

JAGUAR ASSOCIATION OF NEW ENGLAND

COVENTRY CAT

VOLUME 5, NUMBER 5

MAY 2003



Clockwise from upper left - Dave and Elsa Roth at MOT dinner, judges in training at Hoppe Tool, Steve Dutcher at the crankshaft grinder, Steve Dutcher explains line boring machine

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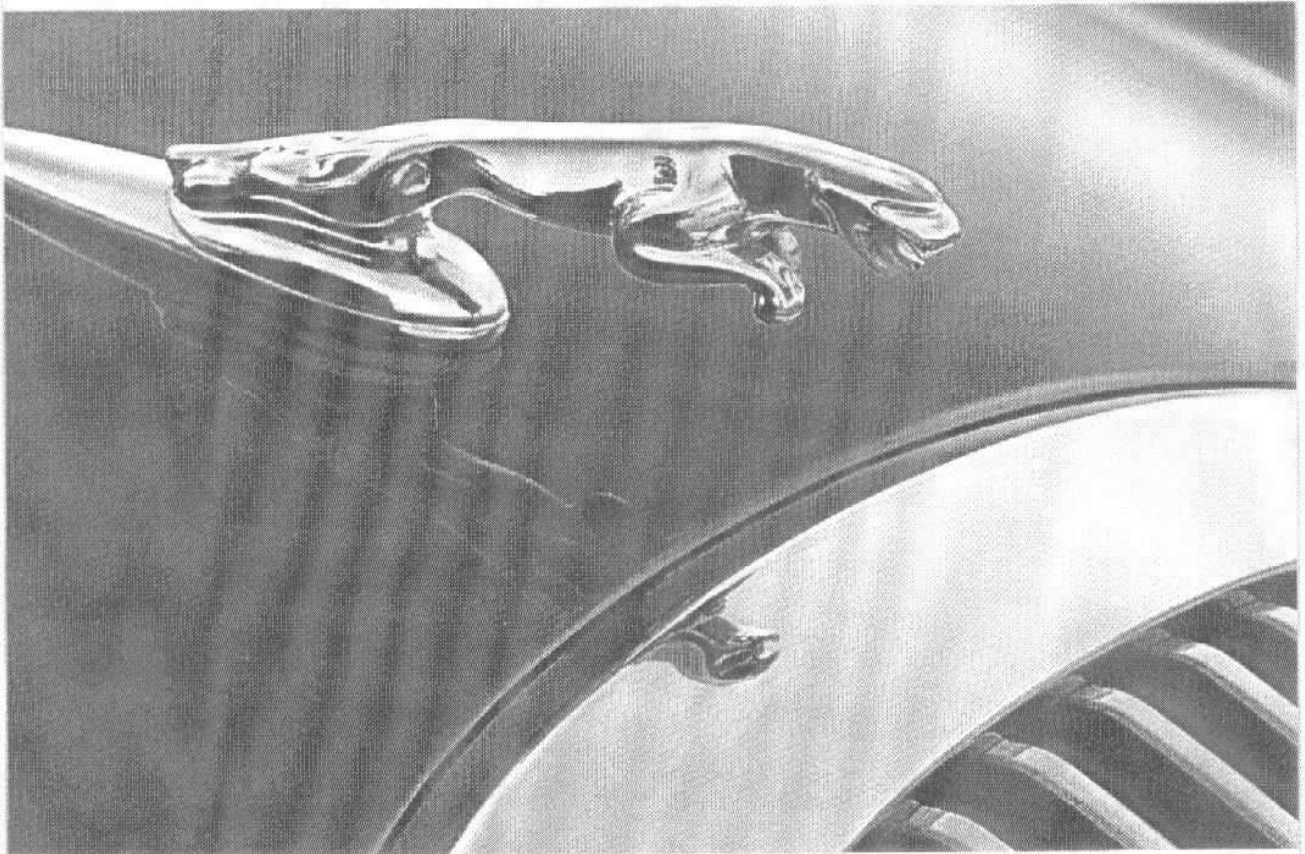
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Jaguar Association of New England 2003 Calendar of Events

