

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

September - October 2021

The "Autumn Leaves" Issue

More Than Just a Car Club



Photo courtesy of Joseph Turner

JANE
48th
CONCOURS d'ELEGANCE
2021

(See Pages 6 through 13)

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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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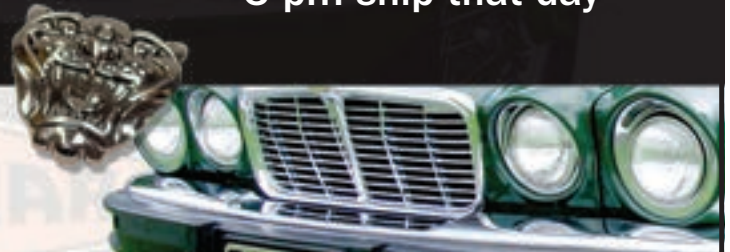
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From the *Top* Of The Scratching Post

by Dave Moulton



This issue of *The Coventry Cat* has become our *Concours, All Concours Issue*. Thanks to all of you who sent me so many great photos, and to Marg Dennis for writing the event up so well. And particular thanks to Daniel Graf, who caused the whole thing to happen in the first place! Not to mention thanks to everyone who worked on it. Personally, I thought it was a great success, in spite of the heat. And I loved being back at the

Wayside Inn, which is a wonderfully suitable place for JANE and our particular brand and style of partying and cars.

I'm also happy to see that the *Jaguar Cup at Myopia* made it back onto our calendar, on October 3. I'm really looking forward to that, and I hope to see many of you there!

Unfortunately, our pandemic has not receded as appeared likely two months ago. Between some peculiar social resistance to the principle of vaccination and the emergence of a new and quite difficult variant of COVID, our rate of infection in

Massachusetts started to climb again in early July and only now has begun to sort of level off. Hopefully, it will recede again. Stay tuned.

The good news is that our death rate has remained low, and I suspect (and fervently hope!) that infection among JANE members will remain low. Remember: we know about adversity, infections, and the management of uncertain badnesses. After all, British sports cars are stern and unforgiving teachers!

A new member, Herman Wiegman, of Burlington, VT, sent *The Cat* a very thoughtful letter about our current migration toward electric cars, as well as an introductory article about living with an F-Type in northern VT. I look forward to hearing more from him. JR Phillips, from Bath, ME sent us a photo of Prince Lucas on Halloween. Also, there's another book review from me – this time it's *9600 HP*, a history of the 2nd E-Type Coupe ever built, which had a most remarkable and improbable career – it's a great story.

Happy foliage, everybody!

From the President's "Jungle Cat" Garage



Greetings all,

Since our last report, the predominant Club activity has been our classic Concours d'Elegance as sanctioned by JCNA. This year, for the first time, we held it at the historic Wayside Inn in Sudbury. Daniel Graf, working in conjunction with Marjorie Cahn and Dr. Dean Saluti and all the Concours team, made the transition as smooth as

possible to this new location. Locals that attended, some well known to me, were highly impressed by the event and the motorcars displayed. A salute goes out to Daniel Graf's team and all the certified Judges that participated in making the event a clear success.

One division which may very well be expanded is the Special Division for modified Jaguars. Frank Grimaldi, with his 1955 XK 140, took top honors in Class and also received a special award. As one judging sheet indicated, "This car is too clean to be a racecar."

The Best in Show, Championship Division, went to Eric

Hagopian with his 1967 E-Type Series I FHC.

The Best in Show, Driven Division, went to Andrew and Nancy Leader-Cramer for their 1958 XK 150 DHC.

The full results of the Concours are being posted elsewhere in this issue, as well as on our website, and are also being reported to JCNA.

Relative to the JCNA Annual General Meeting, with reports back from Chief Judge Hal Kritzman and Dean Cusano (our representatives), all Concours rule changes passed except for a rule that would have required Judges' testing every year. That proposed rule was challenged and defeated. From the viewpoint of the New England clubs, we believe we have the best trained Judges, with part of the reason being that they are tested each year together with an updated Seminar. This will continue for JANE and I am informed that it will also continue for JCSNE. The rule changes were not significant and will take effect after January 1, 2022. There was also a raise in the National Membership by \$20.00.

On another topic, our traditional Myopia Polo event, cancelled due to severe inclement weather (polo ponies don't perform in rain or lightning), has been rescheduled to October 3, 2021 with every entrant's position secured for the rescheduled event. I look forward to seeing you all there!

Cheers to all. Stay safe, see you soon!

A Chairman Reports

By Daniel Graf



Another year, another successful Concoeurs d'Elegance. Concoeurs: a French term meaning style, gracefulness, discernment and a host of other nouns, applicable to English speaking countries.

Concoeurs are usually a car club's yearly highlight event, and JANE's long anticipated 48th Annual Concoeurs d'Elegance was expected to be the pinnacle of our events this year.

I say "long anticipated" because, as we all know, most 2020 social events were removed from our calendars, including our Concoeurs. And so, the 48th was rescheduled for 2021. To add a layer of anticipation, it took place at Longfellow's Wayside Inn. The first venue change in 18 years – new venue, new geographic location, new logistics, new facilities management.

A JANE Concoeurs has always been more than just a competition and display of Jaguars, it is a weekend festival of cars and the people who bring these beautiful functional sculptures.

This year, 64 Jaguars were registered, with two last minute cancellation due to mechanical requirements: a 1951 XK120 race car belonging to long-time JANE member Stu Forer, and an 1953 MK VII belonging to

Donald Osborne, TV personality and CEO of the Audrain Motor Museum in Newport. The lack of their Jaguars did not diminish the spirit of these enthusiasts, who enthusiastically participated just the same.

Good weather is a critical component of any outdoor display, and this year, the forecast was dismal. Hurricane "Henri" warnings all the way up the Northeast Coast threatened to rain on our parade. Using a little calculation and praying for some luck, a decision was made to go ahead with the event. Well, it rained before and after, but held off on Friday night and Saturday. Very hot and high tropical humidity did not diminish the enthusiasm and dedication of the many volunteers, who worked hard under challenging conditions. In retrospect, the consensus was that it superseded past events from start to finish.

We ended with a buffet dinner on Saturday night. Unfortunately, many owners who had to drive south into the approaching path of Henri left before the Saturday night dinner. Nevertheless, every participant was left with fond and enjoyable memories of the sort which strengthen the bonds of our membership. On to the 49th JANE Concoeurs!

48th JANE Concours d'Elegance - 2021

By Marguerite Dennis, with photos by too many to count, but not to thank!

