



Edward Werner Cook's 1986 XJ6 at Vesper Country Club, scene of JANE's Holiday Party

Photo by Edward Werner Cook

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2



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: Dean Saluti, 617-285-6565, disaluti@aol.com

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

Secretary: Carl Hanson, 781-275-2707, chansoniag@aol.com

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

Concours Committee: Ed Avis, 207-737-8258, ed@avisfamily.com; Mike Axford, 978-448-8107, svx97@charter.net; Jim Coull, 978-486-8900, coullman75@verizon.net

Head Judge: Jim Sambold, 603-929-0419, xkjagnut@comcast.net

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

Rallve Master: Tom Letourneau, 401-334-3315, alfaracer1@cox.net

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

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

Board Members

Margaret Caruolo ● Chuck Centore ● Aldo Cipriano Stu Forer • Ed Hall • Michael Kaleel Lauren MacCarthy • Ray O'Brien • Dave Randall Dean Saluti • Francisco Silva • Jennifer Taylor

The Coventry Cat

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

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

Send articles, info, and photos 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

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President's Update - December 2010

Another Great JANE Year ... and Some New Faces to Guide 2011! **Bv Dennis Eklof**



7ell, it is hard to believe an entire year has gone by while I was president of JANE. And a busy year it has been. In last month's President's Update I identified 41 events that had either been organized by JANE or in which JANE had a major participation. Prebble and I managed to attend 27 of these events, as well as all of the club's monthly meetings. On top of all this car activity I managed a three-week motorcycle trip across northern Labrador. No wonder I feel like it has been a busy year!

And 2011 will probably not be much different. I am sure the JANE calendar will be just as busy in 2011, and while I have no motorcycle trips planned, I am going to LeMans with the Brady Bunch. Oh, and I have also re-upped as your president for another year.

Our last event of the year was the JANE Annual General Meeting and Holiday Party, held on December 5. If you missed it, you missed a great time. See photos from the event on pages 10-14. We started with cocktails and hors d'oeuvres and then moved on to club business, including the election of new officers and board members for 2011. Those results, along with other positions held in the club (top right-hand column) are shown below, with bold denoting new people in those positions.

President: Dennis Eklof VP Events: Dean Saluti VP Membership: Tom Moses Secretary: Carl Hanson Treasurer: Don Holden

Concours Committee: Ed Avis, Mike Axford, and Jim Coull Head Judge: Jim Sambold Slalom Co-Chairs: Bill and Tom Parish

Rallye Master: **Tom Letourneau** Webmaster: Dennis Eklof

The Coventry Cat Editor: Prebble Eklof

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Margaret Caruolo Ed Hall Dave Randall **Chuck Centore** Michael Kaleel Dean Saluti Aldo Cipriano **Lauren MacCarthy** Francisco Silva Stu Forer Ray O'Brien Jennifer Taylor

I am very pleased with this slate of officers and board members for 2011, and I think we can all count on another great year for JANE. It is especially satisfying to see so many new faces, who I'm sure will bring their own perspectives to JANE activities.

Another order of business was our annual contribution to David's House. This year David's House Board Member Jeff Hastings was on hand, with his daughter, Olivia, to receive our donation and to tell us about David's House. Jeff has first-hand knowledge and appreciation of David's House contributions to many families, as his family stayed there often during the treatment of his son. We can all be proud to be supporting such a wonderful institution.

The rest of the December 5 event -- indeed, the majority of the five hours we spent together -- was devoted to the Holiday Party aspect of the gathering. As always, the hors d'oeuvres and libations were terrific, the meal was excellent, some well-deserved awards were handed out, and the Yankee Swap produced some interesting gifts and a lot of laughs.

That about winds up 2010 for JANE. It is time for holiday activities, family gatherings, and all the other joys of the year-end holiday season. The next JANE activity will be our meeting in January, led by our new Events VP, Dean Saluti, to lay out the calendar for 2011. Dean will undoubtedly be looking for volunteers to help run the many events we anticipate for 2011, so do not be surprised if you get a call from Dean. Please do give some serious consideration to getting involved in an event in 2011. You will have lots of support from the many club members who have run events over the years and you will have a great time.

