CO VENTRY CAT

VOLUME 8 NUMBER 6

JUNE 2006



JAGUAR CAMP FOR SENIORS

Ray David in Florida this winter at the JAGUAR CAMP FOR SENIORS. Campers were Ray David, Gary Hagopian, George Jones, George Parker, Dick Whyte, and Don Holden. All are members of JCNA clubs in the Northeast region and winter in Florida. They bring along their coveralls and work on Jaguars. A 5 speed transmission installation and an engine rebuild for Ray David's E type were this year's projects

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Jaguar Association of New England 2006 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

JUNE2006

JCSNE Concours, Vernon, CT	June 11
British Car Day, LAAM, Brookline, MA	June 25
JANE meeting, Skip's, Chelmsford, MA	June 28
JANE Nova Scotia trip	June 29
Have an idea for an event ? Give Dave Randall a	a call

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JANE on the Web

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

Regalia on the web Order on line, pay by Pay Pal

New inventory! Shirts, hats, pins, key rings and more

Presidents Notes – June 2006

June is here and now we really <u>are in the driving</u> season. After all the rain and cold weather we have experi-



enced here in New England, we can only hope that the weather gods have had their fun and will leave us alone for a nice, not-too-hot, sunny, dry summer (only not too dry, but with rain only one week days – except when we are on vacation – is that too much to

ask?).

OK, I will admit we have had some nice days. One was the perfect evening arranged for our May gathering for BBQ picnic at the Larz Anderson Automobile Museum (LAAM, formerly known as MOT). At one point in the evening I counted 35 Jaguars parked on the lawn, and I believe a few more drove up after that. JANE members wandered around in groups, meeting old friends, eating and drinking together, discussing cars, visiting the museum (the oldest continuous car museum in the country, I might add), and generally having a good time. The slanting rays of the evening sunlight bathed the beautiful old Carriage House and our gorgeous Jaguars with a special light. It doesn't get any better than this for a start to the summer season! Thanks to John Brady for organizing a great event.

On the other hand, we had a rainout during the month. JANE members were sorely disappointed when our evening at the dragstrip had to be postponed due to heavy rain. Mike Kaleel and Brenda Soussan worked so hard to organize the event. But not to be denied, they are working on another date for us. Stay tuned to the JANE website for more information.

Speaking of JANE's website, I must say that I continue to be impressed with how useful it is and how well it is laid out. Dennis and Prebble Eklof have done a great job. Members can get all the information they need about upcoming events – when it is, how to get there, who is in charge – and afterwards see terrific pictures of the people, cars and places. The utility of the website is that it serves as a more current version of a newsletter. Although we are justifiably proud of our newsletter, "The Coventry Cat," it comes out once a month and sometimes we need to convey information more often than that. I encourage everyone to get on-line and check out the JANE website (www.j-a-n-e.org) to see how it works. And the Eklofs would welcome any write-ups and photos of events that you may want to contribute!

Continued on page 3

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Ultimate Wilwood Brake Set By Bassett's Jaguar

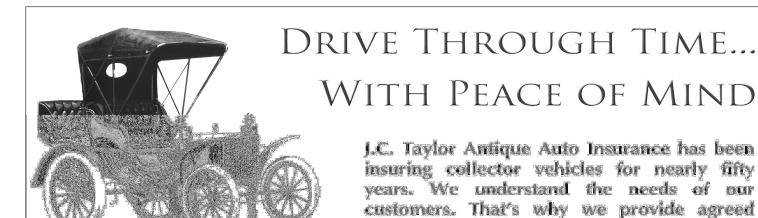


The kits are available for 4.2 E Type Series I and II at the present.

WWBK Ser1 Wilwood Brake Kit Series 1 E Type: \$1395.00 (plus shipping)
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CODIA DI SALMINGUE

Continued for page 2

JANE's biggest event during June is our Tour of Nova Scotia June 29th through July 2nd. We have 14 cars and 30 people representing JANE at the festivities being arranged by our friends in BATANS (British Auto Touring Association of Nova Scotia). Details can be found on JANE's website. Other events coming up in June are JCSNE's Annual Concours on the 11th in Vernon, CT, and British Car Day at the LAAM on the 25th. Both events are great fun. As a heads-up, I want to mention that a July event is being arranged at Lee Jaguar to celebrate the new XK! And, of course, our biggest event of the year is our Annual Concours coming up on August 12th in Sturbridge. Bring out your Jaguars and come to our events!

