

The Coventry Cat



Official Newsletter of the Jaguar Association of New England

May/June 2022 The "I Love Spring" Issue

More Than Just a Car Club



Photo courtesy of John Maccarone

Jags On The Lawn At The Wayside Inn Once Again

Keeping your
Jaguar
on the road



S·N·G
BARRATT
GROUP

Call us on +1 800 452 4787 or visit sngbarratt.com

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.

Jaguar Association of New England
P.O. Box 692027
Quincy, MA 02269
www.jagne.org

JANE OFFICERS & COMMITTEE CHAIRS

PRESIDENT
Aldo Cipriano

VP of EVENTS
Dean Saluti

Co-VPs of MEMBERSHIP
Jeanine Graf
Marjorie Cahn

SECRETARY pro tem
Bonnie Getz

TREASURER
Don Holden

PAST PRESIDENT
Chuck Centore

CONCOURS
Daniel Graf

HEAD JUDGE
Aldo Cipriano

SLALOM
Rich Hanley

WEBMASTER
British Marque

TRAVELER CONTACT
Gary Hagopian

BOARD MEMBERS
Ray Binder - John Brady
Marjorie Cahn - Chuck Centore
Aldo Cipriano - Bob Doyle
John Feng - Bonnie Getz
Steve Gordon - Daniel Graf
Jeanine Graf - Don Holden
David Moulton - Gus Niewenhaus
Dave Reilly - Dean Saluti

THE COVENTRY CAT EDITOR
David Moulton

**OFFICIAL COVENTRY CAT
CERTIFIED COLUMNISTS**
Paul Bicknell - Marg Dennis
Frank Grimaldi - David Kellogg-Achin
Tom Larsen - Brian McMahon

COVER PHOTO
John Maccarone

PUBLISHER
Allegra Marketing Print Mail

CIRCULATION
Marjorie Cahn
Send articles, info, and photos to
David Moulton

ADVERTISING
John Feng

An ad in The Coventry Cat currently reaches about 300 households with excellent demographics, who will politely read whatever we send them.

The Coventry Cat, May/June 2022

Page 4 - From the Top of The Scratching Post

David Moulton

Our Season Starts

Page 4 - From The President

Aldo Cipriano

How DO You Wash A Car?

Page 5 - Letters to the Editor

David Moulton

About A Jaguar Dealer, An Engine is Found!

Page 6 - April Meeting

Brian McMahon

From The Lawn To The Rust Brothers

Page 9 - Upcoming JANE Events

Dean Saluti

Larz, Weymouth, Myopia, Wayside Inn

Page 11 - Membership Update

Marjorie Cahn and Jeanine Graf

More New Members!

Page 11 - Honku

Aaron Naperstek

Honku If You Love Jaguars

Page 12 - Dirty Dancing

Herman Wiegman

Mudlight in Vermont

Page 13 - JANE Judges' Class

Bob Doyle

Learning to be Discerning

Page 14 - The Big One

Frank Grimaldi

Like We Said, Some Guys Had All The Fun!

Page 17 - Barry Bannister, Barrister

Barry Bannister, Esq.

Anarchy In A Dakota?

Page 17 - Astonishing Past Predictions

Curated by Bonnie Getz

Not Soft And Chewy?

Page 18 - From The Bottom of The Scratching Post

David Moulton

An Expert Thinks About The Future of Our Cars

Page 20 -

Richard Gill

A Letter From Jan Gill

Page 20 - Slaloms

Rich Hanley

It's Time To Find Weymouth

Page 22 - Endpiece

John Maccarone

Headin' Out

From the *Top* of The Scratching Post

By Dave Moulton



Springtime! 70° F./20° C. Sunshine. Top down. Nice! Very nice!! Thank you, Lord!!!

In this issue, Aldo Cipriano talks Concours, Brian McMahon reviews our long-awaited live April meeting, Herman Wiegman reprises winter Vermont driving for our amusement, Frank Grimaldi tells us more

about “The Big One,” and your editor shares thoughts about an automotive future. Also, we have some letters.

Sadly, we have lost Richard Gill.

Meanwhile, Dr. Dean Saluti has pulled together a nice slate of summer activities, while Marjorie Cahn and Jeanine Graf report on some interesting new members, and yr hmb1 dtr dispenses as much silliness as he can manage. Avanti, as we used to say in South Bend!

Dave, your humble editor

From the President’s “Jungle Cat” Garage



First off, it is once again my sad duty to acknowledge the loss of another distinguished member of our Club, Dr. Richard Gill, husband of Concours Judge Jan Gill. Both Richard and Jan have been active members in JANE for many years. Most recently, I enjoyed their company at the Cape Cod Road Tour, through Falmouth and Hyannis,

conducted last fall. Dr. Richard will be deeply missed by all of us, sadly adding to the number of outstanding Club members who we have lost this year.

On August 20, 2022, JANE will be conducting its 49th Annual Concours on the historical grounds of the Wayside Inn in Sudbury, thanks in great part to the efforts of Daniel Graf, who is planning another memorable Concours event.

In that regard, I believe it to be timely to speak briefly of the levels of participation in a Jaguar Clubs of North America (JCNA) sanctioned event. Jaguar Concours participation involves a Certified Judge’s evaluation of three principal areas of Jaguar presentation: (1) Cleanliness; (2) Condition; and (3) Authenticity, and further, determining the Best of Show, by also evaluating how the car compares to other cars in other classes on the field.

CLEANLINESS is an obvious criterion and judges consider all aspects of the Jaguar as presented. Tips on commonly overlooked areas are polished chrome exhaust tips, wire and alloy wheels and the condition of carpets and over mats when being judged. Condition is also the obvious standard of evaluating for paint chips, cracks and fading and a judging concern as to faded chrome throughout the motor car.

AUTHENTICITY is determined by the complete guide in the Concours Rules as to what constitutes original equipment or authorized replacements and if missing or incorrect, specifying point deductions for that issue. Authenticity is the only category that can be appealed to JCNA for reconsideration. Authenticity is normally proven by documentation in the possession of the entrant, the knowledge of the Judges and/or the model judging guides issued by JCNA.

