

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

November and December, 2023 The "Party Begins" Issue

*More Than Just a Car Club*



Photo by Bob Doyle

## The Best!

*(see page 9)*

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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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*Arrivederci*



# From the *Top* of The Scratching Post

By Dave Moulton

## ***The Party Begins...***



Thanksgiving. Our very own Annual General Meeting Christmas Party. The manic run-up to all our various Christmas-like holidays. Snow. Darkness. Winter Driving! The Winter Solstice! Gifts. The various actual Christmas-like holidays. And finally, there's New Years Eve/Day. Auld Lang Syne. Laissez les bons temps rouler! Cups, many cups! Of kindness, yet!! Resolutions. Lordy, the resolutions!!! This year, 2024, we're finally gonna really get it together!!

Sound familiar?

Well, it's fun, anyway. Enjoy the parties while they last.

In this issue of the Cat, we report on the October Meeting and Herman Wiegman, The British Invasion, our slate of new officers and board members for the coming year, Part I of Brian McMahon's wonderful recounting of this year's Greenwich Concours, as well as Herman Wiegman's cat's move from Vermont to Rhode Island. We also recount Our President's participation in a successful attempt to repel Nazis from Hudson, MA, improbable as that sounds.

Then, as always, our usual columnists, and our usual monthly little tidbits. The Coventry Cat purrs contentedly in front of the hearth for the Solstice.

Have some great times this winter!

***Dave, your humble editor***

## The President's Message

By Gus Niewenhous

### *Happy Holidays!*

WE are wrapping up our 2023 season on a high note! Our 50th Concours and all our related programs and activities were resounding successes. Our monthly meetings have been well received and well attended. The streamlining of the format that I heard about from many members has been well received, as have been the speakers.

Your Directors will be rolling out a schedule for another great year after the Holiday Season.

Enthusiasm and increased participation in all our events and classic automobile multi-marque events continue to be heading in the right direction.



I am very excited to learn of the establishment of the Bay State Motor Festival taking place on June 15 and 16, 2024. This celebration of motoring in Massachusetts is spearheaded by JANE Member Ken Lemoine and promises to be an outstanding event for JANE to participate in.

JANE had several notable and active members pass during the year. Dennis Eklof, Andy Picariello Signe Hanson and Tom Larsen are friends of splendid memory who will not be forgotten by our club.

I see forward movement in our membership efforts continuing in the right direction with both new and lapsed members joining JANE. Although there are still some obstacles to overcome in this process, I again encourage all the

membership to reach to anyone you know to join or rejoin. Special thanks to Jeanine Graf and Margie Cahn for their efforts as membership Co-Vice Presidents. Please let me know if I can reach out to anyone in this effort.

I hope to greet as many members who can attend Annual Meeting and Holiday Party at the Wayside Inn on December 3. The emphasis is on celebration after a brief annual business meeting.

There we will have occasion to recognize and thank retiring Board Members Chuck Centore, Past President and Treasurer, and Dave Moulton, dedicated Editor of The Coventry Cat, for their exemplary service to JANE. I am sure we will see them at many activities in the future. Thank You Both!

Best Regards,

***Gus Niewenhous, President***





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# JANE's October Meeting: Herman Wiegman Discusses Electric Vehicles and Batteries

By Dave Moulton



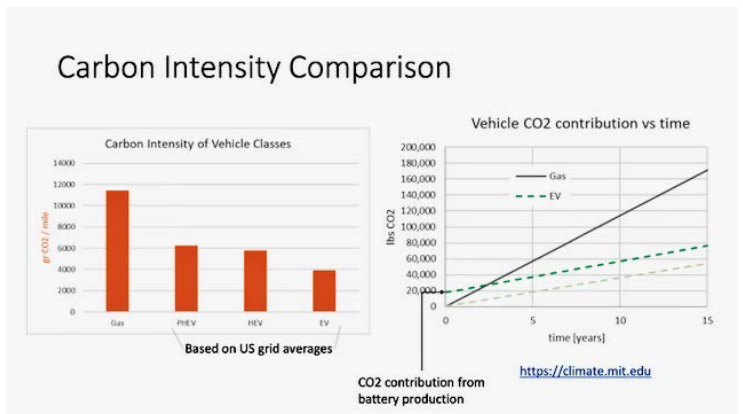
On October 25, JANE members once again gathered at Longfellow's Wayside Inn in Sudbury and, after some pleasant lubrication in the Inn's wonderfully historic tavern, we amiably wobbled our way upstairs, checked in with our very own Marjorie Cahn and tucked into our usual most excellent roast beef with plenty o' trimmings dinner.

Once those necessary formalities had been dispensed with, we were treated to a really interesting talk by Herman Wiegman on the looming automotive topic of Electric Vehicles (EVs) and Their Batteries. Herman has been active in battery design and development for BETA (beta.team), a start-up electric airplane company based in Burlington, VT. Hence, he knows a thing or two about batteries and mobile devices.



