

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

November - December 2021

The "Party Time!" Issue

More Than Just a Car Club



Photo courtesy of John Brady

***Peggy and Ray Binder
Share Their XK120 With
The Larz Anderson Automobile Museum***

(See Pages 6 through 8)

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

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An ad in *The Coventry Cat* currently reaches over 350 households with excellent demographics, who will read anything we send them ...

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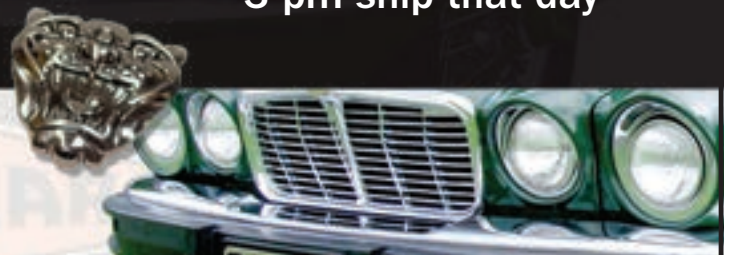
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From the *Top* Of The Scratching Post

by Dave Moulton



I'd like to take this opportunity to thank all the people who have helped me transform the Coventry Cat, yowling and scratching all the way, from being a wishful prayer on an Excel spreadsheet to a finished newsletter in

everybody's email and snail mail in-boxes each issue.

Thank you all, writers, proof-readers, fact-finders, assemblers and, of course, our publisher Pam (just so you all know, your ranks include Carl, Aldo, Ken, Marjorie, Jeanine, Dean, Gordon, Daniel, Kevin, Brian, David, Bonnie, Chuck, Marg, Rick, Adrian, JR, Herman, Alec, John, Ray, Linda, Bob, Aaron, Nikola, Barb and, once again, Pam). If you have the good fortune to run across any of these miscreants, please buy the poor, kindly souls a drink, would ya? Each and every one of them deserves it!

It's the end of what might be thought of as a fractious, difficult

year – and this issue of The Cat has lots of bits and pieces in it (some might call them loose ends). So: there's a nice feature on one of our directors, Ray Binder and his wife Peggy. We have write-ups on the Cape Cod Tour and The Jaguar Cup at Myopia Polo Club, as well as a gallery of photos from the British Invasion. We have a slate of new and returning Directors and Office-holders for you to admire and approve of at the Annual General Meeting. Bob Doyle has a revived Regalia offering. Linda Mullen has suggested Photos From The Car's Point of View and JR Phillips sent us a very pleasant Christmas photo to think of, perhaps, as a Christmas card. Meanwhile, we need to carry our very good friend Margaret Caruolo, Whippoorwill, in our thoughts and prayers forevermore. Bless her.

Beyond that, remember to party hard, use third gear a lot and second whenever you feel the need, have some great holidays, and most of all, Keep Calm! And thanks again. You guys make life fun!!!

Your humble editor.

From the President's "Jungle Cat" Garage



Greetings all!

My President's Address this month is going to be on one topic only, the passing of our beloved Margaret Whippoorwill Caruolo on Wednesday morning, November 3, 2021.

She was a revered elder and part of the Narragansett people and also, clan mother of the Algonquin Medicine Society. She also had names of Buffalo Rider and Jaguar Of The Night.

I had the honor and distinction, as President, to attend her wake and life remembrance ceremony in her hometown of Warren, Rhode Island, together with Daniel Graf, his wife Jeanine, Don Holden and his wife Susan, Bonnie Getz, David Moulton and Robert Doyle.

The event was quite revealing in its true American Indian tradition, and special in many ways. I was asked to give a brief remembrance of Margaret on behalf of JANE, and I recalled that Margaret Whippoorwill saw more in Jaguar motorcars than just speed and elegance. It was part of her transcendence into the spiritual aspects of a sleek jungle cat revered by American Indians and Central American Indians, such as the Mayans, who referred to the jaguars as "Balum." This is my recollection too, having visited the Mexico/Central America region several years ago.

Whippoorwill's view of the Jaguar, as a mystical cat, carried forward in all of her speeches when she presented the Best of Show trophy and always said "...even if you did not win today, be proud that you were here together with your other friends in this Jaguar motorcar event."

I also had the honor of participating as a pallbearer in her burial ceremony and being cleansed with burning sage leaves and touched by the smoking pipe that is a sacred artifact of her group.

We will miss Margaret Whippoorwill and her great wisdom, peaceful nature, and support of our beloved Club. The entire event of the past few days reaffirms my view that JANE is a motorcar family transcending simple ownership of Jaguars.

As I was leaving the ceremony on November 10, 2021, the group congregating in the cemetery noted two red tail hawks hovering close to the burial site and as I left, I saw three groupings of Canadian geese, 30 to 40 in each group, passing directly over the grave site. This was viewed as part of Margaret Whippoorwill's dancing with the stars.

The last note that I will make is the comment made by a Tribal elder which I will never forget that is, in being part of Margaret's life, all of us in the JANE Club now possess her spirit. As Dave Moulton said on the evening of the wake, "it is not that she was part of us; it's that we were part of her." Well said, Mr. Editor.

We are all enriched by her presence among us. God speed, Whippoorwill.