Events for the year which JANE will host, co-host or participate in as a club. Contact Wes Keyes 207-363-5338 or Dave Higginbottom 978-683-6278 for details

MAY

MOT, Bonham Classic Car Auction, Brookline, MA.....May 6th
MOT Lawn Party & Lecture, Brookline, MA.....May 13th
JANE Slalom,May 18th
Bonny Eagle Car Show, Cumberland, ME.....May 18th
Monthly Meeting, Skip's, Chelmsford, MA.....May 28th
Track Days, Lime Rock Park, CT.....May 30, 31st

Have an idea for an event ?

Give Wes 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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President's Notes – May 2003

By Carl Hanson

The month of May brings out the best in us! Warmer weather, getting our toys out of the garage, buds breaking on the trees and flowers.... At long last we break the bonds of winter and can get on the roads.

April's events got us going – at the beginning of the month, the Judge's Training Session was held at Hoppe Tool in Chicopee. Thanks to Harry Parkinson and Eric Hagopian



for organizing the session. It was well attended despite the awful snow and sleet on the roads. Training judges is an important initiative of JCNA as a result of uneven scoring throughout the country. Although Keith Martin's article April 14th issue of Autoweek accused JCNA judges of being "...notoriously picky (dare we say anal?)" these sessions help to pass on information for everybody's benefit. Then at the end of the month, we had a

good group gathered at Dutcher's Machine Shop in Greenfield, MA, for a tech session covering a thorough review of machining of automotive engines. Thanks to Harry again for organizing a very informative session, and to Steve Dutcher for his demonstrations of the machinery and his patient explanations to many of us who are neophytes in how our Jaguar engines get rebuilt.

There are lots of events coming up this month for JANE members. Right away, on the 3rd of May, we can attend the exciting Bonhams & Butterfields Auction at the Larz Anderson Automobile Museum. This year the list of valuable and beautiful classic cars and automobilia will knock your socks off – and lighten your bank account, if you are involved in the action. This year there is added interest in that a terrific collection of furniture, decorative arts, silver, maps and books will be auctioned in addition to the cars.

For those of you less interested in the classics and more interested in having fun with your Jaguars, we have our own "show" on the very same grounds on Tuesday, May 13th – our annual May picnic on the lawn at the museum. Get there early so you can enjoy chatting with all your fellow JANE members while eating some fine food served up by the Capocefalo and the Centores. The museum has lined up a speaker that night as part of their Roberts Lecture Series. Last year we had about 50 JANE members and 30 Jaguars parked on the lawn on a beautiful evening.

Then on Sunday the 18th of May we have our first slalom of the season. John Loring has arranged something a little different and special. Besides the slalom, we will have an "autosport" course, something that is popular in the UK, but which we don't see often in this country.

CONTINUED ON PAGE 4

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Restorations

by Carl Hanson

Veneering (Part I)

(Preface: This is the second article on my winter project when I applied new burl walnut veneer to the interior woodwork of my XK120 Fixed Head Coupe.)

Last month's article generated some questions. One reader worried that the Pliobond glue would bleed through the thin veneer. Pliobond comes in various forms. I used Pliobond #30, which forms a heavy film with 30% solids, intended for controlled penetration on porous surfaces. After application to the two surfaces to be glued, one allows it to air dry to a tacky state before joining under pressure. Moreover, the veneer I used was not paper-thin. According to my micrometer, it measured 0.022" thick, about 3 times the thickness of the cover of the Coventry Cat, or a bit thinner than your Visa credit card. The glue did not bleed through.

