

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

January/February 2022

The "Slush, Snow 'n Ice" Issue

*More Than Just a Car Club*



***Annual General Meeting***

***or***

***Holiday Party?***

***You Be The Judge!***

***(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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### 1994 JAGUAR XJS 2+2

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# From the *Top* Of The Scratching Post

by Dave Moulton



Well. It's the beginning of what may turn out to be another fractious, difficult year. Who knows what's going to happen? Not me.

But we Jaguar owners and devotees are a resilient lot. Somehow, we'll make do. And

probably even have some fun at the same time. That's Plan A.

In this issue, you'll find a brief report on our recent AGM, a first look at the 2022 Event Calendar, a pleasant old-style note,

ayup, from David Clark in Vermont, Frank Grimaldi's recollection of his contribution to *The Thomas Crown Affair*, another car's POV photo, an article on shooting brakes by Chuck Centore, Herman Wiegman's treatise on mice, F-Types and the owners of F-Types, Honku, Pompous Predictions, our good buddy and barrister Barry Bannister, and a poem, not to mention my sad tale of the car that I don't have space for.

After all this we get February and March. Dark frozen slushy days and nights. And then comes April. Yahoo, as we say on the internet.

*Your humble editor.*

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



Well, as I sit here observing the force of the Blizzard of 2022, I have a vision of JANE's road tours and events for this coming year.

Recently, I had a unique opportunity at the invitation of our illustrious Coventry Cat editor, Dave Moulton, to tour a phenomenal new facility being built in his historic Town of Groton (remember Nathaniel Philbrick's great novel, *Mayflower*?)

This new facility will be the Groton Hill Music Center (currently operating as the Indian Hill Music Center, in Littleton, MA). Groton was the western-most outpost in the 1600s for the Massachusetts Bay Colony. The name of the music center does not really do justice to the size, scope and originality of this expansive music citadel, nestled in the hills of Groton with deer running by to welcome us on our recent visit.

This mansion of music will be able to accommodate a wide variety of musical art forms and styles, including a resident symphony orchestra as well as a comprehensive range of music instruction for all ages and skill levels. I will defer to Dave, hopefully in a future article for the Cat, for a more detailed description of this facility and what it might mean for us all. But, for some of us right now, think of Newport Jazz North, situated in the beautiful Greater Groton area.

I hope that a journey to this site in late 2022, as a road tour and visit, may be in order, possibly in collaboration with our friends from the Yankee Region Rolls/Bentley Club whose members include Dean Robert Doyle, Gus Niewenhaus, Steve

Gordon, and the master of British Motorcar shows, Michael Gaetano, all of whom are active members of that Club and members of JANE.

This segues into other events in the planning stage including a Deerfield, MA Motor Tour weekend to another historical Town in Massachusetts. Our return to the outer Cape for a "lighthouse tour" overlooking the Atlantic? If you have any thoughts for 2022 road tours or events, please contact our Vice President of Events, Dr. Dean Saluti or Margie Cahn.

The JANE Board of Directors have conducted their first meeting of 2022 with reports that membership continues to climb. Our finances continue to progress and are solid, but more work is needed. It was also decided that the Club, as a non-profit corporation, would make charitable contributions to David's House, our most popular charitable support, In-Control Driver Training, for young driver safety, and The Coventry Foundation, for its support of our Jaguar heritage.

Finally, Daniel Graf has received certification for the 2022 JANE Concours at Longfellow's Wayside Inn in Sudbury, Massachusetts. Daniel is working constantly on the components to make it an even greater success than our first year there in 2021. For this event, if any Club members have any ideas of company sponsorships, please send them directly to Daniel Graf. Further, in an effort to become self-sufficient for Concours Judges, if any members wish to consider training as Jaguar Concours judges, please let me know at [cipriani62@yahoo.com](mailto:cipriani62@yahoo.com). Daniel expects a larger field in 2022 and more qualified judges need to be recruited.

Well, the jungle cats are beginning to growl under their car covers and on their battery tenders, eager to return to the open road and other events.

Continue to stay safe and prosper in this New Year!

**Aldo A. Cipriano, President and Chief Judge**

# Our Annual General Meeting and Holiday Party

## Ho Ho Ho! Once Again, We Braved All The Viruses and Managed To Party!

*Text by Dave Moulton, photos by Chuck Centore, Bill Richardson*

After MUCH discussion, tearing of hair, rending of garments and worrying about the probabilities of all the risks inherent in any sort of social interaction more intimate than a virtual iPad meet&greet, we, a quorum of the JANE membership, bravely donned our various masks and made our way to the ballroom of the Wayside Inn to convene our Annual General Meeting and Holiday Party.