**Herman sharing his considerable experience and knowledge.**

Herman took us over much of the usual ground, carefully describing the geopolitical and engineering forces in play as well as the strengths and weaknesses of the various arguments for and against EVs and their batteries, now and in the future. For me, the most important insight came from a slide Herman presented showing the "Carbon Intensity Comparison" between various vehicle types as well as the relative carbon emissions of gas vehicles vs. EVs over their life spans.



Here we can see clearly the truth of the matter on a national basis: Gas cars emit three times as much carbon as EVs, on average, and twice as much as hybrids. This is where we are now, and I suspect the gap between the carbon emissions of gas cars and EVs will probably increase significantly in the future. Also, that gap becomes considerably greater as our gas cars consume fuel over time. My guess is that there is no way out of this.

Herman then guided us through battery technology and the materials needed for batteries and electric motors, including their sources (most lithium comes from Chile and China, most cobalt from the Democratic Republic of the Congo and most rare earth magnets (needed for efficient motors) come from China).

After a brief discussion of "thermal runaway," um, fire hazards, and a mention of Tata's huge investment in battery manufacture coming on line in 2026, Herman discussed the problems of recharging batteries, on the road and at home. Here's a slide describing Herman's own idyllic EV experience.

This led to a spirited discussion of first- and second-world EV usage problems, particularly the gap between those of us who own garages with electrical service vs. those of us who must park on the street. It's a whole different world, as they say.

Herman wrapped up his talk with a brief discussion of the

(Continued on page 7)

## My EV experience

- BMW i3
  - Small city car
  - Small battery, 60 miles electric
  - Hybrid option, 60 miles gasoline
- Usage
  - Second car
  - Commuter, 5-miles one-way
    - 50 miles per week (2500 miles/year)
  - Recharged once per week at home
    - \$1.70 / week (\$85/year)



What does a primary car need?

Cannonball Run, an ad hoc (illegal) 2800-mile cross-country drive at speed. The fastest gas car time is now around 25 hours (ca. 110 mph), while the best EV now has done it in 42 hours and 17 minutes (ca. 66 mph, probably a 90 mph rolling average), which, to me, is a very impressive accomplishment given the time needed for recharging (11 hours?).

Herman then teased us with Jaguar's current activities, including their I-Type 6 Formula E race car, a sports EV prototype and a couple of XJ prototype EVs, including a very nice-looking Bertone-bodied XJ-C prototype, the B99.

In any case, Jaguar has been hinting that they will be introducing a high-end 4-door GT in late 2024, with possible

XJ-C  
EV?

Bertone  
B99



*Might this be your next Jaguar?*

deliveries sometime in 2025. By then, they will also have phased out all of their gas-engined cars, although they recently announced an additional run of 150 F-Types.

So, EVs are, necessarily, in our future. They present some interesting challenges and opportunities. Herman also mentioned "engineering diversity," the employment of a broad range of engineering approaches using electricity, from various hybrid approaches to ultralight 2-seaters with small batteries and limited range. This suggests we might expect to see a broad range of EV types, specializing in niche applications for niche markets. Very interesting and informative.

*Thanks, Herman, for a great talk!*

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# It's Time for the Annual General Meeting and Elections

By John Brady

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

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

The AGM and Holiday Party will be held on December 3rd at the Wayside Inn in Sudbury. Information about that will be forthcoming in The Coventry Cat and the JANE website: [jagne.org](http://jagne.org)

With that said, I am pleased to present, for your information and voting pleasure, the 2023 JANE Board of Directors Slate.

*"Nominations are complete and 13 out of 15 of the members of the JANE Board of Directors are returning for 2024. Special thanks to all our club officers for continuing to serve in the top leadership positions. The board will be reduced by two directors per approval of our president."*

*Two of our long-time Directors will be retiring after this year. Chuck Centore and Dave Moulton will be passing the torch after many years of dedication to JANE. Chuck as Past President, and just about every other officer position and board member, and Dave Moulton as board member and JCNA Award winning Editor of the Coventry Cat. We thank them for their immense contributions in the leadership of JANE.*

*The slate is as follows:"*

	Title	Name	"Term # Yrs."	Expires
1	President:	Gus Niewenhous	1	12/31/24
2	VP Events:	Dean Saluti	1	12/31/24
3	Co-VP Membership:	Jeanine Graf	1	12/31/24
4	Co-VP Membership:	Margie Cahn	1	12/31/24
5	Treasurer:	Don Holden	1	12/31/24
6	Secretary:	Susan Holden	1	12/31/24
7	Director:	Aldo Cipriano	3	12/31/26
8	Director:	John Brady	3	12/31/26
9	Director:	Ray Binder	3	12/31/26

## Help Needed: Editor!

*NOW!!!*

### Help! The Coventry Cat really needs an Editor for the beginning of next year (January, 2024!).

**The Situation:** The current Editor has completed his last issue of The Cat. Now is the time to step into this interesting work and save *The Cat*, JANE and some of Western Civilization.

**About You:** You need to be able to deal with emails, Microsoft Word and photographs. You need to be kind to and communicative with people, and be able to enjoy having fun. And humor, oh yes, definitely humor.

