

JAGUAR ASSOCIATION OF NEW ENGLAND

COVENTRY CAT

VOLUME 6, NUMBER 12

DECEMBER 2004



From Top Left: View from Olson House window with Herrick's MK VII in the parking lot (Dave Herrick photo) Top Right: XK140 at the 2004 Concours (Chuck Centore photo) Bottom Right: Avis Mello's Winnepesaukee house, scene of the summer outing (Adrian Curtis photo) Bottom Left: 2004 Concours field at the Sturbridge Inn (Chuck Lawrence photo)

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Jaguar Association of New England

2004 Calendar of Events

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

NOVEMBER 2004

Paul Russell tour, Essex, MA.....Nov 13

Monthly Meeting, Skip's, Chelmsford, MA.....Nov 16

DECEMBER 2004

Holiday Party/AGM, Chelmsford, MA.....Dec 5

Election of Officers

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

JANE OFFICERS

President:	Karen Bates	(781-963-3657)
VP/ Events:	Dave Randall	(978-887-9616)
Slaloms:	Margo Otey	(508-836-3822)
Secretary:	Dave Herrick	(603-673-1314)
Treasurer:	Diane Crook	(781-659-4024)
VP/Membership:	Adrian Curtis	(603-293-4938)
	Sue Curtis	
Concours:	Ed Hall	(508 853 8193)
	Carl Hanson	(781 275 2707)
Chief Judge:	Eric Hagopian	(413-821-8987)
Advertising:	Harry Parkinson	(603 882 9367)
Editor:	Harry Parkinson	(603 882-9367)
	30 Coburn Ave.	
	Nashua, NH 03063	

JANE on the Web

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

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From the editor

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

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

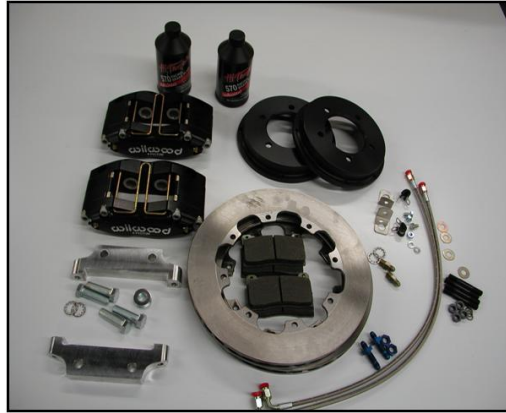
I've traveled to Gary Hagopian's Sunapee work shop this month, using his considerable expertise to assemble my MK IV engine up at . It's been quite a while since I tore down the engine and delivered it to the machine shop. Now, it's the completion of a major task in the restoration. All that's left is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

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

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

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

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How to keep a cool head

By Gary Hagopian and Harry Parkinson

Corrections and comments about last month's article

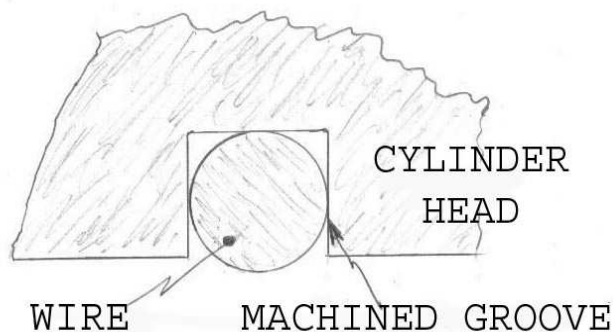
Gary Hagopian sent me a note about last month's article. Terry's Jaguar, a Coventry Cat advertiser, is producing a special head gasket that incorporates the "fire ring" into a composite gasket. Gary has purchased one and will evaluate it. This, of course, eliminates the need for the machining of the cylinder head. If you don't have a trustworthy machinist who understands the procedure, the gasket from Terry's is a good alternative.

Gary points out that the fire ring is 0.005" to 0.006" above the head surface, providing the clamping force where it can do the most good.

