

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

January and February, 2023 The "Snow 'n Slush" Issue

*More Than Just a Car Club*

## JANE's 2022 AGM Christmas Party



Photo courtesy of Chuck Centore



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

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*An ad in The Coventry Cat currently reaches about 250 households with excellent demographics, who will politely read whatever we send them.*

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# From the *Top* of The Scratching Post

By *Dave Moulton*



Ah, Winter! Makes ya feel good to be alive! All that slush, all that ice, all those brisk Arctic breezes to ease your excess perspiration. What could be better?

In any case, we made it through the AGM without mishap, and have just completed our first board meeting of The New Year. Believe it or not, as Ripley used to suggest, we are actually looking forward to some serious fun this year.

I hope you will all welcome and enjoy the new column from our new President, Gus Niewenhous. Then, in this

issue, you'll find a brief write-up of the AGM, a long overdue recap of the Audrain Concours that we didn't have space to run earlier, an interesting letter from Paul Bicknell, a reprint introducing the 1938 Jaguar line courtesy of Bob Doyle, a piece from Gary Hagopian and the Coventry Foundation about freeze plugs, a very interesting piece on EVs by Herman Wiegman of Vermont Cat fame, as well as drops of wisdom from all the other usual suspects.

As always, read the ads carefully and be sure to buy something exciting. Have a great year, everybody!

*Dave, your humble editor*

## The President's Message



### *Happy New Year!*

Let me extend my warm personal greetings as well as those of your Board of Directors, while we do our best to make 2023 a great year for JANE.

It is with enthusiasm that I begin my term as your President. It hardly seems possible that I also begin my thirtieth year with JANE.

I am pleased to take the helm of the best Jaguar Club within JCNA. As my Scottish friends are often quoted as saying; we are continuing to go "from strength to strength!" This would

not be possible without a dedicated Board supported by an engaged membership.

I want to thank our immediate past president, Aldo Cipriano for all his hard work over the last several years, particularly in guiding us through

the pandemic. I look forward to his and the entire Board's support going forward.

Soon we will be announcing many events and activities, some old favourites, some new, for what we are sure will be an active and exciting year. Dan Graf is already in top gear for the 2023 50th Anniversary Concours and Dean Saluti is hard at work on a full calendar of events.

I hope to see all of you who can attend at our Monaco Grand Prix presentation in February. Aldo Cipriano, Bob Doyle, Steve Gordon and I all look forward to a colourful presentation.

Best Regards,

*Gus Niewenhous, President*

## Hold The Presses!

*Humble Editor  
Named Karen Miller  
Top Newsletter Editor  
of JCNA*



*Humble Editor On Way To Work  
Pretty cool, eh?*



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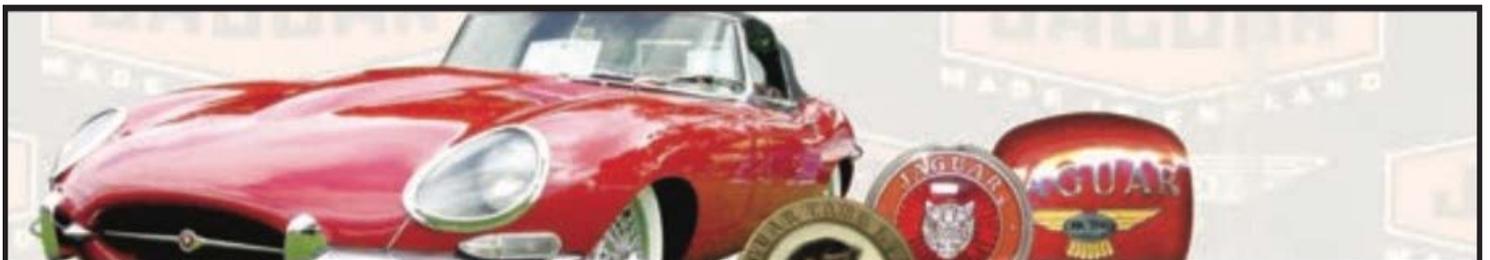


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# Our 2022 Annual General Meeting and Christmas Party

By Dave Moulton, photos by Chuck Centore



*Our beloved Wayside Inn, with its first snow of the season.*

This year's AGM was a cozy, relaxed affair. A pleasant light coating of snow illuminated the season's spirit for us, while the Wayside Inn took care of everything else.

On Sunday, December 11, about twenty-five of us hearty souls ventured out to the wilds of Sudbury, led by Bob and Mary Beth Gosende, who motored all the way in from Albany, NY as well as Ron and Donna Smith, who came in over the mountains from Charlemont, MA.

After a quick warmup by the hearth in the Wayside Inn's historic tavern, we all made our way to our dining room where we found yet another booze-laden bar waiting for us, just in case. Happily, it was manned by our good friend and barkeep Marvin. (Marvin, by the way, has recently suffered a stroke and this was one of his first times back on the job. Naturally, our prayers go out to him for a fast and complete recovery. I thought he seemed to be doing quite well, although he told me he was still very concerned about it all.) Meanwhile, a substantial collection of toys and other gifts to David's House began to build up in our banquet room, courtesy of JANE membership generosity. At the same time, those of us who were still down a quart had a thoroughly refreshing time becoming more fully lubricated at our own private JANE bar (thank you again, Marvin!) in anticipation of the rigors of our Annual General Meeting (AGM).

At 5 PM more or less sharp, President Aldo Cipriano called the Annual General Meeting to order. Our only items of business were to elect the slate of Officers and Directors for 2023, and to welcome and confer authority upon our new

President, Gus Niewenhaus, as well as to similarly relieve outgoing Secretary Bonnie Getz of her duties and install Sue Holden as our new Secretary. We did all this with dispatch, and Ms. Getz for one final time cast a single ballot causing this all to happen!