**To Help:** Please, dear God, call Gus Niewenhous at 617 763 2603. Thanks!!! **Save The Cat! Save The Cat! Save The Cat!**





# The British Invasion 2023

by Bob Doyle



**Jaguars on the field at Stow, VT**

The 32nd British Invasion was held, once again, in Stowe, Vermont during the third weekend of September. As always, Michael Gaetano was the triumphant ring master.

Activities began on Friday with registration, a reception for registrants, and vendor set-up. Friday evening featured Main Street filled with British cars, British food vendors, several unique open shops, and a British rock band.

Saturday was rain-free but cloudy, until the sun appeared in the early afternoon. Sunday was gorgeous for the morning events, including a drive through the beautiful hills, cars arranged by colors, an awards ceremony with cars driving by the platform, and a tailgate competition. JANE president, Gus Niewenhaus, accompanied by Queen Michelle Dickson, was a tailgate contestant.

Jaguar was one of the featured marques and 65 examples proudly graced the field. JANE brothers, John and Tom Brady, arrived with their beautiful Jaguar XK120 models.

A team of experts roamed the non-Concours areas of the field for the car they believed to be the best vehicle among the nearly 500 on display. Tom's 1952 XK120 FHC (see the Coventry Cat cover) was selected by this team of experts as the best car on the field.



**John Brady with his XK120 Drop Head Coupe**



**A lovely XK120 Drop Head Coupe from Ontario, Canada**



**And a lovely F-Type from Ontario**



# Jolly Times at the Greenwich Concours

*By Brian R. McMahon, photos by the author, except where noted*

*Editor's Note: Herewith is Part I of Brian McMahon's epic report on the Greenwich Concours, which happened in June of this year. So, grab a favorite beverage and settle down by the fire for a pleasant evening of reading about some really nice cars. And you get to continue it next issue! Life can be good, sometimes even better than good. Thanks, Brian!*



Visitors enjoyed a whimsical introduction to this year's Concours collection: an array of Fiat Jolly beach buggies perfectly designed for tootling around waterfront estates in Cap d'Antibes and Sanremo. The two-day exhibition included a wide-ranging group of foreign and domestic, recent and vintage, sports and luxury cars and motorcycles. Held in June, it featured a Concours de Sport (high performance and sports cars) on Saturday and a Concours d'Elegance (vintage and luxury cars) on Sunday. Threatening clouds hovered over the Roger Sherman Baldwin Park on both days, but a predicted weekend monsoon never soaked the field. That was welcome news for the 150 vehicles present on the field of honor each day, as well as the 10,000 spectators milling about.

The competing cars were judged in 62 different classes for their automotive significance, rarity, originality and cleanliness, and with additional discretionary awards also presented. Dealers showed new and "previously enjoyed" cars, as well. New this year were two Best in Show awards, one for Saturday's Concours de Sport and one for Sunday's Concours d'Elegance.



*Vintage Motorsport*

Winning top honors in the Concours d'Elegance this year, was a 1937 Alfa Romeo BC 2900 B that was originally an open wheel race car that won the 1938 Stelvio Hill Climb,

and third in that year's Mille Miglia. After this car retired from racing, Pinin Farina rebodied the 8C as a sophisticated road car.

Winning the Concours de Sport on Saturday was an original, unraced 1965 Ford GT40 Mk I. Below, see the judges checking out the mighty 427 V8 before the owner flips a few toggle switches and fires it up. You could feel the ground shake if you were standing nearby.



This Mark I GT40 was part of a contemporary Ford ad campaign on TV and was used by Ford's design team to build the 2005 Ford GT. Below is a 2006 model done in the Gulf Oil livery of the Le Mans-winning 1967 racing team, alongside a 1966 Shelby GT350:

Founded in 1996, The Greenwich Concours is now managed by Hagerty Insurance, which is a specialty insurer of sports and vintage classic cars. This year they added something new:

a Ride and Drive program that was included in the ticket price. Visitors had the opportunity to take a collector car on a 15 minute tour of local back roads,



with a Hagerty minder in the back seat. Choices included an original series Ford Bronco from the mid-1960s, a late 1960s Chevy Camaro, a Porsche 911, an Elvis-era Cadillac Fleetwood hardtop, a "Camelot Continental," and a 1967 Pontiac G.T.O.

Over 360 visitors enjoyed this Blast from the Past, and the more popular classics required drivers to stand in line for up to 90 minutes. Near the end of the first day, I stopped in at the Hagerty booth and asked if I could drive the 1963 Lincoln. "Sorry, there's a long line for that car and we'll be closing soon. Tell you what – how about the Pontiac G.T.O.? It's available right now." Reasoning that any 1960s car that was the subject of a pop song:

[https://www.youtube.com/watch?v=o\\_FSicQWimU](https://www.youtube.com/watch?v=o_FSicQWimU)  
must be worth driving, I quickly agreed.

(Continued on page II)

November/December 2023



It didn't have "three deuces and a four speed and a 389" because 1967 saw the introduction of the 400 V8 (4 bbl /335 h.p.) and the availability of the three speed Turbo-Hydramatic that were installed on this G.T.O., along with the period-correct, red striped Tiger Paws at each corner.



