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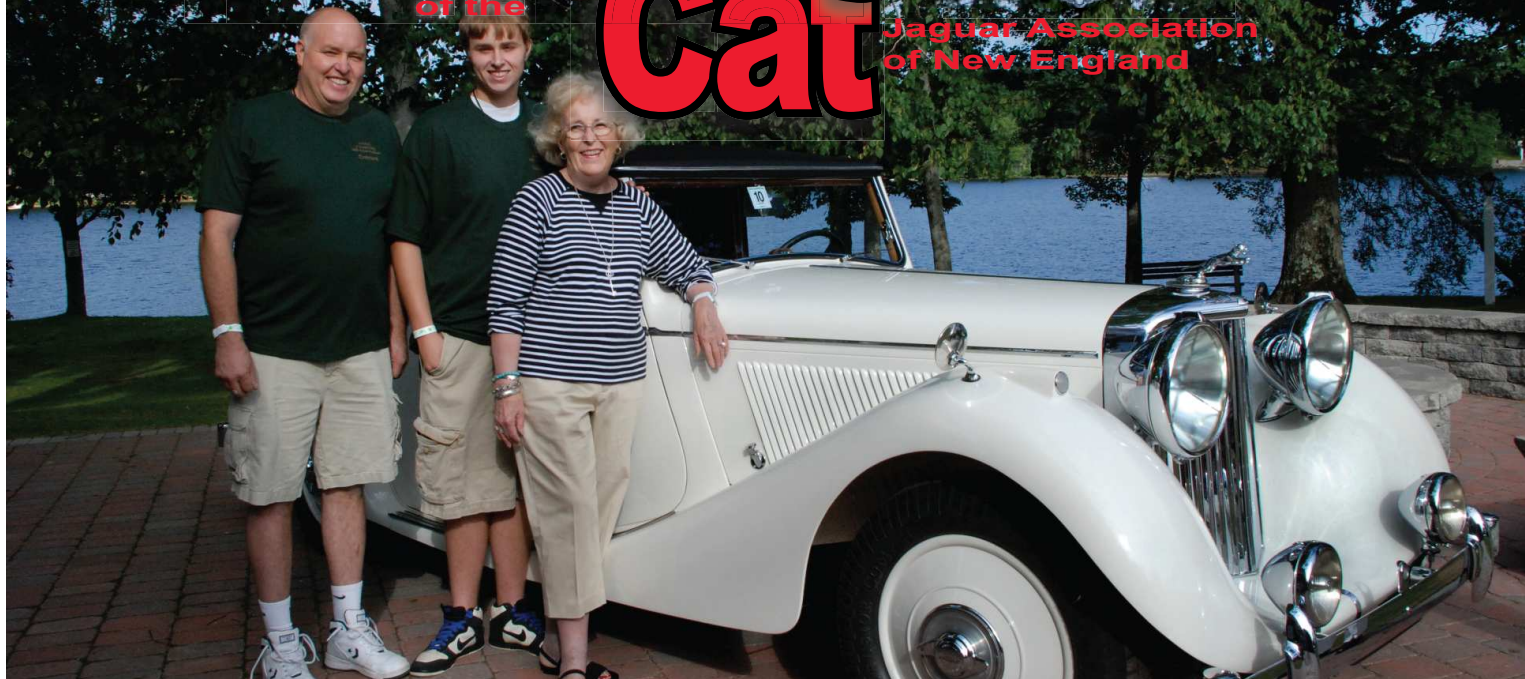
Coventry Cat

The Newsletter
of the



Vol 12 - Num 9
September 2010

Jaguar Association
of New England



The Best in Show Winners at JANE's Jaguar Festival and 38th Annual Concours d'Elegance
Above: Hank, Evan, and Marilyn Parkinson with Harry Parkinson's 1948 Mark IV DHC - Champion Division
Below: Jim and Crin Coull with their newly restored 1967 E-Type - Driven Division
Photos by Lisa Maselli

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President's Update September 2010



Summer is winding down ... New Concours Committee By Dennis Eklof

The Coventry Cat is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Clubs of North America (JCNA). JANE is incorporated in the Commonwealth of Massachusetts.

JANE Officers

President: Dennis Eklof, 978-448-2566, dennis.eklof@verizon.net

VP Events: Carl Hanson, 781-275-2707, chansonjag@aol.com

VP Membership: Tom Moses, 978-580-7416, tmoses@spillcenter.com

Secretary: David DeBlois, 978-658-0516, v.deblois@comcast.net

Treasurer: Don Holden, 603-673-8167, donholden@rcn.com

Concours Co-Chairs: Michael Kaleel, 978-468-8009, mkaleel@kaleelcompany.com; Brenda Soussan, 978-468-8009, ideacounselo@earthlink.net

Head Judge: Aldo Cipriano, 508-481-8806, aldoci.esq@comcast.net

Slalom Co-Chairs: Bill Parish, 978-486-9830, wdparish@verizon.net; Tom Parish, 978-692-8090, tparish@carlisle-co.com

Traveler Contact: Gary Hagopian, 603-763-3093, g.hagopian@yahoo.com

Webmaster: Dennis Eklof, 978-448-2566, dennis.eklof@verizon.net

Board Members

Margaret Caruolo • Chuck Centore • Aldo Cipriano
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The Coventry Cat

Editor: Prebble Eklof, 978-448-2566, prebble.eklof@verizon.net

Circulation: Ed Hall, 508-853-8193, eahall@charter.net

Send articles and info to:
prebble.eklof@verizon.net -or-
The Coventry Cat, 31 Ames Road,
Groton, MA 01450-1963

Advertising: Carl Hanson, 781-275-2707, chansonjag@aol.com

Display Advertising Rates

An ad in *The Coventry Cat* currently reaches over 350 households with excellent demographics. Rates are on an annual basis (12 issues):

Business Card (Members)	\$60
(Non-members)	\$120
Quarter page	\$175
Half page	\$325
Full page	\$600
Inside back cover	\$1200
Inside front cover	\$1000
Back cover half page	\$500

Visit JANE on the web at

www.j-a-n-e.org

Not much went on with JANE during the month of August, with no events scheduled other than our regular monthly meeting on the 25th.

But a good meeting it was! We had 36 members in attendance, including a new member, John Romano. The evening's entertainment was provided by Chuck Schwager, who filled us in on his preparations for the Peking to Paris Rally that starts from Beijing on September 10th and covers 9000 miles and 38 days before ending up in Paris. Chuck is navigator on a two-person team, hoping to do well in the rally with their 1949 Cadillac coupe. Chuck will do another presentation on the actual event sometime after its conclusion. You can read more about the event on the Peking to Paris Rally website (www.pekingparis.com) or on Chuck's team's website (pressonregardless.net).