There are three official levels of classes recognized in the Concours event. The first is “Championship” where all components in the exterior, interior, boot and engine compartment are judged. The next level is the “Special Division,” consisting of specially prepared and heavily modified vehicles, all Jaguar powered. Cleanliness, condition and motor vehicle documentation are the principal issues for the Special Division. The final level of Classes is “Driven,” which recognizes the Jaguar as it appears in daily and weekly use and does not require judging of the engine or boot except as to the matching of road wheels to the spare wheel. A final, informal presentation group is “Display,” whereby the Jaguar is not judged, but is presented on the field to be observed and enjoyed during the Concours.

President (Continued from page 4)

Some people can be intimidated by the “Championship” class with its stringent requirements as to authenticity of components. The standard of Jaguar Clubs of North America’s Jaguar judging overall is based upon how the motorcar appeared when it left the Jaguar factory.

For those that may be new to Concours participation, the best approach, in my opinion, is to enter the car in “Display” with no formal judging under the rules; again, allowing the entrant to observe other Jags in judged classes, speak with owners and confer pre-Concours or post-Concours with either myself or Daniel Graf about future official participation.

In my first Concours participation, at Austin Prep in Reading, MA in the late 1990s, I showed my 1993 XJ-40 Saloon, but with Dayton chrome wire wheels which I favored for appearance. I was encouraged to enter “Driven” class, which I did, but on judging, I was deducted 24 points for non-authentic wheels, not having the factory alloys displayed. I was thanked for my participation, received second place in “Driven” class and learned some valuable lessons on Concours preparation.

All in all, the Club Concours is intended as a fun event, but at the same time is a JCNA Concours sanctioned event, serious and competitive across the regions of North America, as Concours involvement in more than one event may qualify the car for a regional or national award. Concours results appear to also be used by owners to enhance the value of their Jaguar for sale or insurance purposes. This is usually not the primary reason for Concours entry, but is sometimes a recognized motivation for some entrants’ participation.

Trained JANE certified Judges are fair and reasonable, but must follow the comprehensive Concours Rule Book approved for use by the principal oversight agency, JCNA.

I will try to submit some other articles on Concours Judging in the Cat before the August Concours, but, until then, my best advice is to review the 2022 Rule Book available online at the JCNA website.

Cheers,
Aldo A. Cipriano, Esq.
President, JANE

Some Letters To The Editor

Editor’s note: Kevin Murphy writes in about a service issue with a Jaguar dealer. It is not our place to be critical of our Jaguar dealers, and we have nothing but sympathy for the difficulties they currently face. I can only hope this instance involved a new employee that didn’t fully understand their assignment. I’ve heard nothing but good stuff about this dealer.

Hi Dave:

Weeel, having been unable to locate a Jaguar specialist shop within a reasonable distance of my new digs, I tried the local Jaguar dealer. It was time for some regular service (oil and fluids, general checkover while up on a lift, etc.). So I gave them a call this morning, and after being passed around to the usual number of robot answering machines, I was put on hold. Finally, a bubbly young thing answered “Service” and asked if she could help me. I explained that I was looking for an oil change service and made sure to ask if they worked on Jaguars as old as my 1996 XJS. “Oh no, sir, we do not service Jaguars older than 2012.” I asked her to repeat that as I couldn’t believe my ears (I mean, what if I had a nice 2011 XK that needed a little regular service? I’d be s.o.l.). Recovering, I managed to ask if they could please recommend a shop? “Oh no, sir, we don’t recommend other places . . . Sorry . . .”

So there it is. If this becomes the official dealer policy

on service, it is the beginning of the end of Jaguar collectible cars, unless you can afford your own riding mechanic, or can bear to travel several hours for service in a car that needs service, or possibly have it flat-bedded a couple of hundred miles to a good shop. It’s a good thing it isn’t Christmas because I can only say “Bah, Humbug!” Time to go back to combing through the haystack for a good shop out there that won’t break the car . . .

Kevin

Editor’s note: This next letter, from Gary Hagopian, seems to have something to do with a questionable Page 10 and a rear-engined E-Type covered in a recent issue of the Coventry Cat. Gary writes:

Hi Dave,

I didn’t recognize the situation till I went to find page 10. Since there was no page 10, it was then that I looked again at the cover picture of the Coventry Cat and realized that the motor in the boot of the E-Type was mine! Shoulda been more obvious to me seeing all the plug wires, and the blue cap on the breather cover.

It’s not nice trying to fool Mother Nature!!

All the Best,
Gary Hagopian

We're Back, Baby!

By Brian McMahon



Once again, VP Dr. Dean Saluti greets the membership.

On April 20th, JANE's Events VP, Dean Saluti welcomed an overflow crowd to our first post-pandemic dinner meeting at the Wayside Inn. "We're the biggest and the best Jaguar club in North America!" Dean

exclaimed to our enthusiastic group, as he laid out the plans

that President Aldo Cipriani and our Board have proposed for the summer and fall.

But before Dean's galvanizing address to us, JANE members had parked their Cats on the tree-colonnaded approach to the Inn.

Ready to hit the road into summer fun is a lovely E-type (we thought it was Ed Marut's, but he said, "I wish . . . ")



while we also had quite an assortment of other Jaguars on display, from old to new, from OTS to sedans.



John Frost is glad to be back!

There's one constant – we love our Jags.

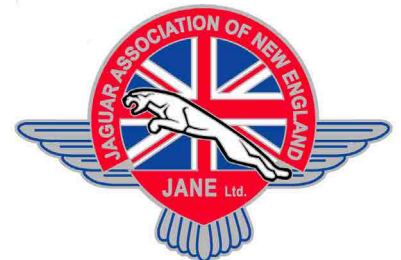


For all of the engineers in our club, the informal tech sessions were illuminating.



Where's Aldo?

but schmoozing was fun, too, with the owner of this beautiful XJ sedan.



(Continued on page 7)



Assorted members prepare for dinner using time-honored ingredients.



As the sun began to lower in the western sky, we adjourned to the cozy confines of the Wayside Inn's bar, where conviviality reigned.



Wife-splaining is encouraged, as well.