Ahhhh! I've missed these things!



*Santa Claus, disguised as Bill Richardson*



*Tom Larsen and Nancy Monaghan*



*Barb McLachlan*



*Jeanine and Daniel Graf*



*Brian and Martha McMahon, Bonnie Getz  
and Your Editor, being humble*

(Continued on page 7)



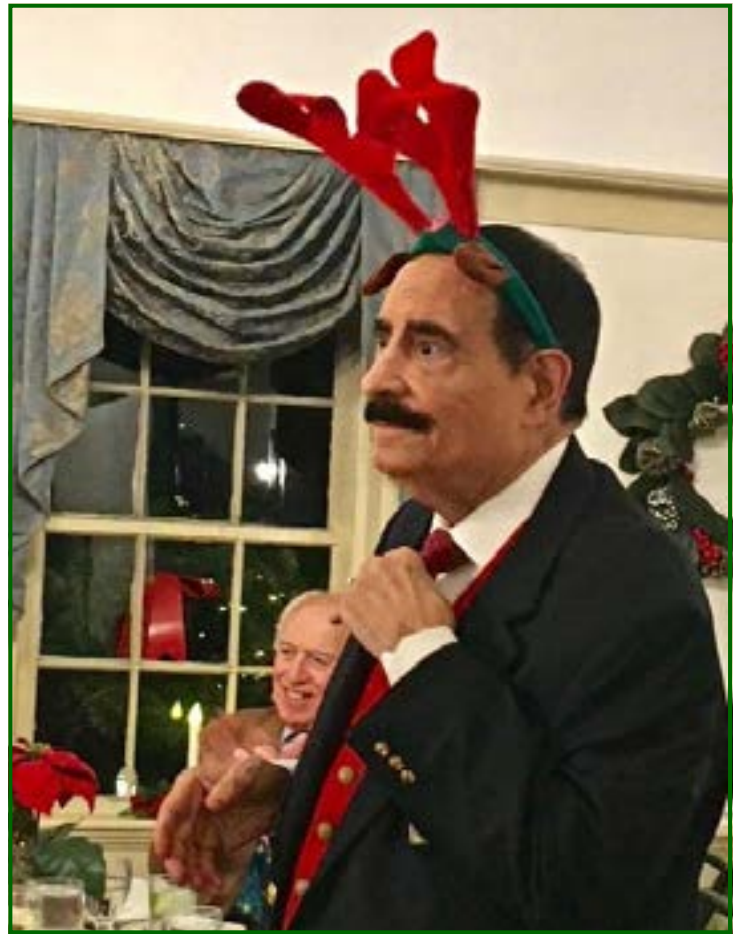
*Patt and Chuck Centore*



*Dave Reilly and Tom Larsen*

After a pleasant hour spent relearning the skill set needed to successfully survive a JANE cocktail party (remember those?), Chuck Centore called our Annual General Meeting to order, and stepped aside to allow an indisposed Aldo Cipriano to address us via Zoom. Aldo in turn thanked everybody for helping out and getting us through this year, and then directed our Secretary, Bonnie Getz, to once again cast her single, decisive vote to elect *all* of our distinguished slate of nominees to their various designated offices and positions, which she then, of course, did, with grace and wit. Time for dinner!

We ate, we drank, we had a really good time. We even posed for pictures!



*Dean Saluti led the way!*



*Don and Sue Holden*

(Continued on page 8)



*Marjorie Cahn and Dean Saluti selling raffle tickets for the Porter Press's Original Jaguar E-Type book. Like the hairdo, Dean!*



*Larry and Sharon Hoffman*



*David Phoenix and Chuck Centore*



*Santa and Richard Gill*



*Bill and Deb Richardson*



*Jan and Richard Gill*

***So what does 2022 hold in store for JANE?***

Dean Saluti continues as VP of Events and is looking forward to our banquet at Larz Anderson Museum, our picnic at Myopia, our Concours, and some rollicking tours on the Cape, in Western Mass, and possibly "Nahamsha." Thanks, Dean!