Drag racers who are running very high supercharger (blower) pressures also use a similar techniques. The blower pressures can cause even higher stresses between the cylinder, oil and water passages. With drag racers doing teardowns between runs, blow-by into the oil and water systems can cause additional damage to engine components causing the pit crews unneeded extra work..

Also one of the pictures, the fire ring groove, was inserted as a mirror image. Below is the corrected view.

FIRE RING GROOVE DETAIL



Notes from Membership

The early renewal period ended with over half the membership taking advantage of a \$5.00 discount to join JANE for 2005. If you have not yet renewed, send your \$50.00 check to Sue and I (made out to JANE) by the end of December please.

It's always fun to post the renewals noting address changes, new E-mail addresses, *and* the changes to your wonderful car collections.

We're a club with 350 members who collectively own over 600 hobby cars. The highest number singly owned is 8 cars! A couple of you are "still looking." No surprise, E-types head the list at 127. We also own 38 XK120s with fewer 140s (23) and still fewer 150s (17). Still impressive for 50 year old Jaguars! The oldest car in JANE is a 1936 SS100 tourer and the newest is Margaret Caruolo's 2005 S-TYPE VDP. We have 19 large Jaguar Saloons (spanning MIV-420), over 20 MKII and variants, three 'S'-Types, 50 XJS, 60 XJ6, 10 XJ12, 14 XK8, and many newer Jaguar sedans.

You also enjoy Alfas (6), Austin Healeys (13), Ferraris (4), MBzs of all types (7), MGs, Rolls Royces (2), Triumphs, Vipers and Corvettes. OK, I left some out, but variety is the key. Don Tremblay slalomed his beautiful MGA in October, and that car looked like a million \$ on the course. JANE has a lot of enthusiast members.

Most of us are from Mass (190), but we also hail from NH (61), Maine (23), Conn (21), NY (17), RI (13), and VT (7). That leaves small numbers from other East Coast states and Canada! Occupations run the gamut from self-employed, engineers, doctors, lawyers, school teachers, to retired and temporarily unemployed.

So renew now! Be part of this mix! Everybody fits in, and JANE plans to have another great year for you in 2005!!

Many of you have listed more than 4 cars on the renewal form. I forgot to say that we can only list four due to space. Sorry. Call me and specify which four you'd like shown.

Otherwise, I'll just go from the top. Thanks. Numbers above are based on the 1st four.

Membership chair Adrian Curtis

JANE's Visit to Paul Russell and Company

The morning was clear and cold with a few inches of snow from the previous night's storm still on the ground, but on Saturday the 13th of November close to 40 JANE stalwarts met at the Paul Russell shop. An excellent tour of the restoration facilities in Essex, MA., led by Bill Strickland, Business Manager, took the group on a complete tour and answered any and all questions. In short, Paul Russell's is the location is home to cars under going restoration, customer cars in for routine servicing, and many, many fine automobiles that are houses in Essex for their owners- famous business people and celebrities. Paul Russell carries a \$30 million insurance policy and it's easy to see why. The cars are incredible!

We met in the lobby and got under way by about 9:45, the weather (outside) causing some driving delays. Visitors to Paul Russell's lobby are greeted by an "as new" 1938 Bugatti Type 57 SC Atlantic Coupe belonging to Ralph Loren. Bill Strickland talks about these car with total familiarity complete to their driving characteristics (some job!).

Our first stop the was the Metal Fabrication Shop complete with an English Wheel demonstration. The Body Shop contained cars on jigs where bodies are primed and minor imperfections addressed. Bill pointed out the Wet Bay and Waste Disposal Room where chemicals are properly disposed. We continued on through the Upholstery Shop, Parts and Service Department, and into the Sales Showroom which had an XK120 for sale (\$85,000) Another area contained a large private collection of gorgeous cars including the D-type shown, and XK150 and an E-type and about 30 other cars that this owner chooses from when in town!

