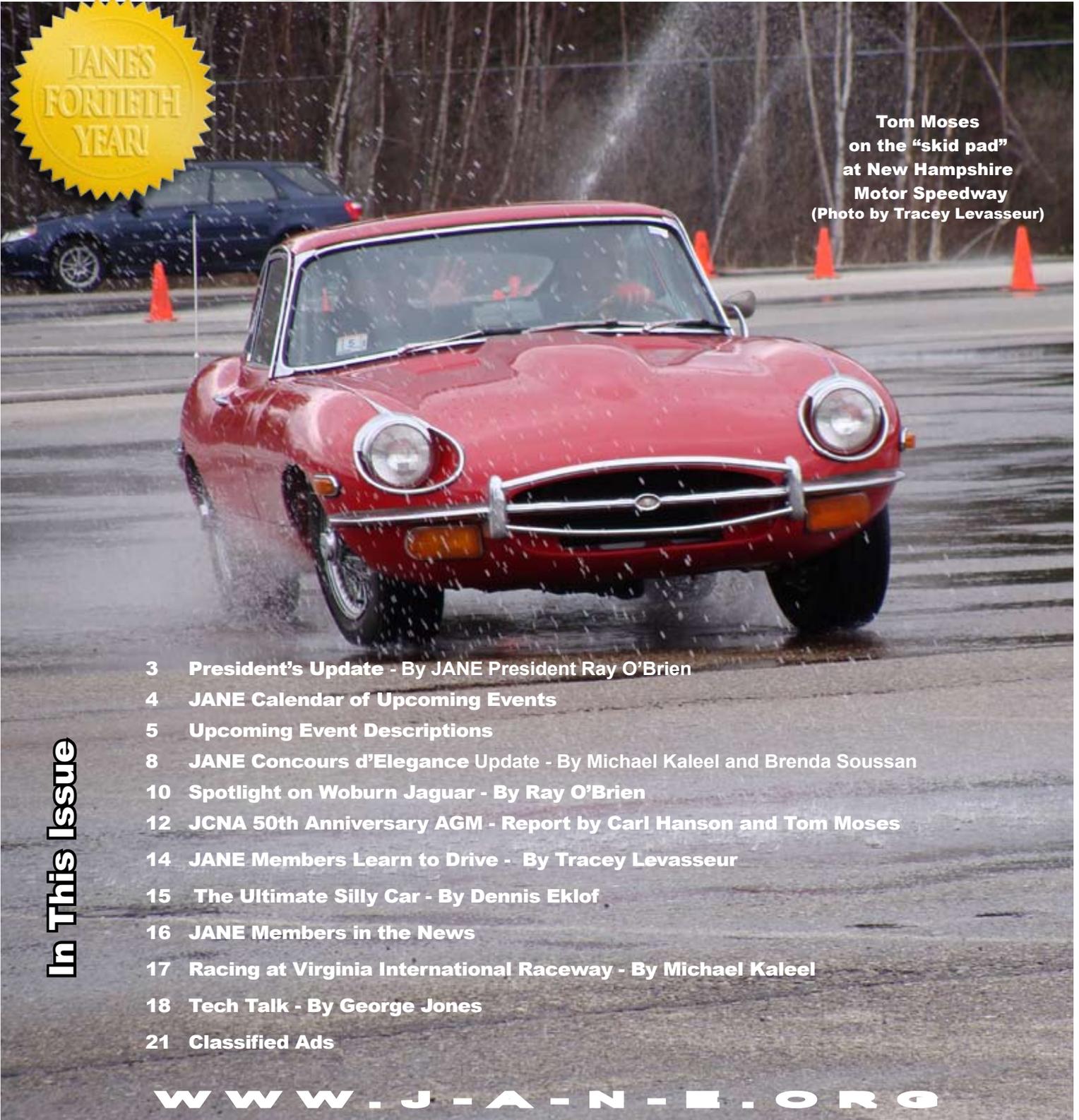


The **Coventry Cat**

The Newsletter
of the

Jaguar Association
of New England



**JANE'S
FORTIETH
YEAR!**

Tom Moses
on the "skid pad"
at New Hampshire
Motor Speedway
(Photo by Tracey Levasseur)

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President's Update May 2008



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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Inside front cover	\$1000
Back cover half page	\$500

Visit JANE on the web at

www.j-a-n-e.org

Cruising in Overdrive: Tours, Training, Socializing, Slaloming, and More

By Ray O'Brien

May does put us into high gear; most of the Jaguars are back home (including my Series III E-Type) and out of winter storage. April was a busy month for JANE. We had eight events.

Our April monthly meeting was a brief business update. Carl Hanson gave the group an update on the AGM held in Pittsburgh. This was followed by three guest speakers. Bob Stanhope kicked it off with an explanation of our July 12th event, "JANE Goes Kart Racing." This will be held at the Sugar Hill Raceway in Weare, NH. If you haven't tried kart racing, it's a blast! Take it at your own pace and you'll have a fun day out. Food is available at the track, or you can bring your own and have a picnic.

Second, we had a great presentation by John and Tom Brady about their most recent trip to "The 24 Hours of LeMans." There were many slides of the race, spectators, the campsites (one flying the JANE banner), and of course the cars. Undaunted by the constantly failing projector, John and Tom interspersed their presentation with historic questions and a lot of humor. At the end they quizzed the audience and made available two great posters to the winners of the quiz. A very enjoyable evening.

A Judges Training Session was held at Wellesley Jaguar on April 27th, led by Aldo Cipriano, our Chief Judge. All attendees passed the test and will be certified by JCNA. Thanks to Aldo "The Omnipotent" (new title voted on

by the judges) and Wellesley Jaguar for doing such a great job.

Here are some highlights of our May events:

- We'll start off on Sunday, May 4th, with a JANE tour and brunch organized by Carl Hanson. Meet the group at Skip's in Chelmsford and convoy out to the Blue Moon Diner in Gardner, MA.

- On Saturday, May 10th, the Eklofs are graciously hosting a Concours Preparation and Judging Seminar at their new home in Groton, MA. This is a great opportunity for members to socialize and to learn how to prepare their cars for the Concours. Refreshments will be available, and you can jump in the pool if there's water in it.

- Our first-of-the-season Slalom takes place on Sunday, May 18th, at the Nashoba Valley Ski Area. Contact Bill Parish for more information.

- JANE Night on the Lawn at the LAAM, traditionally our first-of-the-season show and shine event. It's on Wednesday, May 28th, with a fabulous new menu, wine, and beer. Come and drive the new Jaguar XF, courtesy of Woburn Jaguar. Contact me, Ray O'Brien, for additional information.

Check the JANE calendar on the website, www.j-a-n-e.org, for additional events happening in May.

Try to get to some of these events. They're all designed for you to enjoy yourself and your Jaguar. See you out there. 🦄