Meanwhile, membership continues to grow, and in spite of COVID there seems to be real interest in our particular brand of fun. Meanwhile, Bonnie Getz is hoping to retire as

Secretary whenever we find a replacement for her, while Don Holden continues to treasure our cash assets. Finally, I expect to continue to spread lies, damnable lies and statistics, not to mention innuendos, jokes and other car-related writings via the Coventry Cat and its Meow.

Anyway, that was it. A good time was had by all, and we are looking forward to 2022. May COVID be seen in our rear view mirrors! Here's hoping!!



# January/February 2022 Events

by Dr. Dean Saluti, VP of Events



## **Here Comes 2022! . . .**

I am going to give you a recap of our Holiday Party and our JANE Annual General Meeting (AGM) that was held in December. Yes, we did include our annual Wayside Inn Thanksgiving turkey at the Holiday party buffet. But, this year, the turkey was alongside all of our

other favorites – prime rib, schrod, pasta, and everything else. Steve Pickford, our friend and Wayside Innkeeper, did a spectacular job on our Holiday meal buffet. He even included the usual deep-dish apple pie with the bowl of homemade whipped cream, along with an array of other dessert delicacies.

We enjoyed appetizers and cocktails prior to a very short business meeting, the JANE AGM, at which we installed our new JANE Officers and Board Members for 2022. Our President, Aldo Cipriano, ran this meeting from Zoom on a projector. Of course, our Past President Chuck Centore was there to conduct affairs in person. JANE members and friends wore their Holiday finest, and, as promised,

as Vice President of Events I wore reindeer antlers that lit up and played Christmas carols. We had a great time!

Looking forward to 2022, we are still a bit constrained by COVID. Nevertheless, with help from Daniel and Jeanine Graf and Dave Moulton, we are planning more JANE spectacular road trips. So, stay tuned. Also, I have to report that Daniel Graf is well underway for implementing his action plan for the JANE 2022 Concours d'Elegance that will be held on the August 20<sup>th</sup> weekend at the Wayside Inn in Sudbury. Registration materials will be coming out soon – months ahead of time. Daniel has already ordered this year's Concours dash plaques!

Meanwhile, back in the Saluti/Cahn garage at our home in Quincy, our two X-Types are complaining that they are not getting enough time in the snow. After all, these cars were featured in advertisements going down a slalom course following a skier! My X-Type Vanden Plas is dirty and needs a wash, and I will not take my Jag Wagon out into the snow because Queen Elizabeth didn't do so when she owned one. Please take care of your loved ones in the garage too. Lastly, Jan and Dean continue to remind me that it was the Jag and not the Corvette that smashed up on "Dead Man's Curve."

## **NOTICE**

**It's time to renew your  
membership in JANE.**

***Go to the website and log in as a member,  
then select "Members Only Functions"  
and choose to renew your membership.***

# A Note From Vermont

**By David Clark**

*Editor's Note: I received the following from David Clark, of Westminster West, VT.*

Hi Ya Dave,

Thought you might like these photos of my prodigal XK Hunnerd an' Forty, back at the shack at last. Should give me something to do at night now besides sleeping.

There's also some time lapse photography. Bye ! David



*140 in the snow*



*The 140 on moving day*



*Wray Schelin, Butch Howe & Mark Goyette. You probably don't know Mark, but you know his work <https://www.hemmings.com/stories/article/mark-goyette>*



*The 140 unhinged*



*The 140 with Mark and Mary*



*Goodbye, XK140!*

# I Knew That Dune Buggy Intimately!

by Frank Grimaldi

Editor's note:

I received the following as an email from Frank Grimaldi:



**The Thomas Crown Affair Dune Buggy: notice how clean and camera-ready it is!**

The 'Thomas Crown Affair' was shot in and around Boston and at other locations in Massachusetts and New Hampshire. John 'Shag' Sharrigan ran the Speedway Custom Garage on Speedway Ave (not a joke) in Allston and had arranged a very lucrative contract to provide overnight cleaning, detailing, or anything else needed on the movie cars.

Shag and I became 'fast' friends while racing at the Sanford, Maine drag races years before and I even worked for him as a co-op student when I was a senior at Northeastern. Shag also won the 1965 race at Thompson which continued, under a yellow flag, while my car (my Father's XK120 roadster) lay upside down and burned ... and burned. Seeing that I had emerged unscathed, he took great pleasure in loudly greeting me as "Flames" Grimaldi from that day on. Regardless of the occasion, or who was present, I gladly endured his greeting until the day he died about 30 years later.