Editor's Note: JANE's 48th Concours d'Elegance began on Friday evening, August 20th, with a reception in the Wayside Inn's ballroom, which is where we normally have our monthly meetings. This followed the remains of Tropical Storm Fred, which had bounded through New England on Wednesday and Thursday. Then, following our Concours, on Sunday August 22, Tropical Storm Henri arrived on the scene with great enthusiasm. When queried about the very close (and tricky) timing between these two storms (especially from the vantage point of having to schedule this in late March to provide sufficient advance notice for the Inn), our event chair Daniel Graf commented, with a certain Gallic insouciance, "I simply double-timed hurricane "HENRI's" algorithm and interfaced it to "IDA'S," et voila....." Et voila, indeed!



Meanwhile, Kevin Murphy (l) and Donald Osborne (r) listen politely as . . .



Our intrepid journalist, Marg Dennis (c), carefully observes all that is going on, for the record as always . . .



At the Friday night reception, Daniel Graf (c) and Aldo Cipriano (r) introduced our guest of honor, Donald Osborne (l), CEO of the Audrain Automobile Museum.



. . . Frank Grimaldi (l) and Gary Hagopian (r) discuss the best way to pass on the Uphill Turn at Lime Rock . . .



. . . and Dean Saluti (r) and Marjorie Cahn (l) are pleased to be able to relax for a moment, after all their prep work is done.



Here, at that very same reception, Andy Picariello (l) tries to tell Jeanine Graf (r) the one about the two SUs and the Weber who go into a bar . . .



. . . while Paul Bicknell (l) and Larry Hoffman (r) similarly debate the best way to pass on the northbound cloverleaf at 5 PM going from Rte. 128 to the Mass Pike!



The Wayside Inn, on Saturday morning

. . .

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48th Jane Concours (Continued from page 7)



The calm before the storm . . .

Saturday, August 21 announced itself with sunshine, to everyone's great relief, and dawn began with a gathering of JANE Jaguar owners and enthusiasts to begin JANE's 48th Concours d'Elegance, at the historic Longfellow's Wayside Inn in Sudbury, Massachusetts.

The Wayside Inn, beginning in 1716, has been hosting travelers on the Post Road, which links Boston to points West. Made famous by Henry Wadsworth Longfellow's poem, Tales of the Wayside Inn, after more than 300 years, the Inn continues to lodge guests and serve food, and carries the distinction of being America's oldest operating inn.



On August 21st, 2021, for the first time, the Wayside Inn served as the setting for JANE's Concours, our 48th. Sixty-two cars, dating from 1948 to 2021, registered for this year's Concours.



Registrars Dean Saluti (l) and Chuck Centore (r) at the ready!!



Here they come!



David Zeller waves JANE's banner!



Club Historian Carl Hanson arrives in Blue Moon



Here's Mike Kaleel . . .



. . . followed by Steve Gilbert . . .



. . . who in turn is followed by Frank (r) and Ann (l) Grimaldi

At 10:00 am, JANE President and Chief Judge, Aldo Cipriano, officially opened this year's event. Concours Chair Daniel Graf spoke after Aldo, and shared with all JANE members his sentiment, "It's not just about the cars. It's also about the people who come with the cars." Then Daniel introduced Donald Osborne, CEO of the Audrain Automobile Museum, Gary Hagopian, former JCNA President, Carl Hanson, former JANE President, Historian and owner of Blue Moon, the oldest XK120 in the U.S., as well as Frank Grimaldi, a professional race car driver who still enjoys racing his XK140.

By 10:30 am, entrants began prepping their cars to be judged for originality and authenticity in both the Championship

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48th Jane Concours (Continued from page 8)

Class and the Driven Class, while entrants in the Display class sipped chardonnay, visited with each other and lounged about. I walked around the Championship tent and watched owners, some looking nervous, others sweating from the heat and humidity of the day. But as I watched, I was reminded of a sentence in the packet of information we received: "Not every car is a champion car, but everyone wins."



Once again, Joe Fasci provides music that we have all heard before.

Music from the 60s, 70s, and 80s, filtered through the air, so I decided to interview Joe Fasci, of DJ's Unlimited. Joe has been providing music not only for car events but for people in nursing homes for many years. And he told me: "I may not be famous but I sure have fun." (Why is it that I can remember the words to nearly all of the songs Joe played, but I can't remember what I ate for breakfast yesterday???)



"No, you can't drive your Dodge hemi through here. It's not a shortcut to the main road!"



With all these bonnets, there's gotta be a bee in here somewhere . . .



Jim and Gena Collins' 1958 XK150 S



Two Mark IVs: Daniel and Jeanine Graf's Blue 1948 Mark IV (l) and Keith Carlson's 1948 Tan Mark IV (r).



Jags On The Lawn at Longfellow's



"Where did my retirement go? I had it right here, so close . . ."

Next, I spoke with Joe Hill, owner of a 1974 XJ6. When I asked Joe why he bought the car, without hesitation he replied, "My wife told me to get out of the kitchen."

I enjoyed speaking with Mary and Tom Finan, who bought their 2009 XF on Valentine's Day. (I think this was a gift for Mary.) Each year, at JANE's gathering at Larz Anderson Auto Museum, a prize is awarded to the person who most recently purchased a Jaguar. That year, Mary and Tom won the award, having taken delivery of their car two hours before!

Alec and Bonnie Hay are both exceptional people. Alec, a friend of the late Glen McLachlan, wore his woolen Hay Clan tartan kilt, despite tropical-storm-like heat and humidity that left most of us wilting. Alec, at the age of 81, plans to restore his XK120 open two-seater roadster. Whenever I feel old or hot, I will remember this remarkable Fellow of the Society of Antiquaries of Scotland. Glen had a good friend in Alec, and so does JANE.

Frank Grimaldi is an 80-year old Jaguar racing car driver. He told me that he will continue to race because he is too young to retire. (One of the best things for me about this Concours was feeling young at the age of 75!)

I also met David Alexander Winter, the "Tom Jones of France" and Daniel Graf's best friend, as well as Hal Kritzman, who should hold the title of Supreme Chief Judge because He Is, having 65 Jaguar clubs under his judging jurisdiction for JCNA.

Next, I spoke with Donald Osborne, CEO of the Audrain Car Museum in Newport, and publisher of *Linkage* magazine. When I interviewed Donald for this article, I asked him if he enjoyed working with Jay Leno. He told me that actually the pleasure was in having "Jay Leno work with me." His 1953 Mark VII is currently being restored by Wayne Carini. And in September, Donald will be part of Season Six of Jay Leno's Garage TV program.

