

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

March/April 2022 The "Fettling 'n Fools" Issue

More Than Just a Car Club



Photo courtesy of Bob Doyle

Coventry's Latest and Greatest: The New Rear-Engine E-Type

(See page 10)

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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 international Jaguar Clubs of North America (JCNA). JANE is incorporated in the Commonwealth of Massachusetts.

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The Coventry Cat, March/April 2022

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Early JANE Days

From the *Top* of The Scratching Post

By **Dave Moulton**



As I may have mentioned before, we journalists like the month of April best because it's the only month during which we can, just like politicians, say anything we want, whether or not it's true. What a relief!

Oddly enough, however, during this particular April some of our most improbable articles turn out to be true. Oh, the irony!

Whatever. Brian McMahon shares with us a story he dug up about a Jag S-Type powered by a pulse jet. Herman Wiegman has sent us a nice article about tackling a track

day at Tamworth in his F-Type coupe. Believe it or not, there's an historic announcement of Jaguar's incredible new rear-engine E-Type! Stephen Ring sent us a recounting of Jaguar's first ever owner, one Arnold Hudson of Stone, UK. Bob Doyle shares with us an early Jaguar Owner's Manual. We'll hear about Frank Grimaldi's "Old #80" finally getting it's own permanent personal parking space. We remember Nancy Achin.

All that as well as some enlightenment from our fabulous monthly columnists that you all have come to know and love. What's not to like?

Happy Spring!

Dave, your humble editor

From the President's "Jungle Cat" Garage



Greetings all,

It is my somber duty to inform all Club members of the loss of Nancy Achin, wife of Club member and Concours Judge David Kellogg-Achin. David has informed me that Nancy felt at home with our family-oriented Club made possible by the open hearts of many of our senior Club members. God bless you and keep you Nancy, and a heart-felt

recognition to David. I must say, this is the saddest part of being a Club President: recognizing the loss of our Club members that are part of our extended family.

Well, spring is in the air, and I reflect on the sale of my 1993 XJ40, ordered and purchased new in January 1993 from Chabot Jaguar in Millbury, MA. The new owner is a distinguished older fellow from Marlborough, a retired engineer and Korean War veteran with the United States Navy. When I suggested to Ed that he display "our Jaguar" on the field for the Concours in August, which is about three miles away from where he resides, he commented "Display it? No. I am going to drive it." Okay. He may become a road tour fellow with JANE.

That leaves me with my 1986 Series III XJ-6 Vanden Plas in British Bronze that you see at the top of my message. This saloon was purchased from the car collection of a Southern

New England Club member from the Tobacco Field area of Windsor, CT.

In order to purchase the saloon at the offered price, I had to get "approval" from the owner's wife, who I met and advocated for purchase wearing a JANE logo shirt with the promise the Jag would be properly maintained and would join others in Club events. It worked! I got the approval and I have truly enjoyed that saloon.

There is something specially British about the Series III XJ-6, even with its Italian design upgrade, Smith gauges and the invincible XK 4.2 Litre inline six with fuel injection. Before the end of March, I intend to have the Jag checked out and go for a long Sunday drive in anticipation of "Road Tour Season with JANE".

Finally, I am pleased to report we are sending Judge Gus Niewenhou to Milwaukee for the 2022 JCNA AGM to represent the Club on the North American venue. Thank you, Gus, for your commitment. I'm looking forward to seeing you all at the next monthly meeting at the Wayside Inn.

Cheers,

Aldo A. Cipriano, Esq.
President, JANE



A Pulse Jet Powered Jaguar S-Type

Submitted by Brian McMahon, written by Ben Branch, Silodrome.com



Bob “The Rocketman” Maddox is one of the most interesting people in the world of custom vehicle creation. He has single-handedly advanced pulse jet engineering from the somewhat primitive designs used by the Nazis in their V-1 “buzz bombs” during WWII. Now thanks to him, regular people can build them in their garages and run them on easily sourced fuel. [Brian asks: “Regular people? Building buzz-bombs in their garages?”]

Maddox has been making his own pulse jet engines for 18 years now, slowly perfecting them to the point where you can now order one of his off-the-shelf kits and build your own valveless pulse jet engine that runs on regular diesel (instead of pressurized propane), and they can be started without the use of a leaf blower or other external device.