Getting back behind the wheel of a 1960s car requires some modification of your driving method. The steering wheel is huge by today's standards and the power-assist is absurdly strong. The handling was still a little vague and the braking could be considered only "adequate." There was a pleasing snap to the G.T.O.'s acceleration, though.



**Our intrepid journalist sets off on an excellent adventure: "Back to The Past!"**

Let's start our review of the exhibited cars with the British entrants. One of the most venerable was this 1938 SS Jaguar 100.

The "SS" denotes that this was the first automobile that was built by motorcycle accessory maker Swallow Sidecars, "Jaguar" was the model name, and "100" was its purported top m.p.h. speed. After the ravages of WWII, Swallow



**Editor: "Ooooooooooooooh!"**

Sidecars changed the name of all their car models to Jaguar, wisely observing that no one would want to buy a car with a name that conjured up the nefarious Schutz Staffel.

This Jaguar came with either a 100 hp 2 ½ liter Standard (antecedent

of the Triumph brand) inline 6 engine that was modified by Westlake and Haynes by installing an overhead valve cylinder head. A 3 ½ liter, 125 h.p. version was introduced in 1938 that made good on the car's "100" name.

Only 314 SS Jaguar 100s were built, and only 49 of them were exported, making the one at the Concours quite rare. It was originally owned by Dave Garroway, the host of NBC's Today show from 1952 to 1961, shown here with his frequent co-host J. Fred Muggs.



Because Garroway was such an enthusiastic racer, Jaguar Motorcars provided him with the first 3.8 XK engine, which he installed in his SS100, as well as reupholstering the interior in alligator hide.

*Online Google search*



The 1955 Jaguar XK 140 shown above was a refinement of the XK 120. The XK 140 MC (SE in the UK) version that was entered at Greenwich was an Open Two Seater that had 210 hp, or 20 hp more than the base model, thanks to a racing C-Type cylinder head on the 3.4 inline 6 cylinder and dual exhausts which increased top speed to 124 m.p.h. and reduced its 0 – 60 time to 8.4 secs. The bumpers were more substantial than those on the XK 120, but it still had the XK 120's lightweight canvas top that folded back behind the seats and it still used side curtains on the doors.

When the XK 150 was first introduced in 1957, all of the production featured four wheel disc brakes (on the SE model that was a clear favorite) and most were delivered with wire wheels. Roll-up windows and a one-piece windshield were modernizing touches that enhanced the XK 150's habitability at the expense of losing the attractive downward slope of the XK 140's door line. It was a successful car, 9,385 XK 150s were sold, representing a significant portion of the 30,000 XK models produced from 1948 until 1960.

(Continued on page 12)

II The Coventry Cat





The 210 hp 3.4 liter engine was carried over from the XK 140 MC, though in 1959 a triple carburetor setup was available on the "S" version, which was increased to 265 hp later that year when the engine size was increased to 3.8 liters. This engine was used in the E-Type that was introduced 1961.

The introduction of the E-Type, or XKE as the car was termed in the US, stunned the automotive world. Here was a beautiful sports car with a top end approaching its 150 m.p.h. promise, a 0-60 time of less than 7 seconds, four wheel disc brakes, independent front and rear suspension, rack and pinion steering and unitized construction that retailed for half the cost of a Ferrari.

The 1965 model on display at Greenwich, shown above, benefited from a larger 4.2 liter engine that produced the same horsepower as the 3.8 but had 18% more torque. Combined with an all-synchro 4-speed manual, 1965 and later E-types were easier cars to drive well. As an additional benefit, the 1965 E-type actually exceeded the promised 150 m.p.h.



A car that always brings a smile to everyone is the original Austin-Healey Sprite, like the 1958 "Bugeye" shown above that was built in the first year of production. Initially, the headlights were designed to roll upwards, like those on the Porsche 928s, but a cost-cutting move resulted in them being fixed in position.

A spartan kiddie-car interior with no soundproofing was loud enough to convince many drivers that they were burning up the road, though the 57 CID inline 4 produced



only 43 hp, resulting in an 83 mph top end speed, and a leisurely 0-60 time of 21 seconds. However, the Sprite was the first volume-production sports car to have the unitized construction that was pioneered on Jaguar's racing D-Type.

Fun Fact: the Sprite was so low that (with the windshield removed) a Mark 2 was successfully used in an escape from East Berlin to the West in 1963, by passing under the barrier gate. Heinz Meixner, his fiancée, and her mother packed themselves in for the dangerous trip.



*Moss Motoring*

**Editor's note: "Egads!"**

This completes Part I of Jolly times At The Greenwich Concours. Part II will arrive in the next issue of The Coventry Cat, space permitting.



# JANE President defends Hudson, MA from a Nazi invasion!

By Brian McMahon, Reuters?