In the meantime, I wish all of you a joyous holiday season and a very happy new year. See you at the January meeting!

Calendar of Upcoming Events

From the Editor

The andread of severals of

6 - Wed - 7 pm	JANE Monthly Meeting	January Wayside Inn, Sudbury, MA		are so supportive of <i>The Coventry Cat</i> , send-			
		February		ing articles, news, and photos. I couldn't do it			
3 - Sun - 6 pm	JANE Valentine Dinner		Gibbet Hill, Groton, MA	without you!			
3 - Wed - 7 pm	JANE Monthly Meeting		Wayside Inn, Sudbury, MA	With the same your same			

March
23 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Sudbury, MA

25-27 - Fri-Sun JCNA AGM Richmond, VA

April

27 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Sudbury, MA

May

14 - Sat Rogue's Mis-Adventure Rally

25 - Wed - 6 pm JANE on the Lawn at Larz Anderson Auto Museum LAAM, Brookline, MA

TBD Magical Mystery Tour

26

13 23

June

12 - SunJCSNE ConcoursLyman Orchards, Middlefield, CT22 - Wed - 7 pmJANE Monthly MeetingWayside Inn, Subdury, MA

July

17 or 24 - Sun JANE at Myopia Polo Matches Hamilton, MA
27 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Subdury, MA

August

12-14 Weekend JANE Jaguar Festival and Concours d'Elegance Sturbridge, MA
 24 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Sudbury, MA

September

16-18 Weekend JANE at 21st British Invasion Stowe, Vermont
 28 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Sudbury, MA

October

26 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Subdury, MA

November

16 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Subdury, MA

December

4 - Sun - 3 pm JANE AGM and Holiday Party

HOLIDAYS

HAPPY

Prebble

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Look for the Calendar of Upcoming Events to fill in during the next couple of months, and check the JANE website often for new calendar additions.

4

Upcoming Events

JANE Monthly Meetings



Longfellow's Wayside Inn

Our November monthly meeting was well attended. Forty-four members turned out for a spirited cocktail hour, dinner, and a presentation about the new Jaguar XKR 175. JANE members Gethyn and Rita Timothy have one and drove it to the meeting for all to see.

Our meetings are held at Longfellow's Wayside Inn in Sudbury, MA, and are ordinarily on the fourth Wednesday of each month. Remember, though, that our Holiday Party and Annual General Meeting in December took the place of our end-of-the-month meeting. In January we will be back to our usual fourth-Wednesday-of-the-month schedule ... January 26th at the Wayside Inn in Sudbury.

JANE Movers and Shakers for 2011



Jim Sambold



Francisco Silva



Jennifer Taylor

Renew Your JANE Membership for 2011

If you haven't renewed your JANE membership for 2011, please visit the JANE website at www.j-a-n-e.org and get it done!

- From the Home Page, scroll down, click the **Member Pages** menu button on the bottom left.
- From the Login screen, enter your User code and Password and click the Submit button.
- From your personal JANE home page, choose the **Renew** button on the left.
- Pay your dues online using PayPal, \$60 per year with printed Coventry Cat and \$50 per year with electronic Coventry Cat.
- Take an early payment discount of \$5 if you renew before January 1, 2011.

We had many fun events in 2010, and we're already planning for 2011! Renew now and don't miss out on anything next year.

You may also renew by mail!

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The 2011 JANE calendars have been popular, but a few are still available. Order yours now! To order, fill out the form below, make a check out to JANE in the appropriate amount, and mail to Tracey at the address below.

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Address			
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2011 JCNA Annual General Meeting



The Jaguar Club of Virginia has the honor of hosting JCNA's 53rd Annual General Meeting. It will be held in Richmond, Virginia, March 25-27, 2011, at The Virginia Crossing Resort, a Colonial Style resort nestled in a park setting.

