

# COVENTRY CAT

VOLUME 6, NUMBER 11

NOVEMBER 2004



Top Left: View of Tenant's Harbor at dawn from East Wind Inn lawn Top Right: Nearby Marshall Point Light at Port Clyde Bottom Right: View from Olson House window with Herrick's MK VII in the parking lot Bottom Left: The Olson house, made famous by the Wyeth painting "Christina's World", Photos by Dave Herrick, Marilyn Parkinson

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**Jaguar Association of New England  
2004 Calendar of Events**

**From the editor**

Events for the year which JANE will host, co-host or participate in as a club. Contact Dave Randall at 978-887-9616 for details

**NOVEMBER 2004**

- Paul Russell tour, Essex, MA.....Nov 13**
- Monthly Meeting, Skip's, Chelmsford, MA.....Nov 16**

**DECEMBER 2004**

- Holiday Party/AGM, Chelmsford, MA.....Dec 5**
- Election of Officers**

**Have an idea for an event ? Give Dave Randall a call**

**J A N E OFFICERS**

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**JANE on the Web**

<http://www.j-a-n-e.org>

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more**

Our 2nd Slalom of the year at Wilmington, postponed, was held and was well attended. Bob Totten has run a Triumph Spitfire at a number of our slaloms and he's written an article about his experience encouraging other Triumph owners to participate. Good publicity

Adrian Curtis completed the POR treatment of the boot (trunk) of his MK VII this past month and submitted an article to the Coventry Cat. It's in this issue of the Coventry Cat. Nice work Adrian!

I've traveled to Gary Hagopian's Sunapee work shop this month, using his considerable expertise to assemble my MK IV engine up at . It's been quite a while since I tore down the engine and delivered it to the machine shop. Now, it's the completion of a major task in the restoration. All that's left is the final assembly and some detailing. See the article in this issue.

One of the techniques that Gary Hagopian has used in his XK twin cam engine rebuild is to improve of the head gasket seal by employing "fire ring" seal for each cylinder. It reduces the chance of blown head gaskets and the overheating that results. As I used it on my MK IV engine I've written it up so that the membership may take advantage of the technique in their rebuilds.

Next month, we'll visit Paul Russell's shop in Essex, MA, a real delight, followed by lunch at the Village Restaurant. See Adrian Curtis's write up.

And set aside the 5th of December for our AGM and holiday party at the Radisson. A brief business meeting for election of officers will be held before the dinner and Yankee swap gifts. A reception/ cocktail hour starts at 3:00PM.

## **Ultimate Wilwood Brake Set By Bassett's Jaguar**



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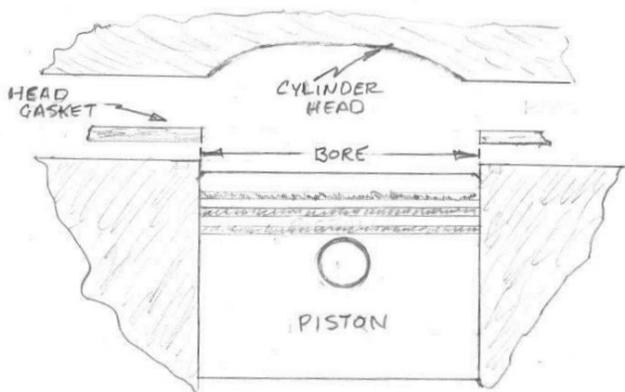
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## How to keep a cool head