**Our leader, reviewing the action**



**Action: Troops on the field engaging the enemy**



**Action: More troops on the field, keeping a wary eye on the enemy**



**Action: Troops on the field**

*Memo from the press liaison:*

*We were surprised to see COL Augustus Niewenhous, Scots Guards, Royal Army at the American Heritage Museum's "Battle for the Airfield" WWII re-enactment today. Relax - the good guys won. -Brian*

Memo response: Many thanks, Brian. Nice to have a photo from a real camera. Great to see you today. Regards, -Gus.

Memo response response: You're welcome, Gus. I was so surprised to see you in such a different context. But you might be equally surprised to see me in my "Master and Commander" role onboard my Sabre 386 sloop, *En Garde!*

My friend Ray, a Vietnam War veteran, said that the "pop-pop-pop" sound of the gunfire was accurate, but the shrieks of the wounded, their pleading for their mothers, and the stench of men voiding their bladders before dying was missing.

A moment of respectful silence ... -Brian

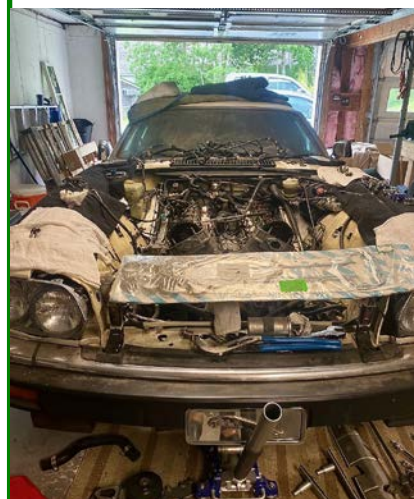
Editor's enthusiastic endorsement: **You rock, Gus!**

## HELP!

**Editor's note: I received this email, and just had to run it in the Cat. We've all been there. Can anybody help her, or at least provide guidance?**

**Hello.**

I am trying to find a home for a Jaguar. My husband bought the car at an auction and drove it for a couple of years. Then something went wrong with it and he, a mechanic, started pulling it apart. Then he passed away. So the car is sitting in the garage. All the parts still there, all the manuals too. Photos attached. It is a 1986 XJS V12.



I am looking to sell it for a little bit of money because I cannot find anyone in the area to put it together.

Thank you for your time  
Rada Valkova  
rada\_v@hotmail.com





# An Interesting Quirk On The BringATrailer Auction Site

*By Your Humble Editor, photos from BAT*



As some of you may have noticed, I am the owner of a Jaguar F-Pace, my second one. F-Paces began to be sold in 2016 and remain in production to date. According to Wikipedia, Jaguar sold almost 46,000 F-Paces in 2016 (sales data for subsequent years are not provided). I estimate that sales volume peaked in 2017 and have fallen off since then, with a bump up in 2021 when a refresh was offered.

So, figure Jaguar has been selling F-Paces for eight years, and has probably moved around 200,000 units in that time, probably their best selling car ever.

Like many of you (I suspect), I check out the BringATrailer website pretty much every day, enjoying the eclectic and fascinating array of cars, trucks, boats, the occasional airplane and paraphernalia offered up at auction.

So, when I was replacing my old F-Pace with a new one this past summer, naturally I checked the site to see what F-Paces were selling for. Much to my surprise, no F-Pace has ever been sold or even offered on the site. 200,000 F-Paces and not a single one auctioned on that very active and versatile site.

Just so you know, the site has successfully completed over 128,000 auctions. Plenty of Jaguars have graced BringATrailer's pages: about 3,000. But not a single F-Pace. Why, I wonder?

Take Plymouth, for example. 567 cars auctioned. And yes, one of them was a 1990 Plymouth Voyager (sold for \$6,800).



**1990 Plymouth Voyager LX Turbo**

How about Nash? 50 have been auctioned, most of them Metropolitans.



**23-Years-Owned 1953 Nash-Healey Roadster**

Remember Avanti? 62 have been offered.



**48-Years-Owned 1963 Studebaker Avanti R2**

To be a little more obscure, try Trabant: 2 have sold (one was labelled a 601 Limousine, but it looked identical to the other one). Sale prices: \$6,800 and \$6,100.



**1977 Trabant 601 Limousine**

Moretti: 9 cars offered.



**1949 Moretti Cita 350 Cabriolet**

Panhard: 3 cars (including a 1913 X19 Torpedo project)



**1953 Panhard Dyna Junior**

Let's try some less well-known British cars.

227 Morgans (they build about 800 cars a year) were sold, 90 of which were Plus 4s, and 8 of which were Plus 4 Drop Head Coupes.





## 46-Years-Owned 1962 Morgan Plus 4 Drophead Coupe

9 Bristols were auctioned, including, of course, 3 AC Bristols.



## 1957 Bristol 405 Saloon

Invictas: only 3, and they were all Buick Invictas, not the real thing. No picture needed.

4 Jowetts, all Jupiters.

# CONCOURS HONKU

*by David Moulton*

Silver E-Type, gaining speed

Heading home on August eve

Concours! Trophy!! Yeah!!!



## 1951 Jowett Jupiter

Griffiths: 13 (including a 1969 Mercedes 280SE owned by Andy Griffith, duh!)