So, who's this interloper with the Sudbury town meeting agenda pamphlet spread out in front of him? He's Tim the Local, a friendly resident who finds that the Wayside Inn is a wonderful place to meet new people.



Tim the Local

Having lost his wife a year ago, and unwilling to endure social isolation, he has made it his duty to visit the Inn and engage visitors in conversation.

Since JANE had swamped the bar with our members, seats were at a premium and he was sitting alone until he offered Martha a remaining chair while I got our drinks. When I returned, he insisted on foraging through the Inn for an extra chair which he plopped down in front of me.

Just like Henry Wadsworth Longfellow, Tim had come to the Wayside Inn to hear the tales of travelers. Real news, fake news, and salacious gossip all washed through the Wayside Inn from lonely, thirsty travelers from Boston to New York and beyond, and Longfellow chronicled all of it, just like our Tim the Local. Longfellow's Tales of a Wayside Inn, published in 1863, described a group of people at the Wayside Inn, and each tells a story in poetical form. The characters telling these stories are based on real people, so maybe we should monitor Sudbury media like <https://patch.com/massachusetts/sudbury> going forward to see how we are portrayed.

In our case, Tim was curious about our car club and activities, and, in return, from him we learned a lot about local Sudbury politics, such as where a "nature trail" was a blockaded benefit for a few local residents and how some Sudbury citizens had done political backflips to become Green. If there's a

Potomac River "Swamp" in DC, apparently there's also a Sudbury River "Swamp" here in Sudbury.

JANE members were happy to feast on the Wayside Inn's buffet once again, as well as hear from our featured speakers, "The Rust Brothers," but a problem had arisen. JANE's President, Aldo Cipriani, had struggled through some health problems in the past 12 months. Was he strong enough to lead us through an active summer and fall program of events? Fortunately, our very own Dr. Dean Saluti was able to listen to Aldo's heartbeat and confirm that, yes, Aldo is fit for an outstanding year of service to our club.



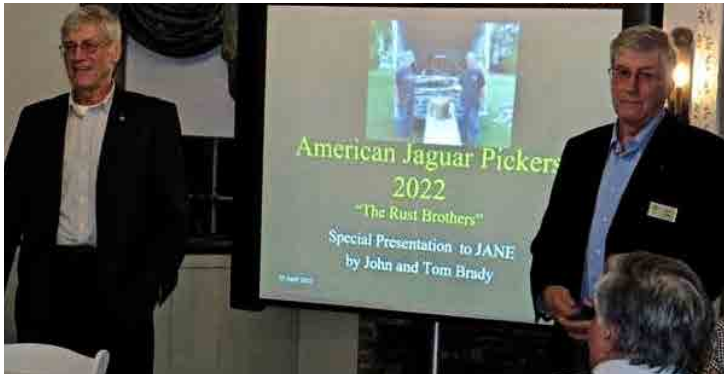
There's Aldo!

And as one of our Membership VPs (Margie Cahn) knows, her husband Dean's active events program means that it's much easier to recruit new JANE members.

(Continued on page 8)



Tom and John Brady regaled us with their tales of searching, and trying to retail antique Jaguar parts that they have acquired from around America.



Their most vexing supplier was the Jaguar Junkyard in Oakham, MA

where the owner would produce a part, like a headlight cover for a Series 1 E-type, quote his price for that part, and then wait for the prospective buyer to balk at the price. Too much? Well you won't be



buying it from me, he would angrily insist before smashing the part with a hammer in front of the disconcerted shopper.

At the end of the evening, JANE President Aldo Cipriani rewarded Tom and John Brady for their well-received presentation and JANE members headed home while looking forward to a summer of fun in our Jaguars.



The Rust Brothers flank and thank Aldo.



**Jaguar Association of New England
More than just a Car Club
Website: JAGNE.ORG**

May/June 2022 Events

By Dr. Dean Saluti, VP Events



Here comes “Jags on the Lawn at Larz!”

It’s finally here – what we’ve all been waiting for as we muddled through the winter months – Jags on the Lawn at the Larz Anderson Auto Museum in Brookline! Scheduled for Wednesday evening, June 8, this signature JANE event is ready to go. The Museum, the oldest and most prestigious in the country, always welcomes us with a new exhibit, and this year

it is “Masterpiece: Art and Design of Italian Automobiles.” What a perfect fit for our JANE buffet dinner featuring Italian favorites, catered by East Boston’s Spinelli’s. You can bring a dessert to share, and don’t forget that we have an open bar with beer and wine. We can tour the museum and enjoy a great dinner.

But first come our lawn festivities. We will line up our Jags starting at 5:00 PM, with the South Shore’s legendary car guy, Joe Fasci, playing “Oldies But Goodies” as our DJ. Of course, you can request Jan and Dean tunes and the Animals’ greatest hits. We will have until 7:00 PM to admire our Jags, share Jag talk, sip on wine and beer, and munch on cheese and crackers – all on the lawn. Don’t miss this event. Register now on our website, www.jagne.org. This event sells out early!

Now, let’s recap last month’s meeting at the historic Longfellow’s Wayside Inn. Can you imagine 49 attendees? If there were any more we would have had to sit on the window ledges. The Bradys did a fabulous job – best ever – as they updated us on the “Rust Brothers” finding abandoned Jags in the woods and in chicken coops. Meanwhile, the Inn’s buffet did not let us down, and we devoured prime rib and scrod with all the trimmings while talking Jags, Jags, Jags. Marjorie commented that the amount of Jag expertise in that room

was simply astounding.

What’s coming up? First, our annual JANE June Slalom. Rich Hanley has reported that he has managed to book In Control Driving School’s fantastic track in Weymouth. Yes, Rich has upgraded our venue and moved it to an easier-to-access location. It is in the old Weymouth Air Base, right near the Route 18 exit off Route 3. It is about a 20 minute drive from downtown Boston. It will be held on Saturday, June 18, from 9:00 AM to 3:00 PM. JANE will follow JCNA sanctioned guidelines, which means that you may read about your car’s performance in the Jaguar Journal. Wow! What is extremely exciting about this event is that JANE invites other marques to participate, so you can compete against a Porsche or a Corvette. You can bring any car that you own. You will be receiving a Constant Contact alert, so you can register for the event. It will also be on the JANE website. For any questions, or if you just want to help, call Rich Hanley at 508-317-3474.