Over the years Maddox has become famous for his startlingly beautiful pulse jet powered motorcycles which can be built with one jet or two. More recently he’s built go karts powered by multiple pulse jets, a pulse jet powered skateboard, a twin jet powered race car, and most recently a 1965 Jaguar S-Type powered by a 13-foot long pulse jet engine producing 1,200 lbs. of thrust. The ’65 Jaguar was built alongside popular motoring TV host Jesse James for an upcoming episode of his show *Monster Garage* on Discovery.

The Jaguar S-Type was first released all the way back in 1963 as a follow on to the popular [Jaguar Mark 2](#). The Mark 2, and its forebear the Mark 1, had become known as the “Gentleman’s Express” due to the fact they were fitted with a version of the Jaguar XK straight-six engine. This engine had won the 24 Hours of Le Mans fitted in the front of the [Jaguar D-Type](#), so Mark 2 buyers were essentially getting a saloon car with very real racing pedigree. As a result of this the Mark 2 became popular with British gangsters and bank robbers, as it allowed them to transport five adult men and their bags of money at considerably higher speeds than any of the police cars of the time could manage.



The famously elegant lines of the S-Type have never before looked quite like this.

It’s unlikely that any of the designers or engineers who were involved in the S-Type project ever imagined that one day across the Atlantic in the United States a man named Bob would fit a giant pulse jet to one of their cars, then sending it screaming across the desert with the descendent of a famed outlaw gunslinger at the wheel.



The pulse jet powered Jaguar S-Type underway with Jesse James at the wheel.

[Brian says: We may have seen something like this before: <https://www.youtube.com/watch?v=nlpXYU-9CBM>]



If you'd like to see the car in action and find out how fast it went you'll need to catch the episode of *Monster Garage* <https://www.youtube.com/shorts/xA-0y6NU59M>.



Wait! Where's the burled walnut?

If you're curious to see more of Bob "The Rocketman" Maddox in action, his YouTube Channel has been taking off, he has countless videos of his pulse jet-powered creations in action and it's well worth a visit.

Visit Bob "The Rocketman" Maddox's YouTube Channel.

Editor's note: Ben Branch has had his work featured on CNN, Popular Mechanics, Smithsonian Magazine, Road & Track Magazine, the official Pinterest blog, the official eBay Motors blog, BuzzFeed, and many more. Silodrome was founded by Ben back in 2010.

Living with a Vermont Cat – Track Daze

By Herman Wiegman

We all like to experience our Jaguars: doing maintenance, attending concours, taking scenic tours and driving in sporting ways. When I purchased my F-Type, its purpose was to reinvigorate my hobby interests, which previously included autocross, rally and track events. But I am now cresting the hill of life and I wondered if I still had sufficient skills and reaction time to command a modern sports car at speed. How many dancing dates would it take for me to effectively lead this new partner? The V6 supercharged coupe has gobs of torque, fine steering response, admirable grip and plenty of brakes. The handling should not be a surprise. Have you seen the size of tires these days? 295/30-R20! They make the "tyres of yore" look like they belong on bicycles!

To get better acquainted with my new feline friend, I chose to participate in a high-performance driving event at Club Motorsports in Tamworth, NH. This is one of the newest tracks in the country; big, modern, bold and spectacular. The elevation changes between the main straight and Corner 11 make for some stunning views of the White Mountains of NH.

You have to actively keep your eyes from wandering to the ethereal scenery, lest you miss your brake markers.



Tamworth, NH-Mountains

(Continued on page 7)

Track Daze (Continued from page 6)

I chose to run with MassTuning, a group of enthusiasts who offer some instruction for beginners, and they implement a standard etiquette where the slowest car in a cluster can present “point by” opportunities for the faster traffic behind. The car behind can then opt for the pass, or not. If a slower driver does not offer good “point byes” the cars following can always pull into the pits and return when there is a gap in traffic. It works well.

My first session came with a bit of nervousness. I didn't want to push too hard too quickly and park in or on a guard rail. I glanced over at the company I was staged with in the Intermediate group. All were well worn and well driven sports cars, many with dedicated track tires and some with roll cages. As it turned out, my first two sessions were terminated early on the warm-up laps, due to cars exiting the track surface and leaving behind debris (car parts). It was a bit disconcerting to drive by someone else's crumpled rear bumper and tail light assembly.