Norman Dewis, one of the last E-Type test drivers, will be the special guest speaker. Now retired, Dewis travels the world as an unofficial ambassador for Jaguar. A special post-AGM event is being planned for Sunday, following the official close of the AGM, celebrating the 50th anniversary of the debut of the E-Type. They anticipate this being the largest gathering of E-Types on the East Coast

Chuck Centore and Dave Randall have been elected as JANE's voting delegates for this AGM. However, any member of JANE is welcome to attend the AGM, and several members

have already made their plans to go. It's a nice way to meet Jaguar owners from some of the other Jaguar clubs around the country and find out what other clubs are doing.

There's already a lot of information about the meeting and attractions in the Richmond area on the JCNA website: www.jcna.com.



Dave Randall and Chuck Centore, JANE's voting delegates at the 2011 JCNA AGM



Event Reports

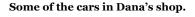
Tech Event at Upton Motors By Dana Schwehr - Photos By John Romano



Dana Schwehr

would like to thank all of the **L**people who came out to our **Tech Session at Upton Foreign** Motors on November 6th. We had a great turnout. Thanks to the help of Tom Moses and JANE, it was another successful and fun event. I look forward to hosting another one in the future.





Upper: Hank Miller's XJS

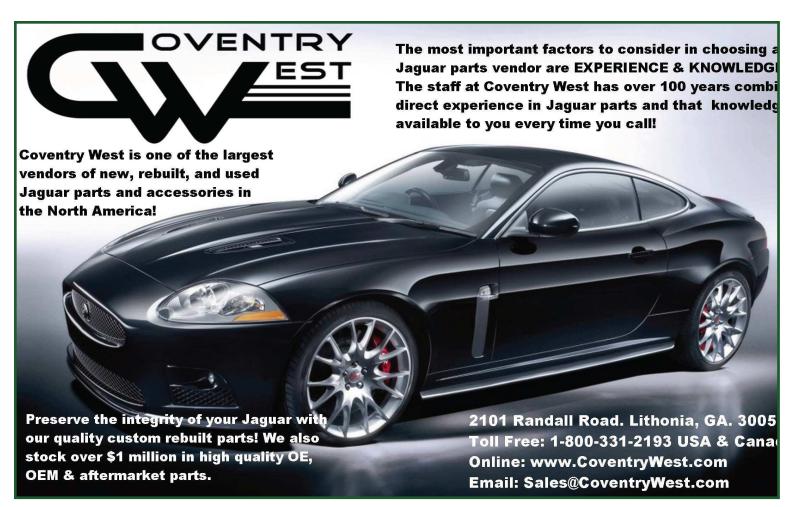
Right: Steve Gordon's XK150

Below: Tom Letourneau's Mark 9











JANE AGM and Holiday Party Photos by Chuck Centore and Prebble Eklof



Our annual Holiday Party Group photo



Left: Hank, Evan, and Marilyn Parkinson

Bottom Left: Kathy Hall, Patt Centore, Chuck Centore, and Margaret Caruolo

Bottom Right: Jeff Hastings was our guest at the Holiday Party and gave us an update on David's House





JANE's 2011 Officers and Board Members
Kneeling L to R: Carl Hanson, Don Holden, and Dennis Eklof
Standing L to R: Dean Saluti, Tom Moses, Stu Forer, Lauren MacCarthy, Jennifer Taylor, Chuck Centore,
Francisco Silva, Margaret Caruolo, Ed Hall, Dave Randall, Ray O'Brien, Aldo Cipriano, and Michael Kaleel



Left: Sandy Cotterman and Margaret Caruolo

Right: Chuck Centore and Michael Kaleel

Bottom Left: Anne-Marie and Stu Forer with Dennis Eklof

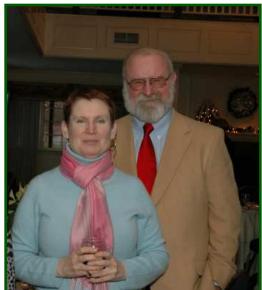
Bottom Right: Crin Coull and Patt Centore













