

The

Coventry Cat

The Newsletter
of the

Jaguar Association
of New England



Vol 13 - Num 12
December 2011



JANE attendees at our 2011 Annual General Meeting and Holiday Party

Vesper Country Club still looking beautiful after all party-goers have left

Cover photos by John Romano

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President's Update - December 2011

It's Been Great Being JANE's President! Now On to Other Things

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.

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Well, this is it, my last official act as JANE's President. The Holiday Party is almost a week behind us, the event report is finished, and there is nothing ahead on the calendar until our

January meeting on the 25th, and then it will be Michael Kaleel's show.

I usually devote most of this update to recapping the events of the last month and thanking those who put forth the effort to work on them. The other major goal of the update is to get everybody excited about upcoming events. But not only is this month the end of my presidency, it is also a pretty slow time for JANE activities. This year has actually been far better than most for us Jag lovers -- no salt on the roads yet (at least not in Mas-

sachusetts), and we are still able to drive our Jaguars. Nonetheless, with the usual seasonal expectations of bad weather, there is not much on our schedule.

True to form, I will take the time to thank Jim and Crin Coull for putting on a fantastic Holiday Party! The Vesper Country Club was its usual welcoming venue and everyone had a great time. You can read more about it in this issue of the *Coventry Cat* or in the Event Report on the website.

As I wind down my two-year run as JANE's President, I look back on many wonderful events, lots of great friendships, and perhaps most of all, great support from all of you members. JANE is blessed with a terrific Board of Directors and a fine set of officers to handle specific aspects of the Club's business. Without these and the broader support of many other members, the President's job would be a whole lot more difficult and a whole lot less fun. You can read more about some of the key contributors for the year by going to the Holiday Party Event Report and leafing through the photo album.

I do want to particularly thank my wife, Prebble, who, in addition to her activities as Editor of the *Coventry Cat*, has really functioned as a de facto, general-purpose vice president throughout the last two years. Without her help my job would have been much more difficult, and without her ideas our monthly meetings and their associated programs would have been far less interesting. Thank you, Prebble!

While I may be stepping down as President, I still look forward to being an active member of the Club and its Board of Directors. I have great confidence in our newly-elected officers and our newly-constituted Board of Directors, and I am sure 2012 will be a terrific year for JANE.

I hope everyone has a great holiday season and I will see you in January.

Dennis



Michael Kaleel, Chuck Centore, and Carl Hanson present Dennis with a gift of appreciation for his term as JANE President.

Calendar of Upcoming Events

2012 Event Planning

Watch this column for the initial schedule of events that will be planned and posted during the next couple of months. And check back often (also the JANE website) for detailed event information as it is available.

JANE Documents Still Missing ... Who has them?

The JANE archivist (unofficially Carl Hanson) requests information leading to the recovery of the binders of Minutes of Board Meetings and the Official JANE Seal. Dave Herrick passed them on to someone after he left the Secretary position, but cannot recall to whom he entrusted them. Nobody else seems to be able to remember either. Please root through any random, unidentified boxes or paper bags around your house, and if you find these things, please notify Carl (781-275-2707 or chansonjag@aol.com). No questions asked ... well, maybe a question or two, but Carl will be pleased to take possession of these things if you should come across them in "your" archives, and the club and our lawyers will thank you. Might even buy you a drink at the next monthly meeting at Wayside Inn!

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*IT LOOKS BETTER
THERE
IN COLOR!*



From the Editor



My thanks to all of you who have sent me articles and photos this year. I'm sure no JCNA affiliate club

newsletter editor has the level of support that I have. I couldn't do it without a lot of help from you.

Happy Holidays to you all! 🇬🇧

Prebble

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Upcoming Events

JANE Monthly Meetings



Longfellow's Wayside Inn

Most of our monthly meetings are held on the fourth Wednesday of each month at Longfellow's Wayside Inn in Sudbury, MA. Get the new year started off in "car mode" with visiting with your Jaguar friends at our first meeting in 2012, on Wednesday, January 25th. Our dinner meetings begin at 7 p.m., but come early to visit with friends in The Old Tavern before dinner. 🇬🇧

JCNA's 2012 Annual General Meeting Phoenix, AZ - March 6-14

JCNA's Annual General Meeting is usually a stand-alone weekend event, but coming up in March 2012 the AGM will be combined with "Western States" into a "Super Event." The Jaguar Club of Central Arizona will host this event, running March 6th to the 14th, just when we here in New England are weary of winter but spring has not arrived yet. Think about escaping our winter that will still be hanging on at that time and enjoying the warmth of Phoenix while meeting Jaguar owners from all of North America. This will take place at the Crowne Plaza San Marcos Golf Resort, the oldest of the grand Arizona resorts, and Mark Stephenson, the AGM/WS2012 Co-Chair, has an amazing number and variety of events planned. Look for much more information about 2012 AGM/Western States in the January issue of the *Coventry Cat*. 🇬🇧



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- 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 on-line 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, 2012.**

VERY IMPORTANT: If you use PayPal, be sure to add a note under "Instructions to Merchant" with your name, email (and/or phone number), and JCNA number so we can properly credit the payment and contact you with any questions.

We have great events planned for 2012! We had over 60 events in 2011! For event details visit www.i-a-n-e.org and choose Calendar.

JANE 2012 Membership Renewal

You can renew by mail but PLEASE PRINT CLEARLY!!!!!!

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- ☐ \$60 per year with printed *Coventry Cat* (early payment discount of \$5 if you renew before January 1, 2012)
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Blood & Smoke, A True Tale of Mystery, Mayhem, and the Birth of the Indy 500

Suggested Reading by Tracey Levasseur



Tracey Levasseur

Annual traditions such as 4th of July fireworks, the Macy's Thanksgiving Day Parade, and Super Bowl Sunday are enjoyed by millions of us every year. The year just wouldn't be the same without these entertaining diversions. Yet many who do enjoy these activities really don't know how they came to be or why.

In *Blood & Smoke, A True Tale of Mystery, Mayhem, and the Birth of the Indy 500*, author Charles Leerhsen provides an in depth

look at the Indianapolis Motor Speedway (IMS) from its conception to its inaugural 500-mile endurance race that would become an annual tradition for race enthusiasts to this very day.

Leerhsen goes well back into the late 19th century to introduce characters and events that would eventually come together to make the IMS a reality. Even back then, auto racing had thrilled and chilled since the first "horseless carriages" took off down those country roads. As for track racing, before IMS the only race tracks were the dirt horse race tracks at local fairgrounds. These tracks were soft dirt with unbanked turns, and when it rained they became miserable mud ovals. Road races weren't much better since the roads were not closed to local traffic. This posed safety hazards to drivers and horse-drawn carriages, which were still heavily used.

And so it became apparent to a group of four Indiana entrepreneurs/car enthusiasts that they should build a track specifically for auto racing. "Crazy" Carl Fisher, an owner of the Prest-O-Lite acetylene headlamp company, Arthur Newby, James Allison, and Frank Wheeler pitched in to buy a 320-acre piece of farmland in Speedway (not far from Indianapolis), Indiana, in 1908, and planned to have the new track complete within a year so racing could start in August 1909. Leerhsen details each co-founder's automotive credentials so it's obvious their main objectives were to promote their dealerships and car accessories businesses.

Even with 500 men working 7 days a week for 5 months, the Speedway was not complete for its first event in June 1909, a hot-air balloon race. Fortunately, the balloons don't need a track; unfortunately for the co