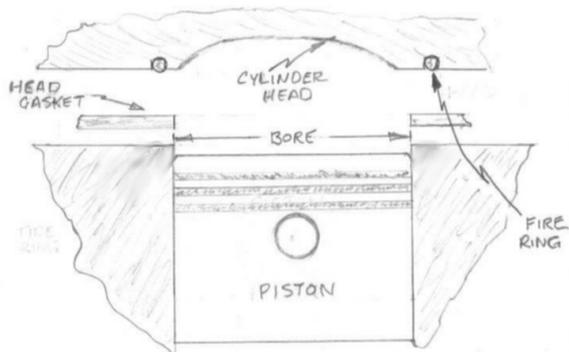
By Gary Hagopian and Harry Parkinson

One of the tender spots in the Jaguar 6 cylinder engine is the propensity to blow head gaskets. Both the 6 cylinder push rod and twin overhead cam motors suffer from this problem. One of the main reasons is that the space between the cylinders, 1 and 2, 5 and 6 is closer than the spaces between the other cylinders. The head gasket is a lot narrower. Guess what? That's where most of the head gaskets fail. In addition, when one cylinder either 1 or 6 is at maximum pressure 140 PSI, cylinders 2 or 5 is at minimum pressure, -12PSI vacuum. This results in a big pressure differential across a very narrow gasket. Add in cylinder heads that aren't perfectly flat, it's no wonder that the gasket fails.



CONVENTIONAL HEAD GASKET SEAL

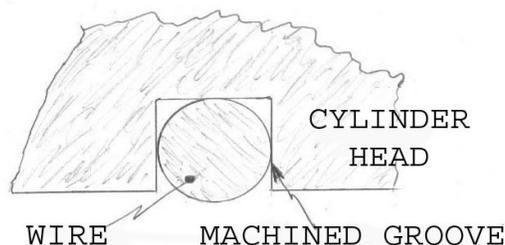
Gary Hagopian has been building Jaguar engines for his E type that place an even bigger strain on the gasket, high compression pistons and engines that are running hotter than a stock engine. He didn't want to experience any head gasket failures on his race car...he wanted to run his car without having the head gasket problem.....add a "fire ring" to provide a better seal between the cylinders.



FIRE RING HEAD GASKET SEAL

The "fire ring" provides a higher pressure seal than the corrugated head gasket can provide. It takes a much higher pressure and prevents gasket blow out.

How do you make a fire ring seal? You machine a groove into the cylinder head, approximately 0.050" wide and 0.041/0.042 deep". (Gary uses a modified boring tool and a vertical spindle milling machine). The fire ring is a 0.047" stainless steel spring wire. Cut the wire to fit, trimming the end to get it the correct length, and insert in the groove. To keep the fire ring in place, stake the head in several places. Viola, you have a fire ring.



FIRE RING GROOVE DETAIL

Below: Gary machining the MK IV head  
Bottom: Groove cut into the head surface



## MK IV Engine Rebuild and Assembly

The long delayed engine rebuild for my MK IV reached a big milestone this past month. The machine work is now finished and assembly has started.

Gary Hagopian picked up the engine, in pieces, and he took it to his shop in Sunapee for assembly. I had ordered all the new parts including new bearings, pistons, piston rings, valve springs, timing chains, and gasket sets. The machine work for the rebuild totaled \$1375 while the parts were \$2150. The parts total included a rebuilt water pump, starter, and generator. The new parts, the bearings, pistons with rings and the gasket set accounted for about \$1000 of the \$2150 total.



**The Start**

Right after the Owl's Head weekend, I headed north to Gary's shop. After inventory of the parts, the real work began. First up, cleaning and prepping the block. Cleaning is done with a degreaser used in the automotive finishing world to wipe down metal surfaces before painting. The entire block is wiped down with degreaser. It removes any oil or grease from the machining operations. Next up is painting the entire inside unmachined of the block with a special paint called Glyptol. It fills the open pores in the cast iron surface. As Gary explained, without the Glyptol coating, when the block sweats during to heating and cooling, rust will form and get into the oil. The rust, iron oxide, can cause damage to bearing, pistons, and other precision parts as it is abrasive. When I was putting on the coating, I asked Gary, "How complete a coating do I need?" The answer was "Just like chicken soup, it doesn't hurt and it may help".

The next cleaning step was the crankshaft. Oil passages may have been blocked or they may have residue from machining. An aerosol can of carburetor cleaner was used with every oil

passage flushed out with the pressurized spray solvent.



**Cleaning Out the Oil Passages in the Crankshaft**

Now, the assembly must be ready. Not quite! The new main bearings and their mounts in the block must be degreased. New bearings are often covered with a protective coating like Cosmoline. If it isn't removed, embedded dirt can cause damage to the bearing surfaces. The coating itself can cause bearing clearances which may result in premature bearing wear or failure.