At lunchtime I enjoyed a meal with a group of appellate, probate and family

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48th Jane Concours (Continued from page 9)

court judges who know nothing about judging Jaguars. Jim Collins, whose XK 150 S took first place (again) was a judge for juvenile court in Hampshire County. His friend, David Sacks was a probate and family court judge in Springfield. Ann Dunphy was wife of the late Sean Dunphy, who was the chief judge of family and probate court for the state of Massachusetts. All came to support Gena and Jim Collins, as did Katherine and George Howe, friends from Houston, Texas.



A jolly jiggle of JANE Jaguar judges jovially telling jokes!

By 3:00 pm, the judging ended and after much deliberation by said judges, it was time for the awards presentation to begin. The Best of Show, in Champion Class, sponsored by Margaret Caruolo, was presented to Eric Hagopian, with his 1967 E-Type Coupe. Andrew Leader-Cramer received the award for the Best in Show, Driven Class, with a 1958 XK 150 DHC.

The Lifetime Achievement Award was given to Frank Grimaldi. And Barbara McLachlan received the club's Aldrich Service Award. We all stood and remembered her husband Glen as we listened to Alec Hay play the bagpipes in his memory.



Eric Hagopian, Best in Show, Championship Class, presented by Daniel Graf and Margaret Caruolo

Andrew Leader-Cramer, Best in Show, Driven Class, presented by Daniel Graf and Margaret Caruolo



Lifetime Achievement Award to Frank Grimaldi, with Ann Grimaldi, presented by Daniel Graf

Aldrich Service Award, presented to Barbara McLachlan



Alec Hay helps us remember Glen McLachlan

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ENTRY LIST

First Name	Last Name	Class	Year	Model	Style	Color
Richard & Mary	Barnard	Z/Display	2006	X-Type	Sedan	Blue
Richard & Mary	Barnard	Z/Display	1975	TR6	Roadster	Red
Vincent & Marion	Barre	D3/E2	1970	E-Type Series 2	2+2	BRG
Paul & Linda	Bicknell	D14/FJ	2015	XF	Sedan	Caviar Metallic
John	Brady	Z/Display	1954	XK 120	DHC	BRG
Thomas	Brady	Z/Display	1952	XK 120	Coupe	Silver
Bill & Adelaide	Braun	Z/Display	1968	E-Type Series 2	OTS	BRG
John & Nancy	Budenas	D10/K8	1997	XK8	Coupe	BRG
Keith	Carlson	Z/Display	1948	Mk IV	DHC	Cream Tan
Margaret E.	Caruolo	Z/Display	2016	F-Type	Coupe	lt. Racing Red
Charles & Patt	Centore	D16/P	2020	F-Pace	SUV	Red
Aldo & Debra	Cipriano	Z/Display	1986	XJ6 Ser. III	Saloon	Anteliope
Sharon	Clark	0				
Jim & Gena	Collins	C8/SLS	1960	Mk 2	Saloon	Cornish Gray
Jim & Gena	Collins	C4/150	1958	XK 150S	OTS LHD	OE White
Russell & Marguerite	Dennis	C4/150	1958	XK 150S	OTS	OEW
Robert	Doyle	D11/XK	2008	XK	Convertible	Green
John	Feng	Z/Display	1954	XK 120	OTS	Silver
Mary & Tom	Finan	D14/FJ	2009	XF	Sedan	Indigo Blue
Stuart & Edward Forer	Forer	0				
John & Susan	Frost	C15/XK	2013	XK	Convertible	Indigo
Jeffrey & Adele	Gault	C3/140	1955	XK 140	DHC	GRN
Jeffrey Gault & Rick	Patton	C8/SLS	1959	Mk 1	Saloon	Black
Irwin & Ricki	Getz	D13/SX	2008	S-Type	Sedan	Black
Roderic	Gilbert	D2/E1	1962	E-Type Series 1	OTS	BRG
Steve Gilbert & Laurel	Hobbs	D2/E1	1962	E-Type Series 1	OTS	Sherwood Grn.
Richard & Jan	Gill	D10/K8	2006	XKR	Convertible	Dove Gray
Larry	Goldberg	C17/PN	1983	XJ6	Saloon	Black
George & Juanita	Gordon	D8/XJS	1988	XJS HE	Convertible	Red
Robert & Mary Beth	Gosende	D5/SLS	1964	Mk 2	Saloon	Blue
Daniel & Jeanine	Graf	Z/Display	1948	Mk IV	DHC	Blue
Frank & Ann	Grimaldi	S2/MOD	1955	XK 140	OTS	Blue
Eric	Hagopian	C5/E1	1967	E-Type Series 1	FHC	Red
Gary & Sue	Hagopian	S2/MOD	1962	E-Type Series 1	FHC	Red
Carl E.	Hanson	Z/Display	1951	XK 120	Coupe	Pastel Blue Metallic
Joseph & Alison	Hill	C9/XJ	1974	XJ6	Saloon	Green
Larry & Sharon	Hoffman	Z/Display	2005	X-Type	Estate Wagon	Topaz
Michael Kaleel & Linda Mullen		S1/PD	1991	XK 120	OTS	Blue
David	Keane	Z/Display	1970	E-Type Series 2	OTS	Green
Tom & Nancy	Monaghan Larsen	C5/E1	1967	E-Type Series 1	Coupe	Gun Metal Gray
Andrew & Nancy	Leader-Cramer	D1/PRE	1958	XK 150	DHC	BRG
Clifford	Lewis	C17/PN	1953	XK 120	DHC	Blue
Joseph	Limongelli	Z/Display	1967	E-Type Series 1	-	Primrose
Edward	Marut	D3/E2	1969	E-Type Series 3	FHC	Grey
David	Moulton	Z/Display	2014	F-Type	OTS	BR Green
Kevin & Diane	Wells Murphy	D9/XJS	1996	XJS	Convertible	BRG
Gus & Ann Marie	Niewenhaus	C18/PN	1986	Vanden Plas	Saloon	Black
Donald	Osborne	D5/SLS	1953	Mk VII	Saloon	Birch Grey
Joseph R. Phillips & Dixie Stedman		D10/K8	1997	XK8	Convertible	Red
David	Phoenix	Z/Display	1972	XJ6	Sedan	Regency Red
Andrew	Picariello	D7/XJ	1996	XJ12	Sedan	Red
David Reilly & Lauren	Messmore	C6/E2	1968	E-Type Series 2	OTS	Blue
Richard & Donna	Sabonis	D2/E1	1965	E-Type Series 1	OTS	Black
Dean Saluti & Marjorie Cahn		Z/Display	2007	X-Type	Estate Wagon	Black
Dan & Abby	Scharpf	D3/E2	1969	E-Type Series 3	OTS	Cream
Francisco & Arlyn	Silva-Tulla	Z/Display	1967	E-Type Series 1	OTS	Green
Robert	Silvestri	C14/K8	1998	XK8	Convertible	Meteorite
Herb & Marge	Sandler Strachman	D11/XK	2006	XKR	Roadster	Black
James & Christine	Summers	D15/F	2020	F-Type R	Coupe	BRG
Gordon & Betsy	Taylor-Kennedy	D11/XK	2007	XK	Convertible	BRG
Martha	Thompson-Worley	D10/K8	2006	XK Victory	Coupe	Satin Silver
Ralph	Trepianier & Leila L.	Z/Display	1963	E-Type Series 1	FHC	Opal. Gunmetal
David	Zeller	D10/K8	2001	XK8	Convertible	Blue