September will be another busy month, like July. We have several JANE events as well as extensive JANE involvement in some non-JANE events. First off there is the annual Historic Festival at Lime Rock over Labor Day weekend. This is always one of my favorite events, with vintage racing on Saturday and Monday and a huge car show on Sunday. A number of JANE members will be racing, including John Fuller, Stu Forer, Mike Kaleel, and Gary Hagopian, and still more spectating. If you are planning to attend, shoot an email to the JANE Webmaster (dennis.eklof@verizon.net) and we'll be sure you know about any organized JANE activities during the weekend.

The next weekend, on September 12th, will be the third annual Potluck Picnic at our house in Groton, where we'll park the Jaguars on the lawn, kick a lot of tires, take a swim, open a few beers, overeat, and generally have a casual, relaxed good time. The festivities get started around 1:30. You can get more details on page 6.


The next weekend is another of my favorite events, the British Invasion in Stowe, Vermont. While this is not an official JANE event, many JANE members will be there. Friday night features the block party in the center of Stowe, which is always fun, and on Saturday there will be a cookout in the evening to which all JANE members are invited. The cookout will be held at a house close to the center of Stowe that a group of us have rented for the weekend. Again, see page 6 for more details.

Also on the same weekend as the British Invasion is a Slalom being held by our southern neighbor club, JCSNE. For those not going to British Invasion, this is another opportunity to get out and use your Jag as the summer winds down.

On the last weekend in September we will have a combined TSD and Gimmick rallye -- The First and Last Annual Rogue's Island Misadventure Rallye -- being organized by Tom Letourneau. This is another joint event with the Alfa Owners of New England (AONE) club and should be a really fun rallye. I am looking forward to it and hope to be joined by a lot of JANE rallyers. You can read all about it on page 8, and there's a registration form on page 9.

And don't forget to get our regular monthly meeting on your calendar for Wednesday, September 22nd, at the usual spot, the Wayside Inn in Sudbury. Program details are still up in the air, but we'll have something fun planned.

I have another piece of exiting news to pass on -- we have a new Concours Committee, and I am really enthusiastic about what they bring to the table in organizing our premier event. The Committee consists of Ed Avis, Mike Axford, and Jim Coull, who are already starting to organize next year's event. And of course their wives, Cheryl, Patty, and Crin are sure to add to the team's capabilities. Many thanks to all six of them for stepping up to the plate to fill the void left now that Mike Kaleel and Brenda Soussan are taking a richly deserved break after five years as Concours Chairs. I'm sure we will continue to have great Concours events with the new team.

Hope to see you at some of the events we have planned for September! 

Dennis

Calendar of Upcoming Events

September

3 - 6 - Weekend	Historic Festival 28 at Lime Rock Park	Lime Rock, CT
12 - Sun - 1:30 p.m.	JANE Potluck Picnic, Lawn and Pool Party	Groton, MA
17-19 - Weekend	JANE at 20th Annual British Invasion	Stowe, VT
19 - Sun - 9 a.m.	JCSNE Slalom	Hartford, CT
22 - Wed - 7 p.m.	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
25 - Sat	JANE-AONE Rogue's Island Misadventure Rallye	Starting at Upton Foreign Motors, Upton, MA

October

3 - Sun - 8:30 a.m.	JANE Autumn Slalom	Devens Airfield, Ayer, MA
9-10 - Weekend	Owls Head Trans. Museum Foreign Car Show	Owls Head, ME
10 - Sun	Cape Cod British Car Club's British Legends Weekend	Marina Park, Falmouth, MA
10 - Sun	JANE in Columbus Day Parade	Boston, MA
17 - Sun	JANE North Shore Tour	Salem, MA
27 - Wed - 7 p.m.	JANE Monthly Meeting	Wayside Inn, Sudbury, MA

November

17 - Wed - 7 p.m.	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
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December

5 - Sun - 3 p.m.	JANE AGM and Holiday Party	Vesper Country Club, Tyngsboro, MA
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THE COVENTRY CAT BY MAIL,
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AT
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IN COLOR!**



From the Editor

SNG Barratt Jaguar Photo Competition

SNG Barratt is on the Shunt for interesting digital photos of Jaguar owners' cars to use within their advertising and catalogues. So before you put your Jags away after this season, snap a few pictures -- you may even win yourself a prize. SNG is offering vouchers to spend on parts for your Jaguar with any branch of the SNG Barratt Group.

What they are really interested in is quality of the image and the originality of your idea. Strange locations, weird angles, and crazy lighting are all welcome. Their top three tips:

- Use a tripod or place your camera on a solid object to keep the image in focus.
- Use the timer function or a shutter trigger.
- Avoid bright sunshine and try to shoot at the golden hours (sunrise or sunset)

**First prize: \$450
Second prize: \$275
Third prize: \$140**

Email your request for an application form to: competition@sngbarratt.com. But hurry! Closing date for entries is September 30, 2010.

Dredde

**Car folks, you need
only two tools --
WD-40
and
duct tape.**

If it doesn't move but should,
use the WD-40.

If it shouldn't move but does,
use the duct tape.

And remember -- if you can't
fix it with a hammer, you've
got an electrical problem.

JANE 2011 Jaguar Wall Calendar

Last Call for All Good Photos of Your Jaguars!

Tracey Levasseur is already working on JANE's 2011 calendar. Anyone wishing to have photos considered should send them to Tracey's email address -- sharpei@sacoriver.net -- **no later than September 15th.**

Any and all Jags are welcome. Please include a brief description of your vehicle along with your submission: year, model designation, exact paint color name, if known, and any little tidbit of interesting information or history. Also who the photographer is! 🇬🇧

Upcoming Events

JANE Monthly Meetings



Longfellow's Wayside Inn

At our August monthly meeting, JANE member Chuck Schwager shared with us the planning and preparation that has gone into his upcoming adventure -- **Peking to Paris 2010**. Chuck flies to Beijing on Labor Day, and he and his friend Lloyd Dahmen will embark on this 9,000-mile journey on September 10th, with a planned arrival date in Paris on October 16th. They'll be rallying in a 1949 Cadillac Series 62 coupe, with Lloyd driving and Chuck navigating.

If you missed the August meeting, check out their website, pressonregardless.net, which contains a link to the history of the three previous Peking to Paris Motor Challenges. The website also contains the photos Chuck showed at our meeting about the preparation of the Cadillac (and themselves!) for this trip. And once they are on their way you can track their daily progress along their route through Skytag Tracking. Check it out on their website. We hope Chuck and Lloyd complete the entire journey and come back to regale us with stories of the actual adventure.