With the formalities dealt with, it was time to tuck into the lovely spread that the Wayside Inn laid on, complete with wine service at the tables. I didn't take notes, but it appeared to me that a good time was had by all.



*Don and Sue Holden, Treasurer and new Secretary for JANE.*



*Sharon and Larry Hoffman, enjoying the delicious roast beef and other refreshments.*

(Continued on page 7)



*Oh, the humility! Our humble editor holds forth.*

An addendum: On the Thursday following the AGM, Bonnie and I loaded up Jefe, my F-Pace, with several large bags of toys plus a briefcase full of checks and made the pleasant drive up to Lebanon, NH and David's House to deliver the goodies. Unbeknownst to me, one of the toys we were carrying was a police car with a motion sensor so that it would turn on its siren any time it was vigorously jiggled. So, every time I braked moderately hard I would hear a siren and, of course, wonder where the cops were, until I finally figured it out it had to be a damned toy. When we finally arrived at David's House, we deposited all the gifts and got a tour of the place. They seemed very grateful and felt

the toys would be a terrific help, especially this time of year. They also expressed a wish to have the club visit them on a tour next summer.

After that, Jefe smoothly (and now quietly) carried us back down I-89 to Manchester, where, as an early Christmas treat, we stopped for an excellent early dinner at Giorgio's. Life continues to be good, and I'm stickin' to it!



## Help Wanted: Associate Editor!

*The Coventry Cat* is seeking an Associate Editor who is willing to consider becoming the Editor by the end of this year (2023).

**The Situation:** The current Editor (that'd be me) is beginning to slip a few cogs and will need replacement in the foreseeable future (no, I'm not ill, just much more older!). So, while the sun is still shining and *The Cat* continues to purr agreeably, this is a great time and opportunity to learn how to do this rather pleasant and prestigious job in a comparatively stressless way, getting lots of guidance and support from said current Editor.

**About You:** Applicants should be able to deal with emails and Microsoft Word, be willing to try to deal with photographs, be kind to and communicative with people, be able to manage the angst that

accompanies deadlines, and be able to enjoy having fun. Proficiency in appearing to tell the truth regardless of actual content is a great advantage. Giving the impression of being able to help straighten out others' writing efforts is a big plus. And humor, oh yes, humor is something that you definitely should have a sense of.

**Compensation(?)** The salary is both remarkable and non-negotiable, as well as entirely confidential. The benefits are immense (see Marvin in the Wayside Inn tavern for details), and be aware that once you've worked on an April issue, you may never want to come back to reality.

To Get In Line: Contact Dave (that's still me) at 978-448-6828 or [d19@moultonlabs.com](mailto:d19@moultonlabs.com) to talk it over. Thanks!!! Fame awaits.

# Audrain Newport Concours

## Two Views, or, perhaps, Deux Vues

*First, as reported by Bob Doyle*

Over the weekend of September 29-October 2, the Audrain Newport Concours and Motorweek was held in Newport, RI. Remnants of Hurricane Ian were present with heavy rain on Saturday and door-slamming winds on the show field on Sunday.

While attending the show with my brother and grandson Connor (10), I heard my name being called. I was very happy to see that Daniel and Jeanine Graf were present. Then, I was suddenly hit by a license plate-size sign. It bounced off of my leg and flew under a nearby car. I crawled under that car and grabbed the sign. It was for the Graf's car.

There was a special category in the show called,



30-under-30. Jay Leno introduced the group and stated, "Most concours events have millionaires battling billionaires. This class is for people under 30 who spent less than \$30,000 restoring their car." He praised the class for getting young people involved.

The field included Rolls-Royces back to the first decade of production, an unusually long row of Ferraris, a Delahaye, Bugattis, several one-of-a-kind models, Bentleys from the 1920s and 1930s, a rare dual-cowl 1941 Chrysler, Cords, a pre-war Alfa-Romeo, Maseratis, Ford GT-40, an Indy race car, Porsches, and on-and-on. The white Mustang convertible (needing exhaust system attention) that served as the Pace Car for the 1964 Indy 500 was present and won an award. A Bentley 6 won Best-of-Show.



In mid-afternoon on Sunday, the first place winners in each class drove their vehicles to the head of the field to receive their award. Third and second place winners were also announced. Although competition in the Jaguar class was strong and deep with two 1935 SS models and many XK 120-150s, our friends, Daniel and Jeanine took second place.



***Congratulations to Daniel and Jeanine.***

And now, from Brian McMahon's vantage point:

H-m-m-m . . . [Brian writes] . . . How can I jack-up Francophobe Alex today?

Maybe a soupçon of photos from my participation in "The Gathering" sponsored by the Audrain Museum in Newport, RI recently?

(Continued on page 9)

Audrain (Continued from page 8)

Audrain visitors were treated to a restored Citroën DS 21 and its debonair owner, who informed me that he chose a post-1968 “Déesse” because later models used a more stable mineral oil in the hydro-pneumatic suspension, instead of the vegetable oil in older ones. Impromptu roadside picnics may have suffered, though, by losing an alternative source of salad dressing.



Also there was a rally winning Renault R5 Turbo, a much sportier version of the late American “LeCar” version that was imported into the US in the late 1970s and sold at AMC dealers. It fared poorly here, although it was the best-selling car in Europe at that time.



Impossibly glorious, nasally endowed, undeniably French: this 1947 Delahaye should have been Charles de Gaulle’s weekend cruiser for celebrating France’s victory in WWII, achieved with a little bit of help from the Allies:



Delahaye supplied the chassis to Parisian coachbuilders Figoni et Falaschi who built the bodywork by hand.



Rounding out the French collection was a recent Bugatti Chiron Super Sport built near Molsheim in Alsace. It was closely guarded at the Audrain exhibition by beefy men with earphones who were certain to enforce a “Look but don’t touch” mandate.