RESULTS

First Name	Last Name	CITY	ST	Class	Year	Model	Style	Color	Score Sheet 1	Score Sheet 2	Score Sheet 3	Score Sheet 4	Tot. Gross Score (1000-Tot. Deducts)	Champion NET (Div. 10)	Driven & Special NET (Div. 100)	PLACE in class
Russell & Marguerite	Dennis	Naples	FL	C4/150	1958	XK 150S	OTS	OEW	-	1.80	16.00	2.50	979.70	97.97		2
Jim & Gena	Collins	Amherst	MA	C4/150	1958	XK 150S	OTS LHD	OEW	-	11.80	1.90	1.00	985.30	98.53		1
Tom & Nancy Monaghan	Larsen	Weston	MA	C5/E1	1967	E-Type Series 1	Coupe	Gun Metal Gray	1.00	-	0.20	7.00	991.80	99.18		2
Eric	Hagopian	East Longmeadow	MA	C5/E1	1967	E-Type Series 1	FHC	Red	-	1.00	-	-	999.00	99.90		1
David	Reilly & Lauren Messmore	Wellesley	MA	C6/E2	1968	E-Type Series 2	OTS	Blue	-	2.90	0.40	21.70	975.00	97.50		1
Jim & Gena	Collins	Amherst	MA	C8/SLS	1960	Mk 2	Saloon	Comish Gray	-	15.20	7.40	6.10	971.30	97.13		1
Joseph & Alison	Hill	Boxford	MA	C9/XJ	1974	XJ6	Saloon	Green	-	3.80	18.20	26.00	952.00	95.20		1
Robert	Silvestri	Hamden	CT	C14/K8	1998	XK8	Convertible	Meteorite	0.10	-	-	-	999.90	99.99		1
John & Susan	Frost	Rehoboth	MA	C15/XK	2013	XK	Convertible	Indigo	-	3.00	1.40	5.00	990.60	99.06		1
Clifford	Lewis	Wayland	MA	C17/PN	1953	XK 120	DHC	Blue	-	19.40	4.00	25.20	951.40	95.14		2
Larry	Goldberg	Glastonbury	CT	C17/PN	1983	XJ6	Saloon	Black	-	1.50	0.20	0.80	997.50	99.75		1
Gus & Ann Marie	Niewenhaus	Stoneham	MA	C18/PN	1986	Vanden Plas	Saloon	Black	-	12.50	1.70	39.00	946.80	94.68		1
Andrew & Nancy	Leader-Cramer	Swampscott	MA	D1/PRE	1958	XK 150	DHC	BRG	-	5.00	0.60	-	994.40	99.44		1
Roderic	Gilbert	Brookline	MA	D2/E1	1962	E-Type Series 1	OTS	BRG	-	21.20	21.50	-	957.30	95.73		2
Steve	Gilbert & Laurel Hobbs	Wayland	MA	D2/E1	1962	E-Type Series 1	OTS	Sherwood Green	-	1.50	1.30	-	997.20	99.72		1
Edward	Marut	Methuen	MA	D3/E2	1969	E-Type Series 3	FHC	Grey	-	36.50	11.20	-	952.30	95.23		2
Dan & Abby	Scharpf	New London	NH	D3/E2	1969	E-Type Series 3	OTS	Cream	6.00	11.50	5.20	-	977.30	97.73		1
Andrew	Picariello	Marstons Mills	MA	D7/XJ	1996	XJ12	Sedan	Red	-	6.10	0.20	-	993.70	99.37		1
George & Juanita	Gordon	Beverly	MA	D8/XJS	1988	XJS HE	Convertible	Red	-	11.00	2.30	-	986.70	98.67		1
Kevin & Diane Wells	Murphy	Hopkinton	MA	D9/XJS	1996	XJS	Convertible	BRG	-	18.70	18.00	-	963.30	96.33		1
David	Zeller	Lynn	MA	D10/K8	2001	XK8	Convertible	Blue	-	5.20	4.50	-	990.30	99.03		1
Richard & Jan	Gill	Sudbury	MA	D10/K8	2006	XKR	Convertible	Dove Gray	-	1.90	0.50	-	997.60	99.76		1
John & Nancy	Budenas	Townsend	MA	D10/K8	1997	XK8	Coupe	BRG	-	1.10	0.80	-	998.10	99.81		1
Joseph R.	Phillips & Dixie Stedman	Bath	ME	D10/K8	1997	XK8	Convertible	Red	-	4.00	3.70	-	992.30	99.23		1
Martha	Thompson-Worley	Old Saybrook	CT	D10/K8	2006	XK Victory	Coupe	Satin Silver	1.00	0.50	0.20	-	998.30	99.83		1
Robert	Doyle	Franklin	MA	D11/XK	2008	XK	Convertible	Green	-	3.00	1.90	-	995.10	99.51		1
Gordon & Betsy	Taylor-Kennedy	Bolton	MA	D11/XK	2007	XK	Convertible	BRG	-	1.30	0.60	-	998.10	99.81		1
Irwin & Ricki	Getz	Franklin	MA	D13/SX	2008	S-Type	Sedan	Black	-	0.60	-	-	999.40	99.94		1
Paul & Linda	Bicknell	Watertown	MA	D14/FJ	2015	XF	Caviar Metal.		-	4.80	1.60	-	993.60	99.36		2
Mary & Tom	Finan	East Orleans	MA	D14/FJ	2009	XF	Sedan	Indigo Blue	-	0.60	0.90	-	998.50	99.85		1
James & Christine	Summers	Newton	NH	D15/F	2020	F-Type R	Coupe	BRG	-	8.20	0.10	-	991.70	99.17		1
Charles & Patt	Centore	Concord	MA	D16/P	2020	F-Pace	SUV	Red	-	0.50	0.10	-	999.40	99.94		1
Michael	Kaleel & Linda Mullen	Boston	MA	S1/PD	1991	XK 120	OTS	Blue	0.20	2.30	1.00	-	996.50	99.65		1
Frank & Ann	Grimaldi	Tewksbury	MA	S2/MOD	1955	XK 140	OTS	Blue	1.70	0.20	0.40	-	997.70	99.77		1
Gary & Sue	Hagopian	Sunapee	NH	S2/MOD	1962	E-Type Series 1	FHC	Red	not posted	not posted	not posted	-	not posted	not posted		not posted

48th Jane Concours (Continued from page 12)

Throughout the day I kept glancing at the S.N.G. Barratt Group's booth. Their tag line, "Classics live forever," caught my eye. Our Jaguars will always be classic and although none of us will live forever, the memories of today will.