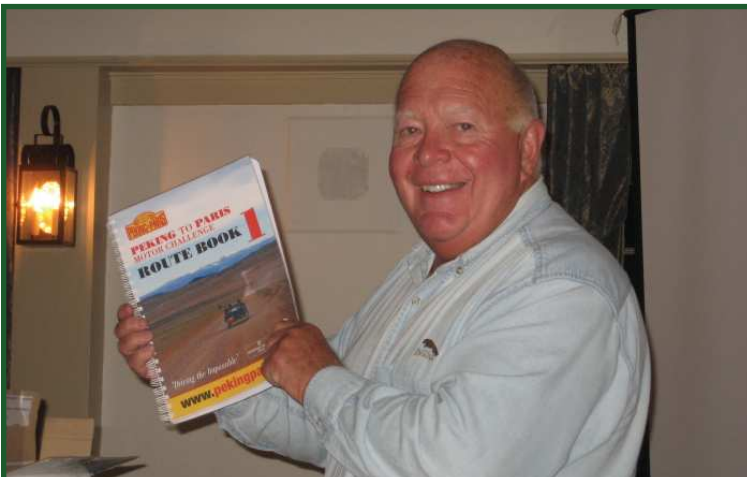
JANE's monthly meetings are at 7 p.m. on the fourth Wednesday of each month (except for November and December - see calendar). Summer is about over now and we transition into our busy fall season of events before having to put the "cats" away for the winter. Come out for our September meeting at the beautiful, historic Longfellow's Wayside Inn in Sudbury on Wednesday, September 22nd. Plan to come a little early to "kick the tires" and schmooze in the Old Bar before dinner and the meeting. It's the perfect way to keep up with what all your JANE friends are doing. Be there! 🍷



Chuck Schwager telling about his upcoming adventure, Peking to Paris 2010



This is the 1949 Caddy that will make the trip



Chuck showing us his Route Book and maps

JANE at Historic Festival 28 at Lime Rock *Labor Day Weekend*

The Historic Festival 28 will run at Lime Rock Park in Lakeville, CT, over Labor Day weekend, September 3-6.

According to the Lime Rock Park website, this year's Historic Festival 28 and the Sunday in the Park Concours are both even bigger and better

than last year. There will be 31 races from Saturday morning to Monday afternoon, with the 700+ car Sunday in the Park car show in between.

And there's something new this year. A Taste of the Litchfield Hills Food Festival is coming to Lime Rock Park as part of the Historic Festival



28. Dozens of the area's finest bistros, restaurants, and eateries are coming together under one "roof" up on the Midway, serving grazing-sized portions for a nominal cost.

Labor Day weekend is a beautiful time to be in the Berkshires of northwestern Connecticut.

Check out www.limerock.com for a lot more information on the Historic Festival weekend, including how to go about getting tickets. Check out the October 2009 issue of the *Coventry Cat* for the event report and photos from last year, when a number of JANE members attended. 🇬🇧

Potluck Picnic, Lawn and Pool Party *The Eklofs - Sunday, September 12th*

Dennis and Prebble Eklof will again host an early fall JANE social gathering at their home in Groton, MA.

Bring your Jags -- there's plenty space on the lawn for parking and tire kicking. Bring your swimsuits -- the pool will be open. Bring a good appetite -- there will be lots of food and drink. Bring a contribution to the food and drink spread, and let's all just enjoy the day, our Jags, and each other's company.

We'll gather at around 1:30 p.m. and go until there's no food or drink left, or everyone wears out and goes home. Any questions? Contact Dennis or Prebble at 978-448-2566 or by email at prebble.eklof@verizon.net. Let us know what category of food or drink you plan to bring, so we can coordinate the food contributions and make sure to not have all of one thing! 🇬🇧



Scenes from last year's event -- both an aerial view and ground-level view of Jags on the lawn,



JANE at 20th British Invasion *Stowe, VT - September 17-19th*

The British are coming again! This will be the 20th British Invasion event. It is always a fun gathering of British cars, and there's no better place to spend an early autumn weekend than Stowe, VT. Let's have a nice turnout of JANE members again this year.

The Friday night block party in the center of Stowe (see photo below) has become a very popular kick-off activity. And after the all-day car show on Saturday, we will have a JANE BBQ gathering on Saturday evening at a private house in Stowe at around 7 p.m. To insure that we have enough food and drink on hand, if you plan to attend **please let Tom Brady know as soon as possible: 617-901-6988 or TBRADY312@aol.com.**

Tom is asking for a contribution of \$10 per person to help pay for the BBQ dinner. You can't beat that price for dinner, and you can't find better company anywhere during a British car weekend, so plan to come.

For all other information you may need about British Invasion itself, go to www.britishinvasion.com. And check out event reports of JANE's participation in previous British Invasion weekends on the JANE website. 🇬🇧





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JANE and AONE Rallye September 25th (Rain date September 26th)



Tom Letourneau
JANE's Rallye Master

It's rallye time again! Calling all JANE members and the Alfa Owners of New England for what Rallye Master Tom Letourneau is calling the Rogues' Island Misadventure Rallye. The route has been laid out, and it has been run by several volunteers to make sure we can indeed get from start to finish without any real misadventures! So form your team, send in your registration (opposite page), and show up for this old-fashioned sports car rallye. The Rallye will be held on Saturday, September 25th. It will begin at Dana Schwehr's shop, Upton Foreign Motors, 138 Milford Street (Route 140), Upton, MA. The entry fee is \$25 per car for all JANE and AONE participants and also any Alfa and Jag club members from their respective Connecticut chapters. The fee for all others is \$30.

There is a lot involved on the morning of a rallye in getting everyone organized and off on schedule, so pre-registration is requested. Pre-registration is also needed in order to plan for adequate seating at the restaurant that will be used at the Rallye's end for the awards presentation. **Please complete the event registration form on the next page**

and mail it to JANE/AONE Rallye, c/o Steve Thomas, 105 Juniper Ridge Road, Gilford, NH 03249. The event is limited to 20 teams, so send in your registration ASAP, but absolutely no later than getting to Steve by Friday, September 17th. Include your email address, as you will receive the rallye route and instructions three days before the event so that you can be better prepared, ready to go, and have any questions you may have answered in advance. **(NOTE: Absolutely no running the rallye route in advance! All participants will be on the honor system.)**

The Rallye will end in the vicinity of the Wrentham, MA, factory outlet complex, right off Route I-495. We'll have dinner and the awards presentation at the Villa Dianna Restaurant, where there will then be easy access to the highway for everyone to head home. We must let Villa Dianna know how many to expect for lunch, so please indicate on your registration form whether or not you will be joining the lunch group. 🇬🇧



Cars lined up at the check points during our 2009 rallye

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The JANE/AONE First and Last Annual Rogues' Island Misadventure Rallye

Saturday, September 25th (rain date the 26th)

General Rules for the Rally:

- 1) The judges' decisions are final!
- 2) Bring a watch, a calculator, an odometer, pencils and paper, but pack the rest of the gizmos away. (Scouts Honor.)
- 3) You need a navigator.
- 4) Your car must have liability insurance.
- 5) Consumption of alcoholic beverages is not permitted during the event.
- 6) You must obey all traffic regulations! Improper driving is grounds for disqualification.
- 7) You must stop at each checkpoint to have your time recorded.
- 8) Have a good time and be respectful of the other participants and volunteers.