Next, in July, tentatively the 24th, is JANE’s annual event at the Myopia Polo Club in South Hamilton, MA. More information will follow on this event. What could be better? Jags parked at the polo grounds, with boots open for picnic meals, and a world-class polo match, with the winning team awarded the JANE Jaguar Cup.

After that, time to get your Jag ready for the JANE 2022 Concours d’Elegance. This year, it will be held again at Longfellow’s Wayside Inn on Saturday, August 20. What a job the Inn did last year on our signature weekend! That’s right, most of us reserve rooms for Friday and Saturday nights at the nearby Fairfield Inn by Marriott in Sudbury. On Friday evening, there will be a cocktail party at the Wayside Inn. The actual Concours will start at 9:00 AM on Saturday, followed by the Awards Ceremony and Banquet. The JANE Concours Chair, Daniel Graf, and the Co-VP of Membership, Jeanine Graf, remind us to register now on Constant Contact or on the JANE website. Jan and Dean have already signed up!

UPCOMING EVENTS

Jags On The Lawn At Larz *Wednesday, June 8, 5 PM*

Larz Anderson Automobile Museum, 15 Newton St., Brookline, MA

June Slalom *Saturday, June 18, 9 AM*

In Control Driving School, 215 Patriot Parkway, Weymouth, MA

Jaguar Cup Picnic at Myopia Polo Club *Sunday, July 24, 1 PM (tentative)*

Myopia Polo Club, 435 Bay Road, South Hamilton, MA

JANE 2022 Concours d’Elegance *Saturday, August 20, 9 AM*

Wayside Inn, 72 Wayside Inn Road, Sudbury, MA

Note: *there will also be a cocktail party Friday night, August 19.*

WWW.JCTAYLOR.COM

1-888-ANTIQUE



INSURING YOUR VEHICLES FOR OVER 50 YEARS

UNPARALLELED CLAIMS SERVICE

AGREED VALUE COVERAGE

EASE OF DOING BUSINESS



facebook.com/jctaylorinsurance

PROUD SUPPORTER OF THE JAGUAR ASSOCIATION OF NEW ENGLAND



CAR CLUB NEWS

www.britishmarquee.com

Special British car club offer!

JANE members:

Subscribe to our print or on-line edition, and get 37% off — and FREE classified ads!

One year (11 issues), print: \$18 (non-member rate \$29)

One year (11 issues), on-line: \$12 (non-member rate \$19)

Go to our website today and download a free sample copy!

Enthusiast Publications, LLC • 5 Old Nasonville Rd., Harrisville, RI 02830 • (401) 766-6920



- Restoring XK model Jaguars for 40 years.
- Finest upholstery available.
- Our mail order upholstery kits have all the parts, even the hard to make ones and they fit; backed up by toll free installation support.
- Extensive Parts selection with mail order world-wide.
- Sensible mechanical and performance upgrades.
- We also work with many other European marques.



BASSETT'S

PO Box 245 Wyoming, Rhode Island 02898, USA
Tel: +1-401-539-3010 • E-mail: jagwillie@bassettsinc.com

www.bassettsinc.com

Upton Foreign Motors

Quality Jaguar Service and Repair
Factory Trained Master Jaguar Mechanic
Guaranteed to Beat Dealer Labor Rates

Dana Schwehr, Owner
138 Milford Street (Rt.140)
Upton, MA 01568
(508) 529-4040

www.uptonforeignmotors.com

Membership Update for March and April

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



Jeanine and Margie continue to welcome new members to JANE, and we can't wait to see them at upcoming JANE events.

The first event of the summer will be our Jags

on the Lawn on Wednesday, June 8, at the prestigious Larz Anderson Auto Museum in Brookline. Bring your Jag and your appetite! Some new members have already contacted us about coming to this event. This is a great time to meet and greet your new JANE friends.

Jeanine and Margie remind you that you can renew your JANE membership (if you have not already done so) on the website (www.jagne.org) at any time. You do not want to 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:

Charles Baltay, Guilford, CT, Yale Professor,
1994 Black XJS, 2021 Silver F-Type

Eric Grennell, Belmont, NH,
1968 Black E-Type Roadster

Edward Gingle, Swampscott, MA,
1987 Black Award-Winning XJ6

Paul Kawolis, Sutton, MA,
1973 Signal Red E-Type Roadster

Welcome all!

Hope to see you soon.

Margie and Jeanine

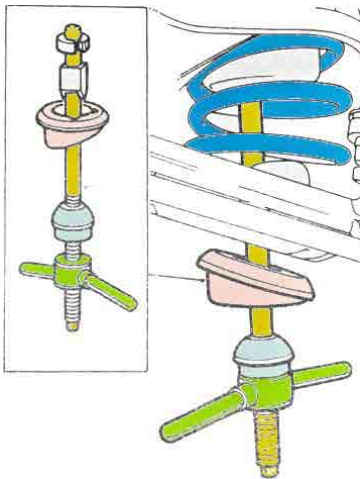
***Margie – 617-285-6564
marjoriecahn@aol.com***

***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.

Truly one of a kind and special.



Located in
Waltham MA.
Eric Kriss,
617-480-3701 cell

HONKU

by Aaron Naparstek

Traffic camera casts
your unlucky ass in the
Ran-A-Red-Light Show

Dirty Dancing

by Herman Wiegman

Living with a Vermont Cat

The stories herein were born in the Snow, Ice and Mud Seasons of northern Vermont. The perpetually overcast skies and remnants of COVID made for bleak times that shadowed the hearts of even the most courageous of us. To escape, I had to go adventuring in my F-type, following the following sage advice:

“You have brains in your head.
You have feet in your shoes.
You can steer yourself
Any direction you choose.
You’re on your own
And you know what you know.
And YOU are the one who’ll
decide where to go...”

– from *Dr. Seuss*

“Oh, the Places You’ll Go!”