Ray and Peggy Binder's Jaguar XK120 OTS on Display at Larz Anderson Museum, Brookline, MA

By Ray and Peggy Binder, with John Brady, photos by Ray and Peggy and John Brady

Ray and Peggy Binder have been displaying their award-winning Jaguar XK120 OTS at the Larz Anderson Museum in Brookline, MA for the past few months, opening on the 16th of June, 2021 during a members meeting at the museum.

The display is called "Hidden Treasures" and is a side-by-side comparison of a fully restored 1953 Jaguar XK120 OTS (Ray and Peggy's) and a local 1951 XK120 OTS owned by Lee Alright of Brookline.



It was a beautiful evening at the Larz for the display reveal, and many museum members attended.



Ray and Peggy Binder's 1953 Jaguar XK120 OTS (left). Alright's 1951 XK120 OTS (right)

And here are some details and the history of the restoration on Ray and Peggy's car in Ray's own words:

Based on the information provided in the Jaguar Cars Heritage Certificate, our car was built on December 8, 1952 and dispatched from the Port of Liverpool on December 12, 1952. The receiving dealer in the United States was Max Hoffman Motor Cars, New York, NY.

There is no record of the first owner, and the car was first registered as a 1953 model.

We actually found the car in an unheated one-car wooden garage in New Rochelle, NY. It had not been started or run for approximately 10 years. We bought it in February, 1975 for \$135.00.

I got the car running that summer by installing an AC Delco electric fuel pump on the firewall and a temporary fuel system that included a gas can and a battery with jumper cables located in place of the passenger seat (see photo). The gas can and battery were held together with bungee cords to keep the gas can from falling over. I drove the car several dozen miles that way during the summer so that I could at least say it was mobile. The exhaust system was completely rusted away and blew apart upon starting and driving the car for the first time. The brakes were seized, but after a few interesting attempts at stopping the car, they did begin to work slightly, and with vigorous deployment of the hand brake, the car could be brought to a stop most of the time.

We started the restoration process in late 1975 and early '76 by taking a pencil and yellow legal pad to make a list what was needed. I tried to find parts, shops and resources to obtain what was needed, which was not easy in those days before the World Wide Web and internet searches. The hunt for the items



Lee Alright's unrestored OTS.

(Continued on page 7)

Binder's Jaguar (Continued from page 6)

needed was mostly by phone and word-of-mouth. Finding very few resources or none at all for some items, such as sill assemblies, door shut faces and battery box assemblies, I needed to custom fabricate many of them (see photos).

During the summer of '76 and through the spring of '78, the car was completely disassembled, down to the bare frame, and the restoration work began (see photos). The right front fender was repaired and headlight pod replaced. New sills and the battery box assembly were installed. The other rusted areas were cut out and new steel was welded in. (At that time, body parts were not readily available like they are now. They had to be copied and fabricated from scratch!)

From the spring of 1978 through the summer of '79, I travelled extensively throughout the country for business, and the restoration had to be put on hold. Then, in the fall of '79, I was transferred from New York to Boston. The car was moved here as a rolling chassis, as well as in many boxes and crates, where it was stored in my garage for 12 years until 1991-92, at which point I started playing with cleaning up and restoring the small parts and assemblies in my spare time.

Finally, in 1992-93, Peter Gould, British Auto, USA in Manchester, NH, agreed to complete the restoration in his shop, including final body work, paint, top and interior, as time and funds permitted, as well as to install the other restored parts and assemblies furnished to him.

We finished the restoration, which took twenty years, in the Spring of 1995.

Since then, the car has been seen over the years at various car shows: The Endicott Estate, JANE events, British Car Day at Larz Anderson, Boston City Hall Plaza as part of Cruisin Magazine's top 100 cars in New England and at the JCNA - AGM in Cambridge, MA. And now, the car is on display in an exhibit at the Larz Anderson Automobile Museum in Brookline, MA."

Here are some of the pictures taken during the early days of ownership and during the restoration.



The pick up!



"A shell of its future self"



Originally Old English White



Complete chassis and motor, etc.



Car has its original engine and gearbox (matching numbers)



Undercarriage



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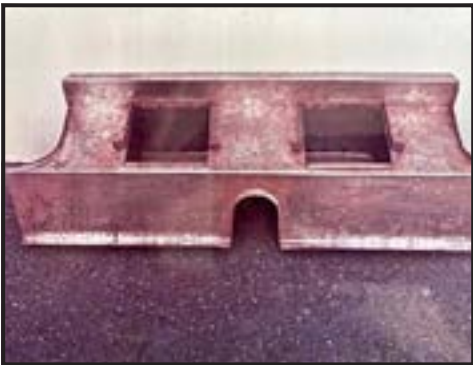
(Continued on page 8)



Finished paint in BRG



Original rusted out battery box shelf



Hand-fabricated replacement battery shelf



Gorgeous, polished engine



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Here are Peggy and I a few years ago with a Championship award at a JANE Concours.

JANE 2021 Autumn Upper Cape Cod Tour

By Marg Dennis

It's always difficult to say goodbye to summer.

I think it's particularly hard to do so when you live on Cape Cod. Maybe that's why JANE's directors of events, Dean Saluti, and Daniel Graf, accepted Russ Dennis' invitation to organize a tour of the Upper Cape at the end of September.



"Anthony," Russ and Marg Dennis's XK150, shrugs off a little rain before leading the way.

