especially for those of us who are dedicated to the pursuit of active and ongoing field research!

All the more reason to look forward to reading *The Coventry Cat* each issue. See? We are “more than just a car club!” (No snarky rejoinders need to be shared with us at this particular moment.)

Happily, as soon as I agreed to take this on for Aldo, Gordon Taylor submitted a memorable article about his annual whisky tours in Scotland, effectively letting Daniel and me off the hook for this issue. So, enjoy what Gordon has to say.

Daniel and I, in the well-aged words of Arnold, will be baack. Next issue!

Our Whisky Tour

By Gordon Taylor

When Dave Moulton described his Google Street View Whisky tour in the November/December *Coventry Cat*, I thought of all the occasions when he and I have sipped Mortlach on his patio or inside his home. I could not think of a more appropriate person to create an imaginary tour of Speyside and Islay than him. Hopefully, more glasses will be consumed when we can all meet in person again. Maybe he will visit us and have some of my scotch. [*Absolutely! –Ed.*] Betsy and I have our own version of a whisky tour, but ours is not virtual, nor does it follow a clear route. In fact, it's pretty random, but has a general guide.

[*Editor's note: What Gordon is saying here, very politely, is that he and Betsy not only talk the talk, as I have done, but they also have walked the walk, both literally and figuratively, which I have not. Read on!*]

Until 2020, Betsy and I have visited the Scottish Highlands annually on a hiking vacation in the Spring. We always rent a car, usually something ordinary like a Golf. Since we normally arrive at Easter weekend, which is a holiday in the UK, the rental car companies have often run out of cheap vehicles. So, there have been occasions when we scored a great car for the price of a small hatchback. In 2018, we were given a huge sporty Vauxhall Insignia GSI (aka Buick Regal – not too great, but big and fast) instead of a modest Hyundai Accent, and in 2011, we scored really well with an Alfa Romeo Giulietta Turbo Diesel because they had run out of Ford Focuses. Occasionally, instead of renting, we have been able to borrow our friend's Jaguar. Here I am at John O'Groats with said Jaguar.



Our car gets extra use when we are not walking in the hills, because there are lots of other things to do. One

of our favorites is making use of a promotional gimmick from Diageo. Diageo, as you may know, is a monster drinks company which has ownership of at least fourteen distilleries spread all over Scotland [*Wikipedia suggests that they currently own 36 distilleries in Scotland. –Ed.*]. Twelve of them are open to the public. At any of these establishments, for the princely sum of £5, you can buy one of these:



It's basically a one-per-page list of some of their distilleries, with guides on how to get to each one and what particular array of flavours of nectar can be expected in each region. It also gets you free admission to the tours and associated tasting sessions. Once you have successfully (whatever that means) visited a distillery that's listed, they will stamp the page for you.

In some cases, you will also get another useful item for free after the tour:



(Continued on page 16)

Another bonus has been the occasional gift of a glass. This one is from Dalwhinnie:



In fact, we have passed the Dalwhinnie distillery many times on our way to and from places like Inverness and the Isle of Skye. It's next to the A9 highway soon after going north through the Pass of Killiecrankie. On a quiet day when we were passing, we took the tour. The guide had just us to talk to – very nice.

Here's another one. It's from Glen Ord and advertises their "Singleton" brand; not available in the UK. We were given these on a visit while driving from Glen Carron towards Inverness. On the occasion that I took this photo though, I'm commemorating the upcoming centenary of the death of that well known whisky lover and Antarctic explorer, Sir Ernest Shackleton, on South Georgia Island on 5 January 1922. This whisky was not from a Diageo distillery. You might know that when his hut on the Antarctic was being refurbished a few years ago, the team found a stash of bottles from Mackinlay's.



After completing all of the tours, you are eligible for a silver "quaich," which I'm sure you know is a drinking vessel – just perfect for some scotch. It's a two-handed cup of friendship that has been used throughout the centuries to offer a welcoming drink in the form of whisky or brandy at clan gatherings and

family occasions, as well as to greet friends and visitors.

So far, Betsy and I have visited nine of the twelve establishments; some of them twice, some of them, well, considerably more than twice. When the weather is not very appealing and outdoor activities are off the agenda for the day, then what better endeavor is there than to visit a distillery?

And of course, after seeing a lot of distilleries, you start to understand the process and can ask more informed questions of the guide.