RAY

The Coventry Cat
is in color
at
www.j-a-n-e.org



The JANE Calendar of Upcoming Events

WHEN	WHAT	WHERE
May		
4 - Sun - 8:30 am	Tour to Blue Moon Diner	Gardner, MA
10 - Sat - 11 am	JANE Concours Judging Seminar	The Eklofs', Groton, MA
18 - Sun - 8:30 am	JANE/JCNA Spring Slalom	Nashoba Valley Ski Area, Westford, MA
24-25 - Sat-Sun	JANE Magical Mystery Tour	(Postponed until 2009)
25-26 - Sun-Mon	Newport Concours d'Elegance	Newport, RI
28 - Wed - 6 pm	JANE Night on the Lawn at Larz Anderson	LAAM, Brookline, MA
30-31 - Fri-Sat	VSCCA Spring Sprints & Drivers School	Lime Rock Park, Lakeville, CT
31 - Sat - 9 am	Alfa Club Autocross	Nashoba Valley Ski Area, Westford, MA
June		
1 - Sun - Noon-3pm	Mid Maine SCC British Car Show	Camden, ME
8 - Sun	JCSNE 35th Annual Concours d'Elegance	Lyman Orchards, Middlefield, CT
12-15 - Thu-Sun	VSCCA Watkins Glen Historic Races	Watkins Glen, NY
20-22 - Fri-Sun	VSCCA 50th Anniversary June Tour	Red Lion Inn, Stockbridge, MA
22 - Sun - 9 am	LAAM Members Car Day	LAAM, Brookline, MA
25 - Wed - 7 pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
29 - Sun - 9 am	British Car Day	LAAM, Brookline, MA
July		
12 - Sat	JANE Goes Kart Racing	Sugar Hill Raceway, Weare, NH
19-20 - Sat-Sun	VSCCA Pittsburgh Gran Prix	Schenley Park, Pittsburgh, PA
20 - Sun - Noon	Collings Foundation Tour	Stow, MA
23 - Wed - 7 pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
27 - Sun	Day of Triumph	LAAM, Brookline, MA
August		
3 - Sun - 9 am	Tutto Italiano	LAAM, Brookline, MA
7-9 - Thu-Sat	VSCCA Mount Equinox Hill Climb	Mount Equinox, VT
8-10 - Fri-Sun	JANE's 36th Annual Concours d'Elegance	Sturbridge Host Hotel, Sturbridge, MA
17 - Sun - 2 pm	JANE Pot Luck Party/Social Gathering	The Eklofs', Groton, MA
21 - Thu - 5 pm	JANE Ice Cream Cruise Night (tentative)	Kimball Farms, Westford, MA
22 - Fri	JANE Friday Night at the Drags	New England Dragway, Epping, NH
23-24 Sat-Sun	JANE at 24 Hours of LeMons	Stafford Motor Speedway, Stafford, CT
27 - Wed - 7 pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
29-Sep 1 - Fri-Mon	VSCCA Rolex Vintage Festival	Lime Rock Park, Lakeville, CT
September		
7 - Sun - 8:30 am	JANE/JCNA Autumn Slalom	Nashoba Valley Ski Area, Westford, MA
14 - Sun	An Afternoon Picnic & Polo (tentative)	Myopia Hunt Club, Myopia, MA
19-21 - Fri-Sun	16th Annual British Invasion	Stowe, VT
24 - Wed - 7 pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
October		
3-4 - Fri-Sat	VSCCA, Finale Weekend	Lime Rock Park, Lakeville, CT
12 - Sun - 9:30 am	JANE Chauncey Creek Lobster Tour (tent.)	Chauncey Creek, Kittery, ME
19 - Sun - 12:30 pm	JANE/JCNA Fall Foliage TSD Rally (tent.)	To be determined
22 - Wed - 7 pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA

Check www.j-a-n-e.org for late-breaking news on these and all other events!

Don't skip over this Calendar of Events. Several additions and date changes have been made.

Know of something else happening that would be of interest to our members? Contact JANE Webmaster at www.j-a-n-e.org. Have an idea for a JANE event? Want to run an event? Questions about an event? Contact Events Vice President Harry Parkinson at 603-882-9367 or harryparkinson@com-cast.net.

The 2008 JANE Directories have been mailed out. If you didn't get a copy, but want one, please contact VP/ Membership, Tom Moses, at 978-580-7416 or by email at tmoses@spillcenter.com.

Upcoming JANE Events

JANE Monthly Meetings

When is the last time you came to a JANE Monthly Meeting? They're scheduled for the fourth Wednesday of every month, starting at 7:00 pm at Skip's Restaurant in Chelmsford, MA. Every third one is a business meeting, which gives you a chance to get involved with the running of our club and the planning of our activities. The ones in between are more social types of gatherings, with just a brief period of time from gavel to gavel.

Skip's is easy to find—it's located on Route 110 just south of Exit 34 off I-495, on the right. The address is 116 Chelmsford Street, Chelms-

ford, MA, and the phone number is 978-256-2631. Bring your Jag whenever weather permits. Otherwise, bring a lesser car—the Jaguar people are at least as important as the Jaguars!

JANE Monthly Meetings enable you to get together with like-minded Jaguar lovers in a low-key setting. Why not start coming out on a monthly basis, participate in our short-form and longer-form meetings, help set the direction for our club, and grab a bite with your Jaguar friends? 🍷

JANE Concours Judging Seminar and Lawn Party

Saturday, May 10th



This is a new kind of event for JANE. Now that this year's Judges Training Session

has been held (April 27, see page 12), we thought it would be helpful for JANE Concours entrants to get some training on how to be judged, or more specifically, what they need to do to their cars to improve their scores, whether they are entering the Driven or Championship class.

This is your chance to get your car judged informally by JANE

judges in a relaxed, low-pressure situation, and learn what you can do to your Cat to improve scoring before the real show season begins. We'll meet on the lawn at 11 am at the Eklofs', at 31 Ames Road in Groton, MA. We expect plenty of cars and also plenty of JANE judges, so it will be a real opportunity to learn how to "pimp your ride."

No car? Come anyway. Refreshments will be served and, weather permitting, the pool will be open for those with hearty constitutions, although May 10 may be a bit early for most. Please let the Eklofs know as soon as possible if you plan to attend, either by phone (978-448-2566) or email dennis.eklof@verizon.net. 🍷

JANE Spring Slalom

Sunday, May 18th

ONE LAST REMINDER

JANE SPRING SLALOM

**MAY 18
8:30 am
NASHOBA VALLEY
SKI AREA
WESTFORD, MA**



Dave Randall on the course in his XK120 at the 2007 Spring Slalom

The April showers have cleaned off the course. Now let your driving skills flower in May. Hope to see you all at the JANE Spring Slalom on May 18 at the Nashoba Valley Ski Area in Westford, MA, for this JCNA-sanctioned championship event. 🍷

Volunteers needed for setup, timing, scoring, etc. If you are interested, please contact Tom Parish (tparish@carlisle-co.com) or Bill Parish (wdparish@verizon.net).

See page 9 for the Alfa Club's invitation to JANE to participate in their Autocross on May 31.

JANE Night on the Lawn at Larz Anderson Auto Museum

May Monthly Meeting, Wednesday, May 28th



The Beautiful Larz Anderson Carriage House



JANE Night on the Lawn in 2007

BREAKING NEWS

Woburn Jaguar will have a new Jaguar XF at the event for us to test drive!

Traditionally this has been our dust off, show and shine event. It's a beautiful setting, at the Larz Anderson Auto Museum in Brookline. <http://www.larzanderson.org>. It's time to get into the car season, meet old friends, and make new ones. Have a glass of wine or a beer and enjoy a gourmet Surf and Turf dinner, and of course the Jaguars.

Our event will feature a gourmet dinner from "Catering by Chumley."

MENU (Includes all items)

Appetizers:

Portabella mushroom & red pepper ricotta puff pastry
Southwestern pork tenderloin on a polenta cake w/cilantro sour cream

Entree:

Roasted beef tenderloin w/a red wine sauce & Seafood casserole (lobster, shrimp, and scallops) in a Newberg sauce w/a cracker crust)

Served with:

Garden Salad * Mashed potato * Asparagus

Dessert:

Ice cream bar served w/3 toppings

The cost for members is \$30.00 per person, with a very reasonable cash bar.

Your hosts are Ray and Sanda O'Brien, and we hope you will come to enjoy this great event and dinner with all of your JANE friends. Please let us know by May 20th if you are coming. (We have to order the food in advance.) Send your check for \$30.00 per person no later than May 20th to:

Ray O'Brien
72 Rawson Rd.
Brookline, MA 02445

We look forward to seeing you there.

Larz Anderson Auto Museum
14 Newton Street
Brookline, MA
6 pm
RAIN or SHINE

Other Events -- Near and Far

Mid Maine Sports Car Club All British Car Show

June 1, 2008

To celebrate the nationwide observance of British Car Week, May 31 through June 7, the Mid Maine Sports Car Club is sponsoring an All British Car Show in Camden, ME, on Sunday, June 1st. The cars will be displayed on Chestnut Street between Camden National Bank and the Camden Common from noon to 3 pm, and the public is invited to view the cars as well as vote for their favorite. People's Choice



trophies will be awarded for first, second, and third place.