(Continued on page 10)



*The Chiron is powered by an 8.0L W16 engine producing 1,500 hp.*



## A Coventry Cat Exclusive!



# Membership Update for January and February

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



reminder has inspired another batch of quick renewals. We are currently half way to last year's ending membership, and aspire to be bigger (and better?) this year.

Don't be surprised if you get a call from a JANE Board Member if you have not yet renewed. We will be asking the Board to contact people who have not yet renewed. Many people just haven't gotten around to it, and appreciate the reminder.

Our goal is to get back to where we had been pre-COVID. It has been a challenge during a time that we didn't have regular meetings. As we are now resuming dinner meetings, and have many exciting events planned, we trust that involvement (and renewals) will pick up. We are looking forward to seeing you all!

**Margie and Jeanine**

**Margie – 617-285-6564 / [marjoriecahn@aol.com](mailto:marjoriecahn@aol.com)**

**Jeanine – 617-959-8987 / [jeaninegraf@icloud.com](mailto:jeaninegraf@icloud.com)**

We are in the active renewal period for JANE membership. After the initial Constant Contact email, we had a quick response, and they have been coming in slowly since then. A recent

## A Letter To The Editor

*by Paul Bicknell*

**Hi Dave,**

Here's a short write-up about a recent Jaguar experience that our members might find interesting.

**6 spark plugs, \$1000 . . .**

Why yes, yes I did take my car to the dealer . . . but I have an excuse.

My car had passed some of the service intervals and I realized that the work was probably going to be pretty involved. The time was due for plugs, supercharger drive belt, and full AWD/Differential service. Plus I had them replace the brake fluid "while they were in there."

So I went to the dealer where I bought the car, where the service took over 6 hours to complete.

Now I KNOW what you're going to say, and I agree completely. Independent shops are cheaper! Yes.

I have had a local garage work on my car since I got it. But those jobs, including O2 sensors, brake jobs, alternator replacement, battery replacements (remember there are two different ones, now . . .), axle replacement, air/cabin filters, purge valve, seemed to be pretty much "external" jobs. Doing the plugs and the supercharger belt seemed very different to me. I mean, I'm not even really sure where the plugs "are," or how to get at them!

And seeing all that stuff on the top of the engine just clued me into thinking that I needed someone who had actual experience fooling around in that maze of

equipment on top of and in front of the engine. With all the stories about the fragile coolant pipes, etc., I really wanted someone who'd been there before, to be there now!

And so I ended up with \$1,000 spark plugs.

I am not ashamed.

Plus with AWD service . . . being an X-Type owner I know full well what can go wrong with AWD systems, and thank goodness the X-Type was still under warranty when the transfer case self-destructed. Otherwise that repair would have been multiple thousands of dollars.

So . . .

Just get the right guy, in the right place, with the right parts, to do it right.

Right!

The end of the story is that I got it all done, in one day, and will probably not have to do it again while I own the car.

Final price for all the work was \$2,130 USD minus a \$200 service discount.

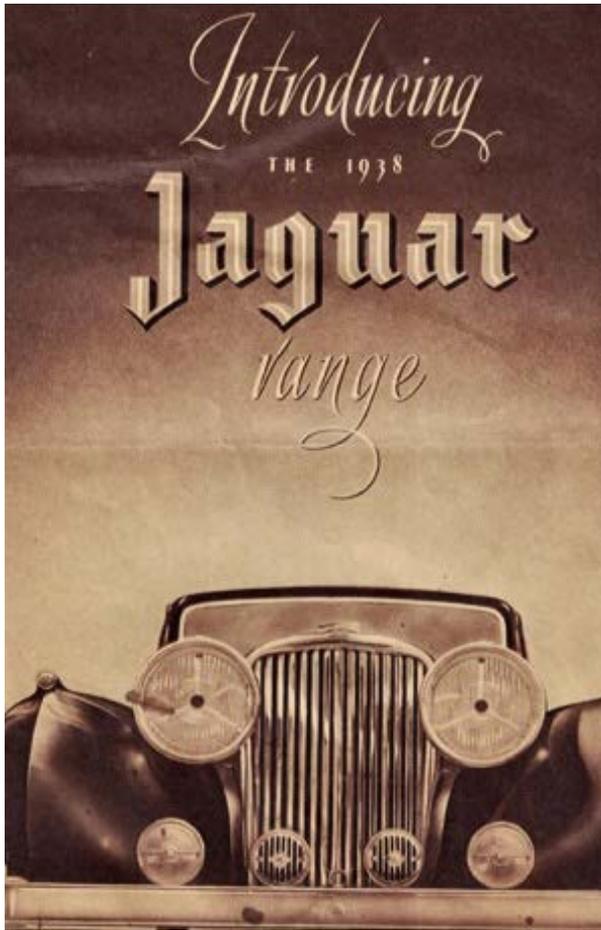
Now . . . can someone please explain to me exactly what's involved in replacing the spark plugs and supercharger belt on a Jaguar 3.0 V6?

Hope all is well,  
Paul Bicknell

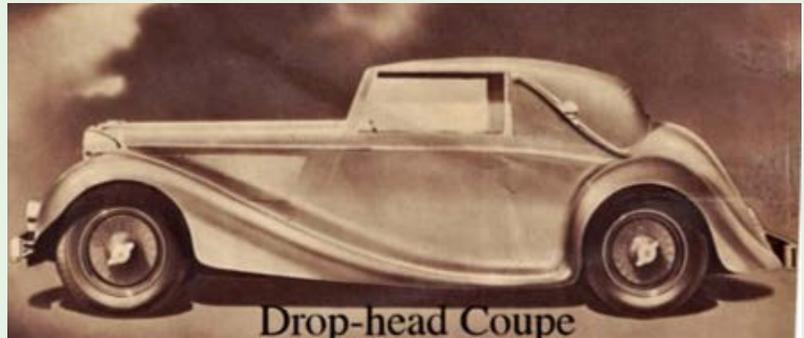
# Introducing the 1938 Jaguar Range

by Bob Doyle

In Stand 57 of the 1938 Motor Show at Earls Court, SS Cars LTD displayed its three new Jaguar models: Drop-head Coupe, 1 ½ Litre Saloon, and The “100” Model. The opening of the show began with a greeting by Prince George, Duke of Kent (see: the motor show – earls court 1938 on youtube.com).