Another reader asked why I used Pliobond. I used it on recommendation by Klaus Nielsen, who knows it as a standard adhesive in the aircraft industry. Its specifications and manufacturer claims say Pliobond is a thermosetting adhesive that toughens with age. Flexing, pulsing and vibration over wide temperature extremes do not affect the cured bonds. I think those words pretty well describe the environment of the interior of an automobile. The only downside I could see was that some, but not drastic, precautions should be taken to preserve ones health, such as avoiding skin contact and breathing the fumes.

OK, enough of the Q&A. Let's get back to the job at hand. Last month I left you with a flat sheet of veneer glued to the flat surface of the instrument panel and I was about to bend the sheet around the edges and into the beveled edges of the instrument holes. Here is how that works.

As I mentioned before, I glued the veneer onto the flat surface with extra material overhanging the outer edges and the instrument bezels – enough to cover the edges when bent over. For the edges, I applied Pliobond to the panel and to the veneer surface to be bonded. After waiting a requisite amount of time for the adhesive to become tacky, I misted and steamed the edge of the veneer and carefully bent it over the edge of the panel and clamped it in place overnight. For mist, I used a pump mister found in our laundry room. For steam, I used our old-fashioned bedroom vaporizer (hot steam type) we use every winter to increase the moisture content of the air. As long as I didn't soak the veneer, I figured the Pliobond would be good. And it was.

The clamping arrangements took some conniving, however.

The straight edges were easy – a straight piece of scrap wood and a series of edge clamps. For the curved edges, like the bottom edge of the instrument panel, I traced out the curve and cut a matching piece on my band saw. To account for irregularities in the surface, I attached a strip of stiff weather-stripping to provide even pressure. This piece served as a fitted shim for the edge clamps.

The most difficult bending is associated with the beveled edges of the instrument bezels. The professionals have a vacuum bag system for situations like this – they just glue the veneer, put the piece in a sealed plastic bag connected to a vacuum pump, and turn on the pump. The plastic bag pulls the veneer onto the surfaces, whatever their shape. I do not have a vacuum bag system. So how did I manage it?



Figure 1. Plugs for instrument bezels.



Figure 2. Plugs in place to apply pressure during bonding.

The thing to keep in mind is that, when wet, veneer is almost as flexible and stretchable as rubber. So I used the same technique as I employed at the edges – applied Pliobond to the beveled surfaces and the overlapping veneer, let it almost dry, misted and steamed the veneer and carefully worked the rubbery veneer into the instrument bezels with

my fingers. Ever so carefully, I emphasize, so as not to split the material. The problem is how to apply pressure to the curved surfaces while the bond gets established. You can't stand there all night pressing the veneer to the wood!

Prior to undertaking this tedious program, I made plugs of heavy-duty packing foam that fit tightly into the holes, slightly beveling the edges to conform to the surfaces. Figure 1 shows the plugs made of black packing foam. After molding the veneer to the bezels with my fingers, I plugged the holes with the foam and clamped it in place with a flat board on the exterior surface of the panel, as shown in Figure 2. The plugs stayed in place overnight while the adhesive bond cured. When removed the next day, the veneer had successfully bonded to all surfaces of the instrument panel, including the complex shape of the bezels. Figure 3 shows the result on the instrument panel.

Other surfaces presented different kinds of challenges, but I approached each one generally the same way as described above. The result is extremely satisfying. Maybe not perfect, but it feels good to have done it myself! Next installment, we will talk about the finish coating. Until then... thanks for paying attention!

Figure 3. Veneer in place on instrument panel.



Do it on the lawn at MOT on the 13th of May

JANE has it's annual lawn event at MOT, Brookline, MA.. On the 13th of May. Chef Jack Capocefalo will have the grill hot starting at 5:30 and will be ably assisted by Nancy Capocefalo, Patt Centore, and Chuck Centore.

Bring your Jaguar for the "show and shine" followed by a seminar/lecture inside the MOT. Guest lecturer will be Ray Saidel, manufacturer of the Jomar, New England's sports car in the 1960's and 70's

CONTINUED FROM PAGE 1

Finally, to close out the month, we will participate with the Empire Jaguar Club in the annual Lime Rock Park weekend. Jaguar track time is on Friday, May 30th and the Vintage Sports Car Club of America races on Saturday, May 31st.