If you would like to show your car, pre-registration is required, and you can register by going to the MMSCC website at www.mmscc.com and clicking on the event registration link, printing the registration form, and mailing it along with your check for \$15 to the address at the bottom of the form. All proceeds from the show will be given to a local charity. 🐾

VSCCA 50th Anniversary June Tour

June 20-22, 2008



Since JANE's Magical Mystery Tour for 2008 has been postponed until 2009, why not come out for the VSCCA's 50th Anniversary Tour (without the "mystery") in June?

The event centers around the Red Lion Inn in Stockbridge, MA, and kicks off with a cocktail party at the Inn on

Friday evening, June 20th. The Saturday tour is about 100 miles and meets somewhere for lunch. The Saturday night dinner is also at the Red Lion Inn. There is another tour and lunch on Sunday morning. Four JANE couples are already registered for the tour. There is a VSCCA Group Rate for the two nights at the Red Lion Inn (telephone 413-298-1690 and refer to Group #129882). Check out the VSCCA website www.vscca.org for more information about the weekend's activities and an entry form.

The Red Lion Inn itself is a nice place to spend a weekend (www.redlioninn.com), and there are other attractions in that area. Check out other things to see and do in the Berkshires of Western Massachusetts on your way to and from the tour event. 🐾



Summer weekend
in the Berkshires

More non-JANE happenings on page 11

JCSNE Concours d'Elegance

June 8, 2008

The JCSNE will have its 35th annual Concours d'Elegance this year on Sunday, June 8th, at Lyman Orchards, Middlefield, CT. This is a lovely new location for their Concours. It really is an orchard, and there is also a restaurant, and fields. Concours active—the JCSNE is also celebrating its 40th anniversary this year, and they will be hosting a banquet on Saturday, June 7th, coming in for the event.



This is a JCNA-concours, so it's a good opportunity to get your car judged at a lovely, nearby location, while also supporting our JCSNE "neighbors to the south."

For more information on the Concours, get in touch with Bob Aldridge at 860-482-9849 or via email at thespottedcat@optonline.net. You can also go to JCNA.com and click on Calendar, then NE Region, for more details and an entry form. 🐾

Concours d'Elegance Hamptons Plum

June 15, 2008

JANE's long-time friends Stephen and Barbara Ring have reminded us of their Concours d'Elegance at Hamptons Plum, on Long Island, on Sunday, June 15th. Entry is by invitation, but Stephen may be able to get a few entries from the organization. Alternatively, some of us might want to consider just a nice tour down to that area. There's no entry fee to simply show your car and look at all the other cars. Carl Hanson will be getting more information on this Concours. Call Carl at 781-275-2707 or email him at chansonjag@aol.com.

According to Stephen there are a number of other car events on Long Island all summer, including the Bridgehampton Road Rally, a vintage car event, near the end of the season. We will post more information on these events as it becomes available. 🐾



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JANE's 36th Annual Concours

August 8 - 10, 2008

Jaguar Celebration Time

By Michael Kaleel and Brenda Soussan



JANE Concours Co-Chairs
Michael Kaleel and Brenda Soussan



2007 Best in Show winner, 1937 SS100
owned by John and Marte Murphy

The hotel is booked, the permits are in hand, the brochures have been mailed, web listings are posted, volunteers have stepped forward, and sponsors have promised their generous support.

- Woburn Jaguar has continued their incredible support for this event and committed a generous amount.
- Lincoln Financial has committed their financial support for the second year.
- Exeter Jaguar is once again enthusiastically supporting the Concours with a generous donation.
- Margaret Caruolo will be sponsoring and presenting the Best in Show trophy. Thank you, Margaret, for your unwavering support of our club.
- SNG Barratt, our oldest continuous corporate sponsor, will be making sure our Hospitality Suite is stocked with beverages.
- The Sturbridge Conservation Commission has issued our permit to park on the lawn next to the lake.
- More than 500 brochures have been mailed or placed with dealers and repair shops.
- All volunteers will be given the official JANE team t-shirts.
- The DJ has been hired to keep the music flowing all day and night. To reduce the loudness we experienced last year we will have four speakers spread out over the field.
- Aldo Cipriano has again taken on the task of Head Judge. We are sure his talented crew will be fair and judicious.
- The Head of Field Setup is Chuck Centore. He is in need of field setup help on Friday afternoon and people to guide cars to their parking spots on Saturday morning.
- For the second year, our good friends Ed and Cheryl Avis, from Maine, will host the Hospitality Suite.
- Avis Mello will lead our amiable group of greeters. She and her crew will roam the field to say "thank you" and answer Concours questions from all entrants while they wait for their cars to be judged.
- Scrutineers are needed to keep an eye on the judges' score sheets. We would love to have three young volunteers.
- Runners are needed to take the finished judging sheets to the tally room.
- Starting Friday Afternoon there will be a car wash (we have access to a faucet). It will be located in the back of the hotel.

To volunteer for any of these efforts, please contact Brenda Soussan at 617-953-1457 or at ideacounselo@earthlink.net. We have planned a fun and leisurely weekend for you and your family to enjoy. 🍷

*More Concours details
and
sponsor info coming in June*

Concours Sponsors



Margaret Caruolo has sponsored and presented the Best in Show trophy for several years



Lincoln Financial Group's second year as a JANE Concours sponsor



SNG Barratt is a long-time JANE Concours sponsor



Jaguar Exeter
Second-year sponsor



Woburn Jaguar
Second-year sponsor

JANE FUNKANA

This year the Sunday morning event at our Concours will be something different. We will be holding the Second non-annual JANE FUNKANA and Weenie Toss. For those uninitiated in this fully-sanctioned fun event, you won't have a better time if you had a barrel of Democrats and Republicans at an oil changing competition.

Seriously folks, this is "not" a serious event. It's a fun event. Everyone can play and have a great time. We will be holding the event outdoors on one of the Sturbridge Host's parking lots on Sunday morning. Sign up and be the first in your car to navigate the Funkana course.

This will be the most fun you can have with your clothes on. Look forward to seeing you there..

The Management

Alfa Owners of New England is holding an Autocross event on May 31st and JANE is invited!

This session will be held at the same venue that JANE uses for its slaloms: the Nashoba Valley Ski Area in Westford, MA. In fact, the size and shape of the parking lot restricts creativity, and you'll find that the course layout is very similar to a JCNA slalom!

The day will start with an instruction and orientation session at 9 am sharp, followed by a walk-through of the course. Your car will be tech inspected to make sure that it's basically safe and sound. Timed runs will start at 9:30. We'll break for lunch at noon (bring your own!), and do more timed runs from 12:30 till 3:00, followed by some fun runs afterward if we still have the energy.

The cost is \$25 per driver for AONE members and \$30 per driver for non-members. If you have any questions, you can contact AONE Competition Chair Kevin Redden at kredden@cisco.com. Be sure to check the AONE website at www.velocissima.com for announcements and late-breaking news. 

Spotlight on Woburn Jaguar

By Ray O'Brien

I spent a morning recently discussing the history and business philosophy of Woburn Jaguar with John Aldinger, the Service Director of Woburn Jaguar. It should be noted that Woburn Jaguar is not only a friend of JANE, they are one of JANE's staunchest and most generous supporters.

John shared with me the fascinating story of how it all got started. Being a Jag nut, as many of us are, I loved learning how it all began. A cool story.

The company started at the same location in Woburn, circa 1962, as Autolab Imports. At that time a group of car aficionados and racers started Autolab so they could purchase and service the foreign cars they were interested in. They began by selling, servicing, and race tuning Austin Healey, MG, Griffith, Jaguar, Lotus, and ISO automobiles.