Carl Hanson

DRAG NIGHT RAINED OUT ON FRIDAY, MAY 19TH TO BE RESCHEDULED

Our drag night at New England Raceway, scheduled for the 19th of May was rained out during our rainy month of May.

Brenda Soussan and Mike Kaleel, the chairs of the event are in the process of rescheduling. Stay tuned

British Car Day at LAAM (MOT) scheduled this month

British Car Day is scheduled for Sunday,25 June at the Larz Anderson Auto Museum in Brookline, MA. There are always a large field of British cars attending so if you plan on displaying your Jaguar, get there early.

A number of JANE members always attend whether they display their cars or not. The outstanding field of British cars covers most of the major marques and always include a rare entry or two. One entry was a McLaren coupe based on the McLaren F1.

Call the Larz Anderson Auto Museum at 617-522-6547 for more details. Elln Hagney can answer any of your questions.

JCSNE Concours

From: "Alta Aldridge"

<thespottedcat@optonline.net>

To: "Parkinson Harry"

<harryparkinson@comcast.net>

Subject: Letter to JANE members

Date: Thursday, May 18, 2006 10:19 AM

Harry, I am sending a personal invitation to all JANE members for our Concours. Thanks, Bob

A personal invitation for all JANE members

As President of Jaguar Club of Southern New England, I am pleased to extend an invitation to JANE members to attend our Concours d'Elegance on Sunday, June 11th. We have moved our show to a new location which will be a nice plus for JANE members. This year, our Concours is at the Quality Inn, 51 Hartford Tpke. (Rt83) at Rt 84 exits 64 or 63 in Vernon, Ct. East of Hartford. It is an easy run from the Boston area. We have a softly rolling green lawn next to Golfland in front of the Inn. We will have a quick registration process or you may preregister. If you would like to take show day stress off of your trip, the Inn is offering rooms for only \$75 to our show guests. A parking area will be set aside for Jaguars. In addition, a welcoming dinner will take place at the Inn on Saturday evening. We are looking forward to a great event and some special cars from JANE. It is a great opportunity to have your car judged so you can find out what it needs to be a winner at the JANE Concours. Looking forward to meeting you.

Bob Aldridge, President JCSNE

Concours info: Bob Aldridge 860 482-9849, thespottedcat@optonline.net

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Tour of Nova Scotia! (See JANE website for latest information)

Plans for the tour are finalized for JANE's Tour of Nova Scotia! JANE members Bruce and Anna Cake and their friends at BATANS and the Dartmouth Yacht Club will be hosting JANE for a rousing event in Halifax connected with Canada Day on July 1st.

We have 16 cars and 34 people planning to go on the Tour as of mid-April. We need a firm count by mid-May. Our hosts need to know how many people will be attending each event – e.g., how many will be on the winery tour and how many Tattoo tickets to buy. Read further for contact information.

PLANNED ACTIVITIES:

- ?? Thursday afternoon, 29 June, arrive at the Ramada Inn in Dartmouth. BATANS will host a reception at the Ramada Inn on our arrival. Keep in mind it is a 4 hour drive (195 miles) from the ferry landing at Yarmouth to Halifax.
- ?? Friday morning, 30 June, depart from Ramada Inn for a tour of Annapolis Valley with lunch and tour of the Grand Pre winery. Friday afternoon return to the Dartmouth Yacht Club for a dinner of Hip of Beef or Pig Roast
- ?? Saturday, 1 July (Canada Day) proceed to Halifax for a car show at Bishop's Landing 1 to 4 p.m. This location is on the Halifax waterfront and is in easy walking distance of all the activities scheduled for the waterfront in conjunction with Canada Day. Bishops Landing is a condo/apartment complex with a large court yard ideal for showing the cars. It is located about half way between the Casino and Pier 21. After the car show we would proceed back to the Yacht Club for boat rides down the harbour to view the fireworks celebrating Canada Day.
- ?? Sunday, 2 July Halifax International Tattoo (pipe and drum bands) matinee performance, 2 p.m. to 5 p.m.
- ?? Monday, 3 July depart for home or further explorations of Nova Scotia, including Cape Breton. You are on your own after this.