Pre-Registration Form:

Driver: _____ Navigator: _____

Car Make: _____ Year: _____ Model: _____ Color: _____

Number of people having lunch at the Villa Dianna: _____

Email Address: _____
(so we can send you the route instructions and car numbers a few days before the event)

The fee is \$25 per vehicle entered. Dinner is Dutch treat.

Please remit the above information, along with the fee (made out to "JANE") to:
JANE/AONE Rallye, c/o Steve Thomas, 105 Juniper Ridge Road, Gilford, NH 03249

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JANE Fall Slalom is Just Around the Corner

Devens Airfield, Ayer, MA - October 3rd



Bill and Tom Parish
JANE's Slalom Co-Chairs

Only one month now until JANE's Fall Slalom -- Sunday, October 3rd, at Devens in Ayer, MA.

We've ordered up a perfect autumn day, so bring your car out to run, or show up as a spectator if that's more to your liking. The Spring Slalom was a fun event, and we expect a good time this time around.

The Spring Slalom was a bit hectic because we really did not have enough workers. We usually just say "volunteers are welcome," now we mean "volunteers are needed"! For the fall event we need some real commitments. We need a minimum of four JANE members who are willing to come early (to help set up), stay late (to help clean up), and work in the middle (timing, starting, finish box, cone picking,) etc.

To volunteer your help, or if you have any questions regarding the event, please contact Tom Parish at tparish@carlisle-co.com (978-828-4707) or Bill Parish at wdparish@verizon.net (978-486-9830).

Logistics:

- Registration and Tech Inspection will begin at 8:30 a.m. The Tech Inspection is not stringent – a tight battery, good brakes, no loose items in the car are about it.
- Drivers meeting and course walk-through at 9:45 a.m.
- First car off at 10:00 o'clock.
- **Note that they have moved the entrance to 2A rather than the MacPherson Road entrance that we used last year. Directions follow.**

Directions to Moore Airfield at Devens, Ayer, MA

From 495:

- Take Exit 30 for Massachusetts 2A W/MA-110 W
- Turn left at King St/MA-110 W/Massachusetts 2A W
- Continue to follow MA-110 W/Massachusetts 2A W
- At the traffic circle, take 2nd exit onto Harvard Rd/MA-111N/Massachusetts 2A W heading to Ayer/Groton
- Continue to follow MA-111 N/Massachusetts 2A W
- Turn right at MA-111 N/Massachusetts 2A W/Park St
- Turn left into Moore Airfield. Go up the hill staying to the right, then find the gate into the airstrip itself.

From Route 2:

- Exit onto Ayer Rd/MA-110 E/MA-111 N toward Groton
- At the traffic circle, take 3rd exit onto Harvard Rd/MA-111N/Massachusetts 2A W heading to Ayer/Groton
- Continue to follow MA-111 N/Massachusetts 2A W
- Turn right at MA-111 N/Massachusetts 2A W/Park St
- Turn left into Moore Airfield. Go up the hill staying to the right, then find the gate into the airstrip itself.

JCNA Slalom Racing on the Fast Track to Popularity

Excerpts from story by Candy Williams

in the January-February 2010 *Jaguar Journal*

The first-ever JCNA-sanctioned slalom event was in 1991. This inaugural event was organized by the Canadian XK Jaguar Register (CSKJR) in Vancouver, British Columbia, and there were only three participants entered, each in a different car and class. Today the JCNA slalom program involves an increasing number of clubs and more members than ever before who are feeling the need for speed. In 2009, 35 sanctioned slalom competitions were held by JCNA affiliates.

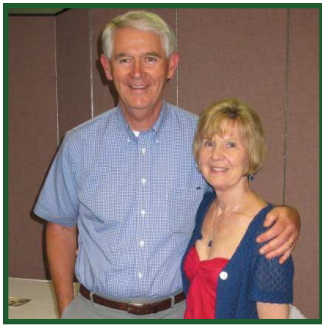
JCNA's President, Dick Maury, is a pro on the slalom course. Maury attended his first JCNA slalom in Franklin, TN, at the 2001 Challenge Championship. The event was organized by JANE's own Gary and Sue Hagopian. Gary won the CC Slalom in Franklin with his score of 40.690, edging out the closest competitor by nearly three seconds.

Art Dickenson, President, Pacific Jaguar Enthusiasts Group, attended that first slalom sanctioned by JCNA. Dickenson's first Championship win was in 1992, and he has chalked up one slalom victory per year, until a rule change allowed more than one, and since then he has had two wins per year, which he believes makes him the most winning driver in JCNA. According to Dickenson, besides the fun involved, slalom competition has a serious fringe benefit. "Slalom racing trains a driver to react quickly and develop a better feel for his car and what it can do if faced with emergency maneuvers on the street. At a Seattle slalom, I witnessed one person have his steering joint break going into the first turn. Knowing how to react may have saved his life if that had happened on the street."

Ginger Corda, of Jaguar Club of Florida, first took her Series 3 E-Type 2+2 around the slalom course at the CC in Franklin and has been perfecting her race skills ever since. Florida, which didn't have a slalom program at that time, now has an active program and their participants are leaders in the JCNA Slalom program. Asked why she thinks more clubs should get involved in JCNA's slalom program, Corda replies, 'It's like one of those 'if you have to ask, you wouldn't understand things.' It looks like fun because it is fun. More and more people are finding out about JCNA's best little secret!'

JANE Tour to Owls Head Transportation Museum

Owls Head, ME - October 9 Weekend



Ed and Cheryl Avis
JANE's Hosts for Owls Head

Mark your calendars for JANE's annual visit to the Owls Head Transportation museum for the Foreign Auto Festival on the weekend of October 9-10. Once again we'll be staying at the East Wind Inn in Tenants Harbor, just a few miles from Owls Head (www.eastwindinn.com).

The scheduled events start at 11:30 on Saturday, October 9th, with lunch at the Kennebec Tavern (www.kennebectavern.com) in Bath, ME. Weather permitting, we'll be enjoying great food on the deck overlooking the nearby Kennebec River.

Following lunch we'll drive a short distance to the Maine Maritime Museum (www.mainemaritimemuseum.org) for a tour of the exhibits. Shipbuilding has been a mainstay of Bath and the Kennebec region for centuries, and the Museum provides a wonderful overview of that heritage. The largest wooden ship ever built (the 6-masted *Wyoming*) was built on what is now the museum grounds.

After the visit to the museum we'll drive on up to Tenants Harbor for drinks on the expansive porch before dinner and great camaraderie at the East Wind Inn.