Bill finished our tour with his personal favorite, a 1949 Ferrari Barchetta 166 MM. Unbelievable! Just to tempt us on a snowy day, Bill started and parked a beautiful original 15,000 mile Series II E-type that came in that morning (in the snow) for some "freshening". What a sound!

24 of us met at the Village Restaurant nearby for an excellent lunch, socializing and "shop talk". Due to the weather, most headed home after lunch rather than tours the shops and stores in the Essex area. Great morning though



THE SU CARBURETOR

Since most early Jaguars used SU carburetors, this article seemed like it would be of interest to the club members. It gives a little history and a review of the principles of operation. Many people have sworn at them but people also swear by them. The difference is usually the condition of the gaskets and throttle shaft seals. In principle, the SU is elegantly simple and once set up correctly should perform beautifully for years, but it seems there are just too many adjustments for unfamiliar users to play with. Thanks is given to Octane Magazine, August 2004 and the author, Simon Goldsworthy and Jim Shields of the Delaware Valley Jaguar. For this article!

THE SU CARBURETOR

GREAT IDEAS FROM THE WORLD OF THE AUTOMOBILE

Constant depression isn't usually something considered desirable, but in the world of carburetors it was a holy grail. The SU carburetor is a great British success story. Invented by George Herbert Skinner and patented by him as far back as 1906, the SU remained in production for the best part of 100 years and provided the mix that kept literally millions of cars on the move.

Like all the best ideas, the SU carburetor is simple. Not quite as simple as the very first carburetors though, it has to be said. They were little more than petrol-soaked wicks that the air flowed across, and you could make a working one out of an old tobacco tin and a piece of rope. This was adequate when engines idled at 400rpm and red-lined at 1500. But as the operating range of engines grew, something with more variation was needed.

There were two ways to approach the problem. One was to create a carburetor with a series of jets and air passageways so that as the engine speed increased, more and more of them were brought into the game. This is the fixed jet carburetor (like most in the US), essentially a series of tiny little carbs, each a single speed device adding to the fuel flow and adjusting the mix in a series of steps, rather like piling up a sequence of building blocks. Most of them (early ones) were updraft, partly because this was convenient with side valve heads and partly because they were so unreliable, it was worth fighting gravity just in case they flooded. Then at least the excess fuel dropped to the floor rather than into the engine.

But our Herbert realized that if he could increase the size of the carburetor throat as the engine speed increased, then the extra air being flowed would pass through a wider gap and so remain at a constant speed. And if it remained at a constant speed, then the depression (vacuum) sucking fuel out of the jet would be constant too. At a stroke, Herbert could do away with the multiple air correction devices of fixed jet carburetors and concentrate on the fuel side alone.

His first attempt wasn't a huge success. Making the upper half of the carburetor throat into a movable piston did indeed keep the depression constant. But being stuck with just one size of jet meant that he

could select a big jet that ran rich at low speed or a small jet that ran lean at high speed, or a compromise that did neither

job well.

And then came the brainwave. Skinner hung a tapered needle from the piston into the jet below. Now, with the engine at idle and the piston down low, the needle filled most of the jet to give a small opening. But when the piston lifted, the needle drew out of the jet to create a bigger hole. Just like Oaf's Variomatic transmission, it gave stepless changes, but in the SU's case through a huge range of effective jet sizes.

To raise the piston automatically to suit the engine's requirements at that moment, Skinner ran a pipe from the inlet manifold to same small leather bellows on the carburetor. That way, as the throttle was opened and the engine sucked in more air, it also sucked air out of the bellows and forced them to contract. And attached to these bellows and pulled by them was the carburetor piston. The bellows were soon replaced by a dash pot that was a closely-machined fit over the piston, and the definitive SU shape was born.

The needles functioned like a primitive ECU, but instead of reprogramming a computer to change performance characteristics all you had to do was fit a needle with a different profile. Fine tuning to suit individual engine types was taken care of by varying the strength of a spring over the piston.