The afternoon sessions went smoothly as I blew the dust off some old skills and turned off the Dynamic Stability Control. But during the final session I allowed my growing confidence, curiosity and tiredness to get the better of me. I wanted to boyishly witness my maximum speed on the main straight. (Readers may now start to cringe.)

Observing a speedometer while accelerating is a mesmerizing experience, watching and willing the magical needle to climb. But there comes a moment when the distracted brain realizes that it may be making a critical error of focus. The mind reluctantly dissolves its fixated attention and tentatively entertains just a wisp of peripheral vision. *Whoosh! The start/finish tower rocketed past at over 180 feet per second (120 mph).* The brain then tries to accept the inescapable fact that Corner 1 is approaching very fastly. Self preservation suddenly kicks in and the body attempts to simultaneously look up and transition from full throttle to deep, deep braking. *Left foot wake up!... clutch, down shift.* The hypothalamus then initiates a quick risk assessment: left = concrete wall, right = corner and open track, front = finite run off and more concrete. Ego finally pops up and boldly, desperately claims it can save the day with an attempt to command the car through the corner.

Overbraking led to strong negative-g pulsations from the ABS, which scrubbed off excess speed. With the concrete fast approaching, I released the brakes and tossed the nose into the corner, which resulted in a moderate slide. Holding the slide for a second more consumed all available track space, and scrubbed enough energy for the car to recover and follow through. Both relief and colorful self-degrading comments ensued. I smartly opted for a cool down lap and ended the

day a few minutes early. Note to self - don't let curiosity kill the cat.

Many participants appreciated a street legal Jag running with them. One witnessed my hot entrance into Corner 1 and was impressed that I was driving the pants off my class F-type. I assured him it was due to an error in focus, and not my intention. Since then, I have participated in two more events. I am no longer worried about my abilities, as my dance partner has given me a new lease on enjoying driving, compensating for my sloppiness. May we all keep motoring at our own best grace, space and pace.

Next article - *Dirty Dancing*



My Jag at New Hampshire Motor Sports



My collection of track stickers

March/April 2022 Events

By Dr. Dean Saluti, VP Events



We are Back at Longfellow's Wayside Inn!

Yes, we are finally ready for the JANE dinner meeting at the historic Longfellow's Wayside Inn, Sudbury, our JANE home base. What did you miss most for the last two years? Was it the JANE camaraderie as we talked "Jaguar" while admiring our cars parked on the Inn's front lawn? Was it the JANE camaraderie as we talked "Jaguar" at the Inn's Tavern bar

with our Barkeep, Marvin? Was it the JANE camaraderie as we talked "Jaguar," enjoying the spectacular Wayside Inn buffet, specially prepared for us under the watchful eye of our friend, the Innkeeper, Steve Pickford? Or was it the magic that just seems to happen when we all get together each month? Well, maybe it's all of these, and it begins again on Wednesday evening, April 20, 2022, at 7:00 PM, or 6:00 PM and earlier for lawn and Tavern activities.

Oh, boy – for this dinner meeting, our hosts will be JANE's very own Brady Brothers (aka "Rust Brothers") – John, Tom, and Don. As you know, they are triplets. The Bradys will bring us up-to-date, as they share recent adventures in collecting classic Jaguar parts from around the country. By now, they must have warehouses full of these cherished, rare jewels.

Frankly, I can't wait to hear their stories - they are always such a hoot! This will be a tough act to follow, but we plan on holding regular monthly dinner meetings at the Inn and other interesting JANE venues and events.

For example, thanks to Daniel and Jeanine Graf and Paul Bicknell and Dave Moulton, more JANE road trips are coming. Daniel Graf, Concours Chair, has already implemented his action plan for the JANE 2022 Concours d'Elegance, that will be held on the August 20 weekend at the Wayside Inn in Sudbury. Registration materials are available on our website, www.jagne.org. Daniel has told me that we already have cars registered, months ahead of time.