## Drop-head Coupe

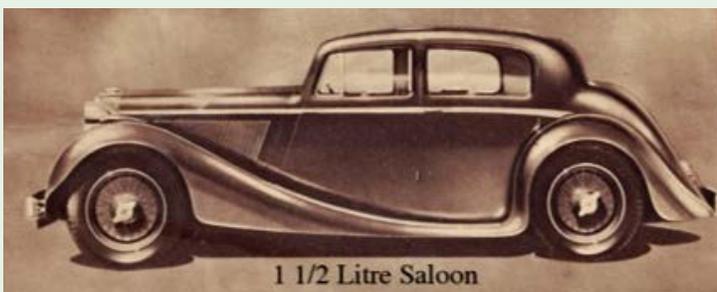


SS Cars described the Drop-head Coupe as, “Elegant, practical, and with the famous Jaguar performance, this Drop-head Coupe combines the advantages of both closed and open cars. The head folds perfectly flush, or the fore part only may be rolled back.” The description added, “Seating five persons in superlative comfort, the Drop-head Coupe is available on the 3 ½, 2 1.2, and 1 ½ Litre chassis.”

### Prices:

- 1 ½ Litre Model £318 (£25,293 in today's GBP);
- 2 ½ Litre Model £415 (£33,009 today);
- 3 ½ Litre Model £465 (£36,986 today).

## 1 ½ Litre Saloon



SS Cars described the 1 ½ Litre Saloon as, “With five-seater accommodation the 1 ½ Litre Jaguar for 1938 is an entirely new model and is one of the outstanding achievements of the new Jaguar programme. Although of moderate nominal horsepower, the new O.H.V. engine develops no less than 65 brake horsepower,

giving a maximum of 75 m.p.h. Characterised by the same dignified lines as the higher-powered models, the new 1 ½ Litre Jaguar Saloon affords a degree of comfort and a measure of refined performance unmatched by any other cars of its type.”

### Price:

- 1 ½ Litre Saloon £298 (£23,702 today).

Nigel Thorley's The Complete Book of Jaguar lists the below 0-60 times for the saloon models as,

- 1 ½ Litre Saloon: 33 seconds;
- 2 ½ Litre Saloon: 17.5 seconds;
- 3 ½ Litre Saloon: 10 seconds.

(Continued on page 13)  
January/February 2023

## The "100" Model



**Prices:**

- 2 ½ Litre Model £395 (£31,418 today)
- 3 ½ Litre Model £445 (£35,395 today)

SS Cars stated that The "100" Model ". . . has for long been one of the fastest unsupercharged cars on the road and, in the hands of private owners has registered numerous outstanding successes in competition work. Now, in addition to the 2 ½ Litre model, it is available as a 3 1/3 Litre with a performance exceeding 100 m.p.h. in full touring trim. Noteworthy for its road-handling qualities, superb acceleration and ease of control, the Jaguar "100" makes special appeal to the motorist demanding the uttermost in performance."

Nigel Thorley's The Complete Book of Jaguar lists the below 0-60 times for the SS 100 saloon models as,

- 2 1/2 Litre Saloon: 12.8 seconds;
- 3 ½ Litre saloons: 10.9 seconds.

All 1938 Jaguar models were equipped with a 4-speed, manual transmission and one or two Solex carburetors. Fuel consumption ranged from 18 mpg to 25 mpg.

The 1938 Jaguar brochure listed London showrooms at Henlys LTD., Devonshire House, Piccadilly, and W.1.

## 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 January and February, one of the wrongest Past Predictions ever is:

**"Everything that can be invented has been invented!"**

– Charles H. Duell, Commissioner, US Office of Patents, 1899.

## Help Wanted: Advertising Manager

*The Coventry Cat is seeking an Advertising Manager.*

**The Situation:** The current Advertising Manager needs to step aside due to other commitments. The Advertising Manager is responsible for contacting and billing display advertisers and helping the Editor in the management of display ads for the advertisers.

**About You:** Applicants should be able make calls, send emails and letters and otherwise communicate as needed with advertisers, including billing. At present, the Coventry Cat has 14 advertising accounts that each need some attention once or twice a year, plus regular monitoring. Most of this is quite low-key and professional.

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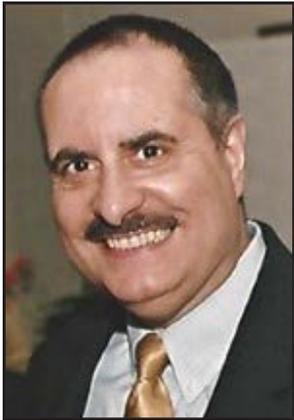
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# January/February 2023 Events

By Dr. Dean Saluti, VP Events



## **Strategic Guidance from our new JANE President**

At our JANE Holiday Party and Annual General Meeting in December, we formally passed the baton from Aldo Cipriano to our new President, Gus Niewenhaus. After ringing in the New Year, it was time to seek guidance from Gus on his vision for 2023 JANE activities. Gus is uniquely suited to this

role, as he has been on the JANE Board for several years and has also held high-level national leadership positions in other prestigious car clubs.

