

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

July - August 2021      The "Livin' Is Easy" Issue

*More Than Just a Car Club*



***This?***

***Or A Zoom Meeting?***

***(See Page 6)***

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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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## From the *Top* Of The Scratching Post

by Dave Moulton



I feel like our recent evening at Larz Anderson Museum was one of the best events JANE has put on since I joined the club. What a wonderful pleasure that evening was, not to mention the huge relief it was for us to be able to safely move a little beyond COVID-19! Thanks for coming out, everyone.

In this *Easy Living* Summer Issue, you can read all about what we did at Newport, courtesy of Brian McMahon. Also, Marg Dennis describes the effect of starting up

our memories of the NEW events we're having once again, experiencing Newport, the South Shore XK Club Sunday and

Jags on the Lawn at Larz. Rick Barnard writes about enhanced brake lights for vintage cars, while Adrian Curtis describes how he rigged up a cool little backup camera for his XK120. I get to review Porter Press's gorgeous new reference book *Original Jaguar E-Type* and Chuck Centore shares some dystopian thoughts he's had about the future of what might be called "the cars that WE like." Finally, I get to rant a little as well.

By the time you read this, we will probably have awarded the Jaguar Cup once again at Myopia Polo Club, and we will all be beginning to fettle and detail our cars in anticipation of the 2021 JANE Concours d'Elegance. Keep up the good work.

And remember, as George Gershwin noted, now is when the livin' is easy. Go for it!

## From the President's "Jungle Cat" Garage



The last several weeks have been quite eventful for the Club. Although I was not able to attend due to my knee replacement rehab, Daniel Graf's Newport Road Tour was a "smashing" success (no Jaguars were injured in this event). From all reports and photos furnished, the Audrain museum tour with Fort Adams congregation

was well received and attended. It is now clear that these continued road tours/rallies will be carried forward through 2022. Look for a Road Tour with Paul Bicknell and Dave Moulton in the Deerfield Valley, plus another Cape Cod run to the outer reaches of the Cape via Orleans, Eastham, Wellfleet and Truro, both in 2022.

Another highly successful event for JANE was the Larz Anderson yearly gathering in Brookline, orchestrated by Dr. Dean Saluti and his team. Although I also could not attend this event due to rehab on my "Bobby Orr" knee replacement, the pictures of the gathering, particularly parking the vintage Jags as well as all the friends and Club members were encouraging. This event is best described as a flagship offering by the Club with nearly 100 attendees this year.

My "coming out" return will be the Myopia Jaguar Cup

later this month in Hamilton, MA which already has a full field. Now, another Club tradition, we will be given a reserved shaded area on the field with Club members in vintage Jags leading the Polo teams onto the event field. Socializing "picnic out of the boot" and post game gathering behind the Polo teams with Club members cars have also now become Myopia Club traditions. We thank Steve Willett and all the officials and Polo Club teams for their continued cordiality.

Which leads us to our premier Club event, the newly reconstituted JCNA sanctioned Concours, now at the historical Longfellow's Wayside Inn in Sudbury, MA.

Daniel Graf and his support people are laboring continuously to make this Concours the best in recent years. Please register early, as reserved hotel rooms are going fast. We also note that there is a Cape Cod Road Tour to the Falmouth/Woods Hole area in the works by Russell Dennis and Daniel Graf for late September or early October. We will keep you posted.

This month's final message report is that Club finances, stagnant during the pandemic, are improving dramatically. The Treasurer's report from Don Holden was the most encouraging in years. Still, belt tightening and fundraising must continue to get us back on even keel. Thank you for all your support.

Finally, a welcome back to Mark Cioffi and Jan Gill as veteran Concours Judges, both of whom will be helping at the Wayside Inn in Sudbury.

Cheers to all. Stay safe. See you soon!





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# JANE's Jaguars on Display in Newport, RI

By Brian McMahon

Photos by Brian and others

From sea



To shining sea



Twenty-five of our club's Leapers spanned the entire width of the Fort Adams peninsula last Sunday, celebrating the JANE Gang's return to road trip activities, after a long, lonely year of online messaging. Dan and Jeanine Graf organized this highly successful event with our Events VP Dean Saluti and Membership VP Margie Cahn who helped to encourage the large turnout.



Our Jaguars arrived from all over New England and assembled at the Gardner Seveney Sports Complex in Portsmouth, RI so we could share the plans for the day. This expansive park hosts all kinds of athletic events, including baseball and soccer fields, tennis courts and polo. While there, we glimpsed a quartet of ponies being exercised in the field adjacent to our assembly.

A full panoply of Jaguars was on display, from vintage to modern XK sports cars, XJ sedans, X-Type wagons, E-type roadsters S1 and S3, and even a spectacularly restored Mark IV cabriolet:



Chuck, Dean and Dan address our group



Then it was on to Fort Adams State Park in Newport. The fort was built in 1776 and was the scene of several battles between the British and the American forces with their French Navy allies during the American Revolution. You could say that JANE had mustered the forces of a new British invasion of Fort Adams:



"The Jaguars are coming! The Jaguars are coming!"

(Continued on page 7)



## Jaguars on Display (Continued from page 6)



***"The Jaguars have arrived! The Jaguars have arrived!"***



We had brought along picnic lunches and socialized, after lining up our array of Jaguars across Brenton Point.



Our Mark IV owner displayed the fitted tool kit that was part of the boot lid, and also conducted a tutorial on wire wheel upgrades. Spokes usually break near the hub or the rim, so fitting replacements with thicker ends is prudent.