HELP!! Rich Hanley is in need of a "JANE Slalom Team" to deliver our two annual JANE Slalom events. What could be cooler than to drive our Jags full speed around orange cones, while we wear authentic race car crash helmets? Paul Newman has nothing on us! Rich needs a team to set up and run these two one-day events. Call him at 508-317-3474. Rich is planning on having Slaloms on June 18 and September 24. The new location will be the naval air base in Weymouth (Route 18), with In-Control driving school supporting us.

Please take care of your loved ones in the garage because they need to be ready for the Wayside Inn lawn on Wednesday evening, April 20. Jan and Dean have told me that the Inn is nowhere near "Dead Man's Curve," so we don't have to worry about Corvettes wanting to "drag" on the way home.

The First Customer Said End of Car Production a Tragedy

From the BBC in 2004, submitted by Stephen Ring



The first Jaguar car was bought by Arnold Hudson

The decision to stop production at Jaguar's Coventry plant represents the end of an era for the first person to buy a car from the company 70 years ago.

Arnold Hudson (born in 1909) described the decision as a "terrible tragedy".

He spent less than

£300 to secure a model before the firm began production and went on to buy 11 other Jaguars. He met the company's founder Sir William Lyons when he delivered typewriters to its research department in Coventry in the 1930s.

And he ended up ordering a suede green car for himself.

Sold on a sketch

Mr. Hudson, who lives near Stone, Staffordshire, said: "On the wall facing me was a sketch of a Jaguar. Well, I was sold straight away.

"I wrote him (William Lyons) a cheque and he couldn't believe it. He said 'I can't believe I've sold one before I've produced one!'

"I want someone to know what the Jaguar owner (would) feel like to think [the Coventry plant] was to be closed down, the birthplace of my favourite car."

Membership Update for March and April

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



We continue to welcome new members to JANE, and we look forward to seeing them at upcoming JANE events. The first event of the spring will be our

first dinner meeting since the pandemic – Wednesday, April 20. For those of you who have never been to one of our spectacular JANE dinner meetings at the historic Longfellow’s Wayside Inn in Sudbury, this is a great time to make new JANE friends and meet Jaguar enthusiasts. Just roll your Jag onto the Inn’s front lawn at about 6:00 PM. The dinner and meeting will start at 7:00 PM.

Jeanine and Margie remind you that you should renew your JANE membership (if you have not already done so) on the website (www.jagne.org) as soon as possible. You do not want be without our Constant Contact emails and our beautiful “Coventry Cat” newsletter. You can always call or email Jeanine or Margie if you need help renewing.

Let’s welcome our new members:

Concours Judge Stephen Gordon from Worcester, MA has transferred in from the Connecticut Club.

James Goodson from Marshfield, MA, White 1956 XK140 OTS

Ronald Smith from Charlemont, MA, Italian Racing Red 2016 F-Type Coupe

Welcome all! Margie and Jeanine

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

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

FOR SALE

I have a very rare original Churchill (Jaguar) spring removal tool acquired in Australia some years ago. It was successfully used on both Jaguar Mk2 and XJ saloons. I need to find a new home for it, offered at \$500.

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Eric Kriss, 617-480-3701 cell

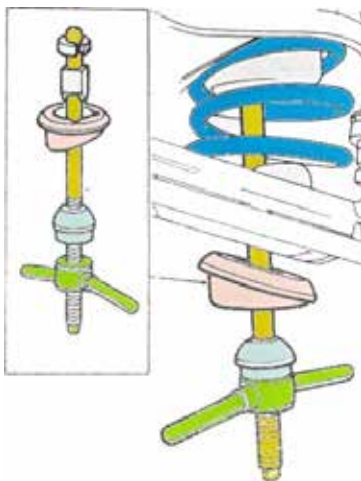


Photo courtesy of Bob Doyle

The roads on Cape Cod may be a little rougher this season.

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Nancy Achin

By David Moulton



David Kellogg-Achin and Nancy Achin

I'm sorry to have to report that one of our members, Nancy Achin, passed away on February 25th. Those of us who knew her will miss her greatly.