## 1965 Griffith Series 400

A look at Honda sheds a little light on what might be going on. All told, 3,836 Hondas were offered, and about half seemed to be motorcycles. Honda Accords? 71. Honda Civics? 241. Honda Odysseys? only 15, and they don't really look like the minivans our wives, kids and pets have come to love.

You get the idea... SUVs and minivans apparently don't really migrate to BringATrailer. Too Mom-Mobile? Too Suburban? (Actually, there have been 205 Chevy Suburbans offered). Not exotic or weird enough? Er, macho?

Still, about 200,000 F-Paces out there and not a single owner has ever decided to try offering their F-Pace on BringATrailer. Not even one of the fairly exotic SVRs with 540 hp. Startling to me.

*Thoughts. anyone?*



1985 Honda Odyssey  
FL350R

## FOR SALE 1987 XJS convertible

1987 XJS convertible, black with tan top, for parts or repair, not running, interior needs work. 55,000 miles, in southern Maine, from Oklahoma and has not been on the road in Maine. Make an offer.

**Timothy Dorey 918 635 0456**



# Living with an Ocean Cat – Migration

By Herman Wiegman

*Author's note: The title of this series is now officially changed to "Living with an Ocean Cat."*

## **Miles to go . . .**

Moving is the bane of mankind, especially when it transpires over great distance between multiple dwellings and extended family members. Then add in my son's wedding celebration for good measure.

This summer, my wife and I made the 250 mile trip between our former residence in Vermont and our new one in Rhode Island, often crossing New England twice in a week. I blew through the F-Type's scheduled maintenance warnings. The instrument cluster protested with "Service Overdue" and "You don't love me anymore." Well, under duress conditions, I expect the mechanical conveyance to Stay Calm and Carry On. Sorry F-Type, you are lower on the totem pole than my Mother-in-law and pet cat.

## **Feline Freight**

During all the chessboard maneuvers between 3 closing dates, 2 moving days, and 1 wedding event, our pet cat would also make several journeys. Luckily the first few trips were in our SUV, but eventually, I had to transport him in the F-Type. The first challenge was fitting his carrier into the car, which has about as much room as a phone booth (the audience should not need further description of said booth). So, I put on my best Dr. Suess hat to find a solution . . .

*The car was stuffed full.  
No room for a cage.  
But cat had to come!  
At this moving stage.*

*I sat in the car,  
Looked 'round for a space.  
No spot could I find  
For a resting place.*

*Think, think, think, think,  
There must be a way,  
For feline and me  
To travel this day!*



I stopped right there, fearful that the next verses would somehow release Thing 1 and Thing 2. Pet Cat eventually found his spot, half on my lap and half on the center console. This made shifting a bit of a lanky maneuver, but at least Pet Cat did not crawl behind the pedal cluster.

## **Beach Time:**

Opening up the F-Type's repertoire to include beach days was fun. The Rhode Island beach season ended in October, and it came time to clean out the interior. I assumed a quick vacuum of the fine pixie dust would do the trick. But shock turned to horror as I found it had turned into hardened concrete over the humid months. Perhaps this is why so many houses in RI have outdoor showers, so they can wash the beach from their cars.



## **Newport Stroll:**

After the exorcism of beach sand, my wife and I took a day in Newport. The Newport Car Museum had a nice collection, including an XK140, XKE and XJ220. And no day in Newport is complete without a



**XJ220 dozing in the Newport Car Museum**

stroll along the Cliff Walk, and a drive by the mansions of yore.



**Typical cottage along Cliff Walk**

Summer is now a distant memory, the colorful days of fall are behind us, and the frosty days of winter are descending. I hope your classics are tucked in for the season. But as for me, I may stay out just a bit longer, grab a toboggan from the garage, and see what mischief I can get into with my F-Type.

**Until next time.**





# Membership Update for March and April

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



As we approach the end of the year, we want to thank all of you who renewed your membership in JANE, the best Jaguar club in North America. JANE is a very special group of people!

Reminder: Our Holiday Party and Annual General Meeting are on Sunday, December 3, at 5:00 PM, at the Wayside Inn in Sudbury. We hope to see many of you there. Mark that date on your calendar! It's always a great time!

Also, be on the lookout for the 2024 Renewal email from Constant Contact that will be coming to you soon.

**In the last few months, we have added the following new members:**

**Brent Bonfiglio**, Holyoke, MA, 2023 F-Type R Convertible, 2019 XJR, 2022 F-Pace SVO

**John Clark**, South Yarmouth, MA, 1955 Maroon XK140 DHC

**Daniel Kevles**, New York, NY, 1956 Regency Red XK140 DHC

**Andrew Mikesell**, Westwood, MA, 1990 Arctic Blue XJS V21 Convertible

**Don Moore**, Wakefield, MA. As a well-known auto tech/restorer, he has many Jaguars: 1965 E-Type Coupe, 1955 XK140 Coupe, 2007 XJ8 Sedan, 1998 XK8 Convertible

**Peter North**, Woolwich, ME, 1963 MK 2 Saloon

**Welcome to these new members  
and their beautiful Jaguars!**

**We hope to meet all of you at our 2024 events.**

**Margie and Jeanine**

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

**Jeanine – 617-959-8987 / jeaninegraf@icloud.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 November and December,  
a very wrong  
Past Prediction is:

**“There is no reason anyone would  
want a computer in their home.”**

– Ken Olson, president, chairman and founder  
of Digital Equipment Corp., 1977

God bless us all.