So there you have it, JANE members, you have a lot to choose among during May! That is one of the great things about JANE – we have a wide variety of events during the course of the year. I encourage you all to participate.

See you on the road..... Carl

A SPECIAL INVITATION TO JANE, OUR SISTER CLUB

Jaguar Club of Southern New England would like to invite all JANE members to attend our Concours d'Elegance Sunday June 8, 2003 and pre-Concours dinner Sat evening June 7th.

The show site is at the Hawthorne Inn in Berlin CT on the Berlin Turnpike and has excellent parking, space for trailers, overnight accommodations, pool, food concession and spacious grounds.

The Saturday night banquet is at Carmen Anthony's Fish House just up the road in Wethersfield. An excellent buffet is planned. Contact Virginia Raymond at 1-860-429-1003 for details and reservations.

Lodging reservations may be made at the Hawthorne, 1-860-828-4181. Be sure to mention the Jaguar Club

Concours information, call Ken Haas evening at 1-869-345-4260. If you are a judge and can help out, please contact Hal Kritzman days at 1-860-666-3045

JCSNE has supported JANE's Concours, please support your Southern New England friends.

Thanks, hope we'll see you there

Happy Jaguaring, Bob Lovell, President; Bob Aldridge, 2nd VP; Ken Haas Concours Chairman.



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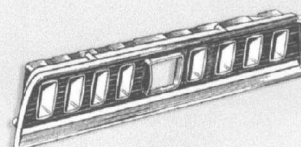
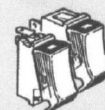
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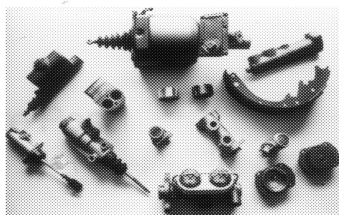
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JUDGING TECH SESSION AT HOPPE TOOL

APRIL 4, 2003

Eric Hagopian

Thanks to all those that attended the Judging tech session at Hoppe Tool in Chicopee, MA. Other than the fact that the weather didn't allow folks to bring sample cars, the event was quite successful. As you may be aware, this is an indoor event, which is ideal for the time of year, as in New England its anybody's guess as to what Mother Nature has in store (*this year it was rain, snow and sleet up until a few hours before the start of the event ed.*). The morning started with a brief tour of Hoppe Tool's manufacturing facility then a bit of coffee talk.

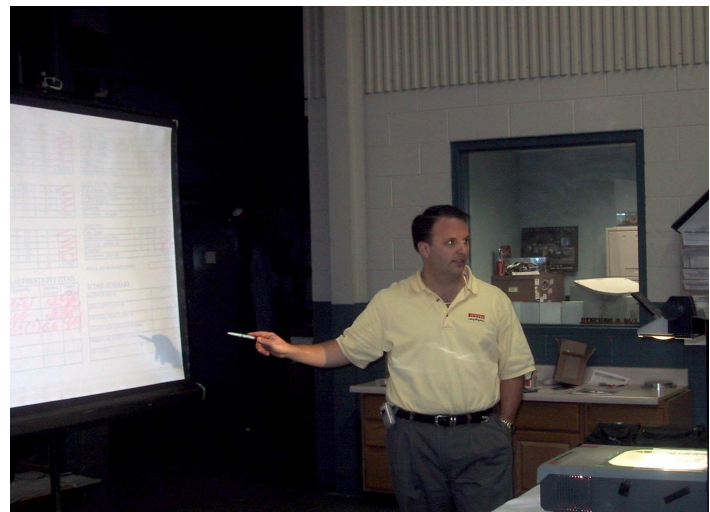
Since this was our second time doing this tech session, we found some areas of improvement over last year and made some changes in the session. We got right into it by explaining the basics of judging and gave a brief overview of the JCNA judging manual. Since the basis of JCNA Concours judging and is the vehicle for recording judging results, it was covered in detail using an overhead of the scoring sheets. The point of these events is to "calibrate" our judging team as well as train new judges for our events and those of our neighboring clubs. JCSNE always has a rather large contingent at this event. This is a big benefit because many of the experienced judges are from their club including Hal Kritzman, their chief judge and a national JCNA judging committee member. Each attendee got a copy of the 2003 JCNA Judging rule book to take home and use for judging.