David Kellogg-Achin, Nancy's husband, has cited several of Nancy's virtues, as reported in her formal obituary: "Stellar intellect, sharp wit and a boundless work ethic distinguished Nancy's business career . . . Those attributes, teamed with exceptional personal skills and a smile that could light up Times Square, insured the rapid success she achieved . . . Her tireless spirit will remain an

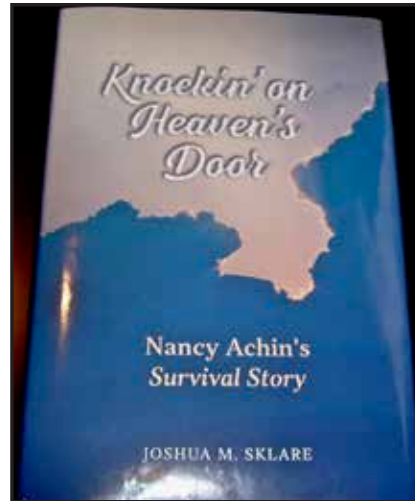
inspiration to all who knew her. Nancy survived Hodgkin's lymphoma, breast cancer twice, open heart surgery, and a life-altering stroke. A mere mortal might have given up in the face of such adversity, but she pushed through each setback with genuine grace, and that unsinkable smile. . .

Nancy was a wonderfully complex person. She collected Napoleonic-era antiques with her late husband Henry and with equal ease, rooted knowledgeably for the Patriots, Red Sox, and Notre Dame football. Her intelligence was unmatched by her family and friends, all of whom suffered many landslide defeats in Scrabble or Trivial Pursuit. She has the unusual distinction of being the only person ever to be invited to compete on Jeopardy! and turning down the invitation due to family obligation."

Her life was sufficiently remarkable that, prior to her death, a biography, *Knockin' on Heaven's Door*, was written by Joshua M. Sklare (Montefiore Press) and is now available through her husband, David (babadawv@gmail.com). It's an excellent, well-researched and inspiring account of Nancy's remarkable accomplishments in public service and politics as she also dealt with her myriad health difficulties. Great stories, fascinating insights into the workings of Massachusetts politics and health-care, and an effervescent life-affirming attitude in the face of great adversity. I recommend it to you most highly.

As Marjorie Cahn has reminisced, "Nancy Achin-Audesse and her husband David participated in many of our JANE

events over the years – dinner meetings at the Wayside Inn, the Concours at Sturbridge and many of our road trips. Nancy was a tremendous inspiration with her smile that lit up the room, her incomparable intelligence and wit, and her ever-positive attitude.



"We especially recall the JANE Concours in Sturbridge, where Nancy and David joined us in the hospitality suite and kept us enthralled with fascinating stories and conversation for hours. We also remember eating fried clams with her at Woodman's at a JANE North Shore event. We will hold onto these beautiful

memories of sharing time with Nancy forever."

Please consider donating, in Nancy's memory, to The Boston House, 229 Kent St., Brookline, MA 02446, The Jimmy Fund, P.O. Box 849168, Boston, MA 02284, or the Academy of Notre Dame, 180 Middlesex Rd., Tyngsboro, MA 01879.

For a complete obituary, please go to
<https://obits.oregonlive.com/us/obituaries/lowellsun/name/nancy-achin-obituary?id=33386387>

It's remarkable

HONKU

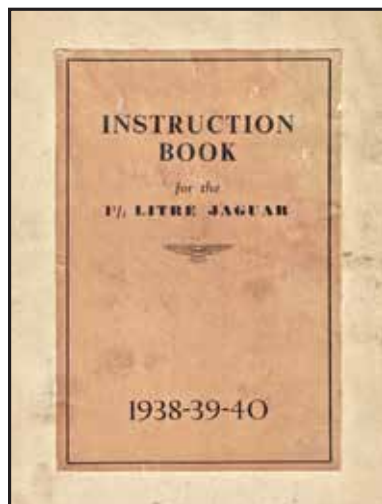
by Aaron Naparstek

That custom paint job
must have been real expensive
bird droppings were free

Instruction Book for the 1 1/2 Litre Jaguar

Shared by Bob Doyle

Driving An Early Jaguar



Most JANE members have rarely seen a pre-war Jaguar, but all members would appreciate the opportunity to see one.