## A Question For Readers Of The Coventry Cat

*By Sue Hagopian, Weeki Wachee, FL*

*Editor's note: An Hysterical Virtual Shout Out goes to Bob Doyle, who correctly answered Sue's query about the color(s) available for a 1953 Corvette. The answer is: False. It only came in Polo White*

So, once again, the first JANE member to submit the right answer to the Editor (send to d19@moultonlabs.com) will get another hysterical virtual shout-out from the entire staff of the Coventry Cat, in the January/February Coventry Cat, at which point we will also share Sue's answer with you. Naturally, the opinion of the Judges is final. Good luck! Have fun!!

**Question for November:**

**What car was the first to have the radio  
antenna embedded in the windshield?**

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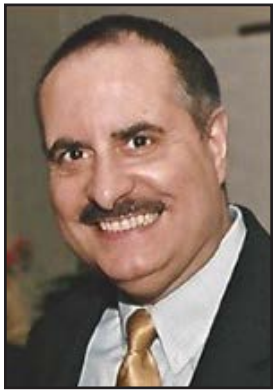
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# November/December 2023 Events

By Dr. Dean Saluti, VP Events



## ***Spend the Holidays with JANE . . .***

### **First, Let's Not Overlook October:**

What a great job Herman Wiegman did at the October meeting. Little did we know that our new friend, JANE member Herman Wiegman, is such a renowned authority on electric engines! Being a true skeptic, since my newest Jag is 2007 and gas fired, I thought that I would suffer through a discussion

of electric engines. We were all enthralled. The audience wouldn't let Herman leave, especially when he started talking about the new electric airplanes being designed and built by his company – BETA Technologies. Herman, you are truly a JANE star! Thank you!

### **Our Classic Thanksgiving Holiday, Hosted by the Innkeeper:**

For over a dozen years, JANE has celebrated an early Thanksgiving at the historic Longfellow's Wayside Inn in Sudbury, with Innkeeper Steve Pickford hosting us. Steve intends to again give us a short recap of the Inn's history, beginning in Colonial times, to Longfellow's writings, and to the Henry Ford family that owns the property today. We will be there on Wednesday evening, November 15, for a traditional turkey dinner with all the fixins'!

### **Our Annual JANE Holiday Party and Annual General Meeting (AGM)**

Mark your calendars for Sunday, December 3, 5:00 PM, for our annual JANE Holiday Gala. As part of the North American Jaguar Association (JCNA), JANE will be conducting its quick Annual General Meeting (AGM), at which the 2024 JANE Officers, Directors, and Chairs will be recognized. We promise an outstanding meal that's over the top and lots

of JANE fun! Dress for the Holidays – I will be wearing my reindeer antlers! If you let me know ahead of time, I'll bring an extra pair of antlers for you to wear. In the spirit of the season, if you wish you can bring an unwrapped present or other donation for the children in need at David's house, one of the charities that we support.

Jan and Dean will be wearing their antlers, too!

**Dean**

**Jan and Dean**

## **UPCOMING EVENTS**

### **Thanksgiving Dinner,**

**Wednesday, November 15th, 1pm**

*Longfellow's Wayside Inn, Sudbury, MA*

### **Annual JANE Holiday Party and General Meeting,**

**Sunday, December 3rd, 5pm**

*Longfellow's Wayside Inn, Sudbury, MA*

## **Jaguar Parts For Sale**

*Hello David,*

My wife and I have an antiques business based in western Mass, and I have come into possession through the estate of a Jaguar restorer/enthusiast of multiple components and boxes of Jaguar (mostly XJ) parts, NOS and used. Are there any folks within the club who may be interested in acquiring these?

Best regards,

Chris Pichette  
Publick House Antiques  
Deerfield, MA  
cpichette19@gmail.com  
413.522.7427

*Editor's Note: Chris sent me six photos. I'm happy to forward them all to whoever would like to see them. Two are shown here.*



## **GEEZER HUMOR #2**

***By Brian McMahon,  
Greater Boston, MA***

*Editor's note: I am not responsible .*

...

*To me,  
"drink responsibly" means  
don't spill it.*



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

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:

***In Rutland, Vermont, it's illegal for cars to backfire.***

Barry feels irritated – he doesn't have time for this crap.

"Look, Dave, it is so friggin' simple. Just keep your F-Type out of Rutland. There's nothing there for you in any case. I know the switch for your exhaust backfires is broken in the 'on' position. It DOES NOT MATTER!

"So, you're coming up Route 7, see, and you just hang a left on Route 4 before you hit Rutland. Go right on Business 4, stay on it by going right again, follow it across Otter Creek, and make an immediate left on Route 3. Follow 3 just about 8 miles to Route 7 north of Rutland and you're done. Easy Peazy.