Top Left: Jim Sambold and Stacey Lancaster

Top Center: Dave and Becky Randall

Top Right: Jack and Elaine Memishian

Right: John and Carmen Chiungos

Bottom Right: Gethyn and Rita Timothy

Bottom Center: Ray and Sanda O'Brien

Bottom Left: Gordon and Betsy Taylor











Carl Hanson receives a gift from JANE for his service as Events VP in 2010



Aldo Cipriano is acknowledged for his tenure as JANE's Chief Judge



Tom Moses is rewarded for his work as Membership VP



Michael Kaleel is thanked for his work as JANE's Concours Co-Chair for the last several years



Margaret Caruolo's generous support of JANE is much appreciated



Prebble Eklof is recognized for her work as Editor of *The*Coventry Cat and for having been this year's recipient of JCNA's

Karen Miller Award as Editor of the Year

Other JANE members were acknowledged with awards, but were not at the Holiday Party. Their awards will be delivered soon.

Brenda Soussan, Concours Co-Chair Tom and Bill Parish, Slalom Co-Chairs

Dana Schwehr for his numerous tech sessions, which always include free safety inspections for JANE members' cars







Top Left: Edward Werner Cook wearing his buffalo coat!

Top Center: Carol Holden wore a moose hat.

Top Right: Richard Gill's wacky holiday hat looks painful!

Right: Jennifer Taylor and Lauren MacCarthy wore holiday hats.

Bottom Right: Bruce Murray looks pleased with his "Wild Turkey" Yankee Swap gift.

Bottom Left: John Fuller got the Jaguar-print lingerie during the Yankee Swap!









Member News

ANE members John and Janet Brady show off their new grandson. William John Brady was born on November 2nd, weighing in at 6 lb. 15 oz. His parents are John Jr. and Heather Brady, of Burlington, MA. Lucky for John and Janet ... they live near enough that they will get to see their new grandson often.



ike and Patty Axford's daughter, Kate, married Kenny Taylor on September 18th, in North Stonington, CT. No stuffy limousine for Kate and Kenny ... they borrowed Dennis and Prebble Eklof's Vanden Plas for the weekend and traveled to the wedding and reception in Jaguar style. Kate says she felt like a princess riding to her wedding in *Victoria*. Not only was the entire wedding party beautiful that day, *Victoria* was decked out festively for the occasion with white ribbon and bow ... an English tradition.





Livin' Large! By Gary Hagopian



Garv Hagopian

Que and I decided that we could have up the trailer and car a week ahead of our normal across the Savannah River, to race with HSR. HSR,

Historic Sports Racing, is the group with whom I race when based in Florida through the winter. They are a fast group whose races are normally loaded with "high-buck" Porsches.

Man, it was hot upon arrival, a record 93 degrees when we arrived on a Wednesday, but then settled into the low 80s for a beautiful weekend second overall, behind that Lotus, and first in class, hence that picture for racing (or anything else). Our '63 E-Type FHC had just had new body work and paint at Series 900 Auto Body in Sunapee, NH, so I was kinda tentative about charging around a track that I had never before seen.



The E-Type with its new body work and paint, almost too beautiful for charging around an unfamiliar track

I signed up for Thursday's practice day and learned the track without some fun visiting friends at Hilton incident. A light turnout of cars, especially of Porsches, gave me heart, Head Island, racing at a new (to me) thinking that I might actually win something! Qualifying races confirmed track, and sightseeing in Savannah on that, as the timing sheets showed me 2nd qualifier in all three races, the way down to Florida. So we packed behind a Lotus, and followed by a BMW 2002 racer.

The Jag is a handful on the track due to its 2600 lb. weight. It's fair schedule and headed south, to Hutchinson Island, just at cornering, thrilling when braking approaching corners, but is very satisfying when pressing the pedal on the right! Straightaways are the favorite part, since that's where the Jag's advantage lies. Mine, with 338 ft-lbs torque and 322 rear wheel horsepower, overpowers the slower cars and is competitive with the faster cars (Porsches) in a straight line.