By far our most visited distillery is Talisker, in Carbost; it's the only distillery on the Isle of Skye. We are hill-walkers. Skye is a hill-walkers heaven. Carbost is a splendid village on the north coast of the island at the end of the road and near Glen Brittle, which is a popular starting point for hill-walkers seeking to climb in the Black Cuillin hills. On inclement days, however, we have alternated between Talisker, The Isle of Skye Brewing Company next to the Stornoway Ferry in Uig, and the Sligachan hotel (which has its own brew of beer). All are fine establishments. We can testify to that from extensive personal study of all of same.



Another place that has seen us more than once is Royal Lochnagar, which is on the Balmoral estate (the Royals' summer residence) and very convenient when in the Cairngorm Highlands.



Not all our distillery visits have been to Diageo establishments. Dewars in Aberfeldy has also seen us way more than once (handy when it's rainy on Tayside). Also in that region is what

(Continued on page 17)

Whisky (Continued from page 16)

was until recently the smallest distillery in Scotland and one whose whisky is very acceptable, called Edradour in Pitlochry (they sometimes have this at Colonial Spirits in Acton).

If this had been a normal year, we would have checked off the only one on the mainland that we have not visited so far, which is Clynelish, located north of Inverness. After that it will be off to the island of Islay for the smoky flavours of Lagavulin and Caol Ila.



LAGAVULIN

There is no one in a small bar on the south coast of Hebridean island, peering over a rock wall to watch the sun set over the sea.

There is no one in a small bar on the south coast of Hebridean island, peering over a rock wall to watch the sun set over the sea.

TASTING NOTES
LAGAVULIN 16 YEAR OLD
An intense, smoky scotch single malt with oak oak, flavors and a huge finish.

Lagavulin Distillery
Port Ellen
Argyll PA43 7DD
Tel: +44 (0) 1493 302740
Email: lagavulin.karl@lagavulin.com



CLYNELISH

Look for the new Clynelish 16 Year Old Scotch Whisky. It's not just a new whisky, it's a new way to experience the whisky world.

Look for the new Clynelish 16 Year Old Scotch Whisky. It's not just a new whisky, it's a new way to experience the whisky world.

TASTING NOTES
CLYNELISH 16 YEAR OLD
Sweet floral fragrances and subtle hints of oak, with a light, dry finish.

Clynelish Distillery
Dunn
Highland KW19 6LX
Tel: +44 (0) 1409 423000
Email: clynelish@clayton.com

As I noted earlier, the Diageo Journal has a useful guide to the various regions and styles of whisky. Of course, you could invest many dollars on a fancy book on scotch (I confess that I have one), but this simple guide from Diageo is a big help.



How to use the Flavour Map

The Flavour Map makes it easy to identify where the subtle similarities and distinct differences can be found, so you can explore the whisky landscape with confidence.

On the vertical axis, whiskies are plotted as to how smoky or delicate they are, while the horizontal axis plots whiskies on their light or rich qualities.

If, for example, you love Royal Lochnagar (both light and delicate) you might enjoy the nuances of Glen Elgin or Dalwhinnie. Or for a complete contrast, go for a malt from the other side of the map, such as the smoky and rich Lagavulin.

Whether you're shopping for yourself or trying to buy a gift for a friend, think of the map as a starting point for new discoveries. By all means go straight from A-Z, but it's much more fun if you wander a little. The important thing is to enjoy the journey.

A Guide to Flavours

The Flavour Map plots single malts on two axes. This means it's easy to see where a whisky sits based on its characteristics.

Rich
Whiskies at the rich end of the axis contain characteristics often derived from the nature of the wood used during maturation. Typical flavours range from vanilla (from American oak casks) to nuttiness (oak, hickory, chestnut and dried fruit from European oak casks). Whether a cask is new or old will make a difference to flavour.

Smoky
Single malts found in the two smoky quadrants all contain discernible levels of peat, which is burned in the maturing process. Ranging from minimal smoke and tannins to hoppers and lipping smokiness, they're separated by malt style, such as Lagavulin and Caol Ila.

Light
This end of the vertical axis houses whiskies whose characteristics include fresh flavours: green grass, soft fruit, cereal. Such flavours tend to reflect the processes followed by a distillery, such as fermentation or size and shape of the stills.

Delicate
The whiskies at this end of the axis normally use no peat in the maturing process. While movement up the axis sees an increase in complexity, this is without any discernible level of smokiness derived by peat. Towards the light end there is a floral, grassy freshness. Moving towards the richer side of the map, subtle nutty, honey and biscuity flavours start to come through.