On Sunday morning we'll make the short drive to the Owls Head Transportation Museum (www.ohtm.org) for the show. You'll be sure to enjoy the unique collection of cars whether this is your first or 50th visit!

It's important to contact the East Wind Inn SOON to make your reservations (800-241-8439). October's a busy time of year in Maine and accommodations will fill up quickly. Most JANE members will be staying at least Friday and Saturday nights (October 8 and 9), but this is a beautiful time on the Maine coast, so don't rush off TOO quickly!

Please contact Ed Avis (ed@avisfamily.com or 207-737-8258) if you plan to attend so he can coordinate lunch accommodations and parking at the Maritime Museum. 



JANE Jaguars lined up in front of the East Wind Inn when we were there last year



Some of the JANE Jaguars at last year's Car Show at the Owls Head Transportation Museum

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JANE North Shore Tour

Salem, MA - October 17th



Our 2009 tour began at the Salem Witch Museum

Biff Michaud is working up a route for a JANE tour of the North Shore again this fall. The date is Sunday, October 17th. We will have details on the exact time and starting point in the October issue of the Cat. It's the last driving event on our schedule for this season and there should be peak foliage along the North Shore at that time. Here are a couple of scenes from last year's North Shore Tour. More photos and the full event report are in the November 2009 *Coventry Cat*. 



Biff is a long-time resident of the North Shore and is very knowledgeable about all the historic points of interest in that area. Here he tells the group about one of the scenic stops along last year's route.



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Other Happenings

JCSNE Slalom
Sunday, September 19th

Location: 360 Market Street, Hartford, CT
Registration: \$25 for JCNA members, \$30 non-members
9:00 a.m. Registration
9:30 a.m. Drivers' Meeting
9:45 a.m. First car off!

More information? Contact Ken Haas at 860-345-0015



10th Annual British Legends Weekend
October 8 - 10th

Friday, October 8th: 6 - 10 p.m. "Meet and Greet"
- Green Harbor Waterfront Lodging, E. Falmouth
Saturday, October 9th: Cape Cod Backroad Tour/social.
Lunch in Chatham. Social Mixer at 7 p.m. back at
Green Harbor Waterfront Lodging, E. Falmouth
Sunday, October 10th: Beginning at 9 a.m.
British Legends Car Show at Falmouth Harbor

More information? www.CapeCodBritishCarClub.org
or Contact Bob Vogel, President of Cape Cod
British Car Club, ccbccpres@verizon.net



JANE in 2010 Columbus Day Parade

Join JANE members Dean Saluti and Marjorie Cahn with your Jaguar at the annual Columbus Day Parade in Boston. You will be sponsored by the Boston Renaissance Lodge of the Sons of Italy, as Dr. Saluti is the President of this large Boston organization.

Date: Sunday, October 10, 2010
Car Line-up: 11:30 a.m.
Kick-off: 1:00 p.m.

OUR CARS WILL LEAD THE PARADE!!!

Line-up Location: Suffolk Downs Parking Lot
Route 1A, East Boston

Look for: Dean Saluti or Marjorie Cahn

Before the Parade: Pizza and drinks will be served

After the Parade: We will return to Suffolk Downs for "after the parade" refreshments.
There will be ample parking for your Jaguars.

Contacts:
Dean Saluti or Marjorie Cahn
Cells: 617-286-6565 or 617-285-6564
Email: djsaluti@aol.com

Event Reports

Undaunted by Challenges, JANE Races 24 Hours of LeMons

By Tom Moses - Photos to Dennis Eklof



It rained when we went to Upton Foreign Motors to pick up the car. Dana Schwehr had moved Jungle Cat's 1994 XJ40 out of the rain, and he stayed inside, looking out the door. I was soaked to the skin. The rain came harder and harder, and traffic on the Pike was bumper to bumper. Chuck Centore called from the restaurant where the team was dry and comfortably assembled, discussing strategy for the race. After arriving at the truck stop

motel, we dropped the car and joined those already there.

Our drivers were Tom Moses, Chuck Centore, Dennis Eklof, Matt Hagopian, John Ricardi, and Margo Otey. Prebble Eklof, Brenda Soussan, Dean Otey, and friend to the Club Ben Rettig worked as crew.

The morning brought hot, clear weather. I fueled the car at the truck stop gas pump and made my way to the track with the LeMons car in tow. Stafford Motor Speedway is an old NASCAR track in Stafford Springs, Connecticut. It still seems impossible that the 80-plus cars entered in LeMons New England would fit on the track at speed.

Jungle Cat set up camp in the paddock behind the grandstand. Prebble and Brenda made sure that the water bottles were cold and that everyone had enough to eat. Two canopies, Stu Forer's trailer, and Buzz Hawes' GMC van were set out to establish Jungle Cat territory.

The paddocks were busy and crowded – people milling around all kinds of trucks, trailers, tents, and tools. LeMons is billed as “endurance racing for \$500

cars...not an oxymoron, but a breeding ground for morons.” But this seemed different somehow. There were ten-person crews, mig welders, huge generators, air compressors, tool benches, tube benders, and metal cut-off saws – these guys were serious. It looked all business. Maybe this wasn't Halloween meets gasoline after all.

That's when I saw Margo Otey parting the paddock crowds wearing a jaw-dropping cat suit! “I take my racing seriously,” said Margo. Out came the cameras, and Jungle Cat Racing was making friends. The outfit didn't stop Margo from getting straight to work on the car – checking the tires and putting the torque wrench to the wheels. We were ready, and we set off to the tech line for inspection well ahead of the drivers' meeting and 10 a.m. race time.

We were shocked to learn that the cat suit wasn't enough to sway the judges at tech inspection. The racer had some serious deficiencies. Indiscernible changes to the rules from previous years set a number of teams, including Jungle Cat Racing, scrambling to make improvements. A welded seat brace, a new cross-brace for the main hoop, a new kill switch, and plexi-windshield topped the judges' “wish list” for the XJ40 racer.

Margo's cat suit was, however, more than enough to secure much-

needed assistance from the other teams in the paddock. Jungle Cat rose to the challenge – finding tools, buying parts, scrounging materials. Dennis wired the kill switch, Ben found tube steel for the cage, I went team to team borrowing a grinder, saw, compressor, and welder before cutting and fitting a plexi-windshield. Margo was on her cell ordering up materials, which were quickly delivered by Dean. George Jones arrived at just the right time to help Dennis finish welding the seat brace and cross brace to the cage. Even Gilligan's Bad Dream Team contributed a big piece of tube steel.

The teams that made it onto the track at the start sat there in what can only be described as a race car parking lot. For the first hour the large field and small track kept even the most experienced teams from racking up the laps. The transponders attached to each car recorded a lap every time the car passed over the buried wire at the start/finish line. It wasn't

until cars started breaking down and coming off the track that things got moving.