**Gary Hagopian torques the main bearings**

Using generous amounts of oil, the main bearings are seated in the block and the crank is put into place. Thrust washers are inserted (they take up end play to keep the crank in place) and the bearing caps, liberally oiled, were fitted in place. Note bearing caps are stamped with a number so that they are used in the same location and the same orientation. The bearing caps were torqued to their value and the crank was rotated. It turned easily. That shows that the clearances are good, the crank is straight and the machining was done properly. If the crank doesn't turn easily, time for some detective work to find out why.

On to the next task, fitting the pistons to the connecting rods and fitting piston rings to the pistons. The connecting rods were reconditioned and the piston pins were fitted. Assembly of the piston pins is an easy job, but use lots of oil on the pins and the pistons. Insert one of the retaining clips into the piston and push the pin into place through the connecting rod until it bottoms on the retaining clip. Make sure you orient the pistons consistently, the marks on the piston top and the connecting numbers are always the same. Then, install the retaining clip on the other end of piston pin and you're done.

Installation of the piston rings is also easy, but if you mess it up, you're in trouble. If you break a ring, you may not be able to get just one ring, you may have to buy a set! First, check the top ring for end clearance. To do this, first measure the cylinder bores. If they are consistent in size, put a ring in the top of any bore using a piston to make sure it's square. Measure the end gap. It should be around 0.012/0.015", but check the specs. If the gap is too tight, use a piston ring grinder to grind down the gap to bring it into spec. In the case of the MK IV ring set, the top ring was to spec right from the factory so no adjustment was necessary. Use a piston ring installation tool to open up the ring to slide it over the piston and into the groove. The second and third rings don't need end gap adjustment so install them per the instructions supplied.

After a good cleaning, install the bearing shells into connecting rods, but first oil the rods by squirting oil into oil hole in the rod. Generously oil the bearing shell and the mating rod surface.

With the rings installed, they're ready to install into the block. Using a piston ring compressor, carefully tighten it on the rings. If it doesn't close easily, back off...something's wrong. Once tightened, make sure the piston ring compressor is square and insert the connecting rod into the block taking care not to scratch the bore with the big end of the rod.

Square up the ring compressor to the block. Holding it firmly, tap the top of the piston into the block until it clears the ring compressor. If it doesn't move easily, back off... something's wrong. A ring may be hung up and you'll break it. Once the piston is in the block, carefully fit the bearing and the rod bolts around the crank pin. Install the mating rod cap after a generous coating of oil. Then, torque the rod to the specified value. Finally, check for side play. The rod should have a little movement. Everything checked out OK on my engine on the next task.

The last job was to set the timing of the engine. The MK IV engine has NO TIMING MARKS so you must set up the timing chain using TDC of cylinder #1 and measuring the cam lift for the same cylinder. The cam gear has 4 different bolt locations to make finer adjustments. Once the timing chain is set, we rotated the cam and crank to check the settings. They were right on so we could button up the crank, cam, and timing chain. With just a few more assembly steps, I packed up the engine in my SUV and headed down the road to Nashua.



**Packed up and headed for home**

### **Corrections/Omissions**

Last month's Coventry Cat incorrectly identified the XK120 as Tom Brady's in the cover photo. That, of course is, John Brady's XK120 DHC.

In the article on the British Invasion, several JANE members were identified as receiving awards. Tom Cashel, 1954 XK120 OTS owner, also received a third place in the Concours and a first place on Sunday in the Competition of Colors (black) and was omitted in the article.

We apologize for these errors.

## A JANE outing at Owl's Head, Tenant's Harbor and Rockland

It started out as a lovely fall weekend. For us, the Parkinsons, it started on Friday the 9<sup>th</sup> of October. We traveled to see the Victory Chimes, the 3 masted ram schooner, in its winter berth at Rockland. The Victory Chimes is the only surviving ram schooner in a family of 30 vessels built in Bethel, Delaware that sailed Chesapeake Bay as cargo ships from 1890 to 1940. The Victory Chimes is featured on the back of the Maine commemorative quarter. Some of the original ram schooners were designed and built by Marilyn's great, great uncle so she was interested in visiting the ship. We had a personal tour by the ship's owner and Captain, Kip Files. He described the history of the ship and the relationship of the Moore family (Marilyn's) to the ram schooners. A very enjoyable tour with a little genealogy thrown in.