There were refinements and detail developments over the years - oil dampening was added in 193% for example, because cars were being tuned to run leaner and slowing the piston down richened the mix when drivers floored the accelerator - but the basic design endured because it worked so well. By keeping the airflow high at all times, an SU-type (or constant depression) carburetor can control the mixture more accurately than any fixed-jet device can hope to. They are particularly efficient in the midrange and that's why SU-equipped cars are generally so economical. A set of multiple SUs is easier to keep tuned too - instead of forcing air down a series of tiny passages where minute differences have a magnified effect, the big SU passageway can tolerate minor differences between individual carburetors almost with impunity.

The SU's heyday coincided with the golden era of British car production, an early 1950s model with the single-bolt float chamber being perhaps the all-time greatest combination of simplicity, robustness and performance. After the 1960s, changes were made and complications were added, more to keep pace with ever-tightening emissions regulations than to produce a better carburetor. Even so, they still lasted as original equipment right through to 1999 on another great British success story. But there was a catch: the last 'car' factory equipped with SUs was the three wheeled Reliant Robin which, by a quirk of UK law, was classified as a motorcycle. And motorcycles weren't tested for emissions.

And the SU name? It stands for 'Skinner's Union'.

Hoppe Tool and the Hagopians

We, members of JANE, know Gary and Sue as active JANE and JCNA members. Two of the children are also active in our club, Eric as our Chief Judge and Margo as our Slalom Chair. Son Doug, his wife Felica, and Gary's grandson, Matt are regular participants at our slalom. Gary competes in slalom, track, rally and Concours events, often with two cars, his E type coupe, the Silver Hammer and Sue's MK II sedan. Gary and Sue also are hosts at their Sunapee home to various projects such as the 5 speed project of George Parker and Harry Parkinson's MK IV engine rebuild. Gary also has several of his own project, a Variable Valve Timing XK engine and a supercharged 3.8 race engine. Gary's mechanical background and experience comes from years of running the family business, Hoppe Tool, and from his education, a BSME degree at UMass. The following article recently in a trade magazine outlining Hoppe Tool's history, their philosophy, their facilities and their capabilities.

Hoppe Tool

Hoppe Tool is a rare find in today's business world. This shop stands out as a first class, top quality shop from the moment you step in the door. But rarer yet is when you discover this shop was started by A.J. (Hoppe) Hagopian during the height of World War II, later taken over by his son, Gary Hagopian, and now owned and operated by third generation grandsons, Douglas and Eric. The odds of a successful, growing third generation machine shop are few, and zero. And successful they are with some of the finest, most up-to-date equipment and capabilities this writer has seen in quite a while.

The company originally produced gages and tooling for the US War Department and after the war continued making tooling until Gary took over the business in the mid 60s. He had the vision to see production manufacturing was the wave of the future and steered the company toward that goal, continuing to cater to US defense companies such as General Electric, Raytheon, General Dynamics and others.

In the 80s, computer integral manufacturing of productions began changing the world. Gary was committed to staying with the new technology and through the 60's, invested heavily in the new state-of-the-art technology.

Former President Reagan had a major part in ending the cold war and 50 years of making defense parts was ending. So, instead of making transmission parts for Bradley fighting vehicles, Hoppe had to shift gears (pun intended) and started making transmission parts for John Deere tractors. They continued to develop in the commercial manufacturing market and found they were well adapted to concentrate on complex precision machining components.

Today, Douglas and Eric continue to search for new equipment that can help them to do the more complicated

jobs better and more efficiently. With 60 highly skilled craftspeople, they now serve a wide customer base. They still work on aircraft engine components, disposable parts for a major personal hygiene manufacturer, semi-conductor equipment, printing equipment, equipment for high precision optics, biotech industry, telecommunications, energy production, automotive, marine and many other types of industries.