Those who knew Shag realized that Speedway Custom Garage was a great place to hang out. People would have gladly paid to hang around just to enjoy the constant trash-talking and jokes. Somehow, Shag kept these conversations going without ever stopping the work he was doing. After I graduated and got a real job, I often visited Speedway after work just to watch and sometimes join in on the constant banter going on. I was there when a flat-bed truck arrived to deliver that Thomas Crown Affair Dune Buggy, and that was when Shag told me of his contract to service the movie cars. Whenever one of the 'Thomas Crown' movie cars needed attention, it would arrive at Speedway Ave, usually in the afternoon, and Shag would immediately attend to it.

The work always needed to be completed for pick-up the following morning. During some movie scenes, the Thomas Crown character, played by Steve McQueen, was required to drive the Dune Buggy on Crane Beach in Ipswich. That afternoon was the first of many times the Dune Buggy arrived at Speedway Avenue for a very thorough cleaning. McQueen was known to drive the movie cars when he was not on camera, and at Crane Beach he was notorious for driving the Dune Buggy in and out of the surf!

On this particular day, Shag complained, in his inimitable way, that when he got the movie car contract, he never imagined he would need to spend so much time just cleaning that Dune Buggy. The other movie cars he serviced included a Rolls Royce and a 275 GTB Ferrari.

I offered to help clean the Dune Buggy when it arrived that first day. Shag sarcastically asked if I thought I could handle washing that car, emphasizing it was a movie star and needed to look perfect for the cameras! I assured him I could and 'accidentally' sprayed some water on him for good measure.

That Dune Buggy was there every time I visited and I too made a point of loudly complaining while washing all the salt water away. I even saw the Ferrari, but I never saw any of the movie stars! Naturally, I had hoped to be there if Steve himself drove up in the Ferrari, just to have Shag tune the 6 Weber carburetors, which he apparently did on one occasion. It was rumored that he and Faye Dunaway were often seen driving through various towns in that car when they were not needed for movie scenes.

Also, here's a neat video of all the background info you will ever need to know about car chase scenes in Steve McQueen's movie Bullitt.

The beginning of the video also shows some cars from other Steve McQueen movies including the red Dune Buggy from the Thomas Crown Affair.

[http://r20.rs6.net/tn.jsp?f=0019MyxaN96a2IAh-4WTZ19uuaIORM2sN6fg21Mx2hYF8p4o4z5ANM8l-RYvz2Qia\\_Ts15kDWaiRaseeTB84ntGKWnT2p6GGniNaOBio-PO8H7m7olbd-iYdzGndd7sG6oWquJC\\_f5vY9h2ea1bbzNveohG\\_agDmv5I9dAEZ2Y7nrrXWPNgJz-10yNOA==&c=zu4h-J72pRaM9xrXSchoa1sh8QpN--4KkeuFOBbxFEGd5QAX-48zNcw==&ch=ZIXQ-8GenP6R0spWwB61rHhaCTFT6H\\_vU-VcpTGEIImbahghRddoKqPA==](http://r20.rs6.net/tn.jsp?f=0019MyxaN96a2IAh-4WTZ19uuaIORM2sN6fg21Mx2hYF8p4o4z5ANM8l-RYvz2Qia_Ts15kDWaiRaseeTB84ntGKWnT2p6GGniNaOBio-PO8H7m7olbd-iYdzGndd7sG6oWquJC_f5vY9h2ea1bbzNveohG_agDmv5I9dAEZ2Y7nrrXWPNgJz-10yNOA==&c=zu4h-J72pRaM9xrXSchoa1sh8QpN--4KkeuFOBbxFEGd5QAX-48zNcw==&ch=ZIXQ-8GenP6R0spWwB61rHhaCTFT6H_vU-VcpTGEIImbahghRddoKqPA==)

(Continued on page 12)

# Membership Update

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

We have welcomed in the New Year, and have high hopes for a healthy one for all our JANE friends. And we are very excited that we have quite a few new members.

We look forward to meeting and seeing all of you at upcoming JANE events. You will learn that despite COVID, we have found ways to have lots of fun while staying safe. Take a look at our Coventry Cats on the website to see articles and pictures of some of the great times we have had in the last year. As an added bonus, our knowledgeable JANE members are always happy to share Jag stories, experiences and expertise.

Again, we remind current members that you should renew your JANE membership if you have not already done so. You should have received Constant Contact emails with renewal information. Also, our JANE website, [www.jagne.org](http://www.jagne.org), has a renewal link. And remember, you can always call or email us (Jeanine or Margie) if you need help renewing.