Once the judging basics were covered we began the "lab" portion of our program for which my 1997 XK8 coupe was the lab rat, oh sorry I mean lab cat!!!! We broke into teams of four and began team judging of components just like we do at the Concours. Once the judging was complete, each group presented their results. They were transferred onto the overhead projected score sheet. Using the overhead, we were able to visually explain the proper method of filling out the sheets. It seems every year there are always questions about how and where to place particular deductions. We paid particular attention to the non-authentic deductions (*my car has plenty!*) (*Eric's car was judged a score of 95.273 with 2.600 points lost for non-standard rims, tires and a rear spoiler and 0.800 for cleanliness for a car that wasn't prepped! ed.*)

The event concluded with a complete review of the deductions and the scoring method. I shed a few tears, but

have plenty of work to do between now and show season!

Thanks to all those in attendance! We look forward to your participation judging during the upcoming show season. Please contact the head judge of your club to advise of your intentions as early as possible.



Eric Hagopian instructs



Part of the attentive audience

Pictures from JANE events



Steve Dutcher demonstrating the engine balancer



Steve Dutcher reveals the secret of crankshaft grinding to Wes Keyes



Above, Dave Reilly celebrates his 65th birthday

Below, Hal Kritzman, JCSNE, at judges training session



Patt and Chuck Centore at MOT dinner, Brookline, MA



Steve Dutcher repairing a cracked aluminum cylinder head

Activities Calendar

Date	Event	Location
May 1-5	JCNA Challenge Championship	Phoenix, AZ
May 3, 2003	Bonham Classic Car Auction	MOT, Brookline, MA
May 13, 2003	Lecture and Cookout on the lawn	MOT, Brookline, MA
May 13, 2003	JCSNE meeting	Olympia Diner, Berlin CT
May 18, 2003	JANE Slalom @ Site	TBD
May 28, 2003	JANE BOD meeting	Skip's, Chelmsford, MA
May 30-31, 2003	Jaguar Club Event, Track time	LRP, Lime Rock, CT
June 7-8, 2003	JCSNE/JCNA Concours	Berlin, CT
June 6-8, 2003	Historic Sports Cars Racing	Watkins Glen, NY
June 14-15, 2003	Overnight trip to the White Mountains	Ossipee, NH
June 25, 2003	JANE BOD	Skip's, Chelmsford, MA
June 29, 2003	British Car Day	MOT, Brookline, MA
July 12, 2003	Carburetor Tech Session	Sunapee, NH
August 8-10, 2003	JANE/JCNA Concours	Sturbridge, MA
September 14, 2003	JANE Slalom @ Site	TBD
September 18-21, 2003	British Invasion, JCNA Concours	Stow, VT
September 29, 2003	Castle Hill Concours	Cancelled
October 4-5, 2003	Maine Museum Tour, Coastal Tour	
4 th Wednesday, each month	JANE BOD meeting	Skip's, Chelmsford, MA
2 nd Tuesday, each month	JCSNE meeting	Olympia Diner, Berlin CT

Wes Keyes, Activities Chairman

westonkeyes@hotmail.com

207-363-5338

Combined JANE/JCSNE/JCNA events

JANE Tour to Mt. Washington Valley

A great trip is scheduled for Saturday & Sunday, June 14th & 15th. Plan on joining in, reserve early!