The shop is located in a 40,000 sq. ft., modern building, literally just a stone's throw from East/West 1-90 and two stones' throw from North/South 1-91. It is a World Class Facility and has some incredible machining centers. Bar feed up to a 3" diameter bar into one of these machines and it turns it, and mills it to completion in short order. Even chucking a block or a bar can handle a 16 1/2" diameter, 40" long. Incredible pieces of equipment handling tool steels, aircraft metals and some down right hard to machine stuff. But they have a most impressive standard state-of-the-art CNC machining area behind these machines that can handle anything from small parts up to 36" cube, many with pallet changers for efficient operation. .

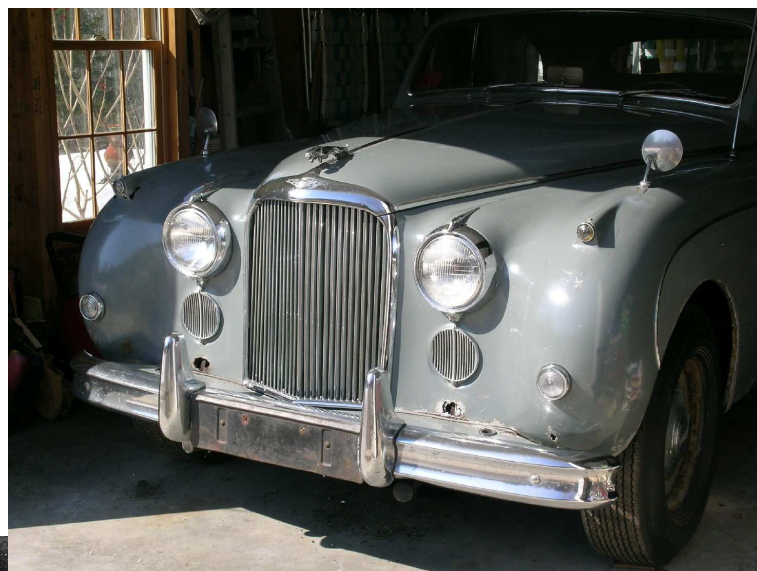
Next they have three 4-axis self threading wire grinding and a large army of I.D./ O.D. surface grinding machines. They still have many manual machines of all types plus a well laid out, modern Quality Department with no less than four Computerized Coordinate Measuring Machines (CMM) and a room full of quality machines and tools to drool for.

Hoppe Tool is ISO9002:2000 and AS9100 certified as well as FAA Overhaul Approved and offers SPC on jobs or work requiring it. The company was built over 60+ years with its focus to acquire a reputation of 'Quality Without Compromise'. Quality assurance is everybody's business and is seen from the front door to the back door in every person in the company. A neat thing they set up when they added on the last time, they dedicated a working space for shipping in what they call their 'Dedicated Customer Representative Center.

We asked Eric a few pointed questions during the interview and found his response refreshing and enlightening. With so much high technology and obviously high standards aren't your rates on the high end? Eric responded. "We are considered a very high quality company with a reputation for providing high quality products at a "middle of the road" price. It's true we're not making a zillion pieces of a part for 15 cents each. We make low to medium quantities of parts that are very highly engineered, complex, often fussy parts and we do most of it in-house.

"We're a proud bunch at Hoppe Tool. We have the ability, and the machinery to do things a lot of others can't do. Our people are extremely talented, grown from within our walls, long term workers we can count on. Our reputation is what brings in our business, and our quality of work starts when the order is placed and continues to when the part is shipped. Our team has pride in their ownership in an order from department to department. We run a financially sound company that allows us to keep new machinery technology at state-of-the-art levels, enabling our workers to do more and do it better."

Pictures from some of this year's events



Clock wise top left: Holiday Party gift exchange.....Herrick's MKIX front end job at the tech session
Herrick's other MKIX on tour at Winnepesaukee castle....Adrian and Harry start the rallyKen & Alice
Haas, JCSNE, at the rally
Photos by Dave Herrick, Chuck Centore

The Shermans visit to Coventry in 1976

One way to celebrate the Bicentennial this year (1976) is to return to the "Mother Country" and recently Norman and Selma Sherman (EJAG, MA) did just that. They came home to report that they made the pilgrimage to Coventry, where the Jaguar factory is located and witnessed the "Birth of the Jags."