**Let's welcome our new members:**

**Steve Bardin**, 1969 BRG E-Type 2+2 and a 1991 XJS Convertible, Poultney, VT

**Brownie Carson**, 1960 Carmen Red XK150 DHC, Harpswell, ME

**Michael Chiusano**, 2008 Midnight Blue X-Type Sedan, Beverly, MA



**Marjorie Cahn and Jeanine Graf**

**Brian Early**, Redding CT – Brian was a member in 1976 and is now back with us! He did not list any Jaguars on his Application, but is of course welcome whether or not he currently owns a Jag!

**Carl Gustin**, 2006 BRG XK8 Convertible, Gloucester, MA

**Tony Faconas**, 1966 Black E-Type Coupe and a 1957 Green XK140MC Coupe, Nashua, NH

**Stephen Lang**, 1959 Black XK150S OTS Roadster, Narragansett, RI

**Gary McCluskey**, 2003 Red S-Type Sedan, Presque Isle, ME

**Thomas Parish**, 1969 BRG E-Type OTS, Westford, MA – Tom was previously a member - welcome back!

**Kevin Ryan**, 2002 Silver XKR, Manchester, NH

**Richard Savino**, 2022 BRG F-Type P450 R-Dynamic AWD Coupe, Somers, NY

**Teresa Thomas**, 2005 Liquid Platinum X-Type Sedan, Fitchburg, MA

What a geographically diverse membership we have - we have all of New England covered, as well as a bit of New York!

**Welcome all! Margie and Jeanine**

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

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

## Dune Buggy (Continued from page II)

Enjoy the secrets about the Bullitt movie chase scenes as well as my recollections of Shag Sharrigan and his Speedway Ave Garage! He was truly a legend in those good old days.

Regards and Best Wishes.  
"Flames" Grimaldi

PS: I attach a 1968 photo of my dear racing pals Tommy Rizzo and Shag.

If the hangers-on at Speedway Ave included a few new faces and there was a lull in Shag's entertainment, I sometimes pulled this snapshot from my wallet and explained that Shag is undoubtedly describing how he would approach me while I was in the XK120 on the starting grid at Thompson and loudly remind me "Flames, you will never beat Janet Guthrie (often racing her XK140 with us) because hers are bigger than yours!"

Cheers  
RIP Tommy & Shag



**Thompson Speedway Paddock, 1968. Fearless Leader 'Shag' Sharrigan explaining how he loved to irritate Flames by reminding him that he could never beat Janet Guthrie, while Tommy Rizzo is remembering how Flames had ended Sharrigan's enjoyment by actually beating her at this very same track.**

# THE CAR'S POINT OF VIEW

By Rudy Zimmerman



*From The Car's Point Of View*

Hi Dave,

Here is a contribution to "The Car's Point of View." This was taken during the September 2021 New England British Reliability Rally in Rangeley, Maine. It was taken from my 1956 Jaguar XK140DHC.

The white car in front is an XK 150 and the red car in front of him is an MGB, The car in the wing mirror is a 2002 Bentley Arnage.

*Rudy Zimmermann*

*Thanks, Rudy!*

*Your humble Editor*

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# A Proper Shooting Brake

## An Interesting story with pictures and words

by Chuck Centore



While reading an article in Forza Magazine, I happened onto a story about a Dutchman who decided to have a Shooting Brake built from a special Ferrari, a recent model, but it would be modified to become a *bona fide* Shooting Brake. Two doors only and that was a must. He chose a Ferrari 612 Scaglietti, a V12 powered juggernaut of significant value to chop up to make himself a proper Shooting Brake. A Shooting Brake, you might ask? What in tarnation is that?

Well, to find out, we must go to England of the 1890s. Rather than rewrite another man's eloquent prose, I am just providing you with his brief description of the beginning of what happens to be a very popular undertaking. His name is Steve Havelock. He will take us on a little trip back in time, when men rode horses and horses pulled wagons. Things were changing in the world and then, as now, some would want to create their own version of what they felt they needed. Steve describes the times thusly:

"The story obviously begins long before the automobile was invented.