Marjorie and I set up a luncheon meeting at Victory Point restaurant in Marina Bay, Quincy, invited Daniel and Jeanine Graf, and picked Gus's brain. Gus was clear about his priorities. First, we are to continue with interesting speakers at JANE Dinner Meetings – but, with shorter presentations. He reminded us that JANE members want time to enjoy the food, drink, and camaraderie, but want to get home at a reasonable hour. **Gus suggested that our first 2023 meeting be in February at the Wayside Inn**, with Bob Doyle as the speaker, assisted by fellow JANE judges Aldo Cipriano, Steve Gordon, and Gus. These four will speak on their recent trip to Monaco,

where they enjoyed the Monaco Grand Prix and food, wine, casinos, and ambiance. What a great idea for a dinner presentation – thank you, Gus! **See you at the Wayside Inn on February 22nd.**

Gus had other ideas, such as his friend who is the founder of the Boston Area Toy Collectors Club, familiar with little classic Jags. Gus also reminded us that one of our newer Club Members, Herman Wiegman, is an expert on batteries, and might be willing to speak. Gus didn't want us to forget about planning a JANE event at the Groton Hill Music Center, of which our very own Cat Editor, Dave Moulton, is an Honorary Director and past Chairman of the Board. Many more potential events were discussed over Rigatoni Bolognese and Linguine with Clam Sauce. Stay tuned for our finalized Events Calendar that is still being worked on.

The luncheon meeting with Gus moved to the premier JANE event for 2023 – **the 50th Anniversary JANE Concours d'Elegance**. Let's say that this upcoming event, orchestrated by Concours Chair Daniel Graf and Jeanine, will be the "best of the best." Daniel has been working on this for months, and doesn't miss a detail. Past President Chuck Centore is chairing a team of JANE volunteers, who will join in the planning. I suggest that you contact Chuck to get involved. Jan and Dean are already on this committee because they feel really bad about the Jag that didn't make it at "Dead Man's Curve." They want to do all they can to make up for this.



*The LAST Jaguar F-Type Model*

# HONKU

by Aaron Naparstek

The morning commute

a funeral procession

each drives his own hearse

# A Tech Tip From the Coventry Foundation

by Gary Hagopian

Editor's Note: Gary Hagopian sent us the following Tech Tip, accompanied by this explanatory email:

Hi Dave,

Here's something that should interest any of our members contemplating a rebuild of their XK engine. I'm sending this as Liaison from the Foundation to keep the Foundation fresh in the minds of the membership.

Also please thank all the board members on my behalf, for JANE's donation to the Foundation and for keeping the Foundation on the "front burner." The museum has just been donated a concours winning XK 120FHC to add to the collection. I think we now have 20 Jaguars!

See you in the spring!

All the Best,

Gary Hagopian, Director

Coventry Foundation

Columbia, SC



## Tech Tip – Freeze Plug Replacement

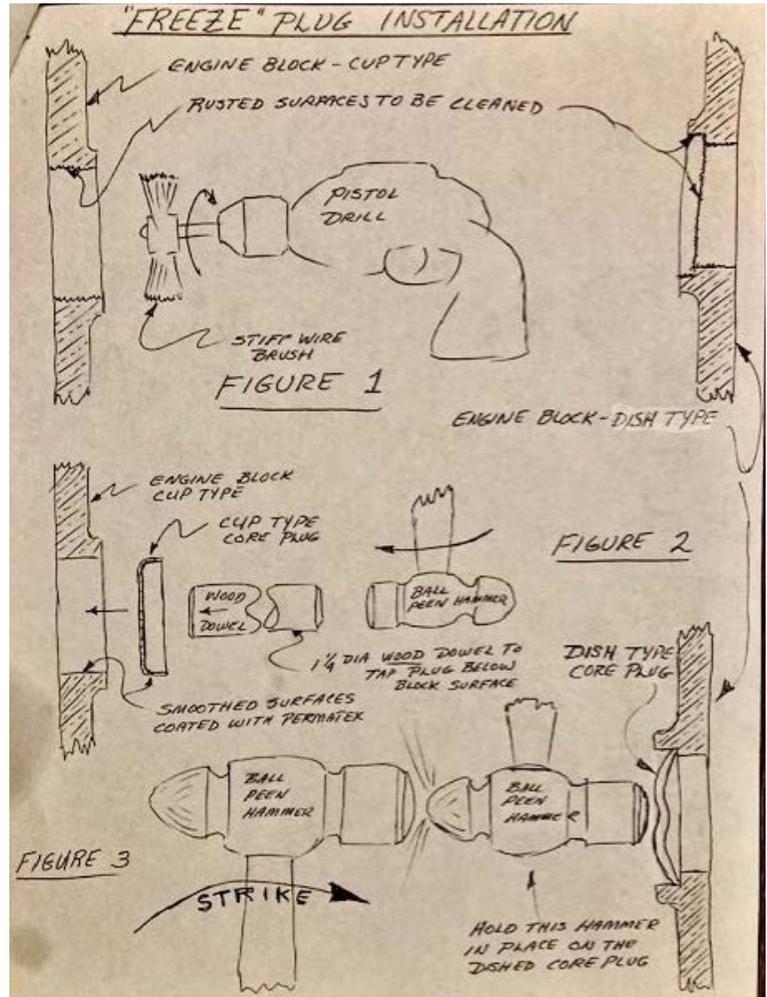
One important but oft-underestimated component of an engine rebuild is the replacement of rusted, weeping freeze-out plugs which have allowed coolant to rust and stain the engine block.

"Freeze-out" plugs are actually core plugs covering the openings through which the core of the mold is supported during the casting process. The holes must be plugged in order to seal and create a water jacket in the finished block. If your coolant freezes for lack of antifreeze, these plugs may not prevent a cracked block, even if they pop out.

The holes to be blocked are of the two types shown in Figure 1. Core plugs block but do not seal the holes against leaking. That is the function of a sealant such as Permatex. For the sealant to be effective, all residual rust must be removed before installing new plugs. Sealant will not stick to, nor prevent coolant from leaking through the rust.