TRAVEL PLANS

There will <u>not</u> be a single organized driving tour from here to Halifax. You are on your own for making travel plans, but many people are planning to go in groups. We will provide information on the JANE website about who is going where and when for grouping purposes. JANE members will have four options for arriving at our destination in Halifax:

?? Ferry from Portland to Yarmouth—, Saturday and Sunday this summer! Boat leaves at 2:30 p.m. for a four

hour trip. Although Portland is relatively close to

- ?? Ferry from Bar Harbor to Yarmouth –"The Cat" will operate Monday through Thursday from Bar Harbor.
- ?? Ferry from St. John, NB, to Digby, NS. .
- ?? Drive all the way .

You will have to make your own reservations on the ferry. You can reserve on-line on the website: www.catferry.com. You can also make your reservations by telephone at the following number: **1-888-249-7245**.

IMPORTANT INFORMATION: You MUST bring a valid passport or an official birth certificate with picture identification in order to return to the US. (The old days of crossing the border with your driver's license are over.) You SHOULD contact your insurer to obtain verification that your automobile insurance is valid in Canada.

REGISTRATION FOR THE TOUR

Notify Adam Owens AJOWENS_2000@yahoo.com (Note: there is an 'underscore' between 'OWENS and 2000), with a copy to Carl Hanson CHANSON-JAG@aol.com of your intent to come. Or you can mail your interest to "JANE Tour of Nova Scotia," 40 Springs Road, Bedford, MA 01730

Note: There will be charges for some of these events, for example, the tickets for entry at the Tattoo . We will post them as we know them, but some will be estimates. Finally, we are planning to make special dash plaques and special rally plates to commemorate the tour. These will be available for a yet-to-be determined, but minimal registration fee.

ROLEX VINTAGE CAR FESTIVAL

On Labor Day weekend, Lime Rock Park presents it's Vintage car Festival, the 24th annual.

BMW is a co-sponsor along with Rolex. Steve Earle, producer of the Monterey Historic Vintage Car Festival has been producing the LRP event since 2002 and it's stature has risen to an east coast version of the Monterey show.

Vintage racing is on the 4th of September.

Aldo Cipriano drives the new XK

June 2006

"On the New Jaguar XK" by Aldo A. Cipriano

My personal driving experience with the new XK commenced with an early morning meeting in late May with Dana Lee, owner of Wellesley Jaguar, a knowledgeable Jaguar dealer and fine fellow who fondly remembers a dealership event with the 1960 Mark II white and gold replica of the historic New York show car. The XK furnished was a convertible (I still like roadster?) in Jaguar racing green true to the Gentilozzi race team color with brilliant metallic overtones. The interior was tan leather Connolly hide grade texture. Let me say, immediately, that my first sense was to judge this car on fit, finish, quality of materials and paint. I was pleasantly surprised, no production flaws here.

I asked Dana what he liked about the look of the new XK. His response was the bold rear stance with traditional Jag features (Hint: those tail lights look a lot like a series I B-type enhanced). I concur with Dana, for most competitors this rear stance boldness may be all they will see of the XK if the Jag pilot chooses to accept the challenge.

In terms of the interior highlights the overall features from push-button start to six speed auto box, complete with wheel mounted paddles, invite the driver to performance driving. Driving in DS (i.e. sports mode) will have a Jag enthusiast love this feature by invoking F-1 racing style and action. Quick shifting up and down on the right or left paddle offers more automatic control than any vintage four speed. These XK2s needs a Jane Slalom with proven club drivers for the ultimate test.

A quick down of the fabric top under the tonneau, shift into DS transmission mode, and I am off and running. Shifts are precision and low speed take off, at full throttle, stirs memories of being "G forced" into the driver's seat of my dad's Mustang Mach I 428 Cobra Jet at age 17 in 1969.

Again, once those paddle shifts are mastered an unprecedented motoring experience begins. (Rod time to let Dave, Carl and Adrian drive). But this XK is much more than that sensation. Ride stability is tops, no cowl shake, great stability over ruts and flat even handling on corners with nice subtle controllable drifts under power into wide turns, and those paddles! The challenge awaits to master that six speed by any Jaguar enthusiast. I could practice all day on

the winding shore roads of Cape Cod.