But driving on Vermont’s gravel roads in mixed winter conditions proved to be challenging. The broad tires of the F-type lost grip frequently in the snow, ice and slush. They acted more like LL Bean toboggans, requiring a modified driving style where you place the car on the high side of whatever crowned road you are attempting to navigate. The DSC system struggled to find a solution to the problem of engine braking heading down an off-camber dirt road, with two wheels on ice and two on mud. I found myself pointing and steering the F-type loosely in the correct direction while also trying to maintain some momentum to make it up the next incline.

I thought that my lithe cat would be able to brave the conditions better. After all, it had maintained such poise in the face of owner/operator stupidity at the race track in Tamworth the summer before. But I suppose that was because it occurred on a smooth, high friction surface with little rain in sight, and at a speed where the wheel sensors were reporting data at a pretty good clip. Instead, the experience here resulted in a modern, hip-grinding, arms-flailing, head-rocking dance style reminiscent of Patrick Swayze and Jennifer Grey. I guess the JLR engineers just didn’t take the F-type development mule up to the Land Rover Experience facility in Dunkeld, Scotland in mid-winter to tune the traction control parameters while hunting for elk and single malts. Those wankers. Note to self: Turn DCS off and become one with the freedom of movement.



Covered Bridges

In mid-winter, I quested to find some covered bridges, all conveniently within range of my bladder control. On one occasion I passed through the one lane covered bridge just before a school bus slowed, waited for me to exit, and then drove through in the opposite direction. The bus was full of children waiting to get home. I imagined that upon arrival they would suck down a shot of hot maple syrup before attacking their homework; pure Norman Rockwell joy from an earlier time.



AmphibXing

On drives during Mud Season, I came across the annual spotted salamander migration in Vermont. These critters apparently need to go from one wetland to another by crossing the county roads. Let’s just say it took some proper discipline to navigate that dance.

Many of my excursions would take me to my sister’s house on a dirt road called “Muddy Dog Run.” I like to call it “Dirty Cat Crawl.” It is responsible for more than a few pounds of detritus on the lower half of my car. After visiting my sister, the exterior of my BRG F-type matches the tan leather interior. Some might call this Vermont Spring Taupe – I prefer to call it Sanity Check Nude. The sort of color you might see if a winter-crazed man was “dirty dancing” in the Vermont back country.

(Continued on page 13)
May/June 2022



Muddy Dog Run



Dirty Cat Park

(Nice, Herman. Very nice! See you at Concours -Ed.)

Whatever.

Here's hoping you all made it through this past winter and that you can resuscitate your passion for driving your Jaguars ... to the many, many places you will go, hopefully with Seuss riding spiritual shotgun.

Next article: Cats Eye View

JANE Judges' Class

by Bob Doyle

This year's JANE Concours Judge class was held on May 14, 2022, at the Southborough Community House. Sixteen judges were present and four additional judges will attend an additional class at a later date.

Chief Judge Aldo Cipriano informed the class of updated rules, judging procedures, and recommendations for handling questions during the judging process. Daniel Graf mentioned that he is predicting a large number of entrants this year and that JANE had more than 60 cars

registered last year, which was the largest number of cars at any JCNA Concours event in the country.

The judges completed a 50-question examination and had to score a minimum score of 90 to be certified. This year's Concours d'Elegance event will be held on August 20 on the grounds of the Wayside Inn in Sudbury, MA.



Judges-in-Training, hard at work in class



Judges-in-Training, getting down to the nitty gritty

The Big One!

Shared by Frank Grimaldi

Editor's note: The following letter showed up after I had finished the write-up last issue about Frank getting his "Old #80" TransAm Camaro successfully placed in the North East Motor Sports Museum. The letter is sufficiently interesting that I include it here in its entirety, including some documentation.

Hi Dave,

I don't remember if I sent you the attached history data. It will be used for a display poster at the museum. You may find some of the data useful.

I also include this recollection of my Big One in 1996.

My 'Big One' at Lime Rock in 1996 was actually during the Warmup session on Labor Day morning. Weather forecast predicted heavy rain in the afternoon. Even if the feature race were run in the rain, by 1996 I had developed a strong dislike for racing in the rain! "Old #80" had been so good that weekend I decided to try for a Personal Best lap time in the WarmUp. Only one or two clear laps would be necessary. After what I thought could have been a very good laptime (a good lap, but not a personal best) I decided to do one more hot lap before pitting.

As it turned out, an oil line on a Mustang about a half a lap ahead of me burst as I was coming around that last hot lap, leaving a stream of oil running down most of No Name Straight. I didn't see the oil as I shifted up to third gear at over 90 mph. "Old #80" snapped to the right as I hit the oil stream and then lost all traction. As I slid down the track sideways, the steep hill on the right that ran parallel to the track got closer and closer. There was no Armco barrier there in those days, and I expected to hit the base of the hill with a glancing blow. As I continued to slide down the track sideways I remember actually thinking that I might only need to replace the front spoiler after this! Then I hit the base, got a little unfortunate grip in the dirt, climbed part way up the hillside and began a series of corner-to-corner rollovers and impacts before landing upright some distance down the straight. Every body panel was damaged, the right front corner of the roll cage collapsed and even the engine had come loose. The air cleaner assembly, valve covers and exhaust headers were completely crushed from the engine bouncing around under the hood.

Fortunately, I ended up OK.

But it took me weeks to convince a frame expert that my request to straighten the wreck was not a joke. I had replaced the front subframe, spliced a new section into the destroyed right rear subframe and removed

everything that was not needed during an attempt to repair the car. My frame expert finally agreed to try to save "Old #80" on one condition! If, after a day of work, he determined he would not be able to align everything, I promised to pick up the wreck and never return! In fact, he worked for three solid days and accomplished a remarkable repair.

Following that, I spent months scrounging junkyards and speed shops for needed body and race parts. Endless nights and weekends were spent fitting and fabricating dozens of parts that had been damaged beyond salvaging.

I actually managed to save "Old #80" in time to appear at the 1997 Lime Rock Labor Day race and two weeks before that race I ran an open practice at New Hampshire International Speedway to confirm the car was ready.

However, that practice revealed that terminal engine damage had occurred during the wreck. One more panic thrash was needed to find and install a usable engine for Lime Rock. That was accomplished just in time and "we" appeared at Lime Rock on Labor Day, exactly one year after my Big One!