> In the feature races on both Saturday and Sunday the Jag placed of me on the podium.

> It's a great feeling having and racing a Jaguar. Spectators always admire the E-Type's shape and love the look and sounds it makes on the track, as I do. It's also nice to win a little something once in a while!

> Livin' large is doing the thing you like, road racing with the E-Type that you love!



That's Gary on the left on the podium, having finished second overall and first in class













The Sad Tale of a Kitty With a Migraine ...

or, How Could I have Done That?

By George Parker



George Parker

compression check. I was shocked at the know what was wrong. results. Number three cylinder had zero zip, zilch, nada, nothing!

How could this be? All sorts of horrible sce-

narios went through my mind. So the first thing I did was remove the cam covers and check the valve clearances. That's when I got my second shock. They were all about two thousands low, but the number three exhaust valve was zero! In other words, the valve never closed. It was held open even on the heel of the cam! The idea that the valve clearance could actually decrease had never occurred to me. But that's exactly what had happened. But why?

I discussed my problem with a number of knowledgeable Jaguar mechanics and got a variety of theories. My Jaguar engine guru, Gary Hagopian, informed me that, yes, this can and does happen, primarily due to movement of the valve seats. But it was still unclear what had happened in my particular case. And what should I do about it? Would simply adjusting the valve clearances be enough? Or would the fact that the valve was open during combustion mean that the head would have to be removed and valves ground? Clearly, the simplest plan was to adjust the valves and see what happens, so that's the course I embarked upon.

Adjusting the valve clearances seems like such a simple process. Measure the clearances ... remove cams (with number six cylinder at TDC on the compression stroke) ... measure the existing adjusting pads ... do a little first grade math to determine what pads are needed ... and voila, you're done. But somehow it just didn't quite turn out that way. I ended up taking those cams in and out countless times with several iterations of pads before finally getting it right, all the while with the front end on jack stands so I could turn the engine from under the car with a 1 5/16" box wrench on the pulley bolt. I was fortunate in having access to all the pads I needed. My friend Gary supplied me with pads from his extensive stock, or ground one if he didn't have it. That was a huge help. (By the way, for those of you considering doing a valve adjustment, I wouldn't recommend it without access to an assortment of pads, or be prepared to wait through several orders from suppliers.)

When I was finally done, it was time for a compression check. The results were disappointing. I now had compression in number three cylinder, but it was only 60 psi! As much as I didn't like it, it was clear that this kitty had a serious headache and the cylinder head would have to be removed.

Removing the head was a straightforward, though tedious process with be installed first. all those nuts and bolts that are hard to get at, involving many scrapes and bruises. I used Gary's two-man method of lifting the head using ances. And sure enough, for some mysterious reason, they were off by as

't all began in the summer two rake handles perpendicular to the head, attached to the cams with of 2006. Our 1965 E-Type mechanic's wire after removal of all the studs (except the dowel stud). FHC just didn't seem to be In my case there was one stubborn stud that I couldn't remove, and that running right, particularly necessitated a lot of jiggling to get the head off. And I even bent that at lower rpm. I tried all sorts of wayward stud getting it off. Being an FHC with the bonnet still in place, things to correct the problem, all to no we had to lift the head over the car, no small feat for this old geezer. But avail. Then in the fall of 2007 I did what we did it! When the head was safely on the workbench, an examination I should have done at the outset -- I ran a failed to yield any obvious problem. So now I had it off, but still didn't

After stripping the head, I boxed up the bare head and valves and compression! Yes, you read that right ... shipped them to Dutcher Automotive in Greenfield, MA, for inspection and all necessary machine work. Gary and Steve Dutcher examined the head and concluded that my problem was caused by improper installation of the valve seats when the head was rebuilt ten years ago. That allowed the valves to pound the seats up into the head, reducing the valve clearance ... so much so that the number three exhaust valve never closed.