The Flavour Map features regional oak casked by the independent whisky experts, Dan Brown, together with Diageo (Inverness) Limited. The Flavour Map features many brands of single malts, some of which are created by and are registered trademarks of Diageo (Inverness) Limited and some of which are registered trademarks of other companies. In addition to the names of individual distilleries listed on the Flavour Map, the County, the word 'scotch', the Scotch crest, the Diageo logo and associated logos are trademarks.



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BOOK REVIEW

Jaguar XK 120: The story of 660725

by David Moulton

Jaguar XK 120: The story of 660725, by Simon Ham, is the latest in a series of so-called Porter Profiles, offered by Porter Press International, the publishing house founded by automotive author Philp Porter. These Profiles are, according to the Porter Press website, intended to “blend value for money with the authoritative, in-depth style that you’d expect from Porter Press. Each title features expert authors telling the story of a significant car.” It’s certainly true in this case.

Jaguar XK 120: The story of 660725 is a grand book, very well-executed and a great pleasure to read and savor. 660725’s story is an informal saga, told gracefully. It stretches from Singapore and Malaya in 1951 to Scotland in 1954 to Canada in 1956 and on to Scotland again to stay in 1959, from twin SUs to a Minnow Fish (?) carburettor to a Roto-Master (??) turbocharger, from club racing in Malaya to aircraft tow service in Scotland to ice-racing and rallying in Canada and then, after a 30-year “hibernation,” to a more dignified life pootling around the back roads of Argyll and Bute, Scotland. This has all taken place over what is by now a seventy-year life span, with 660725 still running happily after a stunning restoration by a new owner, getting ready once again for classic vintage rallies such as the current *Mille Miglia*.

Bob Henderson, the original long-term owner, is a remarkable and multi-faceted man who acquired 660725 essentially new (now, there’s a story) while working as a newly arrived 19-year-old rubber trader trainee in Malaya. He kept 660725 throughout most of his very interesting and varied life, until finally selling it in 2015 (after 64 years of ownership in total). More amazingly, he not only took extremely good care of the car, but he also drove it very hard and adventurously – for instance, it got shot up in an ambush, as did Bob himself, by Communist Terrorists, in Malaya one night – another interesting story – it ends with a wounded Bob standing over a fallen terrorist, remembering, “How dare they even think of shooting my precious XK!”



And as Bob modified 660725 over the years, he saved all the original bits, including the original engine block, SUs, original “studless” cylinder head, original drum brakes, and so on. This made it possible to comparatively easily restore 660725 to its original state when the time came, all those years later. Amazing!

Bob also took lots of photographs, and has managed to hang onto them as well (he was still alive and well as the book was being written, and actively assisted Simon Ham during his research and writing).

The result is a remarkably comprehensive photo record to accompany the text and add to the depth and authenticity of this car’s life and times.

The story is rich, complex and improbable, as well as way too much to tell here. What about the stint with de Havilland Mosquito bombers? What about Bob taking his UK driving test in 660725 in northern Scotland “the night after a particularly heavy snow”? What about the Argyll Turbo GT? (Yes, you can find it in Wikipedia!). There are numerous excellent sidebars to fill in the peripheral details. Who were the Hash House Harriers? What was The Malayan Emergency?? And what is a Minnow Fish carburettor?

What makes it all so really enjoyable, too, is the fabulous and fastidious production quality of the book. Beautifully bound, luscious heavy paper, very well-written, great photographs, great captions, a nice index, a bibliography. And, best of all, at the end, a stunningly beautiful gallery of studio photos of 660725 by John Colley, after 660725’s latest restoration.

Most startling, in all of this, Bob only ran up 23,000 miles on 660725 in his 64 years of ownership. Why, 660725 is barely broken in!

Jaguar XK 120: The story of 660725

By Simon Ham

Hardcover, 96 pp. - Porter Press International
November, 2020

Bannister the Barrister on Cars, Places, and the Law

by Barry Bannister, Barrister

Barry Bannister, our kindly, if expensive, Barrister, gently explains to us the law as it exists in various places to which JANE members and their automobiles might (or, then again, might not) travel. Why? Well, just in case . . .

Anyway:

If you plan on visiting Lake Street in Minneapolis, Minnesota, you may want to rethink purchasing a bright red sports car. It is illegal to drive down Lake Street in Minneapolis in a red car.

Meanwhile, In Minnetonka, Minnesota, you can be charged as a public nuisance if your truck leaves mud, dirt or sticky substances on the road. In Minnetonka! Isn't that where Tonka Toys are made? [No. -Ed.]