Just appearing in the 1997 Labor Day Race weekend gave me great satisfaction, and I finished 3rd in the Historic Trans Am race and 6th in the Vintage Group J race. Receiving the Skip Barber Cup Award was certainly Frosting on the Cake and "Old #80" and I managed to accomplish more than 200 races after that Big One!

Best Regards,
Frank



Only driven on weekends, low mileage!

(Continued on page 14)

May/June 2022



Frank Grimaldi & 1968 Chevrolet Camaro "Old #80"

**Grimaldi ran 265 SCCA and Vintage races with "Old #80" from 1971 to 2021
Finishing 238 (90%) with 110 (42%) Podiums and 40 (15%) Wins**

Grimaldi "Old #80" Racing Highlights 1971 - 2021

1971 & 1972	Runner-Up SCCA North Atlantic Road Racing Championship
1972	Obtained SCCA Brass Tag #72-AS-05 at 1972 Lime Rock Trans Am
1973	SCCA Northeast Division National Champion
1973	SCCA Road Race of Champions at Road Atlanta, 4 th
1993	Earned SVRA Historic Race Car Medallion #6-0204
1993	Winner, Historic Trans Am, Lime Rock
1997	Skip Barber Vintage Spirit Cup, Lime Rock Vintage Festival
2001	Historic Trans Am, Lime Rock, 3 rd
2003 - 2006	Sommet des Légendes, Circuit Mont-Tremblant, Canada
2004	VIR Gold Cup, 1 CL / 3 rd OA
2005	Winner, Pittsburg GP at Beaverun / American Thunder Race
2005	Racing Group Cup, VRG / NHMS Vintage Celebration
2007	Track Record, SCCA HRG5, 2:14.487, Watkins Glen Long Course
2007 & 2011	Winner, Watkins Glen Enduro, VRG
2011	George Weaver Cup, VRG / NHMS Vintage Celebration
2013	Historic Race Group Championship, 2 nd HRG5, 3 rd OA
2018	Winner, Thompson OA & HRG5
2018	Historic Race Group Workers Choice Award
2019	Historic Race Group Championship, 3 rd HRG5
2019	Winner OA & HRG 5 Thompson
2021	#80 Farewell Tour, Thompson, 3 rd OA in three races, set Personal Best Lap

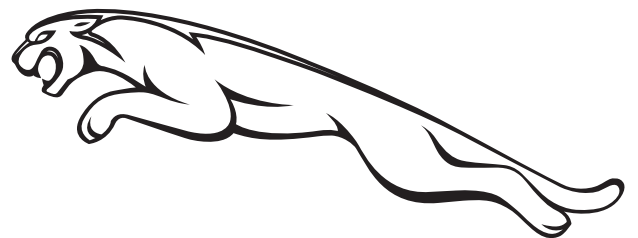
Grimaldi's "Big Crash" at 1996 Lime Rock Labor Day Historics

"Old #80" history is even more remarkable considering the crash at Lime Rock in 1996. Grimaldi repaired the total wreck in time for the 1997 Labor Day race and completed 206 more races before retiring the car in 2021.

Camaro's Early History

Ken Duclos 1968, Skip Barber (7th OA 1968 Bryar Trans Am, for owner Herb French),
Len Greenhalgh (Viper Racing 1969), Jim Briody (Pumpkin Racing 1975 - 1979)

Grimaldi #80 History to 2021 1/3/2022





SALES • SERVICE • RESTORATION



333 Cook Street
Plainville, CT 06062
800.899.1055

1994 JAGUAR XJS 2+2

Nice hard to find Triple Black Convertible 2+2 6-cylinder with only 54k miles and in very good condition. Priced very aggressively at only \$12,900 due to us needing to reduce our inventory for the winter months. Runs, looks and drives great! See Motorcarsinc.com for more information and pictures.

MOTORCARS INC. Jaguar Sales, Service & Restoration since 1977, 800-899-1055, CT see: www.motorcarsinc.com for more pictures and all of our hand selected inventory.



WELSH

ENTERPRISES, INC.

1-800-875-5247 | www.welshent.com

The largest independent retailer of new, used & rebuilt Jaguar spares since 1965

- New Parts
- Used Parts
- Rebuilt Parts
- 100,000 sq ft facility
- Orders placed before 3 pm ship that day

Proud supporter of the JCNA



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

By Barry Bannister, Barrister

Barry Bannister, our kindly but increasingly 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. Or, in this case, the law as it doesn't exist . . .

That said: *In North Dakota, it's more about what's not illegal: Drivers can use a hand-held cell phone while driving, there's no law covering drug-impaired driving, there's no motorcycle helmet law or any rear seatbelt law for adults.*

Our JANE client trembles at the very concept of such open spatial lawlessness, stretching far beyond that imagined distant Dakotan horizon. What's a driver to do? Are there any police, for God's sake? If there are no police, why would there be any mechanics? Would those mechanics have even heard of Jaguars? Especially something like my 99.3 point Jaguar Mark VIIM with such a carefully curated patina that a cloth has not touched any exterior surface in 35 years! The JANE client almost screeches, "Barry! No laws? Stop staring at your phone. This is serious! Should I cancel? Is it safe for Jaguars? You gotta help me here."

Barry looks as tired as usual, while, in an attempt to calm our JANE client without disturbing the malt supply, he observes that anarchy has worked perfectly satisfactorily in many regions of the world over the past six centuries and is nothing to be overly concerned about. "Further," he says encouragingly, "there may in fact be laws in North Dakota – it's just that we haven't found them yet. And there's a bright side as well: there may be no speed limits. That might be quite a jolly upside, when you think about it. Especially as your car is an M.

"And now, if you'll excuse me, Marlene will go over your account and see you out. Have a wonderful trip. Simply wonderful. I'm sure it will all be fine. Fine. And," Barry closes with an warm avuncular chuckle, "don't get any speeding tickets."

No laws, he thinks to himself as the door softly closes. What in the world would I do?