Saturday, 10:00 A.M.: We'll meet in West Ossipee, NH at MacDonald's, the intersection of Rte. 16 & Rte. 25.**Our first stop:** Chocorua; John & Heather Moir's car collection of "the alphabet, A to Z" and then some! The collection consists of some fifty autos dating from 1906, mostly British.**Next stop:** Lunch at the Brass Heart Inn. Dating back to the 1800's, the inn has all the charm you could ask for, and an excellent reputation for fine food.**Next the Drive:** We'll cruise the Kancamagus Highway, with a stop at a scenic vista; through Lincoln; then by the Mt. Washington Hotel. (Possibly stop in at the hotel.)**Finish:** Bartlett; At our lodgings, the Grand Summit Hotel for check-in. Call in your reservations to 888/554-1900 Mention the "JANE Tour" when calling in.**Sunday, 9:00 A.M.:** To the Auto Road: It's off to the Auto Road for a drive to the top of Mt. Washington.**Next:** A BBQ/Lunch at the base of the Auto Road. Sure to fill any empty spots! (We'll need a head count for this lunch too.)**After Lunch:** On your own; Visit North Conway discount stores or a leisurely, and safe drive home...

Any questions, contact:

Wes Keyes 207/363-5538 westonkeyes@hotmail.com

Pete Forte 603/383-8126 pete4t@ncia.net

JANE visits Dutcher Automotive Machine

JANE members paid a visit to Dutcher Automotive Machine in Greenfield, MA on the 26th of April to learn about machining engines for rebuild. Steve Dutcher, "machine shop of the cars", has done engines for many JANE members and also does circle track, drag track, and classic/antique engines as well.

After shop talk over coffee and doughnuts, Steve introduced all the machines to JANE, patiently explaining each one as well as answering questions (there were a lot).

Steve showed us all operations including engine balancing equipment, cylinder boring/honing, line boring, valve facing equipment, crankshaft grinding, and cleaning processes including abrasive cleaning.

The crowd stayed well past the 12:30 because of the interesting subject matter and Steve's knowledgeable explanations.

A tour of the area, planned by Paul Rikert, was postponed, due to a combination of bad weather (it rained) and a late start time.

All agree that it was a great tech session. Thanks out host, Steve Dutcher, to Sing Hanson, and to Wes Keyes.

Photos of the event are elsewhere in the Coventry Cat.

Guest Speakers at MOT, 13 May 2003

Jonathan A. Stein

New Jersey native Jonathan A. Stein is a graduate of both the Princeton Day School and Drew University. An automobile hobbyist for the past 28 years, Stein has been a frequent entrant in east coast shows with his MGA coupe. He has also served as a judge for concours d'Elegance from Italy to California. Stein is best known for his work at *Automobile Quarterly* from 1988 to 2000 and for numerous freelance magazine articles in both American and British publications. He is also the author of the 1993 book *British Sports Cars in America*. Stein now edits automotive books for Bentley Publishers, contributes to several automobile magazines, and consults for automotive auction houses and museums. He resides in Reading, Pennsylvania, with his wife and daughter.

Ray Saidel/Alex Saidel

JOMAR

Jomar (con't)

Just 24 Jomars were built between 1955 and 1959. All but two of them were TVR-based. At first, just the completed chassis with engines and running gear were dispatched from Blackpool, England to the Merrimack Street Garage in Manchester, New Hampshire. These early cars were powered by Coventry Climax engines, paneled in aluminum and used exclusively as sports racing cars. Soon, however, complete cars were assembled in England and fitted with fiberglass bodies. Engine choices included side-valve Ford with or without a supercharger, or the Coventry Climax unit. Although a single roadster was built, the balance were either notchback or fastback coupes.

Early TVR Granturas and Jomars are virtually identical, but only the cars sold through Ray Saidel's Merrimack Street Garage earned the right to wear the round badge. Very few Jomars may have been built, but the Merrimack Street Garage, once New England's largest imported car dealership still thrives selling Volvos and Oldsmobiles. And Ray and son Alex Saidel have kept the obscure marque very much alive through their vintage racing. Come and hear the tale of one man and one marque. And come meet Ray and Alex Saidel as well as a pair of the elusive Jomars.