The aristocracy, then pecunious landed gentry of the United Kingdom, have long enjoyed shooting deer and game birds on their moorland or mountainous estates. In the olden days, shooting parties needed to travel out to the back of beyond via horse and cart. Once the car came along, however, those same aristocrats bought a chassis, an engine, and running gear, then commissioned the coachbuilder of their choice to create a practical, roomy vehicle that would carry the shooters, their guns, boots, shot shells, proper hunting clothing, vests, shell pouches & other equipment along with: dogs, staff, food and drink, out to the shoot – and with luck, all of the above plus their quarry, back. These vehicles became known as 'shooting brakes.'

In the beginning, motorized safari vehicles were described as shooting brakes with no windows or doors. Instead, roll-down canvas curtains were buttoned to the roof in the case of bad weather. These cars were heavy and comfortable in good weather and allowed quick and silent exit as no shooting was permitted from the vehicles."



1910 Rolls-Royce Silver Ghost Shooting Brake

(Continued on page 15)

## Proper Shooting Brake (Continued from page 14)

As cars became mainstream in the 1940s and '50s, the demand for more spacious, load-lugging versions of ordinary sedans and coupes grew. In the UK, the resulting boxy vehicles were called estate cars; in the United States, they were known as station wagons. The term shooting brake didn't disappear but instead began to be applied to expensive, limited-edition, handcrafted or coach-built estate cars created when a given manufacturer didn't make one. These new style shooting brakes, which usually featured two doors and a rear hatch, were rakish and all about style. Few would ever see a cart track, muddy boots, a wet dog, or a dead bird. There were many such conversions created well into the 1970s, based on cars from Aston Martin, Bentley, Jaguar and Rolls Royce to Ferrari, Lamborghini, Porsche and, to this day, even a Jaguar XJS Shooting Brake. (See photo below)



There's even a Shooting Brake version in the Jaguar 2021 line-up. It's called the XF SportBrake and is essentially a lowered F-Pace with all the styling cues and engine options you would expect from Jaguar. See the link for details here: <https://media.jaguar.com/en-us/news/2017/06/new-jaguar-xf-sportbrake>

There are even pictures of F-Type Shooting Brake options, which will probably never see aluminum, but who knows? Once someone sees them and wants one, the wheels start turning for some who can. A picture to whet your interest:



So it is, boys and girls, that the Shooting Brake begat the Estate car which begat the Station Wagon and it in turn begat the SUV which begat the Sport Brake, which looks suspiciously like the Station Wagon. How long can this go on?



*Remember the 1955 Chevy Nomad?*

# HONKU

*by Aaron Naparstek*

*Check engine light on  
uscrew dash and  
stab with pen –  
check engine light off*



# John A. Capocefalo

## May He Rest In Peace

*Editor's note: I received the following from Chuck Centore:*

Hi Dave,

I have some sad news to report for those who know Jack Capocefalo. Jack passed away a few months back in Florida and I have attached his obituary here. Jack was still an active member in JANE and enjoyed reading about how the club was doing these days.

Jack and his wife, Nancy, were avid JANE members and actually took Patt and me into the group when we just joined the club. We will always remember them as warm welcoming people and proud JANE Members.

Jack was the one who started the Larz Anderson lawn BBQ in the mid 90s. Members would actually bring their grills and we would cook hamburgers and hot dogs for our members and display our cars on the field. Nothing fancy, but actually the beginning of what has become a major event for JANE members. Because of his surveying background, Jack was

tasked to set up the Concours field each year. He would use his surveying transit to get the lines straight. I took over after he left for Florida and today we are privileged to have Mr. Tom Finan and his team continue this honorable tradition

Farewell ol' friend, we'll see you on the other side.

Patt and I will always remember them both as dear friends.

Chuck Centore

*Adapted from the  
Osprey, FL Herald-Tribune,  
June 10 to June 12, 2021  
John A. Capocefalo  
BORN 1929 – DIED 2021*

John A. Capocefalo, 91, of Osprey, FL, passed away peacefully on May 29, 2021 surrounded by his loving family, after a brief illness. Born in Bridgeport, CT on August 13, 1929, he was the husband of the late Nancy M. (Blanchard) Capocefalo, with whom he shared 58 years of marriage.

John attended North Attleboro High School, North Attleboro, MA,

and graduated from the University of Connecticut. He served in the Army 1953-1957 and then joined the Air Force Reserves. He was a member of The American Legion for 37 years.

John and his family lived in Winchester, MA for 35 years. A Registered Professional Civil Engineer and Land Surveyor for over 50 years, John retired in 2003, and he and Nancy moved to Osprey, FL. Avid British car enthusiasts, they belonged to the Jaguar Association of New England and also joined the Suncoast British Car Club in 2004, where John showed his own vehicles, and later served as a judge in various car shows in the area.