Once again, Barry rolls his eyes, looks tired and a little bored, while mentally contemplating his golf game, particularly his putting.

So, once again we look forward to our next issue, where we might learn of ever more interesting laws we may need to abide by in otherwise interesting and/or, perhaps, uninteresting places.

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

Astonishing Past Predictions

Curated by Bonnie Getz

Here we encounter examples of why it is an excellent practice to NEVER predict ANYTHING!

This is especially true if you are well-known.

You may become wrong! Famously wrong!

And, as a consequence,

both appear AND feel really stupid!!

For January and February,
the Astonishing Past Prediction is:

**"I think there is a world market
for maybe five computers."**

-- Thomas Watson, chairman of IBM, 1943



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The Zen Of Driving Mistakes

by David Moulton, 2016©

Author's note: This article is adapted from a book I've been writing about driving excellence.

Making mistakes is a primary human activity, an activity we all do, all too well.



Mistakes are a central feature of our mortal existence. So, naturally, we make mistakes when we drive cars, just like while we're doing everything else that we do. Interestingly, if we take the time to study the nature of our driving mistakes, it can really help us get better at driving.

As we get better at whatever we're doing (in this case, driving), we usually also increase the degree of difficulty of our activity, by being faster at it, more adept, more productive and so on. Two things happen: first, we make more mistakes because what we're doing is more difficult, and second, we become more aware of and sensitive to our mistakes as a function of *our increasing critical standards, our knowledge and our awareness of what we're doing*. What used to be perfectly satisfactory, back when we were clueless, becomes a serious screw-up as we become expert.

Burt Levy, from his novel *The Last Open Road*, describes it this way (where a veteran race driver is explaining about racing to a neophyte mechanic):

"It's the cars that win races. Drivers can only lose them. The truth of the matter is that a driver is always limited by what his machine can do over any given stretch of road. His job is simply to bring it up to that level and keep it there for the whole race. But you never can. You're constantly making mistakes and screwing things up here and there. It can't be helped. There's no such thing as a perfect race. Or even a perfect lap. Why, there's hardly even such a thing as a perfect corner. You're always

seeing things you could've done just a bit better. In fact, I reckon the better you are at it, the more you see each and every race as a grim collection of errors, mistakes and missed opportunities."

Just as Levy describes, as we get better, we also become less satisfied with our performance. We both *perform better* and *feel worse* about our performance. All at the same time!

However, by the same token, *if we don't notice* that we are making mistakes, we can assume we *probably don't know very much* about what we're doing.

Our goal here, with cars, is to drive with excellence. And when we achieve that exalted state, we also notice a lot of the small mistakes we make, in where and how we look at things (and what we see or fail to see), where on the road we place the car, how we fit into traffic, timing and balance issues, maintenance questions, and so on.

We become discerning, we become connoisseurs of driving and of cars. We notice our driving is getting a little sloppy (are we getting a wee bit tired?). We aren't maintaining our following distances very well (they are varying by up to a second – yikes!). A conversation in the car is causing us to not plan ahead as far as we know we should (Dammit, Myrtle, can't you see I'm driving?). We missed our planned apex on a turn by about a foot – a little wide, a little early, just plain sloppy (What Would Mario Do?). And so on.

This self-criticism is also part of our increasing level of engagement with our driving. As we become more highly skilled *and* engaged, we can discern much more about the variations in the quality of our effort. And so we do.

Interestingly, the consequences of our mistakes show up in a variety of time ranges *after the mistakes are made*. Car crashes usually result from confluences of many mistakes (think of them as mistake array overloads), usually coming from many or all of the time ranges I'll describe in a moment. Mistakes occurring right before a crash are usually described as proximate errors, and mistakes occurring way before a crash are often described as underlying errors.

The strategies we use to correct those mistakes also need to vary for those different time ranges. Usually, we only think about the driving errors we make that lead to consequences within a few seconds (proximate errors –

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From the Bottom (Continued from page 20)

the National Highway Traffic Safety Administration refers to them as “critical reasons”). But actually, there are a lot more mistakes to be made, and we all make them! What about mistakes that don’t reveal themselves for a year or more?

So, here are five ranges of mistakes we make, as well as their time windows.

- 1) *Mistakes that take anywhere from several months to several years to reveal themselves:* these show up in our overall approach to cars, roads and driving, such as poor choice of vehicle, poor maintenance, acquisition of dangerous driving habits, failure to maintain appropriate skills and practices. Manufacturing mistakes, programming and software mistakes, and car and highway design/construction mistakes also belong here.