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For Sale: 1987 Series III XJ6, pristine, original condition, only ,53K miles. No winters. Garaged. Nardi steering wheel, A/C conversion to R134 refrig. Dorchester gray, red interior, books and manuals, \$8700.00 Call member Bill Read ay 608-945-6022 or email at billbany@msn.com 0403

For Sale: 1958 Austin Healey Bugeye Sprite 3/4 through a concours restoration of a very, very early Bugeye Sprite(April 1958); Over \$10,000 spent on the body shell alone. Will sell outright or trade for a XK120-140-150 project or a XJ6 series 1-3 in solid shape. Other Jaguar trades considered. What do you have? Email for more including pictures dthompson@gbc.com or phone 514-848-0716 0403

For Sale: 1994 Jaguar XJS V-12 Convertible; Black/Tan, 57K Original Miles, Loaded; Respectfully Maintained - All Papers & Manuals; \$20,500 OBOF - 508-457-6262 (Cape Cod) 0403

For Sale: 1992 Jaguar XJ6 Sovereign. Palomino/Tan. 127K well cared for miles. Excellent condition. Sunroof. Michelin XV's on summer wheels. Pirelli winter/ice on winter wheels. Needs a good home. \$6,900.00 OBO. Call Kevin Murphy, (508) 820-7759 days (508) 879-1881 eves. Or email kevin@kmurphyslaw.com 0403

For Sale: 1985 Jaguar XJ6 Vanden Plus. Golden Sand/Fawn . New installation of Chevy V8 /Turbo 350. 12,000 miles on the engine/ transmission. Chevy A/C compressor. Great interior. Good body. Some minor work to be done, mainly hooking up 3 gauges. Great driver. \$3200 or ONO. Call Tony at 781-393-4493 0403

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@hey.net pd

Advertising Rates, 2003: An ad in the *Coventry Cat* currently reaches over 350 households with very high demographics. Unless otherwise specified, rates are on a annual basis(12 issues)Business card and classified ad rates are as follows:

Business Card 3 1/2" x 2" : Members.....\$60.00	Non-members.....\$120.00;
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Slalom Update with New Location

By John Loring

No doubt all you JCNA slalom fans already know that JANE has two slaloms scheduled for 2003, the first on Sunday May 18, and the second on Sunday September 14, but you may not know our new slalom location. Due to an ownership change at Smith & Wesson in Springfield where we've held the slaloms for the last couple of years, we had to find a new site for this season. I'm happy to report that we have a very attractive new location in Wilmington, Mass., just off of I-93 about 6 miles south of I-495. Take the route 125 exit off of I-93 towards Andover, go 2/10's of a mile on 125 before turning left on Ballardvale Street. Go about 1.1 miles north on Ballardvale until you see the sign for Corporate Place 93 on the left, at 300 Ballardvale. Registration and tech inspection begin at 9:00 a.m., and the cost is \$20.00 for JCNA members and \$25.00 for non-members.

If you haven't slalomed with us before, we urge you to come out on the 18th and try it, we'd love to see you run your cat, but all cars are welcome. We'll provide the helmets, the food and drinks, and instruction for anyone who needs it. It's relatively low speed, low stress event, very safe for you and your vehicle. Most cars navigate the cones around our parking lot course in first gear only, but you might be surprised at how much fun it is, and how fast it seems. We've got some nice new awards this year, and best of all, everybody always has a great time.

For the past couple of seasons, after each competitor completed 5 runs on the standard JCNA slalom course, we moved the cones out for some optional fun runs on a larger, faster "giant slalom" layout. As our new location is not quite big enough for that course, we've come up with a new challenge to spice up this year's events. Although we may be the first club in this country to try it, "autotests" have long been a very popular form of motor sport in Ireland and in the U.K. in general.