*Contributions may be made either to DAV—Disabled American Veterans, P.O. Box 14301, Cincinnati, OH 45250-0301 ([www.dav.org](http://www.dav.org)) or St. Jude Children's Research Hospital, 501 St. Jude Place, Memphis, TN 38105 ([donors@stjude.org](mailto:donors@stjude.org)).*

*Published by Herald Tribune from June 10 to June 12, 2021.*

## Tata Motors Down

*Editor's Note: The website Jalopnik had a gloomy mention of Tata difficulties last week, citing chip shortages leading to a quarterly loss for Jaguar's parent, as reported by Raphael Orlove:*

Oddly, what must be the most SUV/crossover-oriented carmaker out there is struggling, as Bloomberg reports:

"Tata Motors Ltd., the Indian owner of Jaguar Land Rover, posted a quarterly

loss as the global semiconductor shortage continued to hit production at home and at its British luxury unit.

The company posted a loss of 15.2 billion rupees (\$204 million) for the three months ended Dec. 31, compared with a 29.1 billion-rupee profit in the same period a year earlier. JLR reported a deficit of 9 million pounds (\$12 million) before tax during the quarter, versus a

profit of 439 million pounds last year, Tata Motors said in a statement to stock exchanges Monday.

The semiconductor shortage will likely ripple through 2022 and gradually improve as capacity within the supply base increases, Tata Motors said. Jaguar Land Rover is working with first-tier suppliers and chip manufacturers to secure longer term supply, it added."



## The Cat & Mouse Hotel

By Herman Wiegman

### Anticipated arrival:

I purchased my 2017 British Racing Green F-type V6 Coupe with manual transmission from a dealership in Pennsylvania a year ago, thinking myself lucky to have found such a rare and low-mileage example of this unique sports car (<18k miles). This was also the “youngest” car I had ever purchased, at less than 4 years old.

### Rude Awakening:

The pleasure of the “new car smell” would welcome me as I took my new Jag on short, familiarization drives. Each drive brought a new experience: the leather sports seats; the automatic wipers; my wife’s reaction to the loud exhaust buttons; turning up the volume on the 700W stereo with a bazillion speakers.

So much fun, in fact, that I didn’t notice the bird seed accumulating in the cup holder and the dog food crumbs under the pedals. The weak dome lights also never caught my attention, as I seldom took the car out at night.

One day my son joined me for a ride, fingering all the bells and whistles and suddenly getting a shower of bird seeds from the dome light. Yikes! My Vermont Cat was doubling as a Mouse Hotel!



*Dome light with bird seed!*

### Eviction Notice Served

I organized my efforts to evict the critters, starting with removal of the headliner, which necessitated pulling the A, B, and C pillar trim, which in turn required the removal of the rear shelf, which again in turn required the seats to be removed as well as the rear cargo-hold panels – basically the whole interior needed to come out. Fortunately, the on-line forums (jaguarforums.com) offered a copy of the Jaguar manuals which helped me greatly with the process.

Pulling out the whole interior revealed multiple nests, including behind sound deadening foam inserts that filled the fenders as well as in the engine bay under the air filter. In total, I removed 9 major nesting sites from the car. Besides foam being chewed, there seemed to be no other damage. I found only one wire on the headliner harness that had been partially chewed through.



*Posturepedic foam nests on driver’s side*



*Wires and speakers everywhere*

Who would have guessed that modern cars would offer such plush accommodations for the little critters? Certainly not me! Eventually I evicted every last mouse, learning some valuable lessons along the way.

Lessons learned:

- Storing bird seed & dog kibble near a parked car is really unwise;
- Having to admit my Jaguar had a mouse issue was humiliating;
- Even young, low-mileage cars can be infested;
- Jobs like this are possible with a little help from a Jaguar manual.

I also realized something else – I got a great sense of true ownership after I had disassembled and reassembled my F-type, working to keep it in top form and free from issues. Owning these cars is a process, one which can be very fulfilling.