The Shermans contacted Andrew Whyte, Public Relations Director for the Jaguar division of British Leyland, and as soon as he learned that they headed a multi-Jaguared family, he arranged a factory tour for them that was so interesting they didn't even stop for lunch. After joining some Australian visitors, they inspected the modern assembly line which moves at a surprisingly slow pace, much slower than American assembly lines. Twenty completed Jaguars roll off this line every day, and Norman observed that the factory area seemed to be very large for just twenty cars a day. However, this may improve the quality and prevent the little malfunctions that sometimes appear in new cars. If you are thinking of buying a new Jaguar, you will be happy to hear that the workers take great care with the construction of the Jags and that the system of testing is now impressively thorough.

During one of the tea breaks, the tourers had an opportunity to speak with an older worker who reminisced about building the classic Jags back in the days when Sir William Lyons himself oversaw the construction of his creations. They also learned

some interesting tidbits about tires (or tyres, as the British call them). The new XJ-S has perfectly round tires, developed by Dunlop. The XJ12L's have oval tires and cannot use the new Dunlops. However, you can special order an XJ12L from the factory fitted with the mounts for the round tires.

The group also visited the upholstery section of the factory where they saw the Connolly hides turned into plush interiors and then they crossed the street to the Panther plant where the replica SS 100s are made. Reluctantly, the Shermans left the factory after a day of sight-seeing, but their Jaguaring was not over for they still had a Jaguar cocktail party, a visit to the Norfolk Hotel, home of the Jaguar Drivers Club, and also a day at the Earls Court Motor Show, where the XJ-S was on view. It was a veritable Jaguar orgy.

ED:

Norm and Selma Sherman have retired to Florida and are lifetime members of JANE, an honor bestowed on them at the 2003 Concours. Thanks to David Reilly for supplying this article from the 1976 EJAG magazine, EJAG is a forerunner to JANE and the Coventry Cat



Norman and Selma Sherman with prize-winning Mark IX

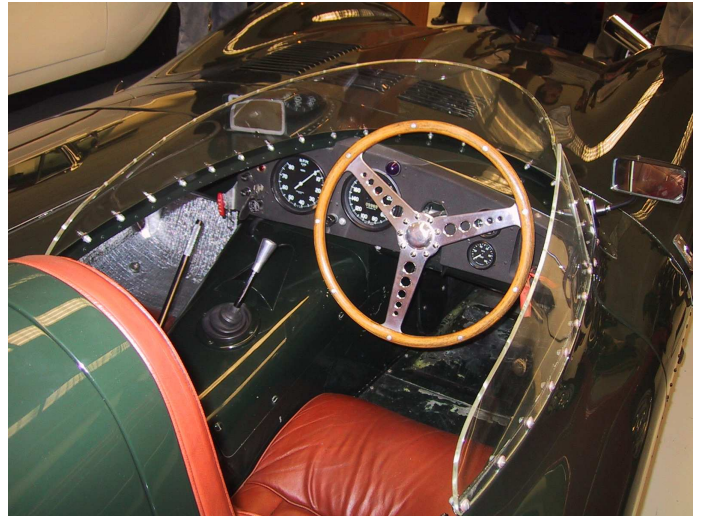
Annual Holiday Party & AGM Scheduled

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

The schedule is:

3:00 PM	Cocktail reception
4:00 PM	Meeting/elections
4:30 PM	Dinner
After dinner	Yankee Swap
	Avis Mello

JANE visits Paul Russell and Company, Nov 13th



Above: Cockpit of D type Jaguar



Above: BMW 507 roadster

Below: Mercedes 300SL roadster



Above: Ferrari 166MM

Below: Bugatti 57C owned by Ralph Lauren



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

For Sale: 1970 E type Series 2 FHC; Matching numbers with new paint, British Racing Green with tan interior, VIN # 1R27726, Herti age certificate, triple SU carbs, high torque starter, XJ6 electronic ignition, new windscreen, new seat covers, door panels and rugs. Good driver, NO ROT, but not a show trailer queen. Approx 43,000 miles (speedo was broken) Asking \$17,000; Please send email for PICS; contact Steve 508-888-8265, Sandwich, MA, Cape Cod; email stevei35@adelphia.net 0305