The best description of performance is a stable taut suspension without any sacrifice in ride comfort. Don't believe me? Capture one of these cats and make the test.

The Jaguar video screen has a variety of functions with navigation and sound systems that would be expected or demanded, but the story here is road-worthiness and performance.

Verdict: this Jaguar is a winner worthy of the designation "XK", but careful, if you stroke this cat's six speed paddles and push its eight cylinders, you may want to take it home.

I afford no picture with this article intentionally because, to understand what this XK Jag delivers one must stand or kneel around it, observe it, touch it, scrutinize its stance, get behind that sports steering wheel and ride away.

The XK experience continues with JANE Night at Wellesley Jaguar in July for the introduction of the new XK. Thanks to Dana Lee at Lee Wellesley Jaguar for this event. Additionally, Dana will have his master techs there that night to talk performance or even tech inspect your cars in the service area off of the elegant showroom. Wellesley Jaguar is also sending an XK out to Sturbridge for show and test drive.

I would not mind seeing a few new 07 XK's in concours class next year.

This car is important to Jaguar and it will not disappoint. See you at the Jane Night at Wellesley Jaguar.

Oh yes, for those extreme Jag drivers if the stock unit is not enough even on a superb car as the new XK, please note there will eventually be a 420 hp R version according to the British publication Jaguar World Magazine, the March 06 edition.

Aldo A. Cipriano

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Jaguar Camp for Seniors (Part One) By Ray David

How many people do you know would come to Florida for a vacation and bring along a pair of coveralls? I'm here to tell you that George Jones, a JCNA guy from Connecticut, came down here for a 2 week stay at his Sarasota condo last month, and after a phone call from Gary Hagopian threw a pair of coveralls into his luggage and got up to his elbows in it helping to get the motor out of my E-type. I say helping – he and Gary and George Parker (the Elder) did all the real work; I helped wherever I could and spent the rest of the time fetching cold drinks and trying to stay out of the way.

On the first day everything was disconnected and ready to come out, and on day 2 the motor and transmission were on the garage floor in the process of being stripped down to basics.



Part of the crew. posing during a break

To me that says it all about Jag club membership. Gary and the two Georges have been active in JCNA for years, and aside from dismantling their own Jaguars repeatedly, between them have probably been responsible for a dozen or more teardowns for other Jag club members – because that's what they do! All 3 are retired engineers, and all 3 between them know about as much as can be known about vintage Jaguars. And being engineers they derive a whole lot of pleasure in taking a motor apart and making it work better than the factory did. And they have the benefit of 35 years of advances in automotive technology to help them accomplish it.

This whole project started because my car was leaving bodily fluids behind at every stop, and smoking a bit under heavy throttle. Having had the experience with the Predator D-type for a couple of years, I really wanted a 5-speed in the E for long distance highway cruising. And I figured, heck if the motor has to come out to switch the transmission, why not take it apart and fix the leaks while we're at it? Sounded simple enough, and it just happened to be late in the year, about the time our northern friends started heading down this way for winter. Perfect timing for a Jaquar Camp project.

As I write this the block is somewhere in Homosassa Springs being honed and getting the crank polished, and the head is up in Massachusetts having the valves ground. By the time this newsletter goes to the printer Gary will have picked up the block and had it painted ready for reassembly, and the head will be on its way back down here before you read this story. With new pistons and cams, all the water jackets and oil passages cleaned out and the crank polished, this motor should be as good and tight as it could be. And at 9-to-one compression with street performance cams I won't have any excuses on the slalom course.

As it happens it was probably a good time for a tear-down. I inherited 25 years worth of service records when I bought the car and saw that, although the motor had been taken out about fifteen years ago, only the head had been worked on. The block had never been apart. It says something for Jaguar engineering that the crank was still in excellent shape, needing only a slight polishing and the bearings, though worn through to the copper, were not scored and in otherwise great shape. The pistons, too, were fine, except for one broken ring which would account for some of the smoking, but they had to be replaced anyway since the cylinders were being honed out to 20-over.