Have you ever wondered what it would be like to drive one? What would it be like to maintain one? The *Instruction Book* (more commonly called, handbook, in the post-war era) for the 1938-39-40 1 1/2 litre Jaguar model described below explains the work involved

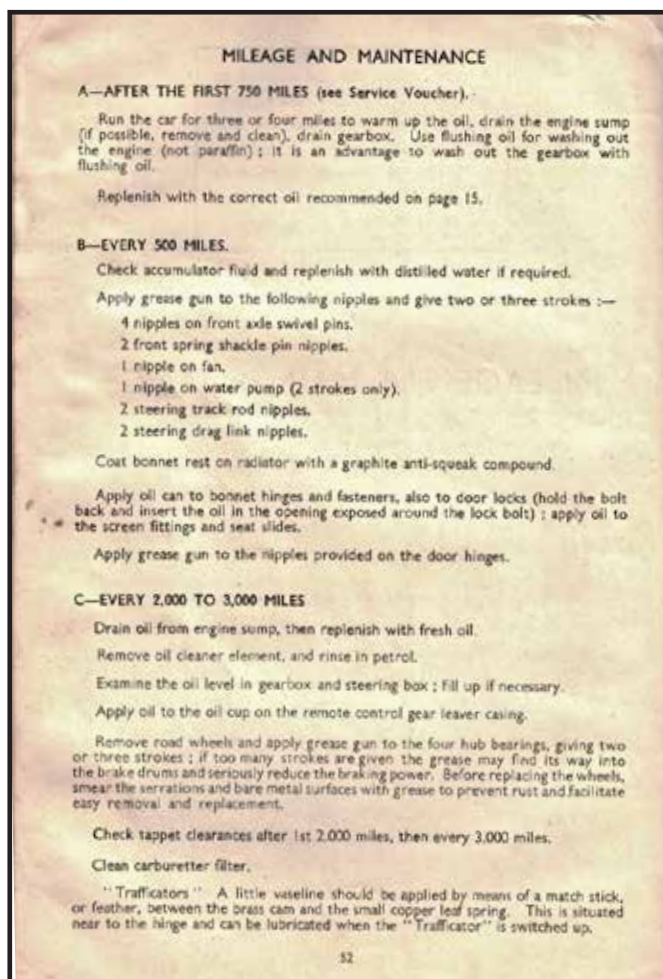
in maintaining and driving an early Jaguar. In its section on *Driving Hints*, it dedicates some short paragraphs on Gear Changing: *"The synchro-mesh gearbox provides a synchronised easy gear change for all conditions excepting*

changing down into first gear with the car in motion. This particular gear change is seldom required, and changes into first or reverse are mostly made when the car is at rest. Thus 95 percent of the gear changes are made easily with the synchro-mesh gearbox.

*"When changing into a synchronized gear the movement should be slow and deliberate. **Do Not Hurry.**"*

While today's automobiles perform most of the work required to start the vehicle's engine except turning a key or pushing a start button, the early Jaguar 1 1/2 litre 's handbook recommended several steps for starting the engine.

- "1. Place the gear lever in the neutral position;*
- "2. See that the handbrake is on;*
- "3. Pull the jet control knob;*
- "4. Switch on the ignition;*
- "5. Slightly depress the accelerator pedal;*
- "6. Operate starter;*
- "7. It is important that the jet control should not be used more than is necessary, the prolonged use of a rich mixture causes rapid cylinder wear."*

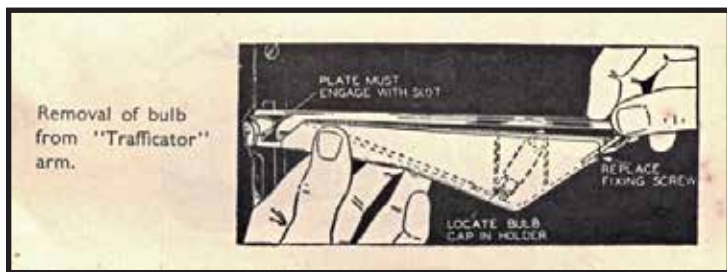


(Continued on page 14)

The manual listed “Maximum Speeds for first 500 miles.”

- First gear: 11 mph
- Second gear: 18 mph
- Third gear: 30 mph
- Fourth gear: 43 mph

When making a turn, trafficators were provided for drivers to inform other motorists of their intentions. “[Trafficators] are operated by a switch at the centre by a switch at the centre of the steering column. Movement of the switch to right or left raises the corresponding signal and at the same time lifts a cam fitted underneath the switch, so when the steering wheel is returned to the straight ahead position, it pulls back the switch to the “off” position and the signal falls.”