*Floor mat with mouse trap*

*In my next article, I’ll describe “Track Daze”*

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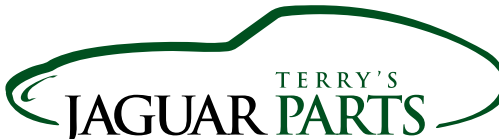
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- One leather seat set for S1 E-Type.
- One excellent front bumper set - E-Type S1 and S1.5
- One good front bumper set- E-Type S1 and S1.5
- Several sets of sun visors - believe they are E-Type but not sure
- E-Type S1 Radiator Expansion Tank and Bracket
- Trunk mounted CD changer out of a 1998 XJR

All parts are priced at "make an offer" - motivated seller.

Have a large selection of Austin Healy parts and a few MGB parts as well.

E-Mail me if there is something specific you are looking for.

**Tom Parish, 978-828-4707,  
thomas.r.parish@gmail.com**



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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 Jersey residents are required by law to honk before passing another vehicle. Another New Jersey law states that it's illegal to frown at a police officer for any reason. Finally, If you have been convicted of driving while intoxicated, you may never again apply for personalized license plates.*

Barry sighs, and suggests to our JANE client that perhaps it might be best to simply give New Jersey a pass – (a) because honking is often problematic, especially in vintage Jaguars, (b) frowning is usually assessed within the eyes of the beholder, i.e. the officer balefully glaring at you in response to your poor honking habits, and (c) a proscription on personalized license plates may be unconstitutional but entirely too much trouble and expense to fight all the way up to the Supreme Court, while giving up alcohol is probably also out of the question. In regard to New Jersey, Barry opines, yes, avoidance might be the best path, as it is in so many places. He also gently makes mention of your account balance and suggests you might talk to Marlene about it on your way out.

*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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## 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!

For January and February,  
our Astonishing Past Prediction is:

**“The concept is interesting and well-formed, but in order to earn better than a ‘C,’ the idea must be feasible.”**

-- A Yale University management professor in response to Fred Smith’s paper proposing reliable overnight delivery service.  
(Smith went on to found Federal Express Corp., better known as FedEx)

# And from the *Bottom* of the Scratching Post

by David Moulton



I hope you noticed the ad for Margaret Caruolo's 2009 Jaguar XJ Super V8 Portfolio in this issue. She kept it in pristine shape, of course, and it has run a little less than 23,000 miles to date as well as been carefully serviced by Jaguar Norwood.

In case you didn't know, this was Jaguar's most elaborate high-end luxury sedan offering ever. It has no options – everything is included. The big V8, supercharged (400 hp), with the long wheelbase, air suspension, and an interior to make everyone supremely

happy (how about reclining heated rear seats, complete

with DVD screens and picnic trays on the front seat-backs?). Only 140 were built.

I was all set to snap it up, but I don't have garage space, and Historic Motor Sports, up in New Hampshire, had no room, either. Dang!

Hopefully, some club member will become the very pleased owner of this remarkable car. See the ad. Also take a look at two recent sales on the *Bring A Trailer* auction site. A 2006 equivalent sold for \$61,000 a week ago (<https://bringatrailer.com/listing/2006-jaguar-xj8-13/>), and an almost exact duplicate of Margaret's car sold for \$41,000 in late October, 2021 (<https://bringatrailer.com/listing/2009-jaguar-xj-9/>). Have fun reading the comments.

I'd love to see the car stay in the club.

Hey, if you don't want to buy the car, you could help out a poor editor and rent me some garage space. Have a great year, everybody.

– Yr hmbl dtr

## 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](mailto:utahpowderhound@hotmail.com), or Douglas Auctioneers, South Deerfield, MA 01373

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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



# A Poem

*Editor's note: Gary Hagopian sent me this poem,  
including these comments to the poet, Blake Prescott:*

"Hi, Blake! Nice poem, thanks!  
I'm sending it in, and I'll let you know when it gets published in our Jaguar  
club's monthly newsletter.  
Trust everyone's well and anxious for holiday cheer!"

All the Best,  
Gary Hagopian

## ***The Cars Are Lined Up For Tomorrow***

*By Blake Prescott*

The cars are aligned  
Their horns are tuned  
What purpose, you opine  
A parade? For whom?

For youm, you know  
Their engines soon start  
These Jaguars in row  
Rev high their hearts

They thank ye for brakes  
And for shiny stills  
And ... for racing sake  
Across curves and hills

For your family and theirs  
Each so devoted  
The cause for the cat  
You have so prominently promoted

***Happy birthday & Burma Shave***

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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](http://JAGUARUSA.COM), call 1.855.JAGUARUSA / 1.855.524.8278 or visit your local Jaguar Retailer. © 2017 Jaguar Land Rover North America, LLC

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