Something else that we replaced, and that is easily overlooked, were the freeze plugs. These simple little plugs fit into the water jackets in the block and the head, and when you take them out you see just how badly the coolant can clog up through normal operation. During its visit to the machine shop the block was soaked in a 180 degree solution of sodium hydroxide and soapy water which did a great job of cleaning out those passages and getting rid of the rust and sludge that collects in there over time. Because with clogged coolant passages the flow of coolant through the motor is reduced, and that can be a prime cause of overheating which is not unheard of in old Jags. Same thing with the oil lines in the block and head. Any time the motor is apart the oil lines should be cleaned out. Freely flowing oil is a life-saver for your engine.

By the way, I discovered there is a side benefit in enlisting the help of retired club members – other retirees. While I was getting the head ready to ship north Gary called from the golf course to say that the other members of his foursome were looking for something better than a bar stool to take up the afternoon hours and would be happy to build me a proper wooden box in which to ship the head. Next day the box was at my house and a day later in transit to New England, head enclosed.

As you can imagine, we needed a ton of new parts to replace those that came out, and I felt it was important to make as much use as possible of the services of our advertisers. So I split up the orders between XKs Unlimited, Welsh Jaguar, and SNG Barratt, all of whom advertise in this newsletter, as a way of saying "thank you for your support". All 3 had everything we needed in stock, all 3 shipped immediately, and all 3 offered very good pricing. They all get top marks for customer service in my book.

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	C				
Bring your me	morabilia and o	collectibles to the Satu	ırday Collectib	les Show event so we can discuss	s them

Perfect is Always Possible (Jaguar Camp Part 2) By Ray David

School is just a distant memory now, but the past few weeks I have been back in class – this time under Professor Hagopian's tutelage. The lesson plan dealt with the rebuilding of the motor for the E-type. My classmates this semester were Dick Whyte, a fellow JANE member and seasonal New Hampshire expatriate, and Don Holden, a temporary Florida resident and neighbor of Gary's. Dick and Don did much of the actual rebuilding while I ran various errands and tried to tend to my day job at the same time. I missed some of the important stuff, but I'm sure there will be other rebuild projects down the road in which I'll be able to participate.

Since the last installment of this story the block has been honed, cleaned, painted and ready for re-assembly. When it got back to my place it looked brand new. And the crank, after polishing and balancing, also looked like new so the new pistons and rings were in good company. In fact, the gap in the rings that came with the new pistons Gary thought was just a shade bigger than it needed to be, so he measured the gap and decided they were acceptable, but just. But when class reconvened a few days later to install the pistons, he had a new set of rings with him that fit a 'thou' or 2 better. "Pretty good" doesn't exist in Hagopianspeak. Perfect is always possible, so if it ain't perfect, do it again!



Empty engine bay

When the crank was laid in, it fit and turned perfectly which set everyone at ease. And assembling the pistons together with the pins and connecting rods and the new rings went perfectly as well, which is always a good way to start the reconstruction process. I did hear the odd "darn" and "shoot", or words to that effect, but every time they were quickly followed by "that's better", which always takes the edge off. I still recall those backyard rebuilds in the 1960s when everyone was an expert and nothing ever went right. Some things are better left behind.

With the crank back where it belongs we installed a new

oil pump; that's one of those things that rarely needs to be done, but when the motor is out and torn apart you just do it, just because. You'd kick yourself if you put the old pump back in and it failed after just a few thousand miles. And we switched the oil filter block for a unit that came off a newer XJ6. It's a perfect-fit replacement that uses a spin-on filter instead of the original type that has to be bolted on. That's part of the added value in having the experience of someone who knew the switch was possible. A trade-out like that wouldn't fly in a concours restoration because it isn't how the car came out of the factory, but this car is just for driving and the change is for the best. Anyone who ever changes the oil in that car in the future



will appreciate it.

Cleaning the head bolts

Meantime, while all this motor work was going on the rest of the car was over at Tom Palisi's shop where he was busy removing some of the extra pieces I had left in the engine compartment, like the heater box and radiator, in preparation for painting. All I had in mind was cleaning up the frame rails and bits of the firewall that would be visible when the bonnet was up and the motor in place, but Tom was taking it a step and a half farther with the idea of doing the kind of job he could be proud of. And I thank him for that. With the motor out anyway, it doesn't take much more effort to do the job right, and if he had done it to my original specifications both of us would have known afterward that it wasn't done as well as it could have been done. I have a weakness sometimes for taking the easy way out, but after the fact I always regret not doing things properly. Fortunately for me "pretty good" just doesn't make it for Tom, either.