Prior to painting the block, remove rust from these holes using a stiff rotary wire brush, in your electric drill (figure 1 again). This should easily expose fresh, clean cast iron to which both paint and sealant will stick. The counterbored holes are most effectively prepared by machining deeper with a boring tool.

After painting the block, coat the diameters of the plugs, and the inside surfaces of the holes, with Permatex, and press in the cup, or install and dent the dished plug. Figure 3 shows the best method of producing the dent in the center. The dished plug requires denting for retention, and sealant to prevent leaking (fig. 3). Denting the dished plug is critical to keep cooling system



pressure from dislodging the plug and disabling the motor. In many cases, experienced rebuilders also dent the cast iron surrounding the plug, providing additional interference to the fit. Dent the dished plug till the center of it is in line with the edges. This will produce the maximum interference fit.

In the case of the cup shown in fig. 2, the press-fit provides retention, and the Permatex seals against leaking. Tap it in with hammer and wood dowel till the top edges go below the block surface, and are level. Do not hammer directly on the edge of the cup, as the distortion produced will cause leaking.

Clean off excess Permatex using lacquer thinner or acetone. You should now have secure, leak proof core-plugs.

# Club Membership Pays Dividends

*By Tom Shaner, Delaware Valley Jaguar Club*

As most of you know, membership renewals are due at this time of year and many of us have decisions to make. The following is a story highlighting just one of the many advantages of club membership.

Some of you may have met our son, Jacob at various club events and may know that he got married in late Sept. in Boston. He and his fiancée made a request last year to drive our 1969 E-Type during their wedding week if possible. (The very same car we drove for our own wedding forty three years ago.) We agreed, but to do so, the car would have to be either driven up or trailered and have a safe, dry garage space. I talked to Bill Beible who contacted the Jaguar Club of New England to inquire. He found a fellow member, Dr. Dean Saluti, a college professor who graciously offered his garage space for the wedding week. It was doubly fortuitous that Dean's home garage was located just three blocks from the wedding venue in Quincy. We called, met him later in May during the wedding shower and, at that time discussed details and logistics.

The week before the wedding, Jake drove the E-Type up to Quincy, MA. Dean generously provided his spare garage door opener for use whenever needed, which was really convenient. The happy couple used the convertible for several day trips during the week including one to beautiful Nantasket Beach. (Not to mention lots of short jaunts with his future in-laws by request . . . Fun for all!!) The rehearsal dinner, wedding and reception came off without a hitch and fortunately, the weather cooperated.



1979

After four days packed with wedding events and obligations, Carolyn and I were exhausted but eager to make the trip home. On Sunday morning, we climbed into our fully packed family car at the hotel, ready to



2022

pick up the E-Type. Upon starting the car, (our Mercedes Wagon), we got a sudden warning alarm and flashing lights indicating "BRAKE FAILURE!!". We stopped at Auto Zone, added much needed brake fluid and immediately noticed a huge puddle and excessive leak by the right rear tire. The braking became noticeably weak. We immediately called Dr. Saluti who said he had a great mechanic but, of course, they were closed on Sunday. He told us to limp it to his house close by and he would set up a definite appointment for us first thing on Monday. He drove us back to the hotel where we spent an extra night.

As promised, he picked us up at 7:30 the next morning, we drove carefully to the shop where his mechanic immediately put it on the lift and diagnosed the problem while we were present. Since we had access to the E-Type, Dean took us to his home where we relaxed for a bit with his dear wife and found much to discuss about our mutual teaching experiences. We then used the Jag to get around in Boston, and gas up while the repair was in progress.

The full repair was completed by 12:30 pm Monday, (new brake line, hose and pads for both sides) and the price was very reasonable. Soon afterward, we were on the long road home, 6 plus hours caravanning in our two cars. It took us several days to recover from our severe fatigue and stress but we made it safely with more than a little help from our new friends.

In this case, club membership and connections paid big dividends! A gracious fellow car enthusiast and new acquaintance had saved us from incredible aggravation, time and expense in a totally unfamiliar city. We are so grateful to have met Dean Saluti and his lovely wife, Margie through our DVJC connection.

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

By Barry Bannister, Barrister

Barry Bannister, our kindly if inflationary Barrister, tries to gently explain to various JANE members the implications of various laws as they exist in various places to which we JANE members and our automobiles might (or, then again, might not) travel.

That said:

**Pennsylvania law** states that while on a country road at night, you must stop each mile and shoot off a rocket in an attempt to clear out livestock from the roads and then allow them 10 minutes to disperse.

Barry stares unbelievably at the legal text lying on his desk before him, and then, as he does only on the very rarest of occasions, bursts into peals of laughter, actually an entire carillon of astounded guffaws, while Doris N\_\_\_\_, our client from JANE (1993 XJ LWB Majestic Insignia, with one of only seven Walkinshaw 4.0 Litre performance engines to ever go into a Majestic) stares uncomprehendingly at him, having of course never heard him laugh before. She wonders what bizarre text or insect he must just have encountered and/or ingested.

"Every mile?" Barry wheezes. "A rocket? Wait ten minutes? How would we know the blighters have dispersed, excuse me, the mooers have moooved, ha ha? When did they enact this, and why didn't they ever take it off the books? When, I wonder, was the last time it was enforced? If ever?" He trails off, bewildered, as the daunting array of possibilities and confusions this particular and most archaic law presents slowly begins to clarify, not unlike strained melted butter, in his overheated and only partially curated mind.

Barry then realizes that Doris is still present and awaiting his guidance.

"Ah yes. Pennsylvania. I understand completely. You must go – it's urgent." He ponders briefly. "I suppose there's no way I can get you to drive only during daylight hours while in Pennsylvania, is there?"