Saturday, we met at the Samoset Inn for lunch. The Samoset Inn, a new waterfront resort hotel, is on the entrance to Rockland Harbor. It is surrounded by a lovely golf course that has many holes sharing a rocky Maine coast. Our hosts, the Herricks, are originally from Rockland explained that the original Samoset Inn, a lovely victorian grand hotel, fell in disrepair and burned to the ground. The Herricks arrived in the MKIX, it's longest trip, without incident

The group included the Herricks, the Eklofs, the Whytes, the Hansons, and the Parkinsons. After a delicious lunch, the Herricks led a caravan up to Camden and to the summit of Mt. Battie. The view from the summit overlooks Camden harbor, home to many sailing schooners. It was lovely sight with the ocean, the harbor and the Maine coast all in splendid fall colors.

Next stop on the tour was the Farnsworth Museum in Rockland, home to many of the Wyeth family paintings. There are several buildings in the complex which is on Main Street in downtown Rockland. On exhibition were many paintings and drawings from three generations of Wyeths, N.C. Wyeth, his son, Andrew, and his grandson, Jamie. N.C. Wyeth was born in Needham, MA and many of the exhibits were owned by the Needham Public library. Perhaps the most famous painting is one by Andrew Wyeth, "Christina's World", which is now owned by the Museum of Modern Art, NYC. Andrew Wyeth did a se-

ries of drawings, watercolors and tempera paintings of the Olson which Dave and Liz Herrick visited on Sunday afternoon. Some of Dave's

pictures of the Olson house are in this month's Coventry Cat.

Back to the East Wind Inn on Tenant's Harbor for dinner. After dinner, some of us retired to the annex lounge for wine, cheese, and snacks. All in all, a very pleasant start to a nice weekend.

After a breakfast at the East Wind, we were off to the nearby Owl's Head Museum for a car show. The Whytes XJ6, the Herricks MK IX and Eklofs E type roadster were exhibited and drew a lot of interest. The Owl's Head Museum has several antique airplanes and we were treated to several fly-overs. We then split up to go to some of surrounding points of interest.

The weather had cooperated and we all enjoyed Maine. It was a delightful weekend.

PS Dennis Eklof has since undergone successful open heart by pass surgery and is recovering at home. His wife Prebble sent email to this year's Owl's Head group expressing that it was a relaxing weekend for Dennis prior to his surgery.



**East Wind Inn at Tenant's Harbor**

**Pictures from Owl's Head, Maine trip  
October 8-10, 2004**



**Clock wise top left: Tenant's Harbor.....East Wind Inn Annex.....The three ladies at Owl's Head, Marilyn Parkinson, Prebble Eklof and Elaine Whyte.....Fly-over at Owl's Head..... Liz Herrick ready for the day's tour.....East Wind Inn.....  
Photos by Dave Herrick & Marilyn Parkinson**

## POR treatment for Adrian Curtis's MK VII

### POR 15 Application to Mark VII Boot Floor

When I told my Texas buddy, Charles Bishop, that I had just purchased a rust free M7 sedan, he replied in New England fashion, "Oh, there's rust. You just haven't found it yet!" I did know from prebuy inspection that there was a rusty mess under the boot mat and that the front doors were rusty inside under the tool boxes. These are very standard water collection points for the Mark VII. I have found more rusty areas just as Charles suggested. All of them, though, can be cleaned up and coated with the POR-15 System. Here's how it works.....I'll describe the trunk floor application only.

POR-15 products are meant to be used together. The system entails cleaning the rusty area to remove dirt, grease, wax, or other contaminants; neutralizing the rust, etching the metal, and coating with zinc phosphate for good adhesion; applying the POR-15 rust preventive coating; and finally top coating (if sunlight exposure will occur) to protect from UV light.