Back at the frat party the rebuild carried on almost seamlessly with one piece after another getting cleaned and going back in where it belonged – anything worn, or susceptible to wear being replaced by a new one. Watching the pistons being installed was fascinating. Who knew each one was numbered, and that they all had to go in the correct cylinder with the number facing in the right direction? Sounds pretty simple, but if you don't know, you just don't know. And without the experience in the room I wouldn't have had a clue.

After the bottom end was buttoned up with the oil pan

back on and timing chains back in place Gary studied the fit of the front main seal with a magnifying glass and pronounced it "not good enough". He could see what appeared to be a gap, and a feeler gauge proved him right. A phone conversation with the seal manufacturer in England ended in removal of the oil pan and timing chains, replacement of the offending seal with a different version, and a substantial delay in the rebuild. But letting it go could have resulted in an oil leak which would not have made either of us happy.

All this, of course, was in preparation for the installation of a new 5-speed transmission, which had been ordered in January and delivery of which was expected almost any time. Emphasis on "almost". Isn't it always the way when a project is time-sensitive, as in this case where the chief operating officer is due to head back north when winter is over, that if a delay can occur, it will. And it did.

A conversation with Paul Cangialosi, maker of the T5 which is universally acknowledged to be the best 5-speed conversion transmission available for Jaguars, revealed that his source for some very important components of the transmissions was 'way behind his promised delivery date, and no reliable E.T.A. was forthcoming. As soon as the missing pieces showed up, I was assured, delivery of the transmission would be just days away. But Gary's return to New Hampshire, unfortunately, was more

certain than delivery of the missing pieces.

Plan 'B' was still an option: Rebuild the old transmission and put it back in instead of the T5. Not a satisfactory solution by any means, but an option nonetheless.

At the eleventh hour a phone conversation with Paul Cangialosi set everyone's mind at ease; the components were all in house and he and his crew were working overtime to get all the orders shipped ASAP. And he was as good as his word. Just a few days later it was delivered to Predator Performance, complete with clutch and David Hinton had a local shop making a new drive shaft to fit. Next day I picked everything up and had it at home and ready for re-installing. That'll happen while this edition is being printed.

Stay tuned.



Installing the oil filter



For Sale: 1999 XK8 Coupe - Silver exterior with Black Interior. 37,000 miles. Very nice condition. Must sell! \$17,000 Chris Kielb Advance-welding@comcast.net or 413-734-4544 or 413-531-7580 0306

For Sale 1969 Series II Jaguar Bonnett: "BRAND NEW" This front end sheet metal was purchased over twenty years ago from a parts dealer in RI. It is new and near perfect condition aside from a couple of dings from being

in my garage for so long. I have plenty of photos to share upon your request. Serious inquiries only Best fair offer; Chris Kielb, 413-734-4544 or 413-531-7580 or advance-welding@comcast.net 0606--

FOR SALE: 1996 XJS6 Convertible. White with tan leather and tan top. In excellent condition. 60,878 genuine miles. Stored during winters and meticulously maintained by Jag technicians. Asking \$16,000. Can be seen in Acton, MA Photos available. E-Mail Harold at shandhh@comcast.net.

For Sale: 1973, Jaguar E-type (XKE), Series III, Roadster. Azure blue with biscuit interior, 32,771 miles, manual transmission. \$25,000 spent in the last 5 years. Nine times winner (driven division) at JCNA concours with an average score of 9.962. Twice voted "Best In Show-Driven". Ranked third in nation in 2005. Framed JDHT certificate guaranteeing authenticity. \$ 49,500 ono. Visit (www.iansjags.comhttp://www.iansjags.com/) for additional details and an extensive picture gallery, or call lan Hart at 860 487-5301 (e-mail: _) to be sent details.