Doris says nothing. She looks doubtful, increasingly.

Barry plows ahead, taking a literal tack. "You see, Doris, you will need a supply of rockets – I assume simple bottle rockets from any decent fireworks store in New Hampshire will be acceptable. And a good

lighter, probably a butane one used for starting charcoal grills would work just fine. And an empty soda bottle, of course, to use as a launcher. You will need at least one such rocket for every mile you are going to travel at night in Pennsylvania, at least on country roads, perhaps 200 of them all told. I'm assuming the Pennsylvania Turnpike is exempt." Barry pauses, after a knowing chuckle. "Oh, and also, get a timer, so you can be sure you've waited the obligatory ten minutes."

Doris, belatedly realizing that, without a doubt, she has many other things to do that are all probably considerably more important than Barry's excessively diligent, not to say peculiar, guidance, sincerely thanks him for his time and attention, shakes his hand vigorously and departs *con brio*, in what might be described as a grateful escape.

Barry, singularly alone once again, contemplates the lofty view of wetlands from his office and mumbles, "Still looks like a swamp to me." He puzzles over Doris' sudden departure. Was it something I said, he wonders? Maybe the way I said it? Or was my laughter unprofessional?

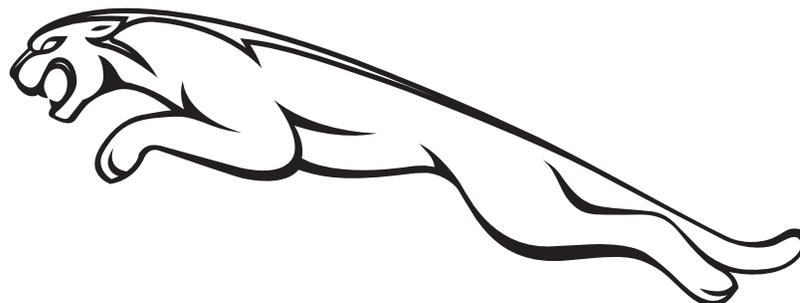
He rings Knobbly, er, Nora, another of the three partners at RNP&B, to describe the sheer incomprehensibility of the Pennsylvania law to her.

"Seriously? Pennsylvania?" she asks. "Barry, is this another of your not-so-bright pranks?"

Later, their paralegal Marlene assures Barry that Doris is always a little abrupt, and not to worry. Barry vows that, when visiting Pennsylvania, he will never get off the Pennsylvania Turnpike except in Pittsburgh, Harrisburg or Philadelphia, just to be safe. "Rockets! Every mile! Wait ten minutes! Still on the books. I just can't believe it!!" He healthily fumes at the Pennsylvania law in front of him.

He also decides that a visit to Marvin's tap room at the Inn would perhaps be more healthy as well as much more timely than yet another slow dram-laden evening in his excessively quiet gun room (although that might still remain a possibility). He consequently acts accordingly, decisively.

*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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# Living With A Vermont EV

By Herman Wiegman



Could this possibly be our humble editor?

[intro audio: AM radio snaps, crackles and pops]

*“Ladies & Gentlemen, we interrupt our programming of advanced music to bring you a special bulletin from the Intercontinental Radio News.” My regularly scheduled Jaguar adventures in Vermont are being interrupted to respond to David Moulton’s recent post “From the Bottom of the Scratching Post.”*

If the intro reminded you of the 1938 Orson Welles War of the Worlds radio broadcast, then bravo, you have just scared the bejeezus out of yourselves and will read no further. I still get shivers down my spine from the memories of my encounter with this radio broadcast. It was 1974 and I caught it one Halloween, expecting the regularly scheduled Vincent Price to present a “normal” macabre tale. So, let’s discuss a truly scary topic, Electric Vehicles.

## EV Anonymous:

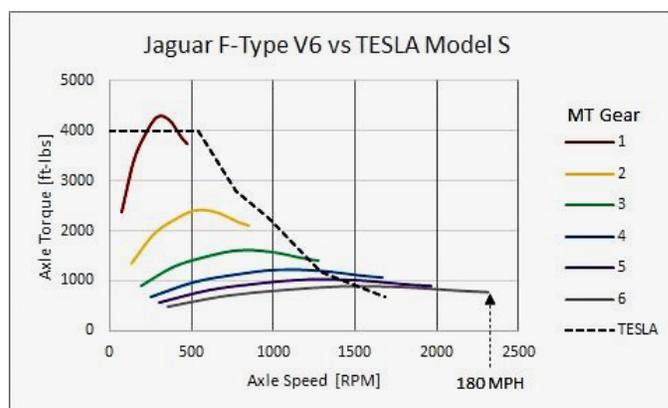
My name is Herman, and I am an EV addict. It started as a side hobby with my bicycle, my primary form of transportation between campus and married student housing. I was in Madison Wisconsin for grad school, and there was a hill to climb to get home to my wife and kids. Too often I had little steam left over from the 12 hour work days, so I added a 24V battery pack and a Honda Civic wiper motor to my rear bike rack. It was a simple chain drive, but it made all the difference when climbing that hill each night. Later I purchased a Neighborhood Electric Vehicle (NEV), and now own a BMW i3 EV.

## Purpose and Function:

Today, my EV covers 95% of my driving needs. My commute is only 5 miles one way, so it is a no brainer. Vermont is the only state in the US which can claim 100% renewable electricity, so my EV driving is Carbon guilt free. The truth is, I really like the front row parking at work, where my company has preferential EV charging spots. OK, I will admit, that is THE reason I drive my EV to work. Heck, I really don’t have to plug in to the charger all that often, as my BMW i3 has more than 80 miles of range which is good for a week’s worth of commuting. But I still plug in, otherwise it looks like I am just parking up front for the convenience.

