

# JAGUAR ASSOCIATION OF NEW ENGLAND

FOR MEMBERSHIP INFORMATION CALL ADRIAN CURTIS 603-293-4938 OR VISIT OUR WEB SITE [WWW.J-A-N-E.ORG](http://WWW.J-A-N-E.ORG)

## COVENTRY CAT

VOLUME 5, NUMBER 8

AUGUST 2003



Scenes from JANE's 2002 Concours at Sturbridge, MA

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Faster than those who would challenge me.

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Quiet in confidence.  
And blessed with might.

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Quick to recognize.  
To adapt.  
To respond.  
Quick to be quick.

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by everything but the wind.

I was born at the beginning of the last century,  
but I am undoubtedly of the next century.

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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

### AUGUST

Concours, Registration/check-in.....	August 8th
Concours, Registration.....	August 9th
Concours.....	August 9th
Awards.....	August 9th
Dinner.....	August 9th
Concours tour .....	August 10th
Chauncey Creek LobsterBoil .....	August 23rd
Monthly meeting.....	August 27th

### Have an idea for an event ?

#### Give Wes a call

#### J A N E OFFICERS

<b>President:</b>	<b>Carl Hanson</b>	<b>(781 275 2707)</b>
<b>VP/ Events:</b>	<b>Wes Keyes</b>	<b>(207-363-5338)</b>
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<b>Treasurer:</b>	<b>Diane Crook</b>	<b>(781-659-4024)</b>
<b>VP/Membership:</b>	<b>Adrian Curtis</b>	<b>(603-603-4938)</b>

#### Sue Curtis

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#### JANE on the Web

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

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### President's Notes – August 2003

After all my complaints about the late spring followed by an instant hot summer, I must admit that the past few weeks have been wonderful for driving our Jaguars. (Well, OK, you guys can drive your Jaguars – I am still looking at mine in the garage!) Wonderful for New England, that is. I just returned from a family reunion in Sonoma's Russian River Valley in California where the weather is spectacular and the roads are curvy -- ideal for spirited driving of enthusiast's cars. Unfortunately I didn't have an enthusiast's car – just a cheap rental from Hertz. One of these days I will swal



low hard and pony up the outrageous price charged for a "prestige class vehicle" (why does an X-Type qualify as a "prestige car?" The name Jaguar?) and drive a rented Jaguar. But probably not for an extended time associated with a vacation or family reunion....

July is usually a tad light on events but the ones we had were absolutely spectacular! The carburetor tech session was terrific. Well planned, beautifully illustrated, professionally presented, and accompanied by a fine text, this tech session was a perfect example of why many of us are members of JANE. Thanks to Gary Hagopian, Bill Parish, Adrienne Cousins, and Wes Keyes for organizing one of the most informative tech sessions in my memory. Another event in July was a mini-cruise night at one of the best ice cream stands in the area. Unfortunately, I was out of town and missed the event, but I am sure everyone had fun!

Speaking of fun – our biggest event of the year is coming up the weekend of August 8,9,10 – our Annual Concours. This year we continue the tradition of holding the event at the Sturbridge Host Hotel on the shores of the lake in Sturbridge, MA. Friday night is the early gathering of the faithful to make final plans, clean up our cars, and enjoy the fellowship of Jaguar lovers in the relatively calm atmosphere before the big day. The "Big Day," of course, is Saturday, the day of the Concours. Believe me, this event is fun even if you don't register your car for judging. Seeing the nearly 100 Jaguars of all models, participating in the raffle, cheering for the award winners, enjoying a fine meal, and relaxing in the famous Hospitality Room afterward, all make for a fine day. And of course you will want to overnight in the luxurious hotel, take a swim and participate in the morning after tour through beautiful Central Massachusetts. I encourage you all to come whether your Jaguar is show quality or not (mine isn't, and I will be there!).

Finally, I want to encourage members to attend our monthly meeting held on the 4<sup>th</sup> Wednesday of every month at Skip's Restaurant on Rt. 110 in Chelmsford, MA. You will be smothered with attention! We love to see new faces at our meetings!

See you in Sturbridge, Carl



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## Restorations

by Carl Hanson

## Return of the Body!

Want a good laugh? If you have a collection of back issues of *The Coventry Cat*, you should take a look at the Restorations article of January 2001, entitled "Preparation for Painting." I love that first line: "At long last my XK120 FHC is ready for painting!" That article describes how we built a wooden temporary frame to hold the body while being painted. The plan was to trailer it over to a restoration shop for painting, bring it back and mount it on the chassis – all in a few months. Well, now it is August 2003 and the body has come back for mounting! Two and a half years later. And not quite painted yet... but that is part of a long story!