This is strong stuff and needs to be used carefully. Keep it off your hands and don't breathe it!! I bought my POR-15 supplied from a dealer in Nashua, NH. POR-15's Web site describes what you'll need, offers a breakdown of all their products, and gives some phone numbers. I didn't need to buy the POR-15 topcoat since my rusted areas are out of the light, but I spent just under \$90.00 to buy enough to do my car. Not cheap, but easy to use and allows you to stay with the original panels.

Figure 1 and 2 show the trunk before and after the clean up. With the boot floor mat removed, I swept up two dust pans full of rust bits, most of which were rusted matting, before I could begin the wire brushing and vacuuming.

The cleaning and neutralizing were easy. Spray on the cleaner/degreaser, rinse, and spray on the Metal-Ready to neutralize and etch. Wait. A nice, white zinc phosphate residue forms and makes the base for POR-15 (Fig 3). I used a two-part epoxy POR putty to fill one small hole in the floor.

I chose the gray POR-15 rust preventive coating (Fig 4). It's also available in black, silver, or clear. This paints on with a brush, smooths well, and hardens permanently. It can be applied right over rusty metal which is why it's so easy to use- there's no need to clean the rust affected area 100%; it's better if you don't.

Will the process work well over time? I think so. I can

recommend its ease of use and finish. I plan to paint my floor the car color even though "they" say the POR surface is too hard and smooth to accept paint unless you use their products (more \$\$). Time will tell, but I'm pleased so far.

When I removed the boot side panels, I discovered my fuel tank vent and filler drain lines were shot. To replace those, I needed to remove the gas tanks. While draining the gas tanks, I found my pickup filters were gonzo and there was rust in the tanks. On a positive note, I removed and repaired my fuel senders, POR-15 treated the fuel tank wells, replaced the vent/drain hoses, and sanded, painted, and cleaned the tanks. Isn't restoration fun?



**Above: Boot with mat in place before starting**

**Below: Mat removed**



**Annual Holiday Party & AGM Scheduled**

**JANE's annual holiday party and AGM is scheduled for December 5th at the Radisson in Chelmsford, MA. Avis Mello is in charge of the arrangements and reports that it will be essentially the same as last year's successful event.**

**The schedule is:**

**3:00 PM      Cocktail reception**

**4:00 PM      Meeting/elections**

**4:30 PM      Dinner**

**After dinner    Yankee Swap**

**More details and a flyer will be forthcoming in a few weeks**

**Avis Mello**

**JANE visits Paul Russell and Company,**

**Nov 13<sup>th</sup>, 9:30 AM**

Paul Russell and Company in Essex, MA, has agreed to once again host JANE on a tour of their premises in November. Bill Strickland will be our guide.

Paul Russell and Company is a renowned restoration shop specializing in Mercedes-Benz, Ferrari, and Bugatti automobiles. Their restorations have won awards at all major events including Amelia Island and Pebble Beach.

Their recent restoration of a 1960 Porsche RS-60 Spyder received national attention.

In their shop today are a 1930 Mercedes-Benz SSK, a 1938 Type 57SC Bugatti, a 1957 Jaguar D-type, and many, many other notable cars.

The tour will include the metal fabrication shop, body shop, mechanical shop, upholstery shop, parts and service area, and other areas within this state-of-the-art facility.

**WHEN:    Saturday, Nov. 13, 9:30 AM**

**WHERE: RT. 22, Essex, Ma, about ½ mi. from town center. Look for 106 Western Ave, "Gullwing Service Company dba Paul Russell and Company."**

We'll conclude the tour by 11:30, have lunch at the Village Restaurant in Essex, and break for antiquing or sight-seeing

**CONTACT:** Adrian or Susan Curtis (603)293-4938. We can accommodate about 40 on this tour. Call or contact by email [ascurtis@metrolink.net](mailto:ascurtis@metrolink.net)