"And just so you know, just south of the Route 3 intersection on Route 7 is the Cluckin' Cafe and Culinary Institute. Great food. You'll love it! Miles from Rutland, too. No worries.

"So, yes, you can taked that ridiculous F-Type of yours with the stupid broken exhaust switch to Vermont, and you don't have to worry about Rutland. Got it? Good! Now go write another of your stupid articles for the Cat and let me get some real work done!"

"Idiot!" Barry thinks to himself after Dave has retreated. "Thinks he's friggin' Shakespeare. Can't even fix his own car!"

Later, after Barry has both calmed down a bit and also nailed Dave for a legitimate 45 minutes at prime rate, he wishes Marlene good night, and sets off once again to the rear freight elevators for his descent into the Longfellow's marshy meadows, around the pond, through the parking lot, the lobby and into the Wayside's ancient and most welcoming tavern, which arrival always makes him feel much better.

"Marvin, my man! Give me a Coow Woow. Actually, make it a double. I've been dealing with an idiot all day." Barry settles in for the long haul, and feels better already.

*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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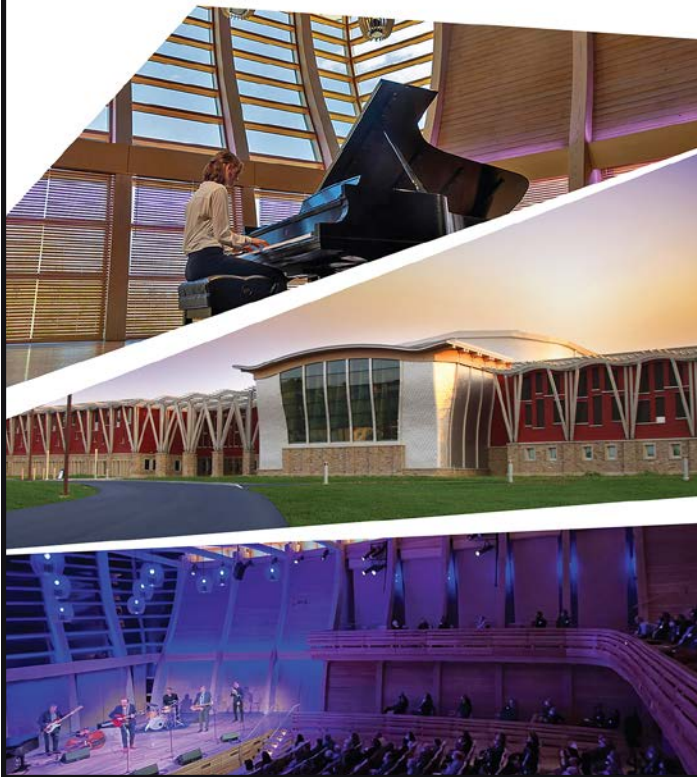
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# From the *Bottom* of The Scratching Post

By Dave Moulton, your humble Editor



Well, this is it.  
My last issue as editor  
of the Coventry Cat.

No more weekly boozy 3-hour lunches telling car stories with the publisher. No more all-expense junkets to the outskirts of Castle Bromwich or pootling about the back roads around Silverstone, Brands Hatch, Spa and Le Mans with the lads from Tata. No more largish checks from the Editors' Royalty Fund. As Archie Bunker used to say, "Those were the days."

Right. I can remember 'em clearly, just as if I had actually experienced them!

Seriously, though:

I have needed to stop being editor for some time now, for personal reasons including what has become an increasingly improbable age, some declining faculties and faculties, and an increasingly toxic relationship with the internet. In short, the job has become too difficult for me now.

Just so you know, I've had an immense amount of fun editing the Cat and watching it blossom into an increasingly humorous, informative and attractive newsletter. You all have given me lots of credit for this, but it is really the contributions of a large number of people, including all of the writers and proof-readers as well as numerous folks who kept sending me cartoons, news of the weird, Jag stuff, car stuff, British stuff, racing stuff, and, well, just stuff.

Meanwhile, both Pam Donnaruma of The Post Gazette and George Ball of Allegra Franklin, who have laid out and printed the newsletter during my tenure, have contributed far more to the quality of The Cat than you can possibly know. I often feel like basically I just made lists, answered the phone, sent out emails and occasionally tried to herd all the cats.



**The publishing crew from Allegra Franklin: Jim Barton, Mike Collari and George Ball. Our layout guy is George, on the right. He deserves our heartfelt thanks for making The Cat look so good.**

I know that we haven't found a new editor yet. I can think of several members capable of doing a great job, and I'm sure there are numerous others in the club who are entirely capable of keeping The Cat running. I hope someone feels the spirit soon, so that we can maintain the continuity of publication. I've already laid out a calendar for next year, and I'm perfectly willing to provide as much help as possible to ease the transition. This should not be a heavy lift.

In the meantime, I just want to thank you all once again for reading all this stuff and allowing me to have so much fun editing and writing it.

**Your Humble JANE Editor**



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