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

Jaguar (Mostly E-Type) Parts For Sale:

Highlights Include

- Excellent set of E-Type S1 Chrome Wire Wheels.
- Good set of E-Type S2 Painted Wire Wheels.
- New (might be NOS - not sure) E-Type S1 tail lights
- Original E-Type Jack.
- 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*

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 May and June, our Astonishing Past Prediction is:

"A cookie store is a bad idea. Besides, the market research reports say America likes crispy cookies, not soft and chewy cookies like you make."

-- Response to Debbi Fields' idea of starting Mrs. Fields' Cookies.

From the *Bottom* of The Scratching Post

By Dave Moulton



For those of you who don't know, Octane magazine is an English magazine devoted to

interesting older high-performance cars and the people of note that are involved with them, presented in a very high-quality format. An interesting monthly feature in Octane is called Day in the life, a brief description of the life and daily work of such a notable involved person. In the current issue of Octane, that notable involved person is Paul Niewenhuis, who Octane describes as an "author, academic, sustainability expert, environmentalist . . . and petrolhead."

Niewenhuis has just retired from Cardiff University in Wales, where he served as Co-Director of the Centre for Automotive Industry Research. I ran across his work back in the 2000s, when he published a very interesting and thoughtful paper titled "Why Morgans Are Green" (email me and I'll send you a copy). Paul has had much to say on the subject of car design and manufacturing, especially from the standpoint of sustainability, and I thought it might be interesting for you to hear some of his thoughts. They are relevant to our car enthusiast point of view and our concerns about the future of our beloved rides.

In his Green Morgan paper, Niewenhuis used an Environmental Rating for Vehicles (ERV) developed at Cardiff to compare cars, and discussed some of the criteria that determine that rating. They include

low weight, materials use, low emissions, durability and manufacturing system.

Here are some lightly edited details of those criteria:

Low weight: Low vehicle weight is aimed at achieving maximum performance. In addition, the number of features and components not contributing to the primary function of cars should be limited.

Materials use: The materials used should include renewables, notably wood and leather. They also include steel. The use of finite fossil hydrocarbon-derived materials – such as plastics – should be relatively low.

Low Emissions: Low weight helps cars achieve relatively low fuel consumption and relatively low levels of toxic emissions (carbon monoxide, hydrocarbons, NOx and particulates) and CO2 emissions. This is also helped by use of state-of-the-art engines and engine management software.

Durability: Durability is often overlooked by the mainstream car industry. The best way to preserve scarce resources is to continue to use the ones we have



already processed for as long as possible. **A long-lived car is better than a more disposable one** (emphasis mine –Ed.). This also ensures high residual values, as well as making any investment in further preservation cost-effective even on older cars. The emotional attachment many owners have with cars also helps durability.

Around 60-70 million cars are produced worldwide each year (this was written in about 2005 – in 2019, auto production reached 91.5 million –Ed.), a practice that is clearly unsustainable. In the longer term, if car making is to survive at all, then all car manufacturers will have to move towards a business model closer to that of low volume manufacturers.

In the recent Octane article, Niewenhuis expands on this latter issue, saying, “Ever since the welded steel body was invented by Edward Budd, we’ve been shoving cars through it all the time and discarding them after just 15 years. That’s unsustainable. We studied the economies of scale for Saab and Morgan in the 1990s and Saab’s break-even point was 95,000 units a year, Morgan’s was about 500. . . . Microfactories are one way forward to change things, and Gordon Murray has picked that up.” (FYI, Gordon Murray, auto designer extraordinaire, has just announced a run of 100 cars to be delivered beginning in 2024 – the Model T.33, @ £1.4 million each; see the video at <https://www.youtube.com/watch?v=oNHnQdjZ7mA> for details. Murray got orders for all 100 cars in less than a week after announcing the car.)

Niewenhuis goes on to say, “A sustainable car should be 100% recyclable, powered by renewables, and as light as possible. Legislators just think of cars as old technology to be phased out, but it’s not that simple: it’s an emotional, cultural, social and economic thing, and consumers won’t give up cars voluntarily. . . . Legislators tend to be based in cities, and think everything can be done with public transport. [But where I live] you need a

car to get around.” [Us, too! – JANE Membership]

When you plug in the materials use and durability criteria to the various fuel infrastructures being used today, it becomes clear that “renewable” energy isn’t, well, “renewable” just yet, because of the polluting and non-renewable materials required for transmission and storage of electrical energy. Electricity also fails to meet the low weight criteria for automobiles as well, due to the massive weight of batteries.

Unfortunately, our generated, transmitted and stored electricity (“the grid”) has been assigned “magic” qualities of cleanliness that don’t exist in the real world. This means that, at present, we do not yet have “clean” cars (or a “clean” electrical grid) and probably will not for some time to come, no matter what our public-relations hacks claim.

So, our present-day path forward toward reduced fossil fuel use and reduced greenhouse and toxic gas pollution has to be through more efficient (“cleaner”) manufacturing, more efficient cars (lighter, lower drag, less plastic, fewer options) as well as fewer cars overall, but cars that are more sustainable and longer-lived.

We enthusiasts set a really good example when we restore our vintage cars and continue to use them on a regular basis. We set a really good example when we treat our ten-year-old car as still new, barely broken in, and look forward to another 25 years of driving the dear thing around. We set a really good example when we drive really well, smoothly, efficiently and economically, not to mention safely. We set a really good example when we carefully attend to the maintenance of our cars.

So, Paul Niewenhuis makes a lot of sense, to my mind. His basic approach for now is: get more out of fewer resources. As Colin Chapman and others have put it: “Simplify and add lightness.” Here it is even simpler: Obtain greater outcomes by requiring fewer resources, especially new ones, to accomplish the same or more work.

Thanks for listening!

– Yr hmb1 dtr



Long-term efficiency can be fun!

Richard Gill

Jan Gill writes:

It is with heavy hearts we share with you that Richard passed away peacefully Sunday night (April 24). He was comfortable and surrounded by family in his last days. We cannot thank everyone enough for all your support over the last year by way of calls, messages, gestures, zoom calls, visits etc. It is not lost on us nor was it on Riki how lucky we all are to have you in our lives.

As a family we are grateful for the last year we have had getting to spend so much time together. Hug your loved ones today and hold them tight.

We will be planning a celebration of his life later this spring/summer and will be in touch with details.