So, on September 25, undeterred by skies that seemed more accepting of rain than sun, nineteen JANE members, traveling in 11 cars, gathered in the parking lot of the historic Daniel Webster Inn in Sandwich, Massachusetts to begin a 64-mile tour of the Upper Cape.



Other entrants gather for the start.



Mary Finan and Jeanine Graf share some Lucas jokes.

Each participant was given 6 pages of very detailed instructions about how to proceed from point to point. Navigators, in particular, were very grateful to receive Russ' easy to follow and meticulous instructions, courtesy of Tulip programming. You could not get lost or disoriented on this tour, even if you wanted to. And walkie-talkie communication between Russ and Marguerite and Dean and Margie insured that the group all stayed together. You might call it "herding cats." But we did it!



Russ Dennis tries to explain the concept of a tour to the participants.



Meanwhile, Mary Finan, Adelaide Braun and Jeanine Graf test their rain gear . . .



. . . while Russ Dennis, Keith McKenzie-Betty, Adelaide and Bill Braun and Rich Hanley casually brave the elements.



Whatever it is, Marjorie Cahn, Dean Saluti and Marg Dennis think it's very funny. Aldo Cipriano, not so much.

With engines roaring, we traveled caravan-style through the villages of Bourne, North Falmouth, Woods Hole, Falmouth, Waquoit, Mashpee, Cotuit, Osterville, Centerville, Hyannis Port, ending up in downtown Hyannis.

We drove past the start and finish points of the Falmouth Road Race, Monument Beach, Craigville Beach, and the Kennedy Compound. We drove past ferries leaving for Martha's Vineyard and Nantucket. We watched people eat lobster rolls and clams, and we saw children not bothered at all by their dripping ice cream cones.

We saw Cape Cod.

Before the skies opened with torrential rain, we were greeted by people, some tourists, some locals, many on bikes and all smiling and waving as we drove by. And the route included spectacular views of the ocean, lighthouses, and foliage just beginning to move from summer to autumn.

We saw Cape Cod.

In Hyannis, the proprietor of the British Beer Company was waiting for us. Everyone on the tour shared their story of getting very, very wet along the route, but I heard more laughter than tales of woe. And when I asked people what they liked about the tour, they told me:

"I discovered parts of Cape Cod that I have never seen before," Keith Mackenzie-Betty said.

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Upper Cape Cod Tour (Continued from page 9)

Rich Hanley said: "I loved getting caught in the rain."

Adelaide Braun said "It was very easy to follow the directions. Because of that, it was a very peaceful ride." Adelaide's husband, Bill, added, "Unlike other times."

We all know Jaguar gatherings and events are more than just the cars. Behind every car is a story and behind every story is a person with memories. Today's tour will be added to all of the other JANE events that have contributed to creating a sense of comradery among old and new, associate and full members.



And here are Rich Hanley, Russ Dennis, Daniel Graf, Dean Saluti, Jeanine Graf, Marg Dennis, Keith and Margaret McKenzie-Betty (from left to right) . . .



. . . while here are Vince Greco, Aldo Cipriano, Mary and Tom Finan, and Richard and Jan Gill (from left to right).



The Brauns, the Fontaines and the Gills settle in at the British Beer Company at the end of the tour.



And there comes a moment in every party, where it all gets just a little fuzzy and everybody starts feeling much, much better!



Meanwhile, Daniel Graf, the Salutis and the Dennises wait for their salads.

Meanwhile, when it got to be almost time for the Red Sox game to begin, we left the restaurant. But before we did, we celebrated the birthday of our president, Aldo Cipriano. A special day for him and for all of us who were lucky enough to have the time and the car to join this tour.



Is it time to switch your age into Celsius, Aldo?



So do Patricia and Vince Greco, Aldo Cipriano and Mary Finan.

Special thanks to Daniel and Jeanine Graf, Dean Saluti and Margie Cahn, and Russ Dennis for making this day on Cape Cod truly memorable.

November/December 2021 Events

by Dr. Dean Saluti, VP of Events



Here Come the Holidays!

After a wonderful time at JANE's Jaguar Cup Polo Matches in October, we can now ready ourselves for our 2021 Holiday season. Yes, JANE President and Chief Judge Aldo Cipriano, you can set aside your beloved polo outfit and begin to prepare for our Annual General Meeting (the JANE AGM) and our Holiday party.

If you were wondering about Thanksgiving at the Wayside Inn, we have now combined it with the Sunday, December 5, 4:00 PM JANE Holiday party. Because every year we have looked forward to the Thanksgiving turkey dinner at the Wayside Inn, this year, we have convinced the Wayside Inn Innkeeper, Steve Pickford, to provide his complete signature turkey dinner at our JANE Holiday party buffet. So, this year, Steve's Thanksgiving turkey will be alongside all of our other favorites – prime rib, schrod, pasta (for Chuck Centore, Aldo Cipriano, and me), and everything else. All this for only \$70!

We will have our own cash bar set up in the buffet room and a table of delicious hors d'oeuvres to munch on beginning the minute we arrive. After we finish our Holiday meal, we have been promised the Innkeeper's special desserts. All I want is the usual deep-dish apple pie with the bowl of homemade whipped cream, but I am looking forward to considering all the other desserts as well.