Head stripped and ready for rebuild.

Steve did the machine work, installed new exhaust valve seats, new XJ6 valve guides with seals, ground valves, etc. I shipped all the other parts ... cams, springs, retainers, etc. ... to Gary, and he assembled the head in his shop in Sunapee, NH. FedEx delivered it to my door. Now it was up to me to get this kitty back on the road!

Of course, the first step was getting the head back in place on the block. After looking through my supply of parts that I've accumulated over the years, I found that I had two new head gaskets, one composite and one steel. I decided on the steel one and set about reinstalling the head. I installed the studs first and then the head. It's not easy getting the head to slip down evenly over all those studs. Gary pointed out after the fact that it's much easier to install the studs after getting the head in place, except for the dowel stud, which, being wider at the base, must

With the head in place, Gary insisted that I recheck the valve clear-

much as two-thousands. So I was once again in the process of exchanging pads to get the clearances that I wanted. This time I was shooting for used a 3.8 gasket! You're going to have to get that head off again!" .001" more than the manual calls for, .005" intake and .007" exhaust. Better too much than too little! By the way, for those of you contemplating doing a valve adjustment, I'm scared silly of dropping one of those cam adjuster plate set screws down the front of the engine. Then I'd be in big trouble! I pass a loop of thread through the safety wire holes so if my clumsy fingers bobble one of those bolts, I won't lose it. I know it's unnecessary, but it gives me peace of mind.



Getting ready to reinstall the head ... the first time!

With the head in place and valves adjusted, it was time to complete the engine compartment assembly. Again, a tedious and sometimes frustrating task, but completed without incident.

car hadn't been run for over a year, I decided that it would be a good plan to crank the engine over with the plugs out to get up some oil pressure. Before installing the cam covers I had poured oil into the cam oil galleries (again, at Gary's insistence), since it takes a long time for them to fill up through those small pipes at the back of the motor. I disconnected the fuel pump so as not to pump gas into the engine while cranking.

Now with my eyes glued to the oil pressure gauge, I hit the Start button ... and all hell broke loose! Coolant came flying out of the spark plug holes. There was coolant everywhere ... all over the car, on the light fixture, on the ceiling, on the floor, everywhere! What had happened? What had I done wrong? It took me several hours just to clean up the mess. And when I looked down into numbers three and four cylinders, what did I see? Coolant! I rigged up a piece of tubing on my shop vac to suck it out.

My first thought was head gasket, but then I thought that maybe the intake manifold gasket failed, allowing coolant to be sucked in. I removed the air cleaner assembly and found coolant in the carbs, and some was even down in the air cleaner. So I called my motor guru, Gary, and explained my sad tale.

Gary said, "George, it's not the manifold gasket, it's the head gasket."

"But, Gary, it fit perfectly."

"Was it steel, or composite?" Gary asked.

"I used a steel one."

"There's no such thing as a steel 4.2 gasket! Parker, you idiot, you (Actually, Gary was much too nice to put it quite that bluntly!)



Installing cam covers ... the second time!

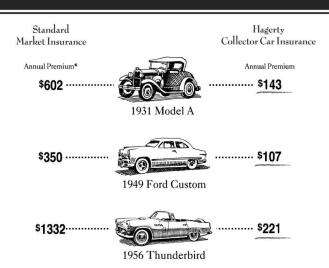
So here we go again. The head came off for a second time. And sure enough, when I looked at the head gasket as closely as I should have in the first place, I had used a 3.8 gasket on my 4.2 engine! How could I have done that?

From here on in it was a straightforward process of cleanup and reassembly. And I finally did get up oil pressure and got the engine running. But when it finally started, huge clouds of steam came out the exhaust ... like a Stanley Steamer! When it pushed coolant into the carbs, it did the Now it was time to fire it up and enjoy the fruits of my labor. Since the same into the exhaust system. It took about ten miles of driving to dry out the exhaust system. But now it's running super ... just like an E-Type should. And I've learned some valuable lessons.