## Ultimate Performance:

The first magical power bestowed on EVs is unheard of grip and acceleration. A typical EV sedan can achieve a 0-60 time of 4 seconds or less. That is XKR fast. And all-weather grip is achieved with very precise torque control on the drive axles with update rates of 100 times a second. The electric motor has a different torque-speed characteristic than convention engines and drivetrains. These motors can also spin up to 12-16,000 RPM, reducing the need for gears. For comparison, I have plotted both my F-Type V6 6-speed manual against a typical EV sedan (Tesla Model S) in terms of Axle Torque vs. Axle Speed (in RPM). Clear advantage to the EV at speeds below 110 mph.



Note that this very interesting graph shows the actual torque at the drive axle, not at the engine (or motor), as well as the actual axle speed in RPM, to give a comparable sense of torque vs. gear vs. axle speed for gasoline engines vs. electrical motors.

## Other Features:

First, EVs are quiet, like Rolls Royce Silver Shadow quiet. Second, EVs are smooth, like 18 year-old Macallan smooth. Third, if the EV has throttle-lift-regeneration, you can drive with just the accelerator pedal. Now this can be problematic as the mechanical brakes are seldom used and they can get rusty and not pass Vermont state inspection. Then you must drive around dragging the brake pedal to clean up the rotors. Ask me why I know this.

(Continued on page 21)



**BMW i3 EV**

Many EVs are now offering “Autopilot” or “driver assistance” features. I had the opportunity to ride shotgun in my co-worker’s Tesla Model 3 from Boston Logan airport to Burlington VT (with a 30-minute stop for a Super Charger session at the Hooksett plaza, which was a relief in more ways than one). Wow, the autopilot was good and it wasn’t perturbed with work zones or rainy night conditions. The driver did have to put their hands on the wheel every 2 minutes, otherwise the autopilot would alarm and potentially turn off. Apparently, some drivers thought that the early autopilots gave them license to doze off or catch up on e-mails.

**Key Nuisances:**

The key bother about EVs is the recharge network. Not everyone in the world has parking access close to a 120Vac outlet (3~5 miles per hour of recharge time). Not everyone has access to a 240Vac electric charger at work (12~80 miles per hour of recharge time). Not every cross-country trip will be peppered with level 3 DC fast chargers (>180 miles per hour of recharge time). But two co-workers did make a Cannonball Run from NYC to LA this past summer in 46 hours in their Hyundai EV. Impressive. They lost a few hours in New Mexico and Nevada finding working EV charging stations. Many had bullet holes in them.

**Exit:**

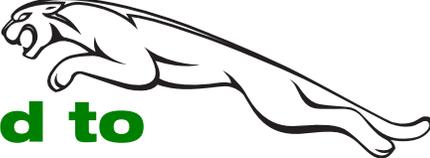
So, what will it be? Take a chance on EVs and be an early adopter like Bertha Benz who drove her husband’s early automobile on a 65 mile round trip in the early days of combustion engines? (see *Jaguar Journal*, Jan-Feb 2023 issue and/or watch the film at <https://www.youtube.com/watch?v=3IJQSxpnKTE>). Or take your classic Jaguar on a cross country trip like John Monson did with his freshly restored Series 1 E-type. (also *Jaguar Journal*, Jan-Feb 2023 issue.) Both trips were adventures, we just have to pick our own kind of crazy. For me? I will dutifully drive my EV to work each workday, but on the weekends, I will explore the Vermont’s Green Mountains in my Vermont Cat, where the exhaust snaps, crackles and pops will elicit new memories of old AM radio programs and well-played LP records.

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# From the *Bottom* of The Scratching Post



Last night JANE had its first Board Meeting of the year. These are pleasant dinner affairs, where we all order up something nice from the Wayside's kitchen, something even nicer from the Tavern, and make a good-faith attempt at dealing with whatever agenda has been prepared by the powers that be for our reading pleasure.

This meeting, two things topped the agenda: events and membership.

Our Events Chair, Dean Saluti, has pulled together what might be called "a rough cut" of possible

events for 2023, and it actually looks pretty nice.

The highlight, of course, will be JANE's 50th Concours, which actually will be a fairly big deal. Numerous initiatives are already in the works, and we ought to be able to make something really nice out of it. So, save August 11th and 12th, and you can start your detailing and spokework now, to relieve a little of the preparation pain that we feel so acutely as we slip helplessly into our midsummer sloth

and unremitting urge for gins and tonics as opposed to those terrible toothbrushes, rags and crawlers.

Along the way, Bob Doyle will present a meeting on the Concours' judges trip last year to Monaco, Frank Grimaldi will share more about his adventures with Old #80, we may be able to get Steve Lanzilla to talk about toy cars, Herman Wiegman to talk about batteries for EVs, a tour plus dinner and concert at the new Groton Hill Music Center, another tour to David's House in Lebanon, NH, a couple of slaloms, Jags on Larz's Lawn, seeing things at Myopia, as well as other possible adventures and gatherings, not to mention Thanksgiving and Christmas parties. As I said, it looks like a really nice season.

And that's where all of you come in. Due to the pandemic, we think, our membership has fallen off a bit and we'd like to reverse that trend. If you are reading this, you are probably one of the renewing faithful. We'd love your help in recovering lapsed members and recruiting exciting new ones. As you know, it is a pretty cool club: relaxed, friendly, good at partying, love our cars irregardless of make, but especially those lovely cars of character called Jaguars, and making lifelong friends drawn from our really nice membership.

So, reach out, everybody. And help us with our much more energetic calendar of events for 2023.

Thanks for listening.

**Your Humble Editor**

## A Ghost of Christmas Past?



Photo by Daniel Graf

**Paul Gavaza's XK120 in full Holiday Spirit**

## Endpiece



Photo courtesy of Paul Bicknell

**A Jagged Case of Mistaken Identity?  
After all, we all know that Lincoln was a  
President, not just a vice President!**

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