We are grateful to all of the JANE members who organized and executed this year's Concours. You know who you are. So do we.

Editor's Note: After the Awards Presentation, we all made our way into the Wayside Inn's spacious and very comfortable Banquet Room, and settled down to a great meal (their roast beef was particularly good that day) and a relaxing cool evening of camaraderie after our long, hot day on the show field.



*Frank Grimaldi's
XK140,
ready to
head out
any time!*



Membership Update

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

What an exciting few months we have had! Word has gotten around that if you are a Jaguar owner, you NEED to join JANE. We continue to have an influx of new members, primarily through word-of-mouth. They will learn that we have lots of fun and share valuable Jag knowledge and information, too.

Again, we remind you 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, has a renewal link. You can always call or email Jeanine or Margie if you need help renewing.



Marjorie Cahn and Jeanine Graf

John Budenas, BRG 1997 XK8 Coupe, Townsend, MA

Sharon Clark, Black 2008 XJ8 Sedan, Framingham, MA

Irwin Getz, Black 2008 S-Type, Franklin, MA

David Kelly, Indigo Blue 2013 XKR Coupe (also a Porsche, Land Rover, and two BMWs), Kittery, ME – *Note that David and his wife, Ingrid, came to the Concours to “visit,” and then went home and joined!*

Lee Lyman, Red 1999 XJ8 Sedan (also two BMWs), Plymouth, MA

Michael Moulton, Blue 2009 XK Convertible, Ipswich, MA

William Saunders, Signal Red 1969 Series II E-Type OTS, Gloucester, MA

Welcome all!


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

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September/October 2021 Events

by Dr. Dean Saluti, VP of Events



Wow, the Best Concours Ever!

As you know, everyone is entitled a personal opinion. So here's mine!

Daniel and Jeanine Graf and their team of volunteers delivered the best Concours that I have been to in the last 10 years.

They changed the venue to Longfellow's Wayside Inn – a bold decision. The Inn, in turn, changed everything that we have been used to at the previous venue in Sturbridge. First of all, in an elevated area of the lawn, there was an enormous tent, complete with rugs, chandeliers, and a bar. This offered a first-class ambiance for the Champion Class cars, in a cool, comfortable oasis serving drinks for all of us. The Display and Driven Class cars surrounded the tent on the hill.

The event was well attended – there were lots of Jags to admire – but still, the beautiful lawns could have accommodated a hundred more cars! I am pleased to report that there were no smelly geese contributing to the event. Also, due to Margie Cahn's and Jeanine Graf's influence, there was no rain.

We had an upscale cocktail party on Friday evening that did not feature our usual huge buffet or pizza, but did offer just the right atmosphere for meeting and greeting Donald Osborne, a famous TV celebrity. What a success the Friday night cocktail party was.

Kudos to Daniel and his team of volunteers, from field setup with Tom Finan, to car placement with the Bradys, to the score checkers (a great standing team from year to year), to the final score tabulation by Thao Trac, and of course to Chief Judge and President Aldo Cipriano and his team of expert Judges. Special thanks to Bonnie Getz who could not be present this year but spent many weeks on the preparation of the scoresheets for all registrants, and to my wife Margie and Jeanine Graf, who prepared the goody bags and yellow folders and the enclosures, including window plaques, name tags, etc. for all attendees. Thanks also to Abdel Nassib, who assisted Daniel and Aldo with whatever needed to be done all day.

I could talk about the Concours for hours - it was so outstanding – but it's now time to talk about our future events. On Saturday, September 25, Russell and Marguerite Dennis and the Grafs are leading our annual Cape Cod Tour. On the following weekend, October 3, we are holding our picnic at the Myopia Polo Club in South Hamilton, MA at our annual JANE Jaguar Cup polo match. As always, our President, Aldo Cipriano, will be hosting this event. Margie and I are very excited about two fall weekends in a row with our JANE friends. According to Jan and Dean, it just doesn't get any better and that Corvette with six tail lights will not be allowed to park in the spots reserved for JANE's Jaguars at the Myopia polo match.

JANE Events in 2021

Events in **BOLD** are pretty much definite. We'll also try to keep you up-to-date with the Cat's Meow.

Cape Cod Tour	Saturday, September 25	\$25/car
Myopia Jaguar Cup Picnic	Sunday, October 3	\$25/car
Zoom or dinner mtg.?	Wednesday, October 27	Guest Speaker? \$40/person?
Thanksgiving at Wayside	Wednesday, November 17?	Dinner \$40/person?
AGM Holiday Party at Wayside?	Sunday, December 5?	Banquet \$90/person?

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Living with a Vermont Cat: Catching the Cat

By Herman Wiegman

I am new to Jaguar and JANE, and here is how I caught my first cat.

At age 50, I gave up my automotive pursuits, moved to a new state, and focused all my time and energy working for a startup company. After 4 years of continuous effort, I realized how much I missed putting on my overalls, lying on the garage floor, and feeling my hand slip on an oily wrench. I missed giving blood sacrifice to the automotive gods, so I began a search for my next hobby car.

With my capabilities and interests evolving in life, I decided to properly ponder which marque and vintage would best serve me. I wanted a unique driver's car, preferably manual shift, with more reliability than rust. Perhaps a 1980s Volvo 780 Bertone, or 2000s Aston Martin Vantage, how about a mid-70s Jaguar XJ-C, or 90s BMW 840/850i?



The Jaguar



The BMW



The Volvo



The Aston Martin

Occasionally, a Jaguar F-type would pique my interest as they bubbled up for sale on the internet. They usually sold quickly, though, well before I could build enough courage to tender an offer. So, my focus soon returned to cars that I could possibly purchase while appearing to remain sane.

The issue with my process thus far was my lack of having driven any of the candidate cars. As you may know, Vermont is not exactly a hotbed of European sport coupes – rather, 1 of 7 cars is a Subaru. So, I opted to schedule test drives on Long Island during November of 2020, pandemic central. Outfitted with a mask and hand sanitizer, I drove down to NYC.