- 2) *Mistakes that occur from hours up to several months before those mistakes reveal themselves:* these include mistakes in planning, maintenance and mental preparation for specific trips or times of year, such as failure to anticipate what is needed, failure to maintain our car for changed conditions (in winter driving, especially), failure to plan for our specific route’s possible problems, failure to account for alcohol, fatigue, health issues, etc.

- 3) *Mistakes that occur from about six seconds up to a minute before trouble happens:* mistaken driving decisions, such as a failure to be in the correct lane, failure to look far ahead or all around, failure to account for pedestrians, bicyclists, intersections. This is the time frame of “engagement with driving.” These are mistakes in dealing with what I call Driving Encounters.

- 4) *Mistakes that occur during the 2 to 6 seconds before trouble happens:* here we find mistakes in how we react while driving, when we fail to respond quickly to something that has suddenly changed – we fail to start braking quickly, we fail to react to a pedestrian or bicyclist, we fail to look in all directions at an intersection. These also are “engagement with driving” mistakes, but they are mistakes in responding to sudden changes (which I classify as Driving Conflicts). They require quick recognition and an immediate appropriate correcting response.

Another family of mistakes in this time range involve looking away from the road and its surroundings – the reading of instruments or a GPS system, dialing a phone, composing a text message – distractions. Our risk explodes with our “time away from road vision” – I estimate a one-second glance away from the road typically briefly raises our risk by a factor of 4, while a 2-second glance

raises it by 16 times, 3 seconds away is 64x, and so on. This is why texting is so toxic and dangerous.

- 5) *Finally, we have the mistakes that occur in the period 0.1 to 2 seconds before trouble is encountered:* these are the mistakes having to do with reflex responses. These are mistakes due to inadequate physical practice and training. Reactions within this time window are reflex responses that may occur even before we consciously recognize our problem – no time to think, to contemplate, to make conscious decisions – failing to correct a skid, failing to manage emergency braking or steering, failing to swerve away from an approaching car in the wrong place. I classify these as Emergency mistakes.

Interestingly, we often deny that these failed emergency responses are mistakes at all. Instead, we just complain, after the fact, that, “There was nothing I could have done!” Actually, there very well might have been. We just had no idea what it was. Why? Because we have neither trained nor practiced how to deal with emergencies. Big, big mistake!

The long-term mistakes (the first three types above) result from failures to acquire the knowledge of cars, roads, ourselves and traffic that we need. They are comparatively easily solved and understood by reading and study, as well as by paying careful, consistent attention to our driving.

The short-term mistakes (the last two types) result from a lack of developed driving skills, skills we mainly acquire by hands-on training, practice and experience. These advanced driving skills can’t be learned from a book. This is especially true for the Emergency driving responses. And this is why high-performance driving schools, track days and slaloms are so helpful, so essential for obtaining driving excellence.

Because we are all human, we all make mistakes, as well as encountering them.

Nobody is exempt.

And their consequences occur over a wide range of different time windows.

What can we do to make our driving better, safer? Well, we can pay attention to our own awareness of our own mistakes (yup, we can *own* them), and have *fun* trying to do better, fixing and mitigating our screw-ups, refining our driving craft and skills. There’s a lot for us to do, a lot to learn, and a lot of improving to do.

The primary benefit of being sensitive to our mistakes is

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From the Bottom (Continued from page 21)

that we can then figure out *why* we made the mistake, and alert ourselves to the strategies we need to use to avoid that particular mistake again. By recognizing and accepting our errors as they occur, we can use our knowledge of those past mistakes to reduce the number and seriousness of our *future* errors. We can refine our driving and polish

its quality. Also, by recognizing our errors as they occur, we can also recognize when our exposure to risk is increasing.

Finally, weird as it may seem, when we recognize an increase in the number of errors we seem to be making, we are probably also becoming much better drivers. And that's not a mistake. Actually, it's a very *good* thing!



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THE ART OF PERFORMANCE

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

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WINNING REQUIRES INTENSE RISK MANAGEMENT

Recognized in the financial industry as a leader and complex problem solver, Michael Kaleel and his team provide guidance on multifarious issues including:

- Reducing Investment Portfolio Risk
- Securing Insurance for Special Medical Circumstances
- Mitigating the Potential Impact of Taxes through Sophisticated Investment, Insurance, & Planning Strategies

Financial success today requires complex problem solving to manage the risks you see, and those you don't.

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