> George Parker is a member of the Jaguar Association of Central NY and the Sun Coast Jaguar Club in Florida. He acquired his first Jaguar, an XK120, in 1955, followed by a new E-Type ten years later. George and his wife, Carolyn, have been regular attendees at our Concours for the past 20 years.



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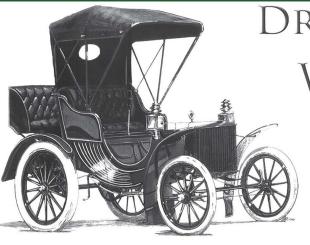


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You can easily place, change, renew, or remove your ad online at the JANE website! Or contact Carl Hanson, 40 Springs Road, Bedford, MA 01730, phone 781-275-2707, or E-mail chansonjag@aol.com. Send text and photos via email, or by mail for free scanning service. Non-members may make checks payable to "JANE, Ltd." at the address above or remit via PayPal to sales@jcna.com.

CARS FOR SALE



1969 E-Type OTS - Primrose/Black, dependable driver, 84,600 miles, always garaged, excellent condition, everything works, pictures and description details at www.tradequotesinc.com/69JAG. Car is currently in Berkshires. Asking Price: \$45,000. Ad placed by Allen Liberman. Phone: 617-817-5012, Email: libs999@hotmail.com. (11/10)



1971 XKE 4.2 - Original owner. Never restored. Good running condition. 85,000 miles. Regency red with beige interior. Price: \$27,500. Ad placed by Al Jaszek. E-Mail: buyer_jag@verizon.net (10/10)



1986 XJ6 - Original owner. Approximately 37,000 miles. Car serviced by Woburn Foreign Motors. After warranty period serviced at Brookline Jaguar. Always garaged, excellent condition, currently in Falmouth, MA. Can get it to Boston if need be. Price: \$8,000. Ad placed by Jim Stone. Phone: 617-571-9922 or 617-787-2497. E-Mail: jhs@bu.edu (10/10)



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 Cheshire, CT. Price: appraised at \$35,000 +. Ad placed by Arthur Hay. Phone: 203-272-1016. E-Mail: arthay80@gmail.com (9/10)

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)



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 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: \$69,500 or BO. 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: 781-389-0495. Email: tonyfillipone@comcast.net. (5/09)



1984 XJ6 Vanden Plas - Black with tan interior, 46K miles. This is a beautifully maintained, original example with the 3-speed automatic transmission. It is in 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, MA. Price: \$10,500. Call Brian at 413-499-6000 or email at briandonovan@ donovanmotorcar.com. (2/10)



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 carisvery 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. Adplaced by CHanson. Phone: 781-275-2707, E-Mail: chansoniag@aol.com. (8/08)



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)

PARTS FOR SALE

CLASSIC JAGUAR PARTS - Buying and selling Jaguar parts for XKs, E-Types, and Saloon models. Please contact John Brady (781-454-9706,jbrady5282@aol.com) orTom Brady (617-901-6988, tbrady312@aol.com) for our current parts/price list or if you are interested in selling parts or tools. Interested in large and small lots. Located in Bedford and Brockton, MA. (8/09)

Bell stainless resonators, over axle pipes and downpipe for Series 3 XJ6 sedan (does nto include silenceers). 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 transmissioin, 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)

Set of 4 Winter Wheels & Tires - XJR 2004 4 Winter HanKook Icebear 245/45 R 18 100R tires mounted on Tire Rack chrome wheelspurchased with 2004 Jaguar XJR + 20 flat lugnuts - STILL FOR SALE!! REDUCED TO MOVE!! Location: Wayside Inn Road, Framingham, MA 01701; Price: \$550 a set obo . Ad placed by Richard DGill Phone: 508-788-0026. E-Mail: RIKI4455@aol. com. (1/09)



SNG Barratt Christmas Selection Box

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PRANCE

+33 (0) 3 85 20 14 20 sales.fr@sngbarratt.com www.sngbarratt.fr

HOLLAND

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Dec 2010

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