The weekend on Long Island was instructive as I sampled four different cars, but it was a bust overall as none resonated with me. Then, while heading home up Rte 9, just past Bear Mountain Bridge, I received an e-mail from my car search bot that a manual shift Jaguar F-Type Coupe had just been listed by a dealership in the US. It was like getting hit over the head with a coconut.

(Continued on page 18)



The coconut

I pulled over to the side of the road, made a phone call to the Allentown, PA dealership which listed the 2017 British Racing Green F-type, with Camel leather interior, 6-speed manual, and Premium package, only 17k miles. A very rare opportunity! Sight unseen, I decided to jump on it. The salesman laughed; it was the easiest deal he made all year. After concluding our dealings, he mentioned that three other interested parties were rightly upset that the F-Type sold so quickly after being listed that morning.



My F-Type, as seen at the dealership



My F-Type happily settled in Vermont

A week later, the car was shipped to Vermont and I signed up with JCNA and JANE. I hope to share my adventures driving, maintaining, and tracking my F-Type in a series I'm calling **Living with a Vermont Cat**. My next article may very well be titled "The Cat & Mouse Hotel."



Prince Lucas at Halloween

Courtesy of JR Phillips,
who knows about these things

In case you were wondering, this is what Prince Lucas looks like at Halloween.



BOOK REVIEW

9600 HP, The Story Of The Oldest E-Type Jaguar, by Philip Porter

by David Moulton

If you just start reading on page 79 of Philip Porter's wonderful new book, *9600 HP*, here's how it goes:

"XK 150 sales were tailing off pretty dramatically and the pressure for a replacement was mounting. . . . According to Bob Berry, 'There was no project in the company with a higher priority than the E-Type, both as a Roadster and a Coupé. . . .'

"Of the prototypes that were built, by July, 1960 E1A had sadly been scrapped . . . and the Pop-Rivet Special [No. 2] had met the same fate, as had No. 3, which was simply an unpainted body. Most of the development testing through 1959-'60 was done by a blue Roadster (No. 4) and a red Roadster (No. 5). In mid 1960, the first prototype Fixed Head (No. 6) was built and just used for durability work on the car-breaking Belgian pavé. . . . By the end of this a car was good for nothing but the scrapyard, the eventual fate of No. 6.

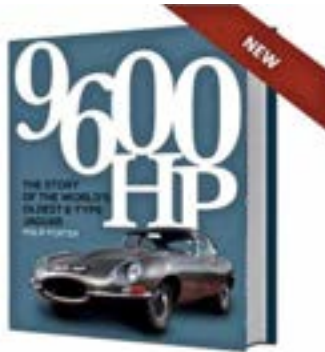
Shortly after No. 6 came, not too surprisingly, Prototype No. 7, another Fixed Head Coupé. This one would have no less than nine lives."

Think about it. A prototype. Just the seventh one built.

When we build a prototype, we are still figuring out what the car is, what it might become. No assembly lines yet. No parts list. Some drawings, often leaving many bits to the imagination, as in "Here be heater ducting." All parts are borrowed or fabricated. Just cobble it together, carefully, by hand. Lots of fiddling, lots of fettling, just to get it to a point where you have an idea of how it might work, whether or not it will be any good. As with prototypes 1 through 6, you'd think Prototype 7 probably should have been scrapped, too. Real prototypes usually become a mess, continuously modified as they are developed, band-aid on band-aid, run until they fail, repeatedly, run until they are ugly ducklings and have no more useful information, insights or experience to give up to us. Scrapping really is usually best.

Prototype No. 7, in this case, turned out to be different, for whatever set of improbable reasons.

That car, E-Type Prototype No. 7, with registration number 9600 HP, is the subject of this book. It's a remarkable story by itself, but Philip Porter manages to give us much more, weaving an intricate array of other



stories, biographies and histories to fill out the book, in a really lovely display of writing craft.

9600 HP is beautifully produced, suitable both for coffee-tables and for in-depth reading and re-reading. (You might also use it in a weight room for work on forearm and wrist strength – it is that substantial.) 320 pages of heavy high-gloss paper with an endless and fascinating array of photos,

data-sheets and reproductions of handwritten notes, typed correspondence, public-relations documents and general memorabilia, all very well annotated and meticulously produced. And ohhhh, those photos . . .

The book tells the story of Jaguar's creation of the E-Type, including much history of the company itself, the principal characters involved with this particular adventure, the adventure's prelude and postlude, stories about the various people that owned or were involved with 9600 HP (even including Stirling Moss, who was photographed driving it through a car wash!), the process of restoration of 9600 HP, and a great deal of information regarding the design characteristics of the E-Type, characteristics that made it such a big step forward in terms of production car design, engineering and marketing.

We also have such stories as Bob Berry's legendary wild overnight drive from Coventry, UK to Geneva, Switzerland, arriving just 20 minutes before the car was due to be introduced in March, 1961 ("Good God, Berry, I thought you weren't going to get here!" exclaimed an irate Chairman William Lyons, upon Berry's heroic arrival), even including, for depth, some detailed route notes

("As he turned left out of the factory gates, Browns Lane quickly became Windmill Hill. Turning right at the 'T' junction, very briefly on to the Birmingham Road, he would have then turned left on to the Dunchurch Highway. He would have reached this dual carriageway in a couple of minutes. The old Fletchamstead Highway, as it became after about a mile, skirted Coventry but to this day consists of a tedious succession of traffic lights and roundabouts.")

(Continued on page 20)

Book Review (Continued from page 19)

and Bob's own recollection early the next morning as fog lifted, running south of Reims

"(. . . not to put too fine a point on it, I just drove it flat out. I was so far behind schedule as not to be possible. But on the basis that if you don't try, you're not going to achieve it, I simply drove as if it was a race. . . . It was a case of balancing speed with getting there in one piece. I was going as fast as I possibly dared – sort of torn between being late and shunting it. On the long straight roads of northern France at 120s, 130s 140s – it ran at whatever speed I could get between the corners.").

In a prototype coupé.

The ONLY prototype coupé!

The ONLY coupé that's about to be introduced to the public, in front of the boss.

Talk about madcap!

We then learn about 9600 HP's hard life as both a test mule at the hands of test driver Norman Dewis and others (unsurprisingly, they went through three different engines during development and testing), and also, later, as a Press Car, handed off each weekend to yet another car magazine staff and then madly re-fettled each following week (clean it, fresh tires, retune the engine, fresh fluids, belts, etc.) for the next round of journalists, who of course were also going to prove to themselves and the world that, yes, it would in fact do at least 150 mph, just like the ads said! Every week!