Why did it take so long? First, the restoration shop was not quite ready for my car. Seems like there were a few cars ahead of mine, some headed for places like Pebble Beach, Amelia Island, and Greenwich. I don't understand why anyone would put an old car like a Duesenberg or a Packard or a Cadillac ahead of a Jaguar! But the golden rule applied (Them that's got the gold, rules.) and we were wait-listed.

After a number of adventures, such as a year in storage followed by a reworking of my amateur attempts to ready the sheet metal for painting, along with a few staffing changes in the shop's organization chart, the body finally moved into the paint booth early July 2003 for the many coats of filler and primer to prepare a car for the world at large. The interior surfaces were painted body color and the engine compartment and boot were painted black, but the exterior was left in primer. Why? To avoid scratching and cracking the million dollar final coat while reattaching the body to the chassis. This move was strongly recommended by the restoration shop people. Good thing, too, as you will see as you continue to read.

A couple of weeks ago the body on the wooden frame was delivered to my garage in a beautiful enclosed trailer – the



same trailer used to haul high-dollar cars to those places I mentioned above. The first picture shows Bayard Libbey, the restoration shop owner, pulling the rig with car body while I cheer him on. We pull the body into the garage to the sounds of Purcell's "Trumpet Voluntary in D" and popping the caps of some Old Speckled Hen!

The next problem was how to get the body back onto the chassis. Well, it takes some advance planning and the help of some good friends! Harry Parkinson, our beloved editor, came down from NH and Nick Miller, one of my colleagues from work, came over from Acton to give up their Sunday afternoons to help. Other JANE members showed up from time to time to offer encouragement (and to help drink some Old Speckled Hen!).

The first task was to disconnect and lift the body off the temporary frame – accomplished by two chainfalls, one on front and one on back. Then the garage door was raised high enough to roll the wooden frame back out of the way. Picture #2 shows the body in the air while the chassis is waiting to be moved under the body.



To slide the chassis under the body, I used sideways rollers under the front wheels – the kind you can buy from J.C. Whitney, Harbor Freight, or -- if you want to go first class—Griot's Garage. For the rear, however, I used my rolling floor jack under the pumpkin after removing one of the rear wheels. With Harry pushing on front and me pushing the floor jack, we were able to roll the chassis directly under the body. See Picture #3.

Now comes the fun part! The plan was to lower the body onto the chassis, but we quickly found that the curve under the front fenders would not fit over the bumper bar which remained securely mounted to the front of the chassis. If we moved the body forward to clear the bumper bar, then the firewall would interfere with the rear of the engine! How did they do this at the factory? (They removed the bumper bar!) After lots of head scratching (and quaffing a few Old Speck





Chassis in place ready to lower the body



Carl and Nick aligning the body



Carl lowering the body into place



Still a long way to go, but a big step has been completed. And it only took two and a half years to get to this place. By the time I retire I may have a completed project!

ed Hens, we figured out that if we dropped the front and raised the rear – and removed the tachometer boss from the rear of the cam cover -- we could slip the front over the bumper bar and just clear the back of the engine by 5 mm when we lowered the rear chainfall! Whew! Too close for comfort! Sure enough, despite our care, scratches appeared in the paint. The experts were right!

The final step, as requested by the painter, was to slip plastic sheeting over the engine and the chassis before setting the body down. That way, he doesn't have to spend a day masking the engine and chassis before taking the car into the paint booth. Good idea! The body has come home to roost, as shown, at the right, where the FHC looks to be wearing a skirt.





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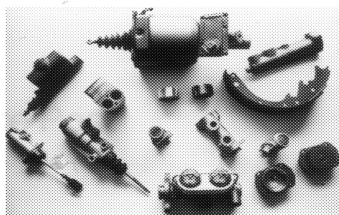
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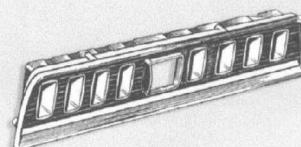
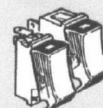
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## JANE ANNUAL CONCOURS

August 8h, 9th and 10th

JANE's annual JCNA Concours d'Elegance is scheduled for the 9th of August at the Host Inn in Sturbridge, MA. The location is at very convenient location just off the MA turnpike and I84 on Route 20. The exhibition field is on a beautiful lake just behind the Host Hotel and Conference Center.

The weekend long event starts out on Friday night with registration for the Concours (4:00 to 7:00 PM) and a hospitality reception center until 10:00PM. Dinner is on your own, but usually we have a group that will eat in at the Host Inn.

Saturday's events start with registration at 8:00 AM and continues 'til noon. The judges meet in the morning for last minute assignments with the judging starting at 12:30. The judging ends at 4:00 while the raffle winners are being drawn from 3:30 until 4:30. The awards are made as soon as the scores are tallied, usually around 4:30 to 5:00.

There's a break from 5:00 to 6:00 until the lakeside dinner is served under a tent. Dinner starts at 6:00. This year's choices are London Broil or Chicken Marsala.