The next two pages from the handbook (*images on Pg 13*) describe the frequent tasks that are recommended to maintain the Jaguar 1 ½ litre vehicle. The writing suggests that Jaguar assumes that the owner will personally perform all of the steps.

The handbook also provides a full page of “Don’ts.” Here are a few examples:

“DON’T neglect to read this handbook, and if any point is not clear, ask for further instructions from our Service Department.

“DON’T rev. the engine immediately after starting up...

“DON’T run the engine the engine with too little oil in the sump, or too little water in the radiator.

“DON’T start off in a higher gear than necessary.

“DON’T forget to switch off the ignition and put the handbrake on when the car is at rest.

“DON’T neglect your tyre pressures—this will save you money.”

While this pre-war Jaguar handbook provides instruction for many items that are not performed by today’s drivers, it is considerably shorter than today’s Jaguar handbooks that include several booklets and many hundreds of pages.

P.S. You still want a pre-war Jaguar, don’t you?

FRANK GRIMALDI AND OLD #80

By the North East Motor Sports Museum



We are pleased to announce the arrival of Frank Grimaldi’s 1968 Chevrolet Camaro, also known as “Old #80”, to the museum floor. Frank’s first involvement in auto racing came in the form of drag racing a 1953 XK120M Jaguar at Sanford, Maine. His father was surprised when he found out his son had been drag racing his car on the weekends.

His inspiration to be involved in sports car racing came after he went to a Trans-Am race in 1968. He soon after purchased the 1968 Chevy Camaro which was to become “Old #80” from Viper Racing of Glastonbury, CT. He started

racing this car in 1971 and in 1973 he became the SCCA Northeast Division Champion.

Frank sold the car in 1974 to Jim Briody and lost track of the car over the years. In 1990 he received a call from George Boyd, who was looking for information on the car. Frank and George became friends after many conversations, which led to Frank repurchasing the car. He then resumed racing the Camaro with the SVRA, VRG, HRG and ran multiple races in Quebec, Canada.

In 1996 while racing at the annual Lime Rock Historic event the car was involved in a massive rollover accident. Against all odds and the advice of many, the car was repaired and returned to race again for the first time in the 1997 Lime Rock Historic event. Frank finished 3rd in class that day and won the 1997 Skip Barber Cup for his dedication to sports car racing.

The results that Frank amassed with “Old 80” were impressive. From 1971 to 2021 Frank ran 265 races, collected 110 podiums and 40 wins. “I considered my racing career a success when my age reached my car number.” Frank retired from racing in 2021 at the age of 81.



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

By Barry Bannister, Barrister

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 Mexico, it is illegal for cab drivers to reach out and pull potential customers into their taxis. At the present time, Uber drivers are exempt from this client acquisition constraint.*

New Mexico is a beautiful state, Barry observes, and both Santa Fe and Taos have a lot to recommend them, so he sympathizes with our JANE client's desire for motoring adventures driving their Jaguar Mark VII to New Mexico, around New Mexico and possibly home again. After some thought, he suggests that in order to avoid the unpleasantness connected with being pulled suddenly and without warning, perhaps even with a tad of what some might think of as mild violence, into a typical New Mexican conveyance (a 1977 Toyota HiLux, perhaps?) being used for occasional part-time Uber service as well as other exurban and agricultural pursuits, the JANE client might consider posting a sign in the rear window of their Mark VII, saying "Warning: The Driver of This Car Does Not Accept Assistance From Ubers." Barry advises that that might qualify as sufficient notice whenever our JANE client happens to be stopped, for whatever probable or improbable reason, somewhere along the beautiful winding old High Road to Taos between Chimayo and Ranchos De Taos. Barry then excuses himself, murmuring something about a tee time.

*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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- One good front bumper set- E-Type S1 and S1.5
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E-Mail me if there is something specific you are looking for.

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

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 famously wrong!

For March and April, our Astonishing Past Prediction is:

"I'm just glad it'll be Clark Gable who's falling on his face and not Gary Cooper."

-- Gary Cooper, commenting on his decision not to take the leading role in "Gone With The Wind."