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

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

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

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

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

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

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

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

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

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

Business Card 3 1/2" x 2" : Members.....\$60.00		Non-members.....\$120.00;
Full page.....\$600.00	Half page.....\$325.00	Quarter page.....\$175.00
Back Cover.....\$1200.00		Inside cover/center.....\$1000.00
Classified For Sale & Wanted : Members FREE		Non-Members (per insertion)\$15.00
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Please contact Harry Parkinson at the address below or email him at harryparkinson@comcast.net to get a quotation. Please send camera ready copy and a check before the 15th of the month previous to intended insertion. Make checks payable to JANE, Ltd.

Mail to: Harry Parkinson, 30 Coburn Avenue, Nashua, NH 03063, tel 603-882-9367

JCNA Sets 2005 Challenge Championship

Atlanta, Here we come!!

by

Steve Weinstein, Northeast Regional Director

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

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

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

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

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

Annual General Meeting at Orlando

The Annual General Meeting (AGM) is set for Orlando, Florida from the 29th of March to the 3rd of April.

The event is hosted by the Jaguar Club of Florida and co-chaired by Ginger Corda and Jerry Wise. The host hotel is the Wyndham Palace at Lake Buena Vista, Florida

The schedule of events is as follows:

Thursday 31 March 2005

Check in, reception, hospitality suite

Friday 1 April 2005

JCNA Board of Directors

Judging the MK 2

Seminar - Troubleshooting the XKE

Saturday 2 April 2005

Annual General Meeting

Seminar - Chief Judges Training

Seminar - JCNA Slaloms and HPDE

Cocktail hour, Banquet and Awards

Sunday 3 April 2005

Richard Petty Driving Experience

The JCNA website, www.jcna.com, is constantly being updated so if you're planning on attending, stay in touch via the web site. Special hotel rates have been negotiated so why not take advantage and go to sunny Florida with the family



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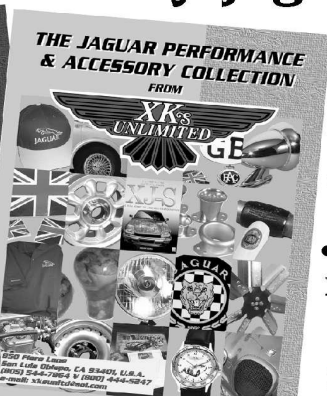
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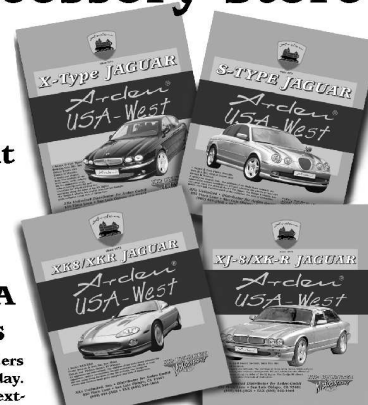


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Last summer some of you attended an excellent Tech Session on carburetors at Bill Parishes' shop in Littleton Mass.

Bill and Adrienne Cousins did a fabulous job of putting together the copies of the carburetor section of a number of Jaguar manuals from the XK120 to the E Type with four color pictures of cross sections of carburetors by Gary Hagopian. This is a great compilation for the technologist and historians.

Over the winter Bill and Adrienne republished the work and I am helping to distribute them. The price is \$17.00 and includes shipping. This is distributed on an at cost basis.

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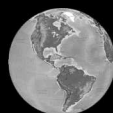


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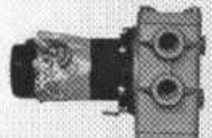
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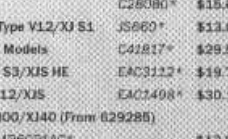


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