**Above right: Floor after degreasing, neutralizing, & etching.....Note hole in center of picture**

**Right: Finished POR 15 application**

**For Sale: 1986 Jaguar XJ - 6 to strip for some parts** . The car was running . The car had been restored(minor rust) and re-painted in the 1990's Call and/or email for what you need. Great pricing on everything, BUT you must come and take off the parts yourself. This car has only 76,400 original miles, dark metallic gray and four pristine deep red door panels. Engine and transmission supposed to be perfect. 1st come 1st served, Tom Letourneau, Cumberland, RI, 401-334-3315 of AlfaRacer1@cox.net 1204

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**For Sale: 1965 Jaguar Mk2 3.4 Saloon:** RHD. Royal blue/light gray leather; Imported early 80's with paperwork. 42000 original miles. All metal body, no rust. Show quality interior wood. Professionally modified for drivability. GM T351 o/d auto transmission, XJ6 pwr steering. Same owner 20 years, \$17,000. call 603-563-7762 (Dublin, NH) 1004

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**For Sale: 1958 Jaguar XK150 OTS** - Olde English White, Red Interior, 4 speed with OD; Chrome Wire wheels; Original, numbers matching; unmolested early 150 roadster. \$29,500, 603-588-4237 1004

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**For Sale: 1990 Jaguar XJS V12 Coupe:** Show car, 99.97, best in show at 1997 JCNA Biennial. Rare silver blue metallic color, sunroof, CD player, custom factory cover. Stored winters. \$10,000; call Bob Ferro (413) 533-2009 1104

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For Sale : 1994 Jaguar XJ6. Diamond blue/barley. 41K original miles. 2nd owner. Always garaged. Excellent condition. Major AC work in 9/00. New battery 4/03. All original and very clean. Last of the XJ40s. Mint, low mileage, classic car for the collector or XJ40 driver. \$15,000 or BO. Call Karl. Sutton, MA. days-508/887-4511, nights 508/865-4348. 0205

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**For Rent: Car storage; heated, secure, call for information, 978-369-1709** 0205

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**For Sale: 1988 XJ6 (XJ40) Van Den Plas Sedan:** 75000 original miles; Black/Camel, quick starter & runs smooth as silk. Does need some minor body & paint. Can be seen at Morton Jaguar Service, 2 Oak St, Chelmsford, Ma, call Brian or Craig @ 978-256-9882 ...leave a message or email: [hombre@ll.mit.edu](mailto:hombre@ll.mit.edu) asking \$2,500 1004

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**For Sale: 1973 Jaguar XKE Roadster Series III V 12,** with 46,525 miles, 2nd owner, purchased 16 years ago. Excellent condition, 4 years in the Glen NH museum. Signal Red with Black interior, hand carved mahogany dash, all original interior, radio, trim, etc. Have original title, and all service records since new. \$39,650 firm. Don Fitzgerald 603/383-9243 (For E-photos contact [pete4t@ncia.net](mailto:pete4t@ncia.net) ) 1004

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**For Sale: 1986 XJS V12;** - 2dr coupe that starts right up; no rust but could use a paint job, great interior; only 97,000 miles; tan body with tan interior and beautiful wood enhanced dashboard; new owner should be Jaguar mechanically inclined as it needs a tune up, some brakes , ball joint replacement and a new headliner, etc. The right owner could put it in A1 condition and have one of the sweetest Jags on the road. Priced to sell at \$3,500. Call Bob Jacobs at 508-420-6875 1104

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**For Sale: 1959 MK IX Jaguar** - complete engine rebuild by British Auto; complete car for either restoration or parts car; \$5000 OBO, call Maxine Gould at 978-369-1709 1104

---

**For Sale: Jaguar XK120,140, & 150 new sheetmetal:** front and rear wings (patch panels or complete), spats, rear inner wings, fuel tanks, doors, door skins, boot lids, boot lid skins, sills, shut pillars, battery boxes, stainless steel side curtain frames and more! Rebuilding service for your doors, lids and door hinges. All parts fabricated by WES PARTS - over 30 years experience. Call or write Wray Schelin, WES PARTS, 508 347 7749, PO Box 652, Charlton City, MA 01508. For a free catalog. E-mail: [wesparts@charter.net](mailto:wesparts@charter.net) pd