The hospitality suite on Saturday is open from 7:30 AM until 11:00PM with a break from 5:00PM to 8:00PM.

Sunday's wrap up has a tour scheduled from 9:00AM until 10:30AM, ending just in time for brunch (on your own). The hospitality suite is open from 7:30AM to 9:00AM to get you started for the tour or the journey home.

It is suggested that reservations for rooms at the Host Inn be made as the event usually "sells out" and summertime in the Sturbridge/Brimfield area is a busy season.

Dave or Elsa Roth can be contacted for either car registration or reservations for the Saturday dinner. They'll also be able to answer any other questions about the event.

They may be contacted at 603-465-3787 or by email at Rothhollis@AOL.com. If you haven't received a registration form, please contact them.

### Some of last year's Concours entrants





Pictures from JANE events



Bruce Murray's E Type with Bruce, Bill Parish and Tom Parish  
Member cars packed the driveway



Bill Parish's E type  
Part of the crowd during the presentation



Gary Hagopian answering the many questions



The leaper on Steve Handler's MK II





## Activities Calendar

Date	Event	Location
August 8-10, 2003	JANE/JCNA Annual Concours	Host Inn, Sturbridge, MA
August 23, 2003	Chauncey Creek Lobster Boil	Chauncey Creek, Kittery, ME
August 27, 2003	JANE Monthly Meeting	Skip's Chelmsford, MA
September 14, 2003	JANE Slalom @ Site	Wilmington, MA
September 18-21, 2003	British Invasion, JCNA Concours	Stow, VT
September 24, 2003	JANE Monthly Meeting/ Barbeque	Collins Foundation Museum, Stowe, MA
September 29, 2003	Castle Hill Concours	Cancelled
October 4-5, 2003	Maine Museum Tour, Coastal Tour	
4 <sup>th</sup> Wednesday, each month	JANE monthly meeting	Skip's, Chelmsford, MA
2 <sup>nd</sup> Tuesday, each month	JCSNE meeting	Olympia Diner, Berlin CT

Wes Keyes, Activities Chairman

westonkeyes@hotmail.com

207-363-5338

### **S.U. and Stromberg Carburetor Tech Session**

**July 12, 2003**

**By Bill Parish**

**What a great day. Bill Parish must have ordered the special weather for his carburetor tech session. We had a great turn out on a beautiful, sunny warm day. At least 25 attended with Tom Parish and Adrienne Cousins assisting Bill in the session.**

Bill had volunteered to conduct the tech session and got together with Gary Hagopian to use Gary's expertise to prepare the material. Once Bill started his talk, it was apparent that he had considerable experience with SU and Stromberg carbs, some non-Jaguar use including TR and MG. The questions from the audience were timely and Bill's responses often prompted follow up questions. It made for an interesting and lively seminar.

Bill had several examples of SU and Stromberg carburetor sets on stands for viewing. He also used the great graphics from Gary Hagopian's previous tech session on carbs. Adrienne had prepared books of around 100 pages from tech articles, Gary's flip charts, and other tech illustrations that were just terrific.

Bill's point of view was more from the tuning aspects of SU/Stromberg carbs while Gary's previous session was oriented towards the theory of the SU carbs. Gary followed up with a workshop on rebuilding them. With the both sessions, they made a perfect compliment and certainly covered the subject very well.

Pictures of the day's events are in the preceding page. The turn out shows a large number of E types with an XJS (Adrienne's), a TR 3, Carl's TR6 and other assorted makes.

Bill, Adrienne, Tom and Gary, thanks for a great seminar



### Jaguar F1 Racing

Jaguar F1 racing has but 9 points in the championship, but has shown improvement over last year's dismal showing. The team has been reconstituted with new drivers Mark Webber and Antonio Pizzonia. There have been rumors that Antonio was about to be sacked. He had several shunts and hadn't qualified particularly well. New qualifying rules this year have a one shot, one lap qualifying run. The team can choose the fuel load, but after qualifying, the car can't be touched and the fuel can't be topped up. It must start the race "as is". This has thrown a lot of confusion into the fuel/pit stop strategy. Qualifying tires must be the same as the race tires.

The surprise at the start of the German Grand Prix was that Justin Wilson had replaced Antonio Pizzonia in the second Jaguar. Although he had plenty of F3000 experience and was on Minardi's F1 team, Justin had a steep learning curve and he had never driven the Jaguar R-4, this year's car.

Both cars showed promise in the warm ups and practice, but on qualifying day, Saturday, the normally good qualifying run of Mark Webber only put him in the 6th row of the grid and Justin Wilson further back.

On the front row were the two Williams with Montoya on the pole and Ralf Schumacher at his side. At the start, the mad scramble caused a massive crash taking several top contenders, Ralf Schumacher, Kimi Raikkonen and Rubens Barrichello. Justin Wilson's car was damaged, but he continued on. He eventually retired several laps down.