By 3:30 in the afternoon Jungle Cat had finally passed tech and was leaving its troubles behind. With six and a half hours remaining for the racing day, Jungle Cat was up against Civics, Subarus, and der wunder kinder: a BMW 740il. Our friend Damon entered a Porsche 928 that gave Jungle Cat a real run for the money. The Porsche 928, aka Gilligan's Bad Dream Team, ultimately finished 20th, posting their best lap time of 31.827 seconds.

Matt Hagopian took off first, and smooth was the word. John Ricardi took the second turn at the wheel. Even as a first-timer, John quickly had the big Jag up to speed. Chuck Centore fol-



lowed, relying on his Daytona track experience to expertly hold the line, beat it down the straight, and complete each aggressive turn-in. Margo hit the ground running, but was flagged for a wheel off the course! I used the line to build speed coming out off the infield chicane, then blew out the competition on the banked curve and into the straight. Inside or outside, everyone is fighting for position into the grandstand straight. The Jag's speed and size kept competitors at bay. Dennis rounded out the first group, adding laps and keeping the Jag competitive. For Jungle Cat – no cones down and no flags for being too slow!

By the end of only six hours, Jungle Cat steadily advanced against the field, reaching the 66th position against cars that had been running for 12 hours. The car ran strong and stayed cool while mechanical troubles sidelined a number of the early starters. The car was re-fueled and the wheels were re-torqued at every driver change. But the unyielding left-hand course and hard left-turns under acceleration ultimately took their toll, as the right front tire and tread separated late in the second day.

Number 18 - Jungle Cat Racing ended the race in 57th place, having completed 423 laps over 11:15:56 hours. The car's best lap time was 33.736 seconds at 53.355 mph. 🇬🇧



Because of numerous rules changes that we missed, Jungle Cat didn't pass tech inspection, and much work had to be done to the car before we could run



Margo Otey, still in her cat suit, pitched in to get the car ready to take to the track



All modifications are made and our first driver is suited up and ready to roll. Note the pink duct tape on the windshield. It made finding Jungle Cat on the crowded track a lot easier.



It was late night, but the cars were still running. Here's a late night refueling, done with every driver change



The Team (L to R): Matt Hagopian, John Ricardi, Chuck Centore, Brenda Soussan, Margo Otey, George Jones, Prebble Eklof, Tom Moses, and Dennis Eklof

MANY MORE PHOTOS WITH THE EVENT REPORT
ON THE JANE WEBSITE
WWW.J-A-N-E.ORG

2010 JANE Festival and Concours

By Michael Kaleel - Photos by Dennis Eklof, Lisa Maselli, Bruce Whitmore



Michael Kaleel and Brenda Soussan
Concours Co-Hosts

As I think back, it has been a month since our Concours. As Co-Chairs, Brenda and I spend all year thinking about the Concours event, planning, worrying, driving people nuts with petty bull... (mostly me), then Wham! the event is over. Wow! How time flies.

I have been told by many that this year's event was a fabulous get-together. The weather was comfortable, the food was very good, the cars were beautiful and varied, and the people were all fantastic. Well, maybe not all the people, but I didn't meet anyone who wasn't a unique individual that I enjoyed, including our DJ and his cute little son. Even our sponsors were nice and not demanding. It was a collective of interesting, diverse individuals.

I knew you all had fun. Do you know how I knew? By the amount of food and booze you consumed! Like a flock of locusts, people descended on breakfast, devouring it all very early. I feel bad for the poor souls who arrived late, especially Sunday morning. The dinner was a full house, and man did you guys clean your plates. We had a large crowd of around 70 sign up for dinner. Dinner started at 6 p.m. and people were still at the bar after 10 p.m. I heard lots of laughter, and that's a good sign. People seldom remember the room, but always remember a good meal and fun night.

It was also nice to have a large turnout of cars this year, including several significant cars on display. While all the cars are significant to their owners, and every owner has a story about his or her car, we were fortunate to have two cars that most people don't ever see. Donovan Motors brought their Jaguar-sponsored and nationally-campaigned winning XKE racecar. This car beats Corvettes and Porsches at top road racing events throughout the U.S. Don't most of us wish we could drive it? And Marilyn Parkinson brought the much-awaited and much-anticipated Harry Parkinson Jaguar MK IV Drophead. Harry would be proud. The ten-year restoration came out just grand. The car is fabulous, and I guess the attendees agreed. Maryilyn, son Hank, and grandson Evan took home First Place in Class, Best of Show, and the People's Choice Awards. Many thanks to the Parkinson family for bringing us this treasure to view.

As the years have come and gone I have seen the number of volunteers increase, and that is great. It's always more fun when you have some

small job to do, because you become part of the action. It was humorous to hear Dean Saluti say to me, "Mike, I just can't do that job, it's too hard." I said "Dean, you have a Ph.D., you can figure it out with the help of Tom, Chuck, and others. They will show you how to put a small stake in the ground." Well, I'm proud to say that Dean did learn, and now he and Tom Finan are already reworking our field layout for next year.

Everyone stepped up. I was worried that we would have a small turnout, but Dennis wrote and sent out email blasts. Carl and I were concerned about the perceived lack of raffle items, but with Carl's help it all came together. Sing Hanson had her traffic team organized early. Ed and Cheryl Avis once again controlled the Hospitality Suite. Patt Centore, Sue Hagopian, and Kathy Hall were there again to take care of scoring. Our front gate was handled by the team of Steve and Barbara Ring, Sue Hagopian, Nancy Monaghan, and Tom Larsen. Ed Hall stores all of our field equipment and once again brought it all to the event. There are just too many people to thank and too many funny stories to relate in such a small space, so if I haven't mentioned your name, please forgive me.

There are three key roles that make our Festival work: our Registrar, our Head Judge, and our COO. Thanks to the always positive and prepared Aldo Cipriano for his total control of our judging needs. Thanks to Bruce Murray for his ability to adapt and make possible what we had been told was impossible. Bruce has been amazing, and this year we were even done with our scoring early. And thanks to Brenda Soussan. Brenda as Co-Chair has worked tirelessly, preparing the mailings, securing the shirts, overseeing the registration with Bruce, delivering the pictures in frames, and much more. In many ways she has been Chief of Operations.

Many thanks to all of you that I did not mention. Your generous time and upbeat personalities have helped us again this year. Yes, Big Chucky, even your text messages have sometimes been helpful. Also, I must recognize Gary and Sue Hagopian. It is Gary and Sue who first took me in years ago and gave me a warm welcome. And it is they who encouraged me to get involved. They are hard-working, devoted, long-time leaders in our club. This year Gary was on the judging team, while Sue worked both the front gate and the scoring team.

And finally, many thanks to all our returning and new sponsors. And a special thanks to Margaret Caruolo. Margaret has generously donated our two Best in Show awards for as long as I can remember. Margaret is an active and devoted Jagofile.