**Advertising Rates, 2004:** An ad in the *Coventry Cat* currently reaches over 350 households with very high demographics. Unless otherwise specified, rates are on an annual basis(12 issues)Business card and classified ad rates are as follows:

<b>Business Card 3 1/2" x 2" : Members.....\$60.00</b>		<b>Non-members.....\$120.00;</b>	
<b>Full page.....\$600.00</b>	<b>Half page.....\$325.00</b>	<b>Quarter page.....\$175.00</b>	
<b>Back Cover.....\$1200.00</b>		<b>Inside cover/center.....\$1000.00</b>	
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Mail to: Harry Parkinson, 30 Coburn Avenue, Nashua, NH 03063, tel 603-882-9367

## JCNA Sets 2005 Challenge Championship

**Atlanta, Here we come!!**

**by**

**Steve Weinstein, Northeast Regional Director**

JCNA announced that the 2005 Challenge Championship (C.C.) will be held in Atlanta, Georgia, from Wednesday, September 21, 2005 through Sunday, September 25, 2005. Next year's event is shaping up to be the best ever, with fabulous surroundings and fun and exciting events that are not to be missed.

The 2005 C.C. will be held at Chateau Elan, just outside of Atlanta. The sprawling grounds of this estate-like complex include a magnificent hotel, a spa and a winery. Nestled in the hills, the facility offers spectacular views, and the surrounding countryside provides wonderful highways and byways for touring.

The tentative schedule of events for the 2005 C.C. is starting to take shape. The program will include a rally through the Georgia countryside, taking in some of the most beautiful roads on the East Coast, and a slalom expected to be held at nearby Road Atlanta, the home of the Petit LeMans. The events will be capped off with a concours set on the terraced landscape of the Chateau on Saturday, followed in the evening by a gala banquet and award ceremony. In addition, we expect there to be a "Georgia Mansions and Plantations" tour that will include dinner at one of the most outstanding and famous plantation-based restaurants in the Atlanta area. Other activities are likely to include a tour of Road Atlanta to see the preparations for the 2005 Petite LeMans, which will be run the following weekend, and several other "surprise" events to be announced later.

The Jaguar Touring Club is hoping to run a trip to the 2005 C.C. as its Fall Tour/Annual Trip. The likely schedule would include departing from New Jersey on Saturday, September 17, proceeding South on a leisurely, scenic route, to get us to Atlanta by Tuesday evening. After participating in the C.C., we would depart Atlanta on Sunday, September 25, and hopefully return home by Monday evening (or Tuesday, for those who wish to take a more leisurely pace going back).

So mark you calendars now for the 2005 Fall Tour to the JCNA Challenge Championship. This is certain to be another outstanding JTC road trip.

## MAGAZINES FOR SALE

Patricia and I are cleaning out duplicate issues of Jaguar Magazines. A good opportunity for you to complete your collection before we put them on eBay. Email us ([reillydp@charter.net](mailto:reillydp@charter.net)) or phone (508-839-7464) and we can bring them to any JANE event – or send by Media Mail at cost.:

### Jaguar Quarterly

Vol. 1, No. 1 Autumn 1988	\$15
Vol. 1, No. 3 Spring 1989	\$10
Vol. 1, No. 4 Summer 1989	\$10
Vol. 3, Nos. 1,2,3,5	\$5 each
Vol. 4, No. 2 'C'-type issue	\$20
Vol. 6, No. 4 March/April 1994	\$5

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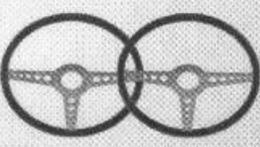
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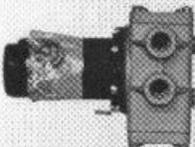
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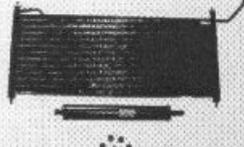
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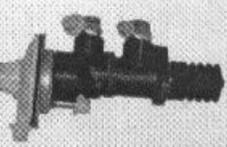
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