In the meantime, Mark Webber was in a solid position at 8th and it looked like the Jaguar would at least get a point, but a slow 2nd pit stop dropped him back. As he fought to get back into the points, he went wide on a pass, lost it and was into the barrier.

With only a few races left to make up points, it looks like another poor finish for our team. At least the team is making changes (Antonio Pizzonia) and hopes for next year are better. Improved aerodynamics and more horsepower from the engine would go a long way to make the team more competitive. Both are being addressed and improvements are expected for next year.

### September JANE monthly meeting at Collins Foundation Museum in Stow, MA

The monthly meeting for September will be held at the Collins Foundation facility. A barbeque is planned and will start serving at 6:30. After the barbeque, there will be a tour of the museum that includes airplanes and cars. More information including directions to the Stowe, MA facility will be in next month's Coventry Cat.

### JANE membership at 350

Adrian Curtis, our membership chair, reports that our membership is at 350 as of the 1st of August. Adrian had set a goal of 350 members when he took over the membership chair from Sue Hagopian at the beginning of the year. Now we're at 350 and still growing.

Great job, Adrian

### Contribute to the Concours Raffle

David Roth and Alan Quinn are collecting raffle prizes for our August Concours. Any and all contributions will be accepted. The prizes need not be Jaguar or car related, but that would be a plus as these are the more popular items. Bring them to the Concours for the raffle.

The raffle prizes are drawn during the end of the judging in the afternoon and all raffle items are drawn by day's end. Each year we solicit our sponsors and advertisers to contribute and they always come through for JANE, but we need more from the membership. As you know, JANE always donates to a charity with the proceeds from our Concours and the raffle help contribute to a good cause.

Contact David Roth at 603-465-3787 or Alan Quinn at 978-362-1601 particularly if you need help with a pickup. .

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**For Sale: 1973 Jaguar XKE Roadster Series III V12**, with 46,525 miles, 2nd owner, purchased 15 years ago, excellent condition, 4 years in Glen, NH museum. Signal Red with Black interior, hand carved mahogany dash, all original interior, radio, trim, etc. Have original title, and all service record since new. Don Fitzgerald, 603/383-9243 (For E-photos contact pete4t@ncia.net) 0703

**For Sale: Jaguar 1986 Vanden Plas Series 3**, gorgeous car in excellent condition; antelope paint w/magnolia leather; Owned by Jaguar enthusiast, Southern car, no winters; Runs perfect, many updates 81,000mi, \$8,900, 508-366-5844, Ansoft Corporation, Bill Powell, 25 Burlington Mall Road, Burlington, MA 01830(781)229-8900 x121-office,(508)361-0066-mobile, (781)229-8624-fax, wpowell@ansoftcom 0803

**For Sale: 3-XK Engines** 1 is a 3.4 w/o crank-Best offer, 2-3.8s @ \$650 ea or bo, David Roth, 180 Wheeler Road, Hollis, NH 03049, tel 603-465-3787, RothHollis@AOL.com 0803

**For Sale: 1986 Series III XJ6**, with 64K miles. Blue with Tan interior. Very good condition. Runs great, A/C cold! Asking \$9,000, negotiable. Auto and/or motorcycle trades considered! E-photos available, contact J.A.N.E. member Matt Everson, bluefields@aol.com, 603-355-4898. 0803

**For Sale: I am the original owner of a 1968 XKE FHC with 24,000 miles.** This vehicle, which is kept in a heated garage, is in excellent condition. If you or anyone that you know is interested in this vehicle, please, contact me at [crbloom@jbgllc.com](mailto:crbloom@jbgllc.com), Thank you, Chuck Bloom 0803

**Wanted: Looking for a series 2 E-type roadster** in excellent condition. No black, red, white or silver color. Contact Ron at "ronsaff@aol.com" or call (850) 893-3028. Ron Saff, Thanks 0803

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## Chauncey Creek Lobster Bake Outing Saturday, 23 August 2003

At the last meeting, it was planned to add an outing to Chauncey Creek in Kittery, ME

The event is scheduled for 23 August and will be the same arrangement as last year's.

The sit down dinner will be at 1:00 PM. BYOB

A tour will precede the meal with the tour starting at 10:30. We'll meet at the Portsmouth circle at 10:00

Wes Keyes in charge of the event and should be contacted at 207-363-5338 to get a head count for reservations.



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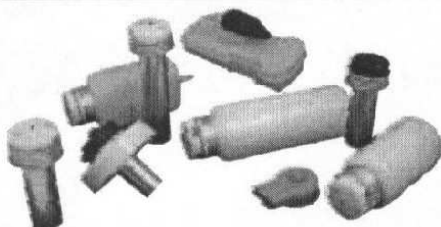
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