From the *Bottom* of The Scratching Post

By Dave Moulton



The current situation in Ukraine has painfully revealed some more problems facing the automobile industry. And while the particular problems arising in Ukraine right now do not appear to be directly affecting Jaguar Land Rover (JLR), something similar is seriously affecting the welfare of the company now and may get much worse.

I think this is worthy of our attention.

We've all heard about "supply chains" and "Just-In-Time" manufacturing, production techniques that reduce the cost of parts and assembly of complex products through the outsourcing of parts and sub-assemblies to low-cost manufacturing facilities located in places that are often distant from our primary factories, delivered at the last moment and for the lowest price.

We also know that there are downsides to such techniques – when they fail to deliver, or to deliver on time, they cause serious manufacturing disruptions as well as loss of significant production economies. You could say that they work well until they don't.

Over the past two years, JLR has been seriously affected by the shortage of semiconductor chips, even causing them to shut down production on several occasions. As a result, JLR's parent Tata Motors has posted a loss for 2021, because they can't build and deliver the cars and SUVs that they can sell. According to *Automotive News Europe*, JLR has more than 150,000 vehicles back-ordered.

What has this to do with Ukraine?

Well, it turns out that at least 20% of the cars built in Europe use wiring harnesses made in Ukraine. And, as one expert named Alexander Marian points out, "The problem with wire harnesses is that they are fundamental. You cannot start assembling even an incomplete car without a wiring harness." As a result, VW and BMW have had to shut down production lines due to the war in Ukraine.

This war seems to be due to Russia's leaders' belief that Ukraine "should" be part of Russia now, because, well, it once was.

Nothing to do with Jaguar, so far as I know. But, China seems to have a similar sort of belief about Taiwan. And some believe that Taiwan might be the next victim of such a takeover attempt, by China.

Why should this matter to our non-political car club?

At present Taiwan has a dominant market share of semiconductor chip supply as well as being a leader in advanced semiconductor manufacture. Already, the chip shortages are related to demand for Taiwanese chips exceeding Taiwan's production capacity. If Taiwan becomes the site of a war with China, we can expect another much larger disruption in the supply chain needed to build our modern cars.

So, it is all interrelated. Our Jaguar club devotes itself to the enjoyable aspirational world of nice luxurious and sporting cars which give us great pleasure.

However, our manufacturer now finds itself threatened by a growing array of issues. No longer is the threat just from greenhouse gas emissions requiring an urgent rethink of our beloved power sources and energy infrastructure, but now also it is threatened by an increasingly fragile, violent and unstable world wherein our critical suppliers of inexpensive parts (without whom we could not survive) can no longer function because their homelands are under attack for no longer being part of something that they once were.

It's a sad puzzler, all right.

We are encountering complex and interconnected existential problems that we no longer seem able to solve, even as they threaten to seriously damage our world and our lives.

All we want to do is to hang out together and enjoy our cars, an entirely reasonable and benign proposition. But the times, they are a-changin'. As *The Economist* magazine put it this week, "As the 1990s dream of a single integrated global market shatters, firms [everywhere] face a brutal adjustment."

– Yr *hmbI dtr*



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Remembering Jack Campocefalo

By Stephen Ring

Editor's note: Chuck Centore forwarded the following letter from Stephen Ring to me for inclusion in the Coventry Cat.

Good Evening Chuck,

That was a very warm and heartfelt article you wrote about our friend John (JACK) Capocefalo. We were not aware that John had passed away several months ago.

Barbara and I started attending Jaguar Car shows, in Massachusetts, in the late 1960's. They were first staged by EJAG and then Peter Gould at the Jaguar Festival in Newport, R.I. We joined JCNA in the 1970's, as well as Jaguar Touring Club NY/NJ. We also started attending JANE Concours around then. I don't remember when we first met Jack and Nancy, but it was before JANE started holding Concours in Sturbridge. After that first JANE concours, a group of us were invited to Jack and Nancy's place for hours of talk and jokes. When we finally left and went to the B&B where we were staying, the couple who owned the B&B were there to meet us. Even though we had a key, they had stayed up, worried that something happened to us.

Barbara and I have always found an open and welcoming group at JANE functions, especially you Centores ... so thank you for your friendship. We hope that soon, after COVID, we will be able to attend more great JANE events.

***Stay Safe and Be Well, with all our best to Patt,
Stephen and Barbara***

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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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