WANTED: Jaguar XJS V-12 Weber Carb Intake manifold with all six Weber Carbs Also with all necessary linkage, etc., etc. Am building up a replica of the TWR Jaguar XJS that won the European Town Car Championship in the early 80's - but wish to run it with the Weber setup! Please be reasonable as to price as this is also a good cause and a low budget affair! Thank You! Tom Letourneau - 24 Old Reservoir Road - Cumberland, RI 02864-1633 - (401) 334-3315 or Alfaracer1@cox.net

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For Sale: 1960 Jaguar Mk IX. New SS exhaust. Asking \$17,000. Contact Dave Herrick at (603) 673-1314 evenings or e-mail to DaveAB7Q@aol.com

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For Sale: 1994 Jaguar XJ6. Diamond blue/barley. 42K original miles. 2nd owner. Always garaged. Excellent condition. All original and very clean. Last of the XJ40s. Mint, low mileage, classic car for the collector orXJ40 driver. \$12,000 or BO. Call Karl. Sutton, MA. days-508/887-4511,nights-508/865-4348.

FOR SALE: 1964 Mark II 3.8 L. Jaguar. Automatic w/ wire wheels. 100,000 miles. Runs well. Body rust. Could be a parts car. Needs a loving home. 3,000 or BO. CALL Dan Mosley (508) 364-9939.

FOR SALE:* Five Pirelli Cinturato radial tires, 4 each 185SR16 and 1 each 185S16. I bought these 3 years ago as New Old Stock, and used them on my XK150. They look great and perform well on sports cars and sedans of this era, but are not suited to slalom driving, as three such events havedemonstrated to me. Since I have recently replaced them with "stickier"tires, they are available for only \$50 each. They are in great condition, with almost full tread and no sidewall damage. I also have 8 nearly new tubes to fit them, four of which were used for only a couple of hundred miles, at \$50 for the lot (they cost me 20 bucks each). John Darack, 508-653-5094 (home) 617-721-9366 (cell) DPisland@gmail.com

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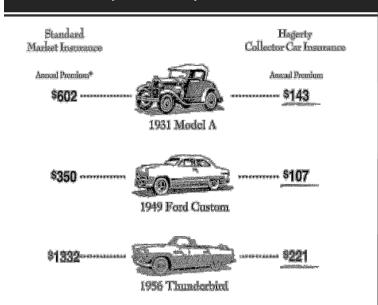
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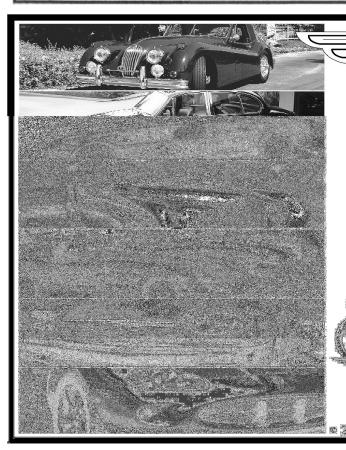
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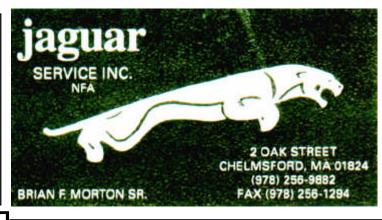
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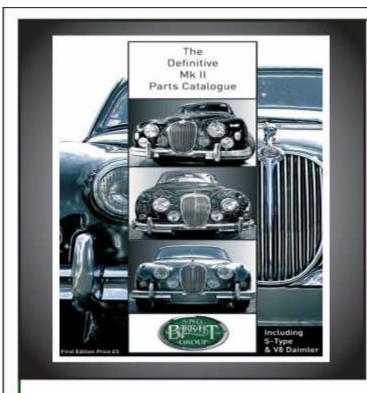
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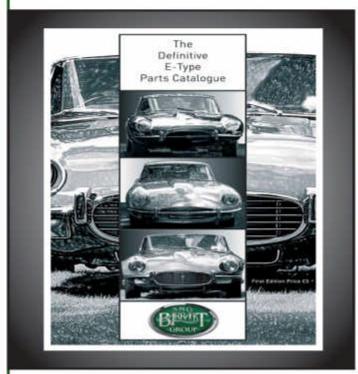


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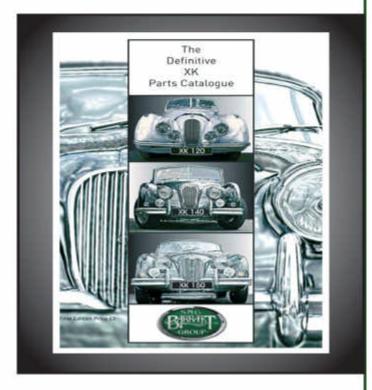
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