Take a look at the picture of Autolab Imports in 1962; you can see an E-Type coupe, a Mark 10, and a pair of Mark 2's sitting proudly in front of the showroom, and is that an Austin America sitting in the showroom? Where are those cars today? A surviving piece of early advertising (a matchbook) is pictured here. I promised John I wouldn't use any of the matches to light a cigar! And I didn't.



Autolab Imports in 1962



Early matchbook advertising

John went on to tell me that one of the salesmen at Autolab was Skip Barber, renowned now for his high-performance and racing driving schools, www.skipbarber.com. This sheds a lot of light on how and why Autolab got started.

Autolab Imports evolved into Anderson Foreign Motors, then Woburn Foreign Motors, the parent of Woburn Jaguar and Woburn Toyota.

Before I go into the Q&A with John, I should mention that we constantly went "into the weeds" exchanging Jag war stories. I think John may have been interviewing me, too, or maybe I just like to talk as much as John does.

R: What was your first Jaguar?

J: A 1975 XJ12 C. I loved this car, quick and elegant.

J: And you?

R: A 1963 Mark 2, owned by a Scottish family that had moved to Kingston, MA. I begged them to sell it to me. The car was passed from father through two sons and a daughter. When she finally got a sable brown XJ6 Series 1 in 1970, they agreed to sell the Mark 2. It was gunmetal grey over black, optional reclining seats, used to drive it late at night back from work at 100 MPH down the SE Expressway, blah, blah.

J: I wouldn't drive a Mark 2 at 100 mph.

R: I wouldn't do it now either.

R: What do you drive today?

J: A 2000 XKR Convertible.

R: I've seen your car, that's a very tricked out Jag.

J: It is. It has an air dam, side sills, and additional performance parts from Paramount and Arden, a rarely seen removable Arden hard-top, a completely tuned exhaust, polished everything under the hood. Also, a carbon fiber dash, an MP-3 hookup for my iPod, re-done front seats, the entire interior re-done in leather, as well as a set of Recaro's I'll be putting in soon. Oh, I'm thinking of redoing the console, don't care for the contrasting stitching.

R: I think it looks great the way it is.

J: Yes, but I'm a tinkerer. The car may never be done.



John Aldinger with his XKR



Under the bonnet of the XKR

R: Any other Jags in the family?

J: My wife is driving a 2005 Super V8, and we have a 2003 X-Type.

R: What is your favorite older Jaguar?

J: The XK-150-S Convertible, beautiful and a great driving car. It's the first production Jag with disk brakes.

R: What model would you like to see Jaguar build next?

J: The XF Coupe.

R: What feedback have you received on the new XF?

J: Very positive, customers like the new look. A well-designed and well-executed car.

R: What differentiates Woburn Jaguar from the other New England dealers?

J: We pride ourselves on a few things. We're the oldest, most experienced dealership, we provide very personalized service, and we're currently #1 in service volume.

R: How many Jaguar certified technicians are working here?

J: Currently seven techs, with many years of experience working on these cars.

R: What about parts and accessories?

J: We have two full-time parts guys and six drivers; we're the largest parts supplier in New England.

R: Where do most of your customers reside geographically?

J: Typically north of Boston, that's our primary market.

R: Does Jaguar provide a discount on new car purchases to JCNA members?

J: Yes, the programs can vary by model and time frame. We offer customer loyalty discounts, plus a JCNA discount.

R: Will Woburn Jaguar work on the older cars?

J: Yes we will, bring them in.

R: Any chance of taking a ride in your XKR?

J: Let's go.

We took the ramp onto Route 128 just outside the driveway of the dealership. John proceeded to "put his right foot into it" and we screamed down 128, then jumped onto 93, then back to the dealership, a hell of a ride. Fortunately, John's car stops as well as it goes. I have an XKR, but it doesn't go quite as fast or sound quite as good.

Special thanks to Woburn Jaguar for their support of JANE, and John Aldinger for his courtesy, time, and the "hell ride." We now know a lot more about Woburn Jaguar, their history, and their business philosophy. 🍷



Woburn Jaguar these days

Collings Foundation Tour and Tailgate Picnic

July 20th, 2008

Alfa Owners of New England would like to invite JANE to join them at the Collings Foundation Headquarters in Stow, MA, on Sunday, July 20th, when the Collings Foundation will open its aircraft and automobile museum collection to a private showing for AONE and its guests. For those of you who have never seen this fabulous collection, it's a real treat!

The Collings Foundation's collection is one of the hidden treasures of the Boston area. On display are over sixty-five antique automobiles and race cars that include the 1932 Duesenberg Dual-Cowl SJ Phaeton owned by Fred Duesenberg; a 1940 V-16 Cadillac Limousine custom-built for Al Capone; a 1927 Rolls-Royce Phantom I Phaeton built in Springfield, MA; and an Indy Car driven by Mario Andretti. The aircraft collection includes a rare original 1909 Bleriot Model XI; a WWII vintage Fiesler FI-156 Storch; and a 1943 Cessna UC-78 that was formerly flown by Revere Airways. Also on display will be several micro-cars owned by the Charles Gould Foundation. These three-wheeled cars were produced by former aircraft manufacturers Messerschmidt, Heinkel, and BMW. There is also quite a number of Indy, formula, and midget race cars, and in general a very eclectic collection of really interesting cars and airplanes.

In addition, the Foundation's grounds are themselves worth the trip! It's a beautiful setting, with lawns and gardens that complement the attractive buildings housing the collection. We'll be taking advantage of the surroundings by holding a tailgate picnic before the tour! Fill up a basket with your favorite lunchtime comestibles, pack a couple of lawn chairs, and we'll circle the wagons for a little dining and pre-tour schmoozing. We are also inviting a few other area sports car clubs to join us for this event, so you'll be able to ogle some other interesting cars besides your own before and after the tour.

Plan to arrive around noon or a little before with your picnicking paraphernalia and share your company (and your food?) with your fellow sports car buffs. The tour will then begin promptly at 1 pm. Donation for admission to see the collection and display is \$5 per person. The Collings Foundation is located at 137 Barton Road in Stow, MA, near Lake Boon. Directions and a lot more information can be found on the Collings Foundation website (www.collingsfoundation.org) or by calling 978-562-9182. This event will be held rain or shine! If it's raining, you can either picnic with the top up or just show up a little before 1 pm for the tour.

Although it's not required, we're asking that you contact event organizer Jim Miga (j_miga@comcast.net or 781-729-7567) to let him know that you're coming (and how many of you) so that we can give the Foundation an approximate head count. 🍷

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Event Reports

JCNA 50th Anniversary AGM in Pittsburgh

Report by JANE's Delegates, Carl Hanson and Tom Moses



What a great pleasure it was to serve as JANE's delegates to the Annual General Meeting (called the "AGM" for short)! Seldom do we get to meet with Jaguar club members outside our immediate area, and when we do we come home with new ideas for making our club better. Happened again. Let us tell you about it.

First, an overview. JANE had a good representation besides our delegates, Tom Moses and Carl Hanson. Dennis and Prebble Eklof, Gary and Sue Hagopian, Jim Sambold, and Sing Hanson also participated in the event. It tends to happen that way – we develop friendships with enthusiastic Jaguar owners and want to keep them up.

The setting was the Sheraton Station Square Hotel across the river from downtown Pittsburgh. The area was formerly a large railroad center, with a classic railroad station (Pittsburgh and Lake Erie Railroad) now turned into a beautiful restaurant and bar, and an extensive freight house that is now a mall and restaurant complex. Outdoor spaces with fountains, street vendors, walking and



At the Awards Banquet Saturday Night
Tom Moses, Jim Sambold, Prebble Eklof, Sing Hanson,
Dennis Eklof, and Carl Hanson

bicycle paths, and tourist boat docks complete the picture as an attraction for visitors and residents alike. To be truthful, the area was somewhat dormant during the AGM in March, but one could imagine a bustling trade during the summer vacation months.