As you have all heard me say, the cars are the reason we come together, but it's really our participants who are the stars of this show. Thanks to all of you who attended. See you all next year. 🍷



Group shot late in the day, before dinner and awards presentations



Barbara Ring and Sue Hagopian setting up for the car entry point to the show field



Brian Donovan with one of their racecars



Bruce Murray taking care of registration matters, with Jane's able assistance



Margaret Caruolo donated the two Best in Show awards, as she had done for several years



Gary and Sue Hagopian at the Saturday evening dinner. We are always happy to reclaim them from Florida every summer



You would never know Tom Finan had heart surgery shortly before Concours. With Mary's help, Tom was there, working tirelessly as always.



Marilyn Parkinson, along with son Hank and grandchildren Evan and Paige, accept the Best in Show award in Champion Division



After having mechanical problems last year that prevented Jim and Crin from even making it all the way to Sturbridge, Jim Coull was thrilled to win this year's Best in Show award in the Driven Division



Ed and Cheryl Avis are the recipients of the Aldrich Award this year, presented by President Dennis Eklof and last year's honorees, Michael Kaleel and Brenda Soussan



JANE President Dennis Eklof was pleased to present the Founder's Award this year to JANE's Treasurer, Donald Holden (left)

**MANY MORE PHOTOS WERE TAKEN AT CONCOURS
THAN WILL FIT IN THE COVENTRY CAT.
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The Winners

Champion Division

- C01B Marilyn Parkinson - 1948 Mark IV DHC - White
- C02 Tom Larsen - 1954 XK120 OTS - Pastel Green
- C03 Paul Rikert - 1957 XK140 DHC - Black
- C04 John Holobinko - 1959 XK150S OTS - Carmen Red
- C05 George Jones - 1967 E-Type Series I DHC - Maroon
- C08 Jim Phillips - 1965 Mark X - Blue
- C09 George Jones - 1966 Mark II Saloon - Maroon
- C11 Thomas Gould - 1976 XJ6L Series II - Silver
- C12 Gus Niewenhous - 1986 XJ6 VDP - Black
- C14 Dennis Eklof - 2001 XJ8 VDP - Silver
- C15B Paul Angelico - 1995 XJS Convertible - Rose Bronze
- C16B Eric Hagopian - 2009 XK Coupe - Grey
- C19A Burton Markowitz - 1974 E-Type Series III - Regency Red
- C20 Charles Centore - 2009 XF - Vapor Grey

Driven Division

- D1 Donald Holden - 1956 XK140 OTS - BRG
- D2 James Coull - 1967 E-Type Series I Roadster - Dark Green
- D3 Barry Kuehl - 1970 E-Type Series II Coupe - BRG
- D5 Richard Podoloff - 1966 3.4s - White
- D6 Edward Cook - 1986 XJ6 Series III - Steel
- D8A Mike Carolan - 1990 XJ-S Convertible - Red
- D8B Paul Ferrante - 1993 XJ-S - Oyster
- D9A Robert Silvestri - 1998 XK8 Convertible - Meteorite
- D10 Scott Meersman - 1999 XJ8 VDP - Maroon
- S2 Michael Kaleel - 1954 XK120 OTS - Pastel Blue
- S3 James Roberge - 1973 E-Type Series III OTS - Silver

Member News

JANE Members at Pebble Beach Concours d'Elegance

Keith Carlson, Tom Larsen, Nancy Monaghan, and Peter Bourassa went out to this year's Pebble Beach Concours and the vintage races at Laguna Seca. 🏁



The D-Type Jaguar was a competition car. Seventy-one were made in all and the vast majority were sold to customers who raced them. The factory raced 18 of them, but withdrew from racing and converted the remaining units into a road-going sports cars renamed the XK-SS. When the factory burned down on February 12th, 1957, only 16 of those 25 cars survived. Twelve of them were at Pebble Beach. Impressive.

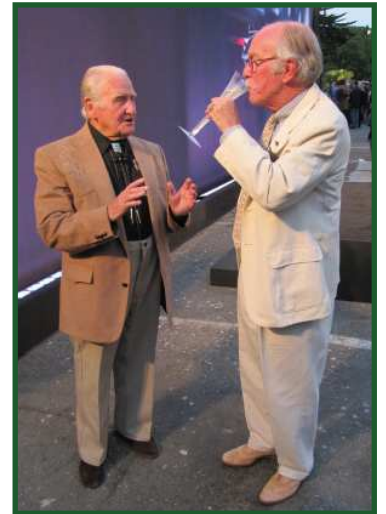
Photo provided by MMRsite.com



Top: Bugatti's on the track at Laguna Seca Raceway

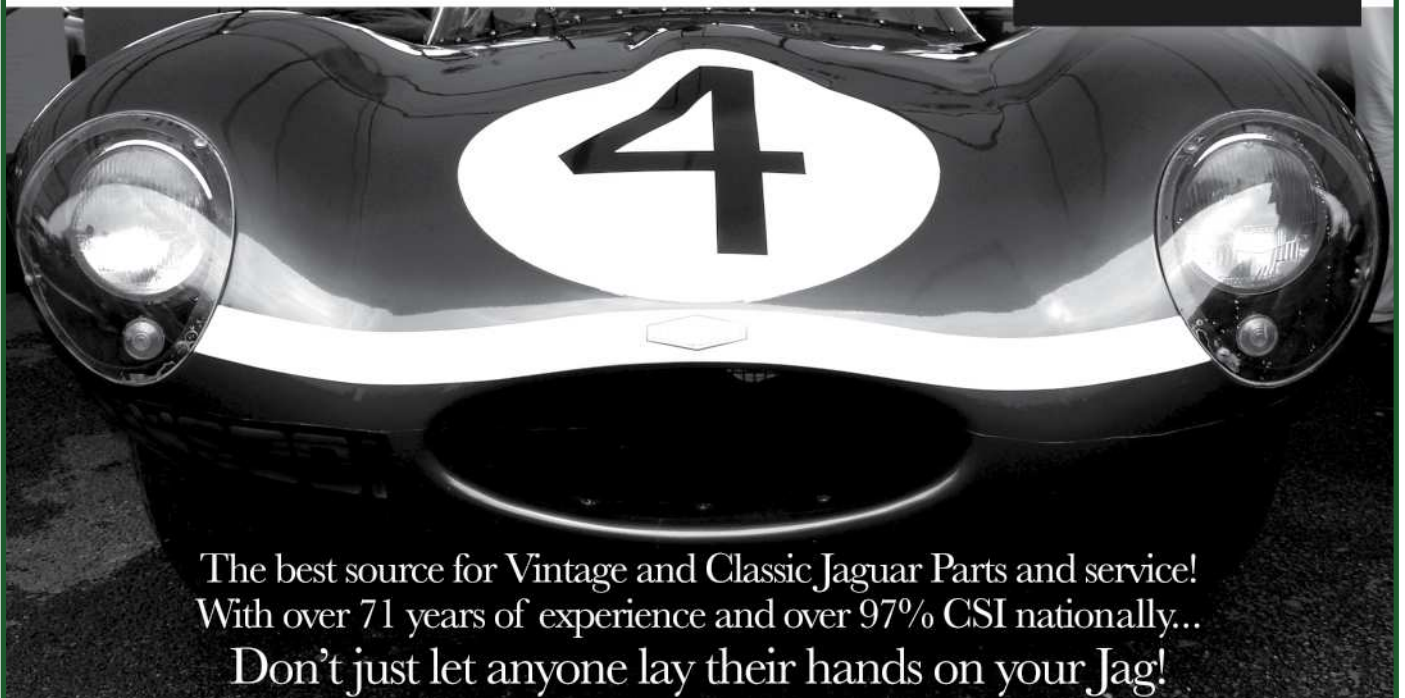
Right: Keith Carlson (with champagne) chats with Jaguar's Norman Dewis