*All our love,
The Gill Family*

Slaloms for 2022

By Rich Hanley



Ahhhh, the open road . . .

Editor's note: I received the following from Rich Hanley. I know where I'm gonna be on June 18th and September 24th. See you there!

Rich writes:

Hi David

It's been a while, hope this email finds you well. I am starting the Slaloms again this year and would like you to post them in the Cat.

The Spring Slalom will be June 18th and the Fall Slalom will be September 24th. They will be held at the old Weymouth MA Naval Air Station where In Control Crash Prevention driving school has a parking

lot. The address is 215 Patriot Parkway, Weymouth, MA 02190. On June 18th, we'll get underway at 9 AM.

I will also be hosting a Cars 'n Coffee that morning for those who would just like to come down and get together and watch the Slalom. In Control Crash Prevention will also be there to show off their programs. (I'm trying to get them to take people out around their track to show them how to drive defensively, but this has not been worked out yet.)

Thanks for all your help,
Rich

*Jaguar Owners
have our full support!*



**CLASSIC
JAGUAR**

With Moss Motors' professional sales staff, engineers, technical team, and a long legacy of service, Jaguar owners can expect top-tier parts selection and availability. And with two warehouses, our delivery is fast across the country. **Long live the Jaguar.**

XK120, 140, 150 / E-Type / Early Sedans / XJ6/XJS / XK8 / Late Models

800-444-5247 | www.MossMotors.com/Jaguar

ALL PARTS JAGUAR.



We specialize in Stock, Performance and Restoration parts for all Jaguar models - from the XK120 to the 2016 Jaguar F-Type.

**TERRY'S
JAGUAR PARTS**

1.800.851.9438 | terrysjag.com

A DIVISION OF ENGEL IMPORTS

5850 STADIUM DRIVE KALAMAZOO, MI



DONOVAN

MOTORCAR SERVICE

Fine Automobile Service & Restoration

Jaguar Specialists

- * Routine service to full diagnostics and rebuilds of all British and European late model cars
- * Minor project work to full concours-winning restorations
- * Safe, clean and dry storage
- * Consignment sales of collectible cars
- * Performance improvements for street use
- * Full race preparation, track support and transport of all foreign and domestic vintage cars

Home of the Jaguar Racing XKEs

4 Holmes Road
Lenox, MA 01240

Tel. (413) 499-6000
Fax (413) 499-6699

www.donovanmotorcars.com
info@donovanmotorear.com

Endpiece



**Headin' Out.
It's Time...**

FOR SALE

2009 JAGUAR XJR SUPER V8 PORTFOLIO EDITION

Super mint condition, from Margaret Caruolo's estate – only 22,904 original miles! Black. Always garaged. 6-speed Auto Transmission. Supercharged 400 hp V8. 320 watt AM/FM/CD Alpine Audio System. Headrest mounted monitors for DVD Multimedia System. Rear seat tray tables. Bluetooth connectivity. Navigation system. Cool/heated front seats. Heated rear seats. Rich oak veneer. Champagne Suede Alston headliner. Stitched leather door casings. Window shades. Power sun roof. Only 140 of this model were produced! Asking \$40,000 or best offer.

**Email: soaringeaglers@yahoo.com,
401-261-6053.**



DAVID E. ZELLER
INSURANCE AGENCY, INC.

"Antique, Classic & Exotic Car Insurance"

DAVID@DAVIDZELLER.COM
TEL (781) 595-2071
FAX (781) 598-6430
CEL (781) 632-0008

370 LYNWAY-HARBOR MALL
LYNN, MA 01901-1708
WWW.DAVIDZELLER.COM



FASTEST GROWING AUTOMOTIVE BRAND IN THE U.S. IN 2016†



This year, we're ready to start where we left off, because we're not ones to rest on our laurels. Our lineup of high-performance vehicles backed by Jaguar EliteCare Best-In-Class coverage* has us poised to keep leaping ahead.

JAGUAR NORWOOD
449 NEPONSET ST
NORWOOD, MA 02062
781-619-9000

WWW.JAGUARNORWOOD.COM

— JAGUAR ELITECARE —
**BEST IN CLASS
COVERAGE**
— 5 YEARS 60,000 MILES —

- 🛡️ New Vehicle Limited Warranty
- 🛠️ Complimentary Scheduled Maintenance
- 📞 24-Hour Roadside Assistance
- 📱 Jaguar InControl® Remote & Protect™

THE ART OF PERFORMANCE

Yahoolink Search: 2017 Jaguar XE vs 2017 Jaguar XF vs 2017 Jaguar XJ vs 2017 Jaguar S. First Sale. Comparison's same class 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 (2015). Not compared against reported U.S. sales figures by automobile manufacturers for the same time period. †Class is cars and the 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 1-888-JAGUARUSA / 1-888-524-8276 or visit your local Jaguar Retailer. © 2017 Jaguar Land Rover North America, LLC

The Coventry Cat

Jaguar Association of New England
P.O. Box 692027 • Quincy, MA 02269

WINNING REQUIRES INTENSE **RISK MANAGEMENT**

Recognized in the financial industry as a leader and complex problem solver, Michael Kaleel and his team provide guidance on multifarious issues including:

- Reducing Investment Portfolio Risk
- Securing Insurance for Special Medical Circumstances
- Mitigating the Potential Impact of Taxes through Sophisticated Investment, Insurance, & Planning Strategies

Financial success today requires complex problem solving to manage the risks you see, and those you don't.

K
Kaleel

SERVING UNCOMMONLY
SUCCESSFUL INDIVIDUALS FOR
46 YEARS



The Kaleel Company, Inc. | 77 Franklin Street, Suite 301, Boston, MA 02110 | 617.338.8747 | info@kaleelcompany.com | www.kaleelcompany.com

INVESTMENTS OFFERED THROUGH REPRESENTATIVES OF LINCOLN FINANCIAL SECURITIES CORPORATION, MEMBER SIPC. LINCOLN FINANCIAL SECURITIES CORPORATION AND KALEEL INVESTMENT ADVISORS, LLC ARE NOT AFFILIATED.

© 2011 KALEEL COMPANY