Our host was The Jaguar Club of Pittsburgh, and one can only say that they did an outstanding job of providing social events and informative sessions, as well as maintaining a venue for the business of running the JCNA. The two key social events were a dinner cruise on a large double-decked river boat and the annual Awards Banquet. The informative sessions included an outstanding informal session with Norman Dewis, chief test driver for Jaguar for many years, a session to launch the new "Originality Guide on Air Condition-

ing," and an Insurance Seminar. Besides these activities there were the usual mixers in the hallways, cocktail lounges, and vendor tables. Oh, and then there was a terrific silent auction of Jaguar-related items.

The Awards Banquet on Saturday night had an unusually fine dinner for a hotel (in my opinion). The awards were handed out only to people who attended, the rest were sent out, thereby shortening the evening considerably! Among JANE's attendees, the Eklofs took home a rally trophy for 3rd place nationally, the Hagopians won a Concours Class, and Dennis Eklof took 2nd place in the Heritage Category for his *Coven-*

try Cat article "Who is JANE?"

Enough for the fun parts: Now to the business at hand. The Board of Directors put on their serious hats and closed the doors on a nearly full day of work starting early Friday morning and ending around 3 pm. We can't report on that meeting since none of us were in attendance. But the Annual General Meeting took even longer on Saturday, starting at 7:45 am and adjourning around 4 pm to much acclaim and relief! Whew! See? Your delegates do put in a hard day of work for the club!

You can read our complete report, including the entire agenda, along with our running commentary on all items of business and all proposals for rules changes, on JANE's website, www.j-a-n-e.org. 

JANE Judges' Training Session at Lee Jaguar in Wellesley

Alido Cipriano, JANE's Head Judge, conducted a Judges' Training Session at Lee Jaguar in Wellesley on Sunday, April 27. They took the tests, actually judged a car, and all are now JCNA certified for Concours judging. Some of these judges will be at the Concours Judging Seminar and social event on May 10 (see article on page 5), where it will be win-win for all. The judges will get experience in the procedure, and the potential entrants will learn what the judges are looking for, so as to better prepare their cars for Concours. 

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JANE Members Learn to Drive

By Tracey Levasseur

Author's Note

This story is about an Advanced Driving Safety Skills course run by the White Mountain Chapter of the BMW Club. JANE should consider holding one of these courses annually for its members to really learn how to drive their vehicles properly.

On April 13, at New Hampshire Motor Speedway, a few JANE members decided to test how well they could drive their cars and learn the dynamics of every day situations. The course was hosted by the White Mountain Chapter of the BMW Club.

The day was cold and overcast as the 30 student drivers piled into an enclosed car trailer for the classroom portion of the course. Among them were Adrian Curtis, Tom Moses, and Dennis Eklof. That class was taught by the BMW Club's chief instructor, Ed Valpey, who has taught at the Skip Barber Driving School. On the overhead Ed explained the dynamics of tires, brakes, and sheet metal, and how they react with one another when a driver is steering, accelerating, and braking under different conditions. Understeer and oversteer were defined, and Ed explained how to correct these conditions depending upon the situation. A brief description of each exercise to be performed in the parking lot, and the drivers were released back to their vehicles.

Because the BMW Club opens the school to all makes and models, there was a wide range of vehicles participating in this course. Among the BMWs, Hondas, and Minis were Adrian's Mark VII, most likely the oldest car enrolled that day, Tom's red E-type, and Dennis in, no not his Primrose E-type, Elizabeth, but his newly acquired Brunton Stalker. This kit car looks similar to a Lotus race car but has a 3.4 Camaro engine. Weighing all of 1400 pounds, the Stalker was probably the lightest car on the course. Not exactly a Jaguar, but it does have a nice wildcat silhouette on the dashboard. A Saab, a Cadillac, and even a Ford Escort wagon were there this day, adding a good variety of car ages, shapes, and performance levels.

Drivers were divided into four groups so that exercises could be done simultaneously. The groups rotated slowly through threshold braking, lane change, skid pad, and figure 8,

allowing each driver at least a couple turns at each exercise before moving on. The BMW Club instructors provided guidance and answered questions during the exercises.

After all the above exercises were completed, the day ended with an autocross in which the drivers used their newly acquired skills to complete a course of strategically placed traffic cones.

The JANE boys ended up in different groups. Adrian's first exercise was threshold braking. A series of lanes are set up with traffic cones and the driver accelerates to a set speed, then stomps on the brake at a specified point. The purpose is to get the tires to the point (the threshold) of locking up, or in the case of antilock brake system (ABS)-equipped cars, to the point where the ABS will engage, but bring the vehicle under control and stopped before that point. Once that straight line braking is accomplished the group moves on to the lane change. The driver accelerates to a point, then an instructor indicates to go to the first or third lane of cones at the next point, similar to overtaking and passing a slower car on the highway. This teaches the driver how the vehicle will act at the turn-in points and how the driver should react in these situations.

While that group was mastering braking, the group Tom Moses was in was mastering the throttle on the skid pad. Two skid pads were set up beside each other with water hoses sprinkling one side of each to simulate driving conditions on a rainy day. A skid pad is basically a large circle with an inner and outer ring of traffic cones. The driver goes around the pad with steering wheel set in position. The instructor riding shotgun tells the driver to gradually increase speed until the car eventually reaches its limit. It is at this point that the driver manipulates the throttle to gain control and continue around the skid pad. The instructor has the drivers induce understeer and oversteer so that they learn to handle both situations.

After a dizzying few laps around the skid pads the two groups eventually moved on to the figure 8. Using both skid pads, the driv-

ers enter the first pad, then accelerate into the second, making a wider line entering the second pad, then tightening the line as they exit the pad. This exercise teaches the drivers to find the proper line around a corner by looking a little farther ahead, then braking, turning, and accelerating smoothly through it.

Finally the autocross exercise, a series of cones set up on a course with gates to go through and turns to maneuver at speed, incorporates all the previous exercises. Braking, accelerating, and even lane changes must be accomplished at just the right time by the drivers as they constantly look ahead for reference points.

At the end of the day, after everyone was getting ready to drive home, it was discovered that a fourth JANE member, Paul Samuelian, participated disguised in a Cadillac. Apparently Paul has a '74 E-type that he'll no doubt drive better and hopefully use those new skills at an upcoming JANE event.

So whether you bought your Jaguar for its looks, its handling, its creature comforts, or its reputation, the fact is Jaguar is considered a performance car. It will get you from Point A to Point B, but you need to know how to do it safely. An Advanced Driving Safety School is probably one of the best ways to learn how to handle your Jag, or any vehicle, as the lady in the Ford Escort proved, in a controlled environment. Because on today's roads even the highest performance, safety-riddled cars are only as reliable as the person behind the wheel.

Tom Moses and Adrian Curtis followed up the Sunday training with a day on the track at New Hampshire Motor Speedway (NHMS, newly renamed after its sale by previous owner Bob Bahre). This event was put on by the Sports Car Driving Association. Dennis Eklof also followed up his driver training with a day at NHMS, this time a Friday event hosted by the BMW Club. He was joined there by JANE's Keith Carlson in his D-Type replica.

For more information on this course go to http://www.wmc-bmwcca.org/adss_school.html. 



Adrian awaits his lane change exercise



Tom lines up in his Figure 8 exercise



Dennis on the track at NHMS



Keith also looking good at NHMS

*More photos
- and they're
in color -
on the JANE
Website !*

Well, At Least It's a Cat -- Or How I wound Up With the Ultimate Silly Car

By Dennis Eklof

You know, Slaloming can really mess with your mind. For the last couple of seasons I have been a regular at the JANE Slalom events, sometimes running only Elizabeth, our E-Type OTS, and sometimes adding our BMW 540i to the action. At any rate it has been a lot of fun and has been a reenactment of my autocrossing days in an MGA in the 1960s. In fact, it's been so much fun that late last year I began thinking about expanding my speed-oriented activities. Not wanting to turn Elizabeth into a more competition-oriented car – we use her too often for touring for that – I started thinking about alternatives.