Photos by
Ben Carlson, Keith Carlson's son



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CARS FOR SALE



1967 E-Type Series 2 - Opalescent Maroon couple that has been serviced and maintained for present owner by Motor Cars of Plainville. Should be considered a Driver, with 76,790 miles. Photographs can be made available, and the car is located in Sheshire, CT. Price: appraised at \$35,000 +. Ad placed by Arthur Hay. Phone: 203-272-1016. E-Mail: arthay80@gmail.com (9/10)



1988 Jaguar XJSC V12 Cabriolet - Arctic blue with blue interior, 45,000 miles, new tires and front-end work, otherwise all original, extremely well maintained, always garaged, good wood. Excellent condition in and out. Soft top and hard top included. Looks, feels, drives, sounds, and smells like new. Car is located in northern Vermont, but makes frequent trips to Boston. Price: \$11,500. Ad placed by Sean O'Donnell. Phone: 617-763-3339. Email: XJSC12@gmail.com. (7/10)



1966 MK10 4.2 - This beauty is a southern car, no accident damage and very clean. Rebuilt 4.2 with full aluminum cam covers, Factory AC which works but needs charge, new SS exhaust, new tires. Chrome in good condition. Complete with owner's manual and Factory Service Manual. Location: Hampton, NH. Price: \$9,500. Ad placed by Jim Sambold. Phone: 603-918-8795, E-Mail: xkjagnut@comcast.net. (6/10)

1964 3.8 S Type: Purchased from estate of original owner, who was in diplomatic service. Car is rust free and accident free, all body panels are extremely straight and fit extremely well. Original Opalescent Green exterior was resprayed black sometime in mid '70's with cinnamon interior. New torque converter, fuel pumps and tires. Location: Hampton, NH. Price: \$9,999. Ad placed by Jim Sambold. Phone: 603-918-8795. E-Mail: xkjagnut@comcast.net. (6/10)



1984 XJ6 Vanden Plas - Black with tan interior, 46K miles. This is a beautifully maintained, original example with the three-speed automatic transmission. It is an excellent, smooth driver, and all of the chrome and rubber are in excellent condition. The headliner was also recently redone. Original and wire wheels included. featured in January 2010 issue of *Hemmings Sports and Exotic Car* and fully serviced by Donovan Motorcar Service in Lenox, Mass. Price: \$10,500. Please call Brian at 413-499-6000 or email at briandonovan@donovanmotorcar.com. (2/10)



1969 E-Type 2+2 automatic - Regency red with biscuit interior. Mechanically sorted with new tires, ser 3 Dayton wire wheels and new knock-offs. New brakes all around, rebuilt carbs, Pertronix, Magnacore wires, new shocks and bushings, CoolCat fans and fan switch. New Webasto sun roof in matching color, new headliner and repro steering wheel. Older restoration on Western car. Many small details have been done as well. Waterproof car cover, owners manual, and new jack bag included. \$18,000 or best reasonable offer. Ad placed by Bob Aldridge. Call Bob at 860-402-9848, or cell 860-605-8489, or email bobetype22@optonline.net. (10/09)



1964 Jaguar E-Type OTS. Original owner for approximately 34 years, current owner since 1999. 41,581 miles, very original car with one non-original red repaint (original color was opalescent gray). Attractive, solid, strong, dependable, everything works well. Driver with factory hardtop, many extra parts. Price: \$72,900. Photos available. Ad placed by Tom Hubert, Rhinebeck, NY. Phone: 845-876-6088. (6/10)



2002 Jaguar S-Type Sport - Estate Sale. Only 31,000 miles. Like new. 4.0L V8, Sport Package, Computer Active Technology Suspension (CATS) system, 17" wheels, perforated Connolly leather sports seats, and other options. Location: Concord, NH. Price: \$12,500. Ad placed by Tony Fillipone. Phone: 781-389-9495. Email: tonyfillipone@comcast.net. (5/09)



1969 E-Type Series 2 - This is a nice, driveable E-Type, purchased by the present owner 15 years ago. Mileage is 58,603. The car is very original and could be considered a "driver." To make it show-quality it would need a repaint, interior carpets, seat covers, and some weather stripping. The engine has been fitted with triple Webers, but the original dual Strombergs have been retained. Location: Bedford, MA. Price: Appraised at \$39,500. Ad placed by CHanson. Phone: 781-275-2707, E-Mail: chansonjag@aol.com. (8/08)

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Bell stainless resonators, over axle pipes and downpipe for Series 3 XJ6 sedan (does not include silencers). Never used. Includes mounting hardware. \$200 for the set.

Also available: Mark 1 front and rear bumpers, \$100 for the set. Valve covers for 3.4 engine, needs spit shining, \$70 for the set. Water rail for 3.4 engine, \$30. Ad placed by Tracey Levasseur. Phone: 207-247-3385. Email: sharpei@sacoriver.net. (9/09)

Literature and Manuals: I am thinning my collection of owners and service manuals and some brochures of mostly duplicates. Please contact me with your wants or needs. All items are factory originals, no reprints. Items only through 1968. Location: Hampton, NH. Ad placed by Jim Sambold. Phone: 603-918-8795. E-Mail: xkjagnut@comcast.net. (6/10)

1961 Jaguar 3.8 Litre Engine with no ancillary parts other than oil filter housing. Engine is said to have come out of Mark IX show car that burned to the ground in N. Carolina, which is where I had it shipped from. Engine appears to have no damage and was alleged to have been running fine prior to the fire. I bought it as an assembly with the transmission, and also removed the generator, carburetors, manifolds, etc. for spares. BO and you pick up. Ad placed by Tom Letourneau. Phone: 401-334-3315. Email: AlfaRacer1@cox.net. (6/10)

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