Meanwhile, don't forget that as we enjoy our appetizers and cocktails, we also have to conduct a very short business meeting, the JANE AGM, at which time we will install our new JANE Officers and Board Members for 2022. Don't be surprised if they look amazingly like the 2021 JANE Team! Aldo Cipriano promises a lightning-fast meeting so we can get on with the fun. This reminds me to tell you that you are encouraged to wear your Holiday finest as well as silliest, including all those reindeer antlers, elves noses and Santa hats. We are skipping the Yankee Swap this year, so there is no need to bring gifts.

I also have discussed the JANE Holiday party with Jan and Dean, and we had a long, drawn-out argument because they wanted to sing Christmas carols, at their age and in their condition. Imagine! Fortunately, they finally agreed to sit back and enjoy the fun - but maybe we can do some caroling in spite of them! Keep a watch out for the Constant Contact Holiday Party sign-up email.

It's Party Time

Editor's Note: *The following showed up in The Truth About Cars blog yesterday. And this issue of The Coventry Cat is, after all, our "Party Time" issue.*

Jaguar Land Rover CEO Takes a Tumble In L.A.

By Tim Healey on November 17, 2021

Auto-show parties sometimes get out of hand. Most of the shenanigans don't reach you, the car-buying public, for one reason or another. Then again, if TMZ is in the house, all bets are off.

The well-known digital gossip rag apparently was at a Jaguar Land Rover party in Los Angeles, featuring famed rapper/musician Wyclef Jean. Anyway, Mr. Jean apparently hoisted JLR boss Joe Eberhardt on his shoulders and things went ... bad. Let's just say the human tower failed the moose test.

If you're inclined to see a major car-company head ride a grownup's shoulders as if he's a child asking to see over the crowd at a parade, you can use the link below. If you do, you'll also see the fall that led Eberhardt to cancel interviews the next morning.

I often encourage people to party hard. This may have been too hard. Happy holidays everybody, and remember, JLR employees are human, too.

Your humble editor

<https://www.tMZ.com/2021/11/16/wyclef-jean-drops-jaguar-land-rover-ceo-shoulders-party/>

Ohhhhh, Whippoorwill

by Dave Moulton



From: Daniel Graf
To: Margaret Caruolo
Sent: Tuesday, August 24, 2021
Subject: Concours

Dear Margaret,

I trust that your return trip home was uneventful.

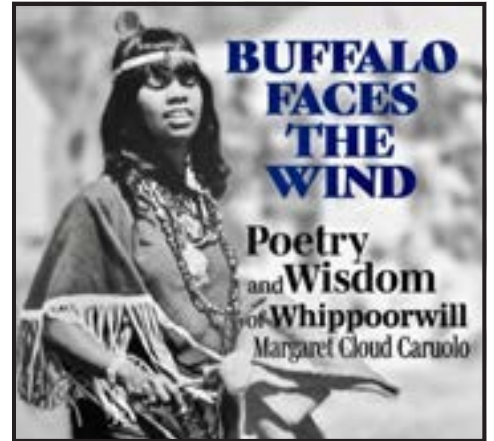
I wanted to express my heartfelt thanks and appreciation for your continued support and generosity in sponsoring the "Best in Show" trophies, which is something I failed to do on Saturday night.

Your speech during the "Best in Show" presentation, was expressive, moving, and memorable. It gave us all a trophy to bring home. Jeanine and I, as well as the entire club, draw inspiration from the immense effort you invest to attend and participate. It is the ultimate contribution. We are so grateful for who you are, and know in all our hearts that you are truly the **Best in Show.**



**Margaret Caruolo – Whippoorwill
1937 – 2021**

At 7:05 on Wednesday morning, November 3, our dear friend and Elder Whippoorwill (Margaret Eileen Cloud Caruolo) dropped her earthly robe and danced to the heavens. She also carried the names Buffalo Rider, Rut, Jaguar Of The Night and Morning Eagle. She was a very beloved Elder, and touched many lives with her wisdom and infectious charm. She loved the Native traditions, and loved dancing at Powwows.



Whippoorwill was the Clan Mother of the Algonquin Medicine Society, the Dighton Intertribal Indian Council, and Kalpulli Chaplin. She was an active member of Temple Habonim in Barrington, RI, an active and revered member of the Jaguar Association of New England, and a supporter of the Massachusetts Center for Native American Awareness. Whippoorwill was the author of many poems, as well as her book, *Buffalo Faces the Wind*. Everywhere she went, she touched people in a deep way. People always remembered and loved her.

She leaves her brother, Ronald Smith and his wife Donna, stepsons Michael and Steven Caruolo, granddaughter Dawn, dear friends Bert Gunn, Mike Grando, and Nancy Silva, among so many others – too many to list. She is predeceased by her husband Wildcat (Paul Cloud Caruolo), as well as her parents, Royal and Laura Smith, sister Harriet Isom, and stepdaughter Sueno. She also leaves many nieces, nephews and grandchildren.

We will all miss Whippoorwill's wisdom, gentle humor, enthusiasm, and her infectious smile, and at the same time, we know she is now free of her troubled body and free to dance among the stars, as well as see many loved ones and friends who have gone on before.

– Adapted from the obituary provided by the Willard-Romano Funeral Home, Warren, RI



And Margaret Will Always Be THE BEST IN SHOW!