My criteria were few, but pretty specific. I wanted something very fast, nimble, and reliable, and practicality was not a consideration, as it would not be intended for any day-to-day use – oh, and it had to be reasonably consistent with our semi-retirement budget.

The latter criteria narrowed the choices considerably so things like the F car and the P car never entered my consciousness. I am not sure when or how the idea of a Caterham entered my thinking, but somewhere along the line it did. Being only five miles from the East Coast Caterham distributor (Sevens & Elans of Ayer, MA), it was natural to go have

a look. Well, if you want a graphic example of what a weak US Dollar is all about, go shop for a Caterham. What was a performance bargain has been transformed by the Dollar/Pound exchange rate into a luxury good! New Caterhams now start at about \$30,000 without engine and transmission, and a complete, well-optioned car can go well into the 40's. And of course used Caterham prices have followed, and there is a dearth of used examples even available. Time for some more research.

It turns out that there are, or at least have been, a number of other makers of Lotus 7-like kit cars, including Birkin (South Africa), Westfield (UK), Super Performance (US), Brunton (US), S2K (US), Robin Hood (UK), and maybe more. One of them – Birkin in South Africa – is, like Caterham, licensed by Lotus to produce new Sevens. The others need to be sufficiently different from a true Lotus clone to avoid lawsuits.



The Brunton Stalker

I eventually found the beautifully-built (thanks to Rick O'Brien of Oxford, CT) example of the Brunton Stalker, shown here, that met all of my criteria.

Powered by a modified 3.4 liter V6 from a mid-1990s Camaro, the 1450-pound Stalker is certainly blisteringly fast and agile despite its humble origins (much of the running gear is from a Chevy S10 pickup). Being a purely domestic creation with readily available US components, it has also not suffered from the dollar deterioration and so met my affordability criteria as well.

So far, it has been an absolute hoot to drive. To date it has been to the skid-school put on by the White Mountain Chapter of the BMW Clubs of North America and a one-day High Performance Driving School on the road course at New Hampshire Motor Speedway, put on by the same organization (see related article by Tracey Levasseur). Coming up is another event at NHMS, the May JANE Slalom, a May 25 Autocross at Fort Devens, and the July 4th gathering of JANE racers at Lime Rock. More events will certainly follow.

It's going to be a busy summer. 🏁

JANE Members in the News

Gordon Taylor and Betsy Taylor-Kennedy Tour Scotland in Style

Most years Gordon and Betsy spend a week on a hiking trip in Scotland at Easter time, meeting up with a group of long time friends of Gordon. The group uses self-catering accommodations in different parts of the Highlands, and this time they were in Kinlochbervie, a fishing village in the far northwest. They usually rent a fairly ordinary car for the trip, but this year one of their friends offered them the use of his Jaguar XJ8 -- nice friend! Gordon and Betsy say it's not an obvious choice for driving along Scottish single-track roads, but the Jag was fine. It was very comfortable and had plenty of room for them, two or three friends, and all of their outdoor gear.

The first picture below shows the Jag on the way to Durness, on the north coast, with Foinavon in the background. The second picture shows Gordon being a tourist at John O'Groats, the most northeasterly town on the British mainland. The Orkney Islands are a few miles across the water behind the building. In the third picture Betsy is at the top of Conival, a Munro in northern Scotland. The Munros are significant Scottish hills and mountains over 3000 feet, named for Sir Hugh Munro of Linderis, who compiled a list of these hills in 1891. Obviously, it wasn't springtime in Scotland when they were there!

Gordon and Betsy also spent a week visiting friends in England and Wales, but that's another story. They had a more basic car -- a Fiat Brava! 🇮🇹



Tom and Mary Finan Get a New XF

Tom and Mary Finan are celebrating their 50th wedding anniversary with the delivery on a new Jaguar XF in mid-May. It is technically Mary's car, but Tom will have use of it now and then, too. They will be showing it off at the JANE May Monthly Meeting on the Lawn at Larz Anderson on May 28, and they have already registered to show the XF at our Concours in Sturbridge in August. No need to call the Finans about their 2002 S-Type. It sold even before it hit our Classified Ads. Maybe the new owners will become JANE members. 🇮🇹



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Racing at Virginia International Raceway

By Michael Kaleel

April 18th through the 20th, I had the pleasure of participating in the first racing event of the season with the Vintage Racer Group (VRG) at Virginia International Raceway (VIR). This event was put on by Vintage Drivers Club of America (VDCA), and the members of VRG were invited guests. It turned out to be an exciting three-day event, at an extremely beautiful, 3.27-mile track.

Brenda and I flew down from Boston to Raleigh, then drove to VIR. We stayed at a hotel adjacent to the track on the premises of the facility. It couldn't have been easier. Even a blind squirrel could find its way from the hotel to the paddock area.

Master Jaguar mechanic Tivvy Shenton, whose shop is in Virginia, has worked on my car, giving me an engine rebuild, a change from steel wheels to 60-spoke racing wheels, and a new differential and stronger axles. The car looked amazing, sounded ferocious (unmuffled), ran great, felt tight, and it was my job to break the engine in by not exceeding 4,000 RPMs for the first two sessions, and then slowly increasing engine speed as I went along.

At this event, cars cannot be newer than 1972. There were very few cars in my class, and as a result, they pulled multiple classes into one immense group. Around 50 cars were grouped together and on the track at the same time. Fortunately, we were using the full 3.27-mile course at VIR. Among the cars entered were several Porsche 914-6's, Triumph TR4, TR250, MGA, MGB, Elva, Lotus 7, Austin Healey, Alfa, BMW 2002, Ginetta G4, and a lone Aston Martin DB4. And myself and Tivvy in our Jags.

I had a friendly competition with a snazzy Austin Healey owned by Nigel Smart, a Brit living in PA. Among the unique cars on the track there was a 1965 Pontiac GTO driven by a very capable person and a 1972 MGB-GT with a V-8 engine. As you can imagine, they flew by me while I was breaking in my new engine. I became increasingly competitive during my engine breaking-in phase. Nevertheless these cars continued to blow by me.



Michael Kaleel in his "monster" pastel blue Jaguar XK120 at VIR

On Sunday, the third and final day of racing, it was time for the feature race. There were 35 starters. What a thrilling opportunity. This was the first time I was able to run my car full throttle. I started in the next to last position and I had hoped I could have a good race with Nigel's Austin Healey, which started two places ahead of me.

The pace car took us around the track. I paid close attention to the tricky first turn at the end of the start/finish line straight, and the quick right/left/left/right/right onto a series of uphill eases at very quick speeds. As we were finishing the pace lap, the green flag went down. Everybody put the pedal to the metal and the race was on. Oh my god, what a

thrilling moment. Here I go. Let's see how we do.

As I entered the first turn I saw a pile-up. There were two or three cars trying to get around one or two others that had lost control or had an accident, I am not sure which. I don't know if there were any real crashes. However, it was a major pile-up. Since I was at the back of the pack, I saw what was happening and looked for an opportunity. There it was. I saw the light to the far right.

I was able to quickly zoom off to the right and pass three cars. Immediately I thought to myself "that was a cool move," and from there on in I drove like someone who had stolen a car and was being chased by the police. It was exciting and thrilling to finally pass several cars that had been leaving me in their dust and seeing the eyes of several individuals bulge out as I passed them, as if to say "who the heck is this guy and where did he come from?" It was wonderful that my monster pastel blue Jaguar XK120 was passing

a Triumph TR4 and an MGB. I had a competition with an MGB GT for the last five laps, only to lose to him in the next to the last lap.

It was very satisfying to have completed my first real race with no mechanical problems. Although I finished in 26th place, my fastest lap time from the last heat was down seven seconds. I had reduced my overall time substantially.