Like the slalom, in an autotest cars compete alone on the course and against the clock. The course is typically shorter and slower than our slalom course, but it requires a variety of challenging maneuvers such as completing some sections in reverse, stopping the car precisely straddling a line, parking it in a "garage" consisting of cones, circling pylons, executing handbrake turns, etc. All this, of course, must be done as quickly as possible, using first gear and reverse, and avoiding penalties from knocking over cones. We are planning to set up a couple of relatively easy autotests, and it should be great fun to watch all those who are interested give it a go.

Another difference from the slalom is that the autotest competitors learn the courses by memorizing each test layout from a diagram provided to them. You can see from the sample diagram below the types of moves that could be included. We'll be running some very simple courses on May 18th as it will be new to all of us, so please come and try it! For more information, send an e-mail to john.loring@timetrade.com.

If the new Wilmington, Mass. location is too far away for you, or you just can't get enough slaloming in our two events, remember that the JCSNE also is running two slaloms this season. They have a new location this year as well, which is the UCONN campus in Storrs, Conn. Their dates are Sunday June 15 and Sunday July 27. For more information on the JCSNE slaloms email sales@motorcarsinc.com.

LIME ROCK PARK TRACK DAYS

For all of the JANE members with a need for speed, there's a perfect event scheduled for you this month. It's at Lime Rock Park at Lime Rock, Connecticut on the 30th and 31st of May.

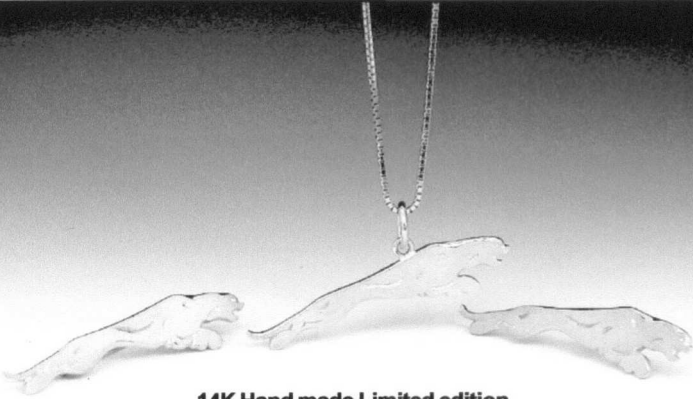
The first day is tech inspection of your car (minimal for safety requirements) followed by drivers instruction on the course, first with an instructor on board and then without. The day ends with a dinner in a tent with a live jazz band and a floor for dancing.

The second day, you take to the track for timed runs. You share the track with other cars, but there's a no passing rule to keep things safe and sane.

The event is sponsored by the Empire Division of JCNA and the Vintage Sports Car Club although this is not a JCNA sanctioned event.

There is camping, shower, and bath room facilities on site for hardy souls who like the great outdoors.

Contact Charles Bordin, 914-725-1274 (H) or 914-968-5700(W) or visit the JCNA web site at www.jcna.com for more information.



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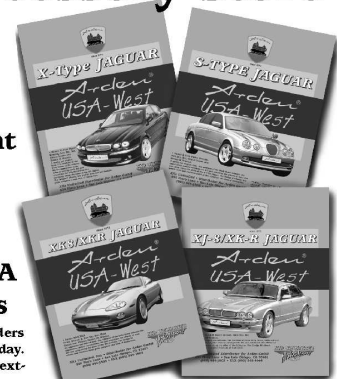
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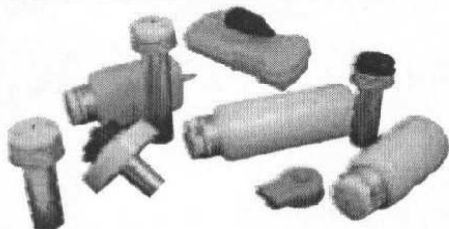
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