The weather was cloudy but it never rained, so many OTS drivers took advantage of the moderate temperatures when driving to the Audrain Auto Museum in downtown Newport. Established in 2014, the Museum is housed in a restored historic building and features a revolving collection of cars that changes four times a year. The current theme is "Women Take the Wheel" and highlighted the cars and fashions from the first half of the twentieth century.



On display was a 1904 Mercedes Simplex Tourer owned by the Vanderbilt family. Daimler and Jellinek had created an efficient engine, inserted it into a lightweight car that was carefully built ... and which cost as much as three Packards. Vanderbilt daughter Gladys created national attention when she insisted on driving this car herself down Bellevue Avenue, with her mother Alice in the back seat. At this time it was rare for a woman to drive a gas-engined car; electric cars were a more likely purchase. The Audrain collection includes a 1911 Rauch and Lang Electric Roadster, and the accompanying marketing materials show that their sales target was women. The appeal was that electric cars were silent, free of vibration, had a simple On-Off switch, and didn't require a driver to use a clutch and gearshift, all at the expense of the electric's significantly greater weight (3,636 lbs. vs. 1,450 for a Model T) as well as reduced speed and range.

Electrics were also safer in one way. Before Cadillac introduced the electric starter in 1912, engines had to be manually cranked and the crank was supposed to declutch when the engine started. If that failed, the crank would whip around, breaking a wrist. It was so common that doctors of that time referred to it as a "Ford Fracture." Even Henry Ford's wife Clara drove a 1914 Detroit Electric and not one of her husband's Model Ts for this reason, and she wasn't alone. About a third of the cars sold in the US at this time were electric but none were inexpensive. At a time when Ford sold a Model T for \$900, he had to pay \$3,730 for Clara's Detroit Electric.

Women who did brave the open road learned to dress appropriately:

(Continued on page 8)



Jaguars on Display (Continued from page 7)



Not long after Karl Benz built the first horseless carriage, the 1902 Packard Model F was introduced. Featuring large, wood spoke artillery-style wheels and a clever three speed selective sliding gear transmission, the Model F was well-built and sturdy. In 1903, Tom Fetch and Manus Krarup drove one from San Francisco to New York, a two month journey over unpaved roads that proved the car's durability. Priced at \$77,000 in today's money, the Model F was at the top of the Packard line.

Although many of us today associate the name Renault with 1976's Le Car and smirk,



this company was at the forefront of automotive design and performance at the beginning of the automotive age.



The 1907 Renault Type A1 Vanderbilt Racer above is an example. As a result of winning the French Grand Prix in 1906, Renault excited the interest of Willie K. Vanderbilt, who approached the company with a request to build racing cars for his friends. Renault required an order of ten cars (total cost in today's money: \$4.5 million), which was quickly subscribed, and this is one of the few survivors. The 7.5 liter inline four cylinder engine produced 65 horsepower and the car must have been a beast to drive. No matter. Starting in 1900, racing had already begun with the Newport Automobile Races on what is now the Newport State Airport. Drawing 10,000 spectators, the need to relocate became apparent, and Willie Vanderbilt launched the first international road race competition in the US, the Vanderbilt Cup, on Long Island in 1904.



By the 1920s, Rolls-Royce was selling so many cars to Americans, that they opened a factory in Springfield, MA, where the 1923 Silver Cloud Piccadilly Roadster (shown) was built. Luxury car makers of this time would provide a chassis which would then be shipped to their customer's choice of coachbuilder, in this case, Merrimac Body Company in Massachusetts. Note the horizontal, not vertical, arrangement of the radiator bars. On this car, they function like venetian blinds and regulate the amount of outside air to the radiator itself. This was a substantial car for its time with a 7 liter straight-six producing 80 h.p.



The Audrain is quite proud to have the 1930 Duesenberg Model J Town Cabriolet (above) in its collection, which was originally owned by Nanaline Duke, widow of American Tobacco Company's founder James Duke, and mother of Doris. She rode between her homes in New Jersey and Newport. Although the Depression had struck, Duesenberg initially had no problem selling their high-end cars to Hollywood stars like Gary Cooper and Clark Gable, who enjoyed driving their big Duesy roadsters.

(Continued on page 9)



Jaguars on Display (Continued from page 8)

On the other hand, Mrs. Duke retained a chauffeur, who would have worn a uniform similar to this:



“ ... their chauffeurs would drive ... when I was thirty-five ... ”

Her daughter, Doris Duke, a famed Newport resident was driven around town in this 1938 Packard Twelve Landaulet that was also on display. The 430 CID V12 engine helped whisk Miss Duke off to high society balls, and her car, named My Beautiful Landaulet featured an enclosed body, but the dashing debutante heiress could have the convertible top over the back seat folded down for an open air riding experience.



When that attracted the attention of too many News Hawks (as the paparazzi

were then called), she could have the top brought back up.

The most stylish car on display was this supercharged 1936 Auburn 852 SC Boattail Speedster. With its fairly lightweight body being pushed by a 150 h.p. straight-eight, each car was test-driven to 100 m.p.h. by Ab Jenkins and a dashboard plaque signed by this racing driver was included with the car.



Note the Art Deco influence on the overall design and on the dashboard. Like the French luxury car makers of the 1930s like Delage, Delahaye and Talbot-Lago, this Auburn featured flaring fenders and unusual stylistic flash. They have been frequent Pebble Beach Concours winners in the past.



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After a full day of driving our Leapers, reconnecting with the JANE friends we’ve missed seeing during the Pandemic, and taking an automotive trip back in time at The Audrain Auto Museum, let’s be grateful to our JANE leadership for setting up this event and look forward to an active summer on the road together.



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# 2021 Events

by Dr. Dean Saluti, VP of Events



It doesn't get any better than summer with your Jag! .....

It's finally July, a month loaded with car events, good weather, and tops down. We have had a little bit of a problem with rain on the weekends, but rigorous prayer while polishing your Jag should push the rain away from our weekend events. It just works that way! I just spoke to JANE President/Chief Judge Aldo Cipriano, who is concerned about this Sunday's Myopia event (July 25) because rain is predicted. You know, polo ponies and Jags don't do well in heavy rain and thunder and lightning. The JANE Myopia polo event is sold out, so think positive thoughts and keep polishing your Jag.

Let's recap June. Finally, after skipping a year, we ran the annual JANE "Jags on the Lawn at the Larz Anderson Auto Museum" event. We activated our event team and they raced into action to produce one of the best Larz lawn events ever. We had 90 JANE members and friends register for the event. We had 45 Jags on display and there were quite a few classic XKs that were just outstanding. Carl Hanson's XK120, the oldest 120 in North America, was a standout - there were lots of "oohs" and

"ahs." Margie and I are great fans of the Estate Wagon, which we lovingly call the "Jag Wag." Lo and behold, there was a BRG X-Type wagon that we had never seen before in attendance on the lawn. Margie and Marguerite Dennis quickly made friends with the owner of the wagon, Janet Knott, from Boston, now a prospective new member.

We had several hours of socializing, drinking Boddington British ale or sipping wine, munching on Sicilian pizza, smoking cigars on the lawn, and enjoying DJ Joe Fasci's "Oldies But Goodies." At 7:00 PM, we all moved into the museum for dinner. It was set up beautifully for us by JANE volunteers, led by the Brady brothers. Don, the Brady triplet, unfortunately, could not attend this year. We had an excellent Italian buffet, catered by Spinelli's of Boston and Lynnfield. We had our favorites - eggplant parm, antipasto with lunch meats, cavatelli, steak tips, etc. Of course, we finished every bite, making use of handy take-home containers. The open bar went on all evening and, of course, this year's Larz exhibit of phenomenal classics made the dinner venue go "over the top." We were proud to see JANE Board member Ray Binder's XK on display as part of this year's Larz exhibit.

Again, I'm quickly running out of space for this column, but I want to remind you that this year's Concours will be held at the Wayside Inn on August 21. What a fabulous venue for this event! Thank you, Daniel Graf, for arranging all of this. The details and registration materials have been sent to you via Constant Contact emails. In addition, they can be accessed on the JANE website - [www.jagne.org](http://www.jagne.org). Also, you can call Daniel Graf (617-216-9703) and he will help you register.

**DON'T MISS THE JANE CONCOURS, AUGUST 21!!**

I have spoken to Jan and Dean, and they have assured me that they will not miss the JANE Concours. I did have to remind them that we do not display Corvettes at our Concours and that I still don't believe that "All the Jag could see were my 6 tail lights" on the way to Dead Man's Curve.

## JANE Events in 2021

Events in **BOLD** are pretty much definite. Other events are still tentative. If you are interested in helping, call Dean to talk things over (617-285-6565). Thanks in advance for whatever help you can give. You have no idea . . .

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

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

<b>EVENT</b>	<b>WEEKDAY, DATE</b>	<b>POSSIBLE FEATURES?</b>
<b>Myopia Jaguar Cup Picnic</b>	<b>Sunday, July 25th</b>	<b>BYOP/B, SD/M, Ltd. \$25/car</b>
<b>JANE Concours d'Elegance</b>	<b>Saturday, August 21</b>	<b>Wayside Inn, various costs</b>
<b>CT Triumph Club Picnic</b>	<b>Sunday, September 12</b>	<b>BYOP/B, SD/M, \$9/car?</b>
<b>British Invasion</b>	<b>September 10-12</b>	<b>\$65 plus</b>
<b>Fall Foliage Tour/picnic?</b>	<b>September/October?</b>	<b>BYOP/B, SD/M, Ltd. \$25/car?</b>
<b>Zoom or dinner mtg.?</b>	<b>Wed., 9/29</b>	<b>Live speaker? \$40/person?</b>
<b>Zoom or dinner mtg.?</b>	<b>Wednesday, 10/27</b>	<b>Guest Speaker? \$40/person?</b>
<b>Thanksgiving at Wayside</b>	<b>Wednesday, 11/17/21?</b>	<b>SD/M, Ltd. banquet \$40/person?</b>
<b>AGM Holiday Party at Wayside</b>	<b>Sunday, 12/5/21?</b>	<b>SD/M, Ltd. banquet \$90/person?</b>



# Improving Your Vintage Jaguar Brake Lights

*By Rick Barnard, photos by Rick and Bruce Murray*

Much fun has been made of Lucas, the “Prince of Darkness,” and the dim little lights they provided on old British cars. Those lights certainly are both quaint and amusing, that is, until you are stopped in traffic and glance up in your rear-view mirror to see a big truck bearing down on you. “Is the driver distracted,” you wonder, not idly. “Doesn’t he see me?”

Happily, there are ways to improve your brake lights, without really altering the original appearance of the car.

First of all, if you’ve never opened up your car’s running/directional/brake lamp enclosures, you may be amazed at the amount of dirt and dust that can accumulate in there after only a few decades! Blowing out the cobwebs and cleaning the reflectors will make a visible improvement.

Second, it’s easy to replace your old brake light bulbs with LED “bulbs.” LEDs are much brighter and faster to light. Old style incandescent bulbs take time to heat up, while LEDs light instantly. This is not insignificant. It can translate into quite a few feet of earlier braking, which can make all the difference.

Replacement LED brake light units are available in negative and positive earth, in 6V and 12V, and they screw right into the original sockets. LEDs also draw less current, run cooler and last longer than tungsten bulbs. They are relatively expensive: about \$30/pair, which is actually quite a reasonable price for the resulting improvement in safety they provide.

Third, consider adding a third brake light to your vintage Jaguar. The center high-mount brake light has been required standard equipment on all USA new cars since 1986. Thirty-five years later, drivers are well accustomed to seeing that third red light on cars stopping in front of them. It only makes sense that we should make our old cars just as visible!

I purchased a third brake light from Moss, but found it to be heavy and awkward to install. Then, I found the lightweight LED “Brakelighter” sold by J&L Enterprises of Ellington, CT. It was perfect for attaching to the inside rear window of my Triumph TR6 hardtop, as shown below. Installation is simple. One wire taps into the existing brake lights live wire, and another goes to ground. The Brakelighter can also be configured to work with the blinkers.

Of course, many old British cars do not have a glass rear window for mounting. Over the years, I have seen a third brake light surface-mounted on a roll bar, and one recessed in the roll bar, wiring concealed inside. I’ve also seen a light mounted on the boot lid, using a soft magnet, a few mounted on luggage racks, one on the rear bumper and another on the license plate frame.

Also, shown below is a Jaguar MK 2 with a third brake light kit offered by Better Car Lighting. It replaces the L512 license plate and reversing light unit with one that uses LEDs and includes a third brake light. Very tidy, indeed!

Here, creativity is key. Make the brake light easily removable for concours participation, if that is your goal. A discreet and functional installation is always best.

The important thing is, your car will be more visible, and you will both be safer.

## **Links:**

<https://www.brakelighter.com>

<https://www.bettercarlighting.co.uk>

<https://litezupp.com>

<http://www.britishwiring.com>



*Photo courtesy of Bruce Murray*

# Membership Update

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

As the Pandemic has abated somewhat, Jaguar lovers have been eager to meet with other Jaguar lovers and once again enjoy some of our famous JANE camaraderie. In the June/July timeframe, we have added **13 new members**, bringing total membership to **253**. Please note the following new members:



**Marjorie Cahn and Jeanine Graf**

- 1 Blair Barondes, Northampton, MA - 2020 Red XF Shooting Brake (Wagon)
- 2 Garrett Bourque, Jefferson, ME - 1966 3.4S
- 3 Peter Dunn, Silver Spring, MD - 1973 Pale Primrose E-Type Series III Conv.
- 4 Martin Hale, Corinth, VT - 1962 Plum E-Type Series 1, and other Jags
- 5 Bradley Hunter, Amherst, NH - 2007 BRG XK Conv.

- 6 Timothy Jones, Ashland, MA - 1998 White XK8 Conv.
- 7 Mark Koepper, Waltham, MA - 1974 Red E-Type OTS
- 8 Keith Mackenzie-Betty, Barnstable, MA - 2001 Black XKR X100 Conv.
- 9 Daniel Martin, Pepperell, MA - 1987 BRG XJ6 Saloon

- 10 Tom Samuelson, Marblehead, MA - 1969 Regency Red E-Type OTS S2
  - 11 Stephen Sherman, Needham, MA - 1974 Black E-Type
  - 12 Eric Stavropoulos, South Windsor, CT - 2014 White F-Type
  - 13 Dan Sterantino, Castleton on Hudson, NY - 1967 Red E-Type OTS
- Welcome all!

One more time, we have to remind members that you can still renew your JANE membership, if you have not already done so. You should have received a Constant Contact email with renewal information. Also, our JANE website, [www.jagne.org](http://www.jagne.org), has a renewal link. Finally, as a last resort, you can always call or email Jeanine or Margie if you need help renewing. We can help you through it!


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# The Effect of Our First Post-Pandemic JANE Events

*By Marguerite Dennis*

What happened during the months of shutdown, incubation, hibernation, chaos, and disruption is slowly giving way to what is happening now: our re-connection with family, friends, and, of course, our JANE events.

JANE has always been an active Jaguar club, sponsoring interesting and challenging events throughout the year. While the unease of the pandemic still hangs over certain audiences, that certainly is not the case for JANE members, judging from the three events we've held in June 2021: the *Newport 2021 Cruise*, the *South Shore XK Club* gathering at Steve Turschmann's house, and the *Jags on the Lawn at Larz* car display and dinner at the Larz Anderson Auto Museum.

Like many of you reading this article, I have attended a lot of JANE events over the past few years and I attended all three of these events. Something was different this year. It wasn't just the increased attendance, although that was true for all three events. But it was much more than that: people seemed to connect first with each other, and only then with the cars.

The following are a few highlights of JANE's June events.

## **NEWPORT 2021 Cruise**

Masterfully organized by Daniel and Jeanine Graf, 33 cars and 55 people met at Gardner Seveney Sports Complex in Portsmouth, Rhode Island on June 12<sup>th</sup>, and caravanned 25 miles to Fort Adams State Park for a picnic lunch and lecture on the history and importance of Fort Adams in American history.

Picnic tables spread out with everything from Cape Cod potato chips (thanks Paul), to a sip of Grand Vin De Bordeaux Chateau Beaulieu Contes de Tastes 2003, (thanks Daniel), to crusty French bread and croissants (thanks again Daniel and Jeanine,) and with a view either of Narragansett Bay or Newport Harbor, depending on which direction you were facing, we all agreed that it doesn't get much better than this. Or does it? A lecture by a very enthusiastic (and funny!) park ranger on the history of the fort was so

interesting and informative that I wished we could have stayed longer and learned more. But it was time to travel as a group to the Audrain Auto Museum, a jewel of a museum, in the center of downtown Newport.

The museum's current exhibit, highlighting the history of women in motor-ing, took us back in time to when women "dressed up" to ride in automobiles that were not known for comfort or safety. When was the last time we took out our pearls or emeralds to attend a JANE slalom, for instance?

Special thanks to Rick Comparetto for the tote bag gifts from the Audrain Museum. Those water bottles are the best!



**Here we are, parked at the northern tip of Fort Adams Park in Newport**



**The Usual Suspects: Marjorie Cahn, Patt Centore, Ralph Trepanier, Dean Saluti and Chuck Centore**



**Some of us are enjoying life, as Jeanine Graf provides guidance**



**Richard Gill, relaxing.**



**XKs of a colour, hanging out.**

## **SOUTH SHORE XK CLUB**

For four years, Steve Turschmann, Tom Brady, Paul Gavaza, and Dan Crook, South Shore XK Club Founding Fathers, have invited XK owners to an annual event at Steve's house in Pembroke. On June 19, 2021, 25 cars and 50 people, (the largest group ever), met to celebrate all things XK, eat a burger or hot dog, smoke cigars and in general, laugh a lot. Here are the cars that participated this year: eight XK 120s, one XK -140, three XK-150s, three XKEs, one MK2, one MK4, one XKR, one 1966 Corvette, two MGTCs, one English Ford Thames panel van, one 1962 Thunderbird, one 356 Porsche and one 911 Porsche.

The email announcing the South Shore XK Club event included this sentence: "This will be more fun than some of you are used to." Certainly true for me – it was A LOT of fun. And I bet it's always fun at Steve's on Sundays at three.

(Continued on page 14)





*It was a beautiful day in the neighborhood!*



*E-Types were also considered to be XK's, as in XKE!*



*Steve Turschmann reviews the XK lineup!*



*Daniel and Jeanine Graf brought their incredible MK IV. Daniel is sipping l'eau froid. Paul Gavaza is in the background, with Dan Crook quaffing an unidentified beverage in the foreground.*

**LARZ ANDERSON**

On June 23<sup>rd</sup>, a day that decided to be both sunny and cool, 93 people and 45 Jaguars came to re-connect. For three hours we shelved memories of isolation and celebrated being together once again with our magnificent cars. The music played by Joe Fasci, our fabulous DJ, made some of us feel we were 25 years old again!

The camaraderie, the delicious Spinelli-catered Italian food and, of course, the Larz Anderson car collection, made this an especially memorable night.

Is there any way to thank Dean and Margie for organizing this event and getting us registered and fed? Is a simple thank you enough? Not sure. As always, they deserve much more than good manners suggest.

These are the events that are now in our memory of special times shared with special friends. Perhaps the power and emotional intensity of our re-connecting is one of the more positive effects of the pandemic.

*Time to make more memories.*



*John Romano and Dean Saluti are ready to boogie*



*Joe Fasci is about to crank up the oldies!*

(Continued on page 15)





*Mike Kaleel & Linda Mullen arrive in style*



*More hanging out by cars. Even better?*



*Adrian Curtis is really glad to be out of New Hampshire for a few hours*



*Bob Doyle and Rod Gilbert are waiting for the bar to open, perhaps.*



*Brigadoon gets admired, as always*



*After (courtesy of Ray Binder), and before (courtesy of a barn)*



*What we do best: hanging out by cars!*



*As the sun slips below the treetops, yet more hanging out by cars. Ahhhhh . . . Perhaps this is the best of all?*

# BOOK REVIEW

## ***Original Jaguar E-Type Restorers' and enthusiasts' guide to 3.8, 4.2 and V12,***

by Malcolm McKay

*Reviewed by David Moulton*

In 1989, Phillip Porter wrote a book titled *E-Type Definitive History*. In the intervening years, in addition to much messing about with cars (including acquiring the *oldest remaining* E-Type – a story for another day), Porter created Porter Press International, his own quite successful publishing house specializing in “top quality motoring books.” Now, as Porter writes in his preface to the book under review here, “I needed to [completely rewrite and greatly expand] the E-Type book, for it had begun to look dreadfully feeble. I am very glad I never did tackle this gargantuan challenge because [the author, Malcolm McKay,] has done a very much better job than I could ever have done.”

The book in question, *Original Jaguar E-Type Restorers' and enthusiasts' guide to 3.8, 4.2 and V12*, is a detailed reference source describing the history of the development and manufacture of approximately 72,500 Jaguar E-Types, commencing with drawings in December, 1956 and concluding with a final production run of 50 Commemorative Series 3 E-Types in May and June of 1974. It is a solid, thorough and lovingly produced work that is probably as close to an accurate recounting of what actually happened as we ever will have for this remarkable series of automobiles, themselves a high-water mark in the history of automobiles.

For those lucky few of us who own E-Types, and especially those of us who have restored or are in the process of restoring E-Types, this book is an essential reference work and source of information that yields an immense amount of detail regarding the history of the manufacture of these cars. Not only that, but, fortunately, the book is extremely well-written and edited, laced with occasional bits of humor as well as insights into the ways of industrial research and development, manufacture and relations with dealers and customers. The wonderful array of mostly color photographs (more than 1,000), as well as their annotation, are remarkably good. The book is easy to read (though perhaps a little heavy to pick up!) and utterly fascinating. The only question I have is: if you have read this far, why wouldn't you buy a copy?

After brief prefaces by publisher Phillip Porter, Henry Pearman of Eagle and Chuck Hadley of Monocoque Metalworks, the book begins with an extensive 100-page introduction describing in general terms the history and evolution of E-Types throughout the entire period of manufacture. This is followed by four detailed sections focusing on Series 1 3.8 cars, Series 1



4.2 cars, Series 2 cars and Series 3 cars. Subjects covered separately in each section include: Location of numbers, bodyshell, interior, engine and engine bay, electrics, transmission and rear axle, suspension and steering, brakes, wheels and tyres, and, finally, colours, options and accessories.

Following each section is a detailed chronology by date and serial number of changes instituted during the section's manufacturing run, carefully and quite thoroughly annotated. For restorers, these chronologies will become an invaluable bible of authenticity. McKay, by all reports, has been remarkably thorough and careful in his research, and I suspect that errors are few and far between. (I suppose the only way to find out for sure would be to buy perhaps a dozen E-Types from various periods in various states of repair, then restore them all using this book as a primary reference source, and then finally writing up a report of the errors found – a little over the top for a book review, eh? Well, it would be fun and you'd end up with quite a nice collection of great cars. Consider the happy case of Eagle.)

Finally, starting on page 350, are four appendices: tool kits, literature, worldwide deliveries and glass and fastener coding. These appendices are also destined to become authoritative reference sources (a sample heading: “Changes to 3.8 E-Type tools from mid-November 1961 to August 1964,” with nine dated entries and six annotated photos, most in color).

As we JANE members all know, the Jaguar E-Type is, for a broad range of reasons, one of the most important and successful sports cars ever built, in terms of styling, engineering principles and advancement, performance and value. Malcolm McKay has done us a great service here, providing a comprehensive, accurate and beautifully produced documentation of the effort undertaken to produce this magnificent car. Thank you, Mr. McKay, and thanks also to Porter Press International for undertaking this exceptional effort.

*Original Jaguar E-Type Restorers' and enthusiasts' guide to 3.8, 4.2 and V12*

By Malcolm McKay

Porter Press International, Worcestershire, UK

280mm/11" (h) x 220mm/8.5" (w)

400 pages

Over 1000 images

ISBN: 978-1-907085-93-2

£65.00 GBP (ca. \$90 USD)



# XK120 Backup Camera Install

By Adrian Curtis

If backup cameras were available in the 50s, Jaguar would have used them. Clearly, they are a boon to safety in today's cars and traffic. They have been required in new cars since May, 2018. A quick Amazon scan shows a host of backup cameras in all shapes, sizes, & prices.

The rear vision in my XK120 is crap, I mean terrible! My small, oval rear window and convex fender mirrors provide OK rear visibility for forward highway use, but they don't help much backing up. Moreover, my "turning around to see" days are behind me. Top down, things are better, but still not great!

Since I also wanted a safe way to charge my iPhone and take advantage of its navigation abilities in a positive-ground car, I was able to kill two birds with one stone. These same steps will work in many classic cars by designing and ordering to fit your car's needs. My backup camera system is unobtrusive and can be removed in minutes for shows or whatever. Why would I ever remove it? You judge...

Cars manufactured before 2018 don't need backup cameras, but they can be easily added to all our classic Jaguars. Here's what I did:

I ordered a AMTIFO A2 HD 1080P backup camera (\$49.99). I chose this model with a plug-in (read cigarette lighter) power switch and a 4.3" monitor. The camera's mounting bracket hides behind my rear license plate and the small monitor can be moved easily. It rests on my transmission tunnel, held in place with 2-sided sticky tape. Wires run under the license plate plinth, boot lid, behind the lid's upholstery piece, and into the car to the battery shelf using the neg ground cable access point. Its backup lines are fully adjustable (vehicle width, height, brightness, contrast) and can be turned ON/OFF. The unit is waterproof and will operate in all temperature ranges (that you'd ever want to drive in your classic, anyway!). The backup unit has sensors to activate LED lighting at night that FAR outshines my silly backup light – BONUS!

A SPARKING 6' female plug socket 12V extension with terminal ends provides power. I wired it directly to my single 12V

battery and ran the cable into the cockpit and under the passenger seat into the car. From there, a cigarette lighter splitter with a flexible end gives me 2 jacks, 2 USB ports, and a battery output display (\$14.99). Blue LED lighting indicates ON. The backup camera ON/OFF switch lives in one jack, while the other jack has a separate USB plug (2 actually) for my phone (\$12.99).

Three downsides...the XK120 is a positive ground car...any contact between the frame and the backup apparatus shorts and blows a fuse. The AMTIFO has a 15 Amp fuse, and the splitter is fused, so I'm careful but not worried. Downside two, the monitor can be hard to read in the sun. I think the sticky tape setup might be replaced by a folding, swivel mount on the underside of my dash drawer. That way, I could fold the monitor out of sight when not in use and it would offer more aiming flexibility when using. This could require drilling a hole(s). So far, I haven't drilled anything! Third downside is that I hoped to use the camera to offer me blind-side detection of overtaking cars. It sees overtaking cars in adjoining lanes, but with only 150 degree field of vision, the cars it sees are pretty far back and too small. But at least I see them. Can the original generator handle all this? So far, so good.

This XK120 is a driver, my summer car-of-choice. It takes my wife and me to dinner, goes out for the morning paper, bread or milk, is a regular at the pub, and has gone hiking in the Whites. The camera is even attractive, and well worth the 1 hour installation time as well as the \$78 out-of-pocket. Now I have security backing up! \*Five stars \*



Close-up of the camera installation just above "antique"



Unobtrusive wire runs from boot lid to boot interior on the right.



"Cigarette lighter" splitter with USB jacks.



See what I mean about the rear vision?



Here's the monitor display in a typical parking lot situation. Note the backup lines. Nice!

## FOR SALE



1993 Jaguar XJ-40 Sovereign Saloon, original owner, British Racing Green with tan interior. Factory-installed 6 disc CD, sunroof, factory accessory Jaguar growler wood shift knob, excellent Concours condition, runs and drives very well, recently serviced by Jaguar trained Master Technicians.

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## FOR SALE



1967 Jaguar 420 automatic sedan, with chrome wire wheels, a black exterior and a red interior. This car is a survivor running functional car, located in Rockland Maine.

This 420 has always been black and was repainted once in 1992. The original red leather interior is well preserved and the car has been garaged. A brake rebuild, a servo and master cylinder replacement are documented in the car's papers. A driver's manual, shop manual and folder of other service records are included. The car was fitted with a huge in-trunk air conditioner. It is no longer fitted but parts of the system are included. Overall the car is in good "survivor" condition. Asking price \$6800.

Contact Garrett Bourque

98 Bunker Hill Road, Jefferson, Maine 04348.

email is [gbbourque@gmail.com](mailto:gbbourque@gmail.com)

and my cell is 207 215 8049.





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## Jaguar XK8 Coupe For Sale



Medical issues force me to sell my beloved 1997 XK8 with 70,900 original miles. I've owned it for 6 years and stored it from October to May,

never driven it in the rain.

This may be the most mechanically perfect early XK8 available. Extensive tuning and maintenance (\$3,500) in December 2019. Carnival red with ivory leather interior. Comes with many extras - drilled and slotted rotors with red Jaguar caliper covers, new Hankook Ventus ZR-98Y (186mph) rated tires, custom wheels, car cover, recent new battery.

Car has been fitted with a British custom-made type 304 stainless steel exhaust system which is straight-through behind the catalytic convertors - it growls like the big cat that it is. Car was given a high-quality respray roughly 8 years ago, but the color coat was sanded with the improper grit and the clear coat was applied before this was caught. Visible at the right angle in the sun, otherwise not noticeable. No hint of rust anywhere. Properly priced at \$10,000 cash. Shipping can be arranged, or simply drive it home. Contact Joe Mastromarino at 603-661-5542 or 715-942-2649 afternoons and evenings. Email: [emergencymd@aol.com](mailto:emergencymd@aol.com) for more photos

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## Barry Bannister the Barrister on Cars, Places, and the Law

Barry Bannister, our kindly, if expensive, Barrister, tries once again to gently explain 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 . . .

That said:

*In Nebraska, by law, drivers on mountains should drive with caution, near the right edge of the highway.*

Barry, when queried about this particular law by one of his many JANE clients, pointed out that Nebraska appears to be a peculiar state and that it may, as a consequence, turn out to have an equally peculiar definition of the word "mountain." He then advised his client, *"When you're in Nebraska, just drive with caution. Got it? And stay near the right edge of the road. Everywhere. That should take care of it. Are we done?"*

So, once again we look forward to our next issue, wherein we might learn of ever more fascinating laws we may need to abide by in otherwise interesting and/or,



**Panorama Point is the highest point in the otherwise nondescript state of Nebraska (Wikipedia)**

perhaps, uninteresting places, while we also continue to worry a bit about Barry, and possibly Nebraska.

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

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# Long Ago And Far Away

by Chuck Centore

*Some thoughts about what might become our future.*

I recently read an article by an old friend who produces a weekly motorsports blog and his thoughts had turned dark, to a future where the machines we love will be no more. A future where gasoline is a faint memory, somewhat like the amusement park horse and buggy of today. A new world will have evolved, and the future of our beloved Jaguars or any other vehicles with internal combustion engines will not be so certain anymore.

I am afraid that this new WOKE society will blast us out of existence and make it impossible to drive down a public byway. I can hear it now: "You are polluting the planet" or "You are destroying the environment." "These foul relics of the past need to be confiscated and destroyed." And there will be no one to defend us in the public square.

Our world is going through a great upheaval and we are witnessing it before our very own eyes. Our first amendment rights are going away faster than we ever thought possible. If you speak un-approved words you will be challenged and ostracized. Your life can be destroyed. You can get fired for

mouthed the wrong words, or possibly even just thinking them!

Driving a 70-year old gas-powered car will be not welcomed either. It may look nice, and beckon us back to simpler days, but the time has come, they will say, to get rid of these polluting examples of a shameful and irresponsible past.

The days of nostalgia, the smell of racing fuel, the roar of the crowds at a racing event, the sound of engines at redline will be fading for sure. The sense of fulfillment of shifting through the gears of your special car. The thrill of knowing you have done it well and partaken of the man/machine feedback loop that is so special for us.

Our traditions will have taken a new direction. Electrification will be the new normal. Cars may be fast and beautiful to look at, but the sound will be gone. Or as Don McLean sang, "Bye, Bye Miss American Pie."

Major auto makers have already seen the writing on the wall. Jaguar has committed to become all electric in the next 5 years. Tesla has succeeded in making electric cars fashionable now, and some new entrepreneurs have even figured how to electrify old Porsches,

Alfas, Ferraris and yes, even Jaguars. Will that be our fate? A good old 35 kilowatt motor with a half-ton battery in our restored E-Type?

The dreams of Henry Ford may continue in an electrical format, but for more than 100 years gasoline-powered automobiles and trucks have been our life. The dreams of Sir William Lyons, the Dodge Brothers, Carroll Shelby, Michael Schumacher, Enzo Ferrari as well as millions of garage mechanics all over the world will come to an end.

Oh, we may still tinker, but it won't be with a dirty old gasoline engine. We cannot stop the future and some will say we shouldn't even try to modify it. Will we be able to keep our dream alive? When gasoline is \$25.00 or \$100.00 a quart? And when you will have to look high and low to get some? Even then, if you were to dare to drive on a public street, you may not come back alive.

Yes, my friends, we are about to witness the end of an era. We may have some satisfaction in just looking at our beloved cars in our garages, but they may become too toxic to keep. Their value could fall faster and farther than a Prom dress.

I am hopeful the world will continue to thrive, but I'm afraid it will be without the our beloved automotive keepsakes of the past. They will not survive, consigned instead to an industrial trash heap somewhere in New Jersey or Pennsylvania, or maybe even out in the deserts of Arizona like so many vintage planes from long ago and far away.

## 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,  
you may both appear AND feel really stupid!!

*For July and August,  
the Astonishing Past Prediction is:*

***"640K ought to be enough for anybody."***

*— Bill Gates, 1981*

## HONKU

*by Aaron Naparstek*

**Is it you or me  
victim of insanity  
honker or honkee?**

# And from the *Bottom* of the Scratching Post

by David Moulton



Chuck Centore's article in this issue touches on some emotional aspects of the looming changes in cars that are facing Jaguar, the auto industry and our society. At the same time, I am also concerned about some of the engineering and financial issues related to these changes that are NOT being discussed in our rush away from internal combustion engines and cars toward electric ones.

With full awareness of and concern for some of our very difficult underlying

environmental problems and their relationship to our use of cars, these issues do deserve consideration. If you're interested, I may even devote space to them in future issues of *The Coventry Cat*. Let me know.

Fundamental to any consideration of electric vehicles (EVs) has to be the clear understanding and acceptance of the fact that electricity is NOT a source of power and energy. Electricity is actually a remarkable array of technologies that allow us to capture power and energy *generated by other means*. Once generated (with the attendant emissions of carbon, pollutants and waste byproducts), we can then store, process and transmit that power and energy, using them for a WIDE variety of purposes. As I said, remarkable technology!

However, at present, a majority (about 60%) of electricity generated in the US is accomplished through the consumption of fossil fuels, and about 20% uses nuclear fission. Only about one-fifth of our total electricity (20%) is generated using solar, wind and hydro-electric means, what we call "clean" energy. Further, electrical technology itself is not necessarily efficient (or entirely clean) in its transmission and processing, and it is extremely limited in terms of storage. This means, of course, that EVs pollute just as gas-powered cars do. When

the time comes that "clean" energy constitutes 80% of all generated electricity, then we'll have something really worthwhile. In the meantime, not so much.

Another engineering issue that also does NOT get discussed has to do with the relative weight of batteries used in EVs. For example, the Jaguar I-Pace's battery system, which is typical, weighs about 1300 lbs. This is a little bit more than the total weight of a complete Caterham 270 (Lotus 7) car. On the other hand, a 20-gallon tank of gasoline weighs only about 80 lbs. on average, just 6% of the weight of that battery, while yielding greater range. Please note that "lightweighting" is a fundamental engineering parameter for almost all transportation devices, especially airplanes and cars. As Colin Chapman once put it, "Simplify and add lightness." Long story short: excess weight is costly and dangerous.

A related (and also never discussed) fiscal issue pertaining to EVs is the time-cost related to refueling. Our discretionary time (the time we have available to do things at our discretion – the only time that is truly ours) is remarkably expensive, at about a dollar a minute for us middle-class types – it's what we have to pay out in order to survive while acquiring that time to be available for our use. This means that the 45 minutes we use to charge up our EV while on the road actually sets us back \$45 *before* we even begin to pay for the electricity itself. If we manage to re-charge enough for 50 more miles, our time-cost for the battery charging alone is \$.90/mile, while with gasoline it is slightly more than a penny.

Interesting, eh?

None of these concerns mitigate our environmental problems, nor do they nullify the desirable benefits and attributes of EVs, now and in the future. However, failing to acknowledge and consequently deal with the serious limitations and costs of EVs and their supporting technology may ultimately lead to reduced acceptance of that technology, possibly even to a point of failure in the marketplace. It may have been Charlie Chan who said, "Heads deliberately held in sand have trouble seeing ahead."

*Comments, anyone?*

*Thanks for reading this. See you at Concours!*



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Vehicles Shown: 2017 Jaguar XE R-Sport, 2017 Jaguar XF R-Sport, 2017 Jaguar F-PACE First Edition. European license plates shown. <sup>†</sup>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](http://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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