The weather couldn't have been nicer, the track couldn't have been more interesting, and we were surrounded by like minded, friendly people. I look forward to another opportunity to go to the VIR. 🏁

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TECH TALK

By George Jones



After weighing numerous alternatives on the best way to reinstall an engine in my Series 1 E-Type during a ground-up restoration, I opted for a solution that might be of interest to readers

who are contemplating the same. Let me first report that this project is being undertaken in one side of our two-car garage, which has a sheetrock interior, standard ceiling height, and of course no built-in “sky hook” to which a hoist could be attached.

I didn't like the idea of jacking the car up with two jacks to leave the center clear for rolling the engine in, nor the idea of making two tall jack stands on which to rest the car. I considered these options to be unsafe. Because the front suspension wishbones are relaxed on account of the reaction plate being removed from the car to allow the engine to pass, the idea of resting the front wheels on suitable ramps was also not an option.

Dropping the engine in from the top was also considered to be a far less desirable alternative, with almost certain scratching of the firewall, picture frame and engine frame paint, not to mention having to deal with the steep angle the engine has to assume to get it to pass under the firewall.

So, after some scheming, I decided that the most practical and safe alternative was to fashion some sort of overhead contraption that would allow me to lift the car and, at the same time, leave clearance for a standard engine hoist to pass through, with which to raise the engine once the car had been lowered. The rear wheels with tires were resting on a pair of drive-on ramps to give height to the car after the engine is in, to allow access underneath the car to fit all of the under-chassis items.

After scrounging through my stacks of “useful material,” the stuff that will come in handy one day, and the shelves in our shed, I came up with a five-foot length of 4” x 4” post, three eight-foot lengths and a couple of shorter lengths of 2 x 4 stud grade lumber, and two come-alongs left over from a previous project. As my plan called for four 2 x 4's, I had to purchase one more for a whopping \$2.28, and two 1/2” eyebolts from which to suspend the come-alongs, as can be seen in the accompanying photo. Had I purchased all of the material, except the come-alongs, the total would have been less than \$20!



Armed with the knowledge that a 4 x 4 treated post would carry a considerable load, and the fact that even common stud lumber would carry a substantial load when in compression, I set about assembling the pieces to form a gantry designed to straddle the front of the car, clear the chain guide for the garage door opener, and at the same time leave ample clearance for the engine crane. The four full-length 2 x 4's formed the legs of the gantry. The legs were tied into the cross beam by mortising a 4” x 8” piece of 3/4” plywood into the cross beam, and then bolting the legs to the plywood with short lengths of 1/2” all-thread rod. A piece of 2 x 4 on each side forms a cross brace to prevent the legs from splaying, and a couple of knee braces

running between the legs and the 4 x 4 add vertical stability. Voila – a substantial gantry for about \$20!

I wrapped the two upper wishbone shafts close to the front bearing with some hard rubber and used a 1/4” length of chain looped around these shafts, making sure to place them as close to the front bearings as possible. I figured that by using two hoists it would halve the load and that these shafts would easily handle this split load. I used these shafts, as there is not a more suitable location on the corner of the “picture frame” around which to loop the chain.

The whole assembly worked extremely well, and as can be seen in the photos, it allowed the engine hoist boom to pass through for lifting the engine. When I purchased the engine hoist many years ago it came with the load equalizer, which you see in the photos. This enabled me to level the engine/gearbox combination to the exact angle I needed to raise the assembly up vertically into place in the car. For anyone wondering what has to be removed from the engine to allow it to fit, I provide a list below. This was the list I used, and it all passed through between the engine frames, torsion bars, and clear of the picture frame. The flange on the rear of the gearbox passed nicely up through the opening in the tunnel and lined up with the drive shaft flange, which had been pushed back on the splines into the tunnel. A word of caution. Remember to install the bolts on the gearbox drive flange with the heads toward the gearbox when installing this flange onto the gearbox.



How strong was the gantry?
I tested it after installing the engine by raising the total weight of the front of the car, including the engine that it lifted, without any signs of failure. I must make the following disclaimer, though. Due to the variation in quality of lumber and workmanship, anyone using this design does so at his own risk.

List of items to remove from the engine:

Front engine mounts
Alternator
Oil filter cartridge
Center threaded stub shaft in oil filter housing
Exhaust manifold
Inlet manifold
Distributor cap (Leave dangling on plug wires)

Items not necessary to remove:

Water pump or pulley
Ignition coil
Harmonic balancer



Do you have a tip or technique that might benefit some of your fellow JANE members? Jot it down and pass it along to your editor! Send your text and photos to

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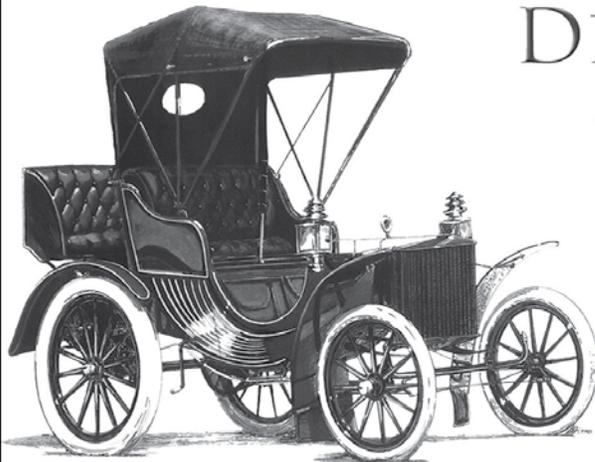
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CARS FOR SALE



1961 Vicarage MK II Sedan - Restored with all systems uprated in 1990 by UK-based marque expert Vicarage Classic Car Company. Getrag 5-speed transmission, tuned 3.8L engine, modern air conditioning, power steering, central locking system, power windows, electric sunroof, Vanden Plas front seats, front wing mirrors, chrome wire wheels with knock-off hubs, Kenwood AM/FM/single CD with Sirius satellite radio. This is a car you can drive every day. Mike Iandoli, Needham MA, 617-699-1727, mjiandoli@hotmail.com (2/08)



1961 Jaguar Mark IX - BRG & cream. Totally rust-free. Stripped to bare metal and re-sprayed its original color. Restored as daily driver, with new brake & fuel systems, front suspension, wiring harness, SS exhaust, and much more. Transmission replaced with rebuilt GM 700-R4 w/overdrive (original DG-35 gearbox included). New carpets (not yet installed). Factory bucket seats. Acceptable interior, restoration/dye kit included. \$18,000 firm. Tom Letourneau, Cumberland RI, 401-334-3315, AlfaRacer1@cox.net (3/08)

1964 Jaguar 3.8 S-Type Project Car - This S-Type is a 4-speed with overdrive, wire wheels, less than 30,000 miles. Virtually rust-free body. Wood has been profes-

sionally refinished (\$2300), chrome replated (\$5500), 5 new Dayton wire wheels, 5 new Avon radial tires, 5 new knock-offs (\$2000). Front end all rebuilt with new parts. Thousands of dollars worth of new parts including 4 sill plates, rubber kit for the entire car, all aluminum parts polished. Pick your color combination, car needs interior and paint and lots of assembly. I have spent over \$10,000 in new parts. Asking \$12,000 or best offer. Robert Alexander, Allston MA, 617-783-1196, rnina3344@hotmail.com (7/07)



1973 XKE Roadster - Series III V12. 46,525 miles, 2nd owner, purchased 18 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. E-photos available. \$39,650 firm. Don Fitzgerald, New Hampshire, 904-461-5758 (winter number), p4t@adelphia.net (2/07)



1987 XJ6 - The last year for the Series III. This is an entirely ORIGINAL two-owner car that has always been garaged and well-maintained. I have owned her for 17 years. Total mileage is less than 41K. Dark metallic grey with medium grey interior. Excellent in every respect. All documents and car cover included. Pictures are available via email. \$10,500. Phil LaCasse, Boxford MA, 978-887-8655, plsamfam@aol.com (11/07)