After two years and 30,000 miles, with E-Types firmly and successfully established as THE car to own, cherish and enjoy, Jaguar sold 9600 HP to John Coombs, a dealer who achieved considerable fame racing Mark 1s and 2s (Graham Hill and Roy Salvadori were often drivers) and who often acquired "interesting" cars from the factory for subsequent resale.

From there, 9600 HP provided what might be described as exciting transportation for a series of quite interesting owners: a polymath film producer named John Paddy Carstairs, F1 driver Jack Fairman, a young enthusiast named Peter Lockhart Smith, collector Derek Brant and ultimately, in 1977, our author Philip Porter. By this time, the car had gone about 50,000 miles and was in need of a thorough restoration.

The balance of the book gives us a pleasant introduction to Porter himself, who modestly describes his descent from accounting into car collection and restoration, plus writing and publishing about cars, and then provides a detailed and delightful narrative describing the full res-

toration of 9600 HP to the highest possible standard of authenticity he could imagine, and might also possibly almost be able to afford.

Near the beginning of the book, in Chapter 3, *Man of Vision*, Porter provides a biography of Malcolm Sayer, the aerodynamicist who designed the E-Type (as well as the C-Type and D-Type which came before and the quite beautiful XJ13 which followed). Sayer was a genius, also blessed with a firm grounding in aviation engineering principles, techniques and designs, acquired at Bristol Aircraft during the dark years of World War II. He both intuited and then solved for the reduction of drag, the maintenance of downforce, and the utterly pure aesthetic beauty of his body designs, all at once, seamlessly.

Porter makes the point that Sayer's vision became *the essence* of Jaguar, and that it continues to this day, inherent in Ian Callum's designs as well as future designs that will be easily identified as Jaguars.

The book closes with three excellent, interesting and funny appendices devoted to Sayer: *The Early Years*, *A Lasting Influence* and *The Cartoonist*.

Part of what makes the book such fun to read is Porter's humor and ability to share the silly stories and adventures that lie just beneath the surface of any well-lived life. His writing here is superb, bringing all of the characters vividly to life and making obvious why it is that we can become so besotted messing about with cars. He also illuminates many of the issues relating to restorations, authenticity, the need for careful research, and all of the good and not-so-good things that happen along the way.

Should you buy and give this book away as a gift? Of course! You will be amply rewarded at future Christmases.

Should you buy this book for yourself? Of course, if you have any interest in cars.

Should you buy two or more copies of this book for yourself? Absolutely of course, if you own or have any sort of passionate interest in Jaguar E-Types. You will need a copy for the library, of course, one for the coffee table, possibly one for the weight room and one for the barn (see Porter's ruminations on house-buying criteria for car collectors, page 185). If you value your marriage, probably best not to buy one for the bedroom.

9600 HP is one of the most enjoyable automobile books I have read. Thank you for sharing, Mr. Porter.

9600 HP - The Story of the World's Oldest E-type
by Philip Porter

Porter Press International

320 pages - Over 500 images

ISBN: 978-1-913089-27-6

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FOR SALE: 1992 XJS COUPE

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What we have here is a very well kept 1992 Jaguar XJS Coupe with 105,000 miles on the odometer. The car is finished in a very nice Gray Metallic paint complemented by a Iris Blue Leather interior and overall, this car is in very good condition.

This 1992 Jaguar XJS Coupe has not been in any accidents, has been very well maintained and has a very solid body. The engine is the 5.3L SOHC V12 which is coupled to her 3 Speed Automatic transmission. She has all the options and ready for a new life in a new garage. Recent service highlights include:

- High mileage GTX Castro,
- * New drive belts,
- * Drilled and slotted discs in front with ceramic pads,
- * New engine and TDC sensors,
- * New rear Tires.

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

and my cell is **207 215 8049.**



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**MISCELLANEOUS JAGS
FOR SALE FROM
BARRY MONTGOMERY'S COLLECTION**

I just received a letter from Barry's son, Andrew, which I've attached below. Anybody who might be interested in any of this should feel free to contact Andrew directly.

Hello Dave,

If you recall, Barry Montgomery was my father and he loved being part of JANE and Jags. He collected too many of the latter. All 34 of them were kept at a cow farm in various barns. We sold the cream of the crop, pun intended – sold or towed the lowest ends of them, and we're down to nine. I'm attempting to get in touch with a few auction companies, but if one of you good fellows needs a project like a '66 right hand drive 420 or just needs another XJ6 for driving or parts, I'd love to hear from you.

What we have:
Five XJ6's in various conditions;
XJ6C
XJS
Series 1
420
And a 4.2 engine that was over hauled and somewhat sealed up
4 chrome wire wheels.

I've been paying more in storage than they're worth but I couldn't just tow these off and COVID killed selling plans last year. I just want to make up some of their cost and get them to better places. My father would kill me if he knew I had plans of converting the XJC with an American engine and give it some small bumpers and less chrome trim, sleeper classic.

Thank you,
Andrew Montgomery
utahpowderhound@hotmail.com



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Letter to the Editor, from a new member

by Herman Wiegman

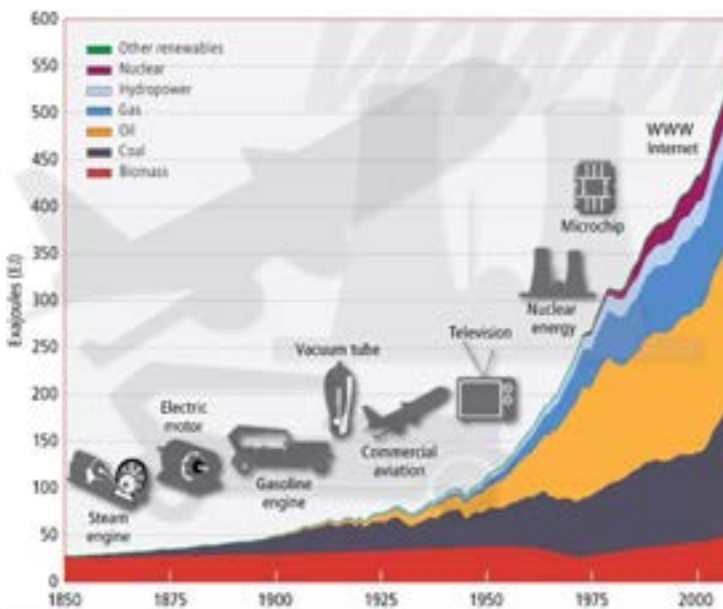
I am a new JANE member, located in northwestern Vermont, and I read each page of *The Coventry Cat* as a communique with the broader Jaguar mother ship. Every advertisement, every article and every classified ad feeds me, just like getting an intravenous shot in the arm. Long live *The Coventry Cat*.

I would like to add some perspective on two recent articles in the July/August issue, by Chuck Centore and David Moulton. (Hey, they asked for comments!) Chuck Centore shared his thoughts about a potential future where gasoline would become scarce, our classic cars would become valueless, and the public would shun old cars as they drove by. Meanwhile, David suggested that recharging an EV would cost the driver \$45 due to the discretionary time it would consume.

Full disclosure, I own both an electric car as well as a Jaguar F-Type. I straddle the proverbial fence, perfectly protecting myself, in theory if not practice, from stepping in cow paddies on either side.

1. Gasoline is a strong player

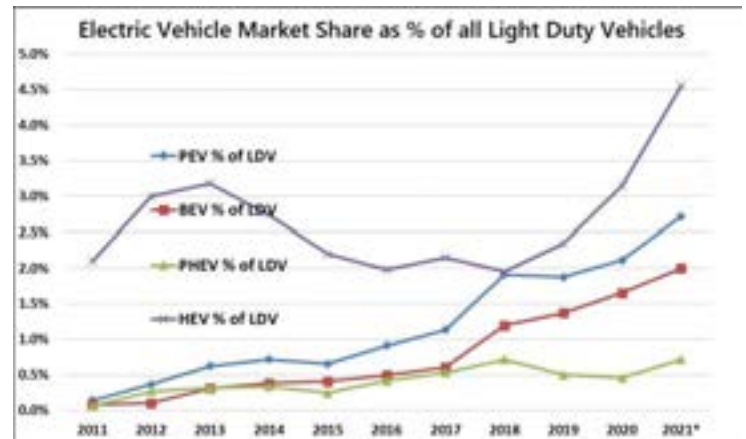
Humanity has used numerous sources of energy over the past 150 years; biomass, coal, hydro, oil, natural gas, nuclear, and now solar and wind power. Our usage trends suggest that humanity will probably consume more energy of all types, not less.



Sources of energy used since 1850

2. EVs are a portion of the future

Presently in the US, only 2% of all vehicles sold each year are electric or hybrids. The market trend for EVs is accelerating, and will probably rise by a percent or two per year. It will likely take about 30 years for EVs to achieve 50% levels. And it is unlikely that EVs would serve all market needs, so there will be a long future for gasoline powered vehicles on the US roads.



Market share for electric vehicle types – note the percentages on the left

3. Classic car values are strong

Classic cars are valued based on their perceived beauty, legend, and shared experiences. And Jaguar values will definitely not collapse. But over time, the spotlight of human interest may focus more on the E-Type, as it was a very significant vehicle. The only way to maintain interest in a broad range of classics is to keep them relevant and in the public eye. This can be done with movie appearances, road rallies, vintage racing, and classic car shows. See the examples below:



Generating new interest

(Continued on page 24)



Keeping the legend alive

4. Old cars are admired

The car culture in the US is strong, and the public admires seeing old cars on the open road. I think few would see a vintage Jaguar as a pre-emission polluter; rather, most will see it as a wonderful expression of automotive history. So let's keep driving and showing our classics with pride.

5. EVs can be more time efficient

From my experience, I spend about 20 seconds per week attending to recharge my EV, only plugging it in once or twice a week to avoid low charge states. This is done when it is parked for long periods of time, either arriving at home, or at work. Alternately, I spend about 20 minutes each week attending to the refueling of my Jaguar. I have to drive a few miles to the gas station and stand next to the gas pump while it blasts out atrocious gas station TV infomercials, torture of the worst kind.

I do agree that an EV on a long trip may require a 45-minute recharge stop. But if the driver has access to the internet, or a nice cup of coffee, (or a bathroom!) it may be a few minutes of discretionary time well spent before continuing the journey. Of course, this is best done in a Jaguar EV.

We are the celebrants of our own passions, and our continued efforts to share the Jaguar marque is what keeps the interest and fascination alive for ourselves, and for the general public. Let's keep Pace, Grace and Space going.

Sincerely,
Herman Wiegman
South Burlington, VT

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 September and October, the Astonishing Past Prediction is:

"This 'telephone' has too many shortcomings to be seriously considered as a means of communication. The device is inherently of no value to us,"

– Western Union internal memo, 1876.

HONKU

by Aaron Naparstek

Psycho behind me
what do you want me to do –
hit the crossing child?



Jaguar Association of New England
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Website: JAGNE.ORG

And from the *Bottom* of the Scratching Post

by David Moulton



I was interested and pleased to hear from several members regarding Chuck Centore's and my discussions last issue about the emergence of electric cars. I particularly enjoyed Herman Wiegman's very thoughtful Letter to the Editor, which I hope you all have read.

I'd like to go a little further with this, if you don't mind. The bigger picture is this: we have a problem with the emission of greenhouse gases and pollution into the atmosphere that is affecting our climate (by warming)

in ways that may prove disastrous for us. And before outright disaster, that climate may become really unpleasant for us, in terms of (a) simple overheating and

(b) more violent weather as a consequence of heating – we seem to already be experiencing a fair amount of this latter effect. Make no mistake: this appears to be a VERY serious problem. We ignore it at our own, possibly existential, peril.

And our car part of it is this: In the US, approximately 30% of greenhouse gas emissions come from the transportation sector, and I'm guessing that perhaps 50% of that (15% of all US greenhouse gas emissions) comes from cars. As car enthusiasts, we need to own up to this, and do something about it, in support of our car enthusiasms, for our own comfort and, perhaps, for survival.

So, next issue I'll spend a little time considering what our path forward, as car enthusiasts and supporters of Jaguar Land Rover, might be. What positive steps can we take? And what does our timeline look like?

I'd really love to include whatever comments any of you who have thoughts on the subject would like to share. It IS an important topic.

Thanks for listening. Stay well, party hard, and remember to always check your blood and tire pressures.

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 Nevada, it is illegal to ride a camel on the highway.*

Barry notes that this shouldn't be a problem for any of his Nevada-bound JANE clients, because, (a) none of them own (or even smoke) camels, (b) none of them seem to know how to ride ON anything except the occasional bicycle, poorly, and (c) they all seem to congregate in Las Vegas, where, Barry notes with some satisfaction, "There are no damned camels!"

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

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

A Band of Brothers and One Girl



Photo courtesy of Alec Hay

Left to Right: Scott Campbell, Jack McLachlin, Bonnie Hay, Alec Hay, Glen McLachlan

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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. [†]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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