At Her Last Concours, With Daniel Graf

Membership Update

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

This column often announces new JANE members and tells a little about them. This time, we will be honoring a long-time member who has recently left us.

Many JANE members have met and bonded with Margaret Caruolo over the years. She had something special that drew people to her – maybe it was her beautiful smile that lit up the room. But I bonded with Margaret in a surprising way: I found out that we were both Jewish!

I was so impressed that as an adult, Margaret chose to have a bat mitzvah, a meaningful rite of passage into adulthood in Judaism. This involvement in her chosen faith brought her great happiness - she met her husband, Paul,



Marjorie Cahn and Jeanine Graf

at temple. But that is not all that is unique about their meeting. Margaret and her late husband were both Native American, another identity that was central to Margaret's being.

I feel honored to have shared something meaningful with Margaret (Whippoorwill, as she was known in her Native American community). She was one-in-a-million, not just because she was a Native American, Jaguar-driving, Jewish poet, but also because

she was the most caring, generous, inspiring human being.

The JANE community has lost a beloved member.

By Marjorie Cahn
Co-VP of Membership



JANE Co-VPs of Membership

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

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An Eight Horsepower Demonstration Commands the Attention of JANE Members

By Brian McMahon



Thanks to our club President, Aldo Cipriano, JANE members had the opportunity to see the "Final Chukker" of the season at the Myopia Polo Club in South Hamilton, MA. Two dozen Jaguar owners aligned their Leapers on Gibney Field for the event, known as the Jaguar Cup, ...



... with the ladies flaunting some of the extravagant millenary that's popular at equestrian events ...



... and families both displaying and sharing the tasty results of their tailgate cuisine skills.



The only exposure to polo that many of us ever had was watching Steve McQueen in *The Thomas Crown Affair*, in which the polo scenes were filmed at Myopia. Participation in the moviemaking paid for a 24-stall horse barn for the club.



We may have never realized that polo is the oldest equestrian sport in the world, as well as one of the oldest team sports. As early as the 6th century BC, Persian cavalry units competed in the original game, with some suggesting that the "ball" they used was often a human skull (perhaps of a sore loser?). The sport spread from there to China and India, where the oldest polo ground was established in Manipur. After India became a British colony, polo spread even farther. All the way in fact to the British emigrés of Denison, Texas, where the *Galveston News* reported that the first US match was scheduled for June, 1876. Eleven years later, regular polo tournaments were held at the Myopia Polo Club, and the sport has been actively enjoyed in South Hamilton since then.

Polo is played by two opposing teams of four riders and their mounts, with the objective of knocking a ball through the goal posts of their opposition by using 6-foot-long mallets that are often swung while at full gallop.



(Continued on page 15)

Myopia (Continued from page 14)

Since the results of a collision are at least painful, and possibly catastrophic, there are rules to minimize this hazard. For example, the game is played with the mallet swung only from the right hands of riders.



Once a player has a straight shot lined up, no one is allowed to ride across the predicted path of the ball.



This can lead to some amusing complications, where the competitors can seem to wonder “Where’s the ball?” and “Can I make a clear shot if I find it?”



In addition, competitors can’t approach a competing player from the side when they are about to hit the ball, although “riding off” is allowed. This maneuver is similar to a hip check in hockey, and involves one rider coming up alongside another competing one and forcing them away from their intended path. “Hooking,” or one rider using their mallet to deflect a competitor’s mallet, is allowed

in polo but its equivalent in hockey results in a penalty.

Well, why not adapt this sport to cars and have “auto polo?” This was actually tried between 1911 and 1920, with predictable Demolition Derby results to both cars and their teams. Not every sport benefits from new technology.



An umpire rides along with the equine polo teams during the match and may blow a whistle to signify that a rule has been broken. The victim team is then granted a “free throw” from the distance to the goal posts that is designated by the umpire. There are usually six “chukkers,” or periods, in a polo match that last 15 minutes each and at halftime, the tradition is that spectators come down on the field for a “divot stomp” to socialize and replace turf that has been tossed up by hooves and mallets.

Based on their demonstrated riding and competitive skills, each rider is assessed handicap points. The best player on the team is the “field captain,” who directs the flow of the game. The “energizer” leads the offensive plays and neutralizes the efforts of the opposing team’s field captain, while the “goal scorer” concentrates on driving the play aggressively toward the goal posts. When doing this, the scorer targets the other team’s “defender” and tries to maneuver past them.

Polo “ponies” are actually full-sized horses standing 14.2 to 16 “hands” (or 58 to 64 inches) and weigh 900 to 1,100 pounds.



They are bred and trained to be agile, capable of quick bursts of speed, with stamina and maneuverability equally important. Polo training starts at age three, with a pony’s ability peaking between the ages of five and seven, and many are still in the game at age eighteen or twenty. Because of the stresses of polo matches, a rider typically has four ponies, and cycles through them at each chukker. As you can see, most polo ponies are friendly and appreciation from spectators is welcomed.

The mood at the polo event was mellow. Leashed dogs were permitted ...



...and JANE members were glad to be out and about, even in cloudy and occasionally drizzly weather. Well, Jaguars are British, after all.



(Continued on page 17)

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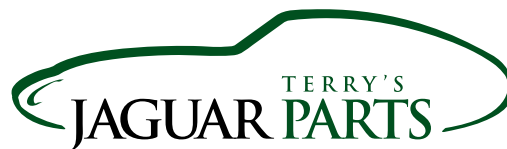
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The Car's Point of Reference Maybe a New Coventry Cat Feature

Editor's Note: I got a nice letter from Linda Mullen the other day, complete with a lovely photo (see below). Linda had this to suggest:



From The Car's Point Of Reference

Hello Dave. We would like to contribute a photo for the newsletter, if you have an opportunity to use it. We titled it . . . because you see ahead, us in the mirror, and behind us.

Thought it an interesting picture - you might even start a friendly competition of snapshots from the "car's point of reference."

Thank you.

Linda and Michael Kaleel and XK120

I think it's a great idea. Doesn't have to be a competition, although I like the friendly part. Anyway, do any of you readers have an interesting photo or dashcam screenshot? Send it to me, hopefully with a caption. It may end up as "From The Car's Point of Reference" in the world-renowned Coventry Cat! You could become famous! It's happened, you know. And you can't argue with truth!!

Thanks, Linda! - Your humble Editor

Myopia (Continued from page 15)

Our jungle cats were ready to leap ...



he's ever met and a new JANE member asked for a recommendation for mechanic skilled in XK maintenance. Thanks to this JANE event, they were able to exchange their views and our new member was relieved that he found a reliable source of information.



"Lone Wolf" fans of any car marque are often hobbled by a lack of connection with other potential sources of history, advice, and encouragement. JANE members benefit from participation in events like the Myopia Polo event that provide knowledge and friendship and a blessed relief from COVID-mandated isolation.



... while we schmoozed with old and new friends. One JANE member talked at length about the best Jaguar mechanic



THE BRITISH INVASION, 2021

From the Editor: I've received a bunch of photos from this year's British Invasion, held September 10th - 12th in Stowe, Vermont. Here are some of those pictures, taken mostly by Gordon Taylor. I've included captions where I have them, mostly from Gordon. Otherwise, please feel free to make up your own captions, and just soak in the ambiance of this wonderful event.



1930s Triumph Gloria



Betsy Taylor-Kennedy working hard.



*I always was a Triumph fan.
Nice Bonneville and a T100.*



*1954 Sunbeam Alpine,
seen from the right*



*Ah, yes, a Jaguar E-Type.
60 years old now. Still fresh.*



Land Rovers should look like this



*1954 Sunbeam Alpine,
seen from the left*



Gus and Michelle try to keep calm



It is a Series 2 Land Rover



2007 Jaguar XK



*Michelle interviews while
Gus continues to keep calm*



Bruce Murray's Mark 2 with trophy

(Continued on page 19)

November/December 2021



Our Series 2 Land Rover seen from the back



An unknown XJS getting a trophy



At the Block Party: Worthy rivals - TR4 and MG



A Triumph TR7



Block Party - MG Magnette - great cars in their day



Quite a display for Royal Enfield



A Triumph 2000



Here's a Triumph Dolomite Sprint. I loved these. For some reason Mike Gaetano had not heard of them. They were 2 a penny in the 1970s.



A London taxi



Some TVRs



Triumph Stag, Morris 1000 and MG. The Stag has always been on my favorite cars list



An array of classy cars at the Block Party

Holiday Stress? Try JANE Apparel! Solve your shopping problems with a simple click.

By Bob Doyle

You may have heard about container ships sitting in the Pacific Ocean waiting to be unloaded and the projected long delays in delivering goods to the American marketplace. Who hasn't?

News outlets are warning that holiday shoppers should act now to avoid disappointment caused by out-of-stock stores and online vendors. Uh-oh!

We, JANE, have the solution. 😊 !!!

Beautiful JANE apparel of many styles is now available

Here are some examples:

through a link on the JANE website. Click on *"Regalia"* or use this URL: <https://eastcoastembroidery.com/product-category/jaguarassociationofnewengland/>

Available JANE attire includes women's and men's polo shirts, Oxford shirts, Sweaterfleece, quilted Thermolite jackets and vests, waterproof breathable jackets, and caps.

Single? JANE attire is a well-known dating magnet. (If Professor Saluti asks for scientific data to prove this theory, just punt.)



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Recent respray, beautiful classic car, starts every time, cold ac, a true beautiful classic only 85k miles on clock

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Contact Rose at 1rgbg@comcast.net for photos and service history.



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**.

FOR SALE: 1992 XJS COUPE

mdallaire@comcast.net - 774 836 6205



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.





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Bannister the Barrister on Cars, Places, and the Law

by Barry Bannister, Barrister
(go on, say it ten times, quick!)

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 New Hampshire, it is against the law to inhale bus fumes with the intent of inducing euphoria.

Barry notes that many JANE members reside in New Hampshire, commenting that such a practice might certainly explain at least some of said residents' noted erratic behavior. He also queries, "Wasn't that what the exhaust systems on old XK120s and 140s were supposed to do? Why would they need a bus?"

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, especially New Hampshire, where the only alternative to freedom seems to be death. Odd place, and strangely popular.

*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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Miscellaneous Jags For Sale From Barry Montgomery's Collection

Some of these cars may still be for sale

Please contact: Andrew Montgomery, utahpowderhound@hotmail.com, or
Douglas Auctioneers, South Deerfield, MA 01373

413-665-2877

1967 Jaguar 420

1971 Jaguar XJ6 Series 1

1975 Jaguar XJ6C Coupe

1983 Jaguar XJ6

1985 Jaguar XJ6

1986 Jaguar XJ6

1986 Jaguar XJ6

1986 Jaguar XJ6

1986 Jaguar XJS

Motor & Tires



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 November and December,
our Astonishing Past Prediction is:***

***“The wireless music box has no
imaginable commercial value.***

***Who would pay for a message
sent to nobody in particular?”***

-- Associates of David Sarnoff (of RCA fame),
in response to his urgings for investment in
the radio in the 1920s..

HAIKU

by David Moulton

Beloved jaguar

kind, wise, graceful and funny

Forever, Whippoorwill!



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It's time for the Annual General Meeting and Elections

by Dave Moulton

JANE is obligated to have an Annual General Meeting (AGM) each year. And, at that meeting, we elect officers and board members to run the club on our behalf for the coming year.

This takes some preparation, which is done by the JANE Nominating Committee. This Committee, currently chaired by John Brady, with Ray Binder, Rich Hanley, Margie Cahn and Dave Reilly serving as members, has been hard at work rounding up willing(!) nominees for the Board, as well as other nominations. These all need to be presented to the membership, for voting, in accordance with the JANE By-Laws.

The Events Committee is still working on how best to conduct the AGM, and information about that will be forthcoming in *The Cat's Meow*.

With that said, I am pleased to present, for your information and voting pleasure, the 2022 JANE Board of Directors Slate, as presented by John Brady for the Committee. He writes:

"Nominations are complete and 15 out of 17 of the members of the JANE Board of Directors are returning for 2021. Special thanks to all our club officers for continuing to serve in the top leadership positions. Bonnie Getz, who has served as our club Secretary will be stepping down at the end of this year but will continue to serve as a Board member. This leaves an open position for Secretary, which we have not been able to fill at this time.

If any club member would like to volunteer for this important position, please contact me directly.

We also have an opening for another Board member due to the retirement of one during the past year. The Board has decided to forgo nominating another member and to reduce the total Board to 16 members, which still complies with the JANE Bylaws.

Thank you to Dave Moulton for continuing his outstanding work as our editor for the Coventry Cat and Cat's Meow member's blog.

The slate is as follows:"

2022 JANE Board of Directors					
	Title	Name	Term # Yrs.	Expires	Election 12/05/21
1	President	Aldo Cipriano	1	12/31/2022	Elect for 1 year
2	Past President:	Chuck Centore	1	12/31/2022	Elect for 1 year
3	VP Events:	Dean Saluti	1	12/31/2022	Elect for 1 year
4	Co-VP Membership:	Jeanine Graf	1	12/31/2022	Elect for 1 year
5	Co-VP Membership:	Margie Cahn	1	12/31/2022	Elect for 1 year
6	Treasurer:	Don Holden	1	12/31/2022	Elect for 1 year
7	Secretary:	Open	1	12/31/2021	Elect for 1 year
8	Director:	Dave Reilly	3	12/31/2024	New 3 yr. term
9	Director:	Bonnie Getz	3	12/31/2024	New 3 yr. term
10	Director:	Gus Niewenhous	1	12/31/2022	Return for 1 year
11	Director:	John Feng	1	12/31/2022	Return for 1 year
12	Director:	Bob Doyle	1	12/31/2022	Return for 1 year
13	Director:	Daniel Graf	1	12/31/2022	Return for 1 year
14	Director:	John Brady	2	12/31/2023	Return for 2 yrs.
15	Director:	David Moulton	2	12/31/2023	Return for 2 yrs.
16	Director:	Open	2	12/31/2023	Return for 2 yrs.
17	Director:	Ray Binder	2	12/31/2023	Return for 2 yrs.
	Concours Chair:	Daniel Graf			
	Slalom Chair:	Rich Hanley			
	Editor: "Coventry Cat"	David Moulton			
	"Coventry Cat" Advertising:	John Feng			
	Assistant Treasurer:	Open			
	IT Chairman:	John Brady			



And from the *Bottom* of the Scratching Post

by David Moulton



Following up on our last *Coventry Cat's* closing column, I'd like to consider our use of energy in cars vis-a-vis climate change a little more, by asking the question: what can we, as Jag Car Nuts, do to help reduce fossil fuel consumption, while still having Jag-style car fun and adventures?

Two really obvious things we can do right this very minute: (a) cut back on our daily (not fun) mileage, and (b) drive those daily miles more efficiently and economically. If we're diligent, we may be able to experi-

ence something like a 25% reduction in our fossil fuel consumption from just the combination of these two efforts. That's good!

Then, when our current daily driver wears out, we can replace it with something lighter and more economical (like a Prius plug-in hybrid - Consumer reports says they now get 69 mpg and only weigh about 3,400 lbs. - no Lotus, but hey!). With that, our total fossil fuel reduction will approach 75%. Really good!

And think of it: we can still have our motoring fun!

Yes, we can keep our "performance" cars around for the occasional slalom, tour and/or Concours, because Jag Car Nuts. Fuel consumption for those "fun" adventures turns out to be very modest - say, 50 gallons of fossil fuel for 1,000 miles max for a season at 20 mpg, while the Prius consumes 175 gallons of same in its 12,000 mile annual grind - 3 1/2 times as much. Also, keep in mind that right now, we're consuming 750 gallons of fossil fuel when we average 20 mpg for 15,000 miles a year in our current fossil-friendly daily driver.

And all this is stuff we can do now. We don't have to wait for the infrastructure to catch up!

Then, on that happy day when the electrical grid becomes served by, say, 80% clean and renewable power sources, we can easily move to fully electric cars (even

while hanging on to our beloved "performance" Jags). We're all set! And our share of electrical grid fossil fuel consumption may even drop by another 50%, down to 10-12% of what we used to consume before we got religion.

And, we're still having occasional fun and adventures with our Jags.

Finally, because still Jag Car Nuts, we may even be able to easily talk ourselves into buying a Jag "performance" hybrid SUV (the F-Pace R-Dynamic P400) or a "performance" EV (the I-Pace HSE) right now. Really nice cars, now including the virtue that all us tree-huggers are beseeching all us Jag Car Nuts to embrace - eelectricity!

That's where we are right now, I think. There seems to be a sensible, viable and fun path forward.

Thanks for listening to this wonky stuff. Feel free to share your thoughts on it. Meanwhile, stay well, continue to party hard, maybe leave some (er, infused?) cookies out for Santa and Mrs. Claus, and remember about both your blood and tire pressures.

- Yr hmb1 dtr



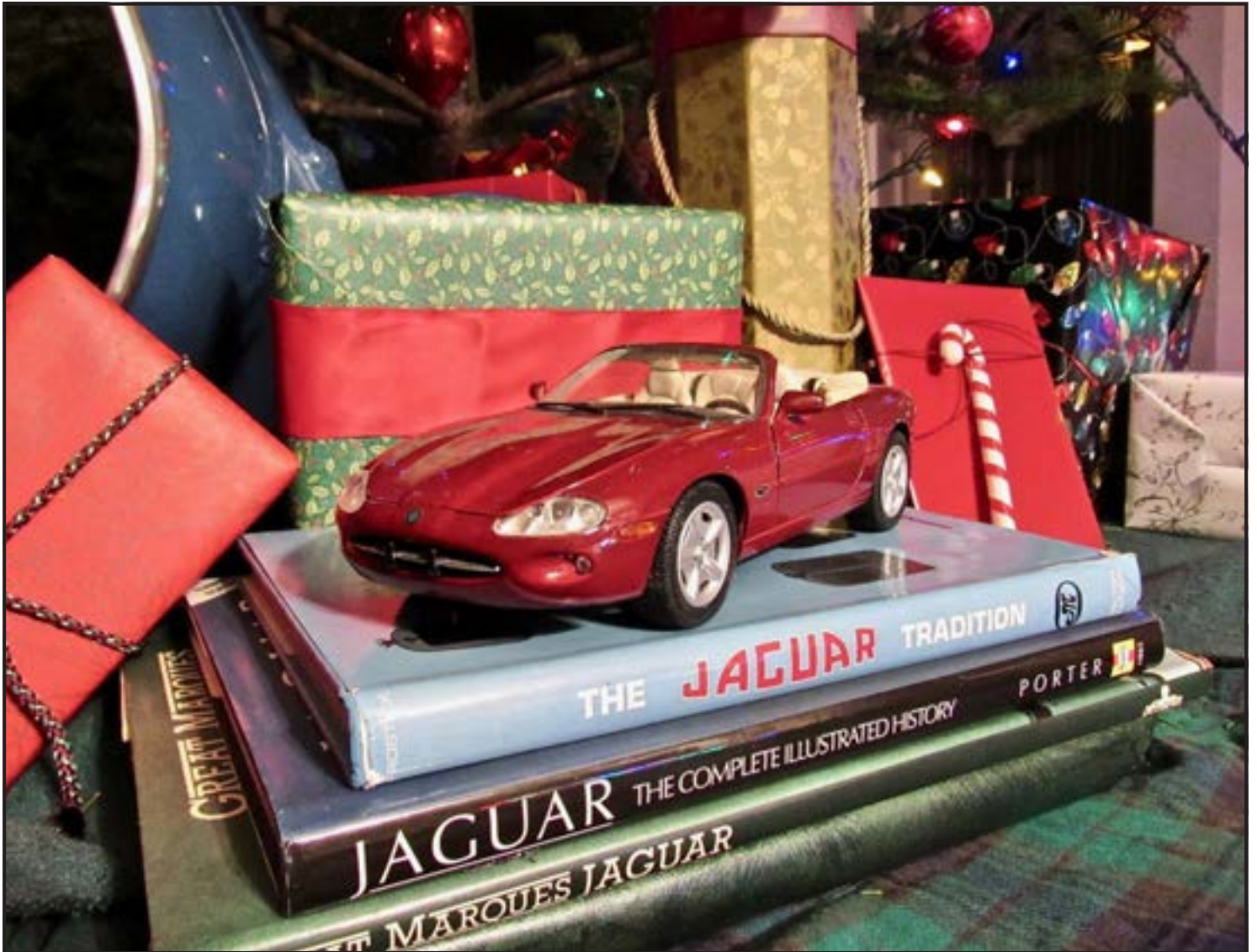
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Ho! Ho! Ho!

Photo by JR Philips



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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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