1988 XJS V12 - Red with black top, interior & boot, all original, wire wheels, Italian headlights. Body in great shape; always serviced by Jaguar mechanics. Nardi touring package. Everything works. New Pirelli tires; heated leather seats; power antenna. H & E version one of 800 built, only 300 left; 67,000 miles; original manuals & books. Asking \$16,000; appraised for much more. Russ, 603-666-0737 (8/06)



1996 XJS6 Convertible - NEW PRICE 3/07! White with tan leather and tan top. In excellent condition. 60,878 genuine miles. Stored during winters and meticulously maintained by Jag technicians. Asking \$15,000. Photos available. Harold, Acton MA, 978-263-9978, shandhh@verizon.net (4/06)

PARTS FOR SALE

1969 Series II Jaguar Bonnet - "Brand New". This front end sheet metal was purchased over twenty years ago from a parts dealer in RI. It is new and in near perfect condition aside from a couple of dings from being in a garage for so long. I have plenty of photos to share upon your request. Serious inquiries only please. Best fair offer takes it. Chris Kielb, 413-734-4544 or 413-531-7580, advance-welding@comcast.net (6/06)

Windscreen - For XKE Series III Roadster. This is an aftermarket windscreen. There are no pits or cracks. It is used, though. \$80. Ray, Norwell MA, 781-659-4024, crookjag@comcast.net (2/07)

Mystery Driveshaft - I have a driveshaft, maybe from an XJ6, left over from a lot of parts that came and went years ago. It is a two-piecer with a square mounting plate in the middle. If you would like it, I'll accept any offer, especially a Dunkin Donuts gift card in any denomination, to make it go away! John, Wayland MA, 508-653-5094, dpisland@galaplanet.com (2/07)

Coco Mats - A set of blue Coco mats for a Series 3 E Type, nearly NOS, from the 70's, slightly used, in great condition, \$25. Ray O'Brien, Brookline MA, 617-734-5949, raymondobrien@comcast.net (7/07)

E-Type Series I Radiator - When I rebuilt my '67 E-Type 4.2, I replaced the radiator with one of aluminum, so the original is surplus. Previous owner said it had been recored, but I cannot vouch for that. I never drove the car prior to the conversion to aluminum, so I have no experience with this radiator. The sale includes a high-quality aftermarket fan that is attached to the front of the radiator. Photos on request. \$400. Dennis, Boston area, 781-641-3537, dennis.eklof@verizon.net (7/07)

E-Type Restoration Parts Left Over - Four 15" chrome wire wheels, fair condition, serviceable, rust mostly on spoke nipples, some spots on rims. AMCO boot lid luggage carrier, excellent condition, straight, no rust, chrome good. AMCO front & rear bumper guards, fair condition, a few minor dents, scrape marks on bottom of front bottom bar. Make me an offer. I want the parts to go away, but don't want to throw them away. Rod, Quechee VT, 802-295-5659, rodfisher@mac.com (7/07)

(Continued overleaf...)

1.8HP Gear-Reduction Starter - Fits ONLY XK 150 Automatics, Mk VII, VIII, and IX Automatics, and Mk I and II Series 2.4, 3.4 and 3.8 Automatics. Does not fit any 4.2 liter cars, or any manual transmission cars. Custom made by Gustafson Engineering of Gloucester, MA, and used on only a few occasions for testing. You will be amazed at how much faster your Jag will turn over and start with one of these starter motors! Cost \$245 plus shipping; asking \$195 plus S&H, or will deliver if close by. Tom Letourneau, Cumberland RI, 401-334-3315 (home), 401-651-3346 (cell), AlfaRacer1@cox.net (8/07)

XJ-S Engine & Trans - FREE! 5.3-liter HE V-12 engine and transmission available to anyone who wishes to pull it out of my XJ-S. The car is in an enclosed 7-car garage, with lots of room to work. Tools are also available, including air tools, compressor, and a new engine hoist. Tom Letourneau, Cumberland RI, 401-334-3315, AlfaRacer1@cox.net (2/08)

WANTED

XK140 Roadster - In good condition and a good driver. David, 617-332-6400 X14, 617-232-9595 (6/07)

LH Camshaft Cover - I have a 1986 XJ6 with a 4.2 liter XK engine. My left hand valve cover is cracked. I am looking for a used one. I believe all the XK valve covers are the same. Please let me know location and price. Greg Elevich, Marblehead MA, 781-631-5678, gelevich@yahoo.com (12/07)

SWAP

Car to Swap - 1988 BMW 735i. Will swap for a Jaguar 420G, MGA, or Mercedes 280SE (W108/109). I have replaced my very fine 1988 735i (E32) with an X5. I'd like to swap the 735i for a Jaguar 420G or E-Type, an MGA or a Mercedes 280SE (1970-73), of similar or equivalent value. I have a Jaguar Mk II so Mk IIs are excluded. Car must be in good running order. More details and photos at mysite.verizon.net/vze7bvou/bmw735i. Vinoth, Brookline MA, 617-734-3270, rentalroom@hotmail.com (2/07)

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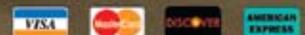
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BULLETIN

from Bridgnorth



**WHEN THE WEATHER GETS COLD,
THE TOUGH GET BLOWING!!!**



As winter is upon us and the joys of motoring are reduced to simply getting there in one piece and hopefully keeping warm, a neglected heating system will soon have you shivering! Not to mention the steamed up windows and a windscreen that ices up on the move!

If you have doubts based on your experience from last year you may be surprised to learn just how inexpensive it might be to get a little

warmth back into your life. Here are a just a few prices of the parts that might stop you seeing your breath as you drive!

HEATER MATRIX

E-Type S1/2	£40	€54	\$65
E-Type S3	£53	€72	\$86
MK2/V8	£42	€50	\$60
NK150 late	£90	€123	\$146
MK10 3.3	£89	€122	\$144
XJ6 S3/XJS early	£59	€80	\$95
XJS late /XJ40	£69	€93	\$111

HEATER VALVE

XJ6 S1	£35	€47	\$56
MK2/V8	£37	€51	\$60
E-Type S1/2	£21	€20	\$34
E-Type S3	£53	€73	\$86
XJ6 S2/3	£33	€44	\$53
XJ40	£26	€36	\$42
NK150/MK1	£28	€39	\$46

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If you haven't already received a copy of our brand new catalogue for your Jaguar then call our sales department now or order one by e-mail today! Every area of each model is covered in great detail from engine and transmission through to body panels & trim, complete with a full price list. But best of all, they're totally **FREE!!!!**

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Meanwhile, back on the spanners, the simplest of jobs can prove to be the hardest to do if you haven't got the right tool for the job. Here are a few of the ones that we get asked about all the time....

Genuine Thor copper hide hammer	£13	€18	\$21
Steering rack bush removal tool	£29	€39	\$46
Tool kit Garrington adjustable spanner	£29	€40	\$48
Tool kit feeler gauge set	£15	€21	\$25
Grease gun	£28	€39	\$46
Wooden 2 eared spinner removal tool	£13	€18	\$22
Three eared spinner removal tool	£30	€41	\$48
XK jack	£94	€128	\$152
MK2/ XK jacking ratchet	£39	€53	\$62
XK/3.8E budget lock key	£4	€6	\$7
Battery conditioner charger	£42	€58	\$68
XK engine timing chain tensioner tool	£14	€19	\$22
XK engine cam gauge	£15	€21	\$25
AJ6 engine cam gauge	£24	€32	\$38
Carb balancing tool/gauge	£26	€36	\$42
Stromberg carb adjusting tool	£6	€8	\$10
Massive steel oil drip tray	£18	€24	\$29
Wire wheel cleaning brush	£7	€10	\$12
XK tool roll*	£13	€17	\$20
E-Type S1/2 tool roll*	£20	€27	\$32
E-Type S3 tool roll*	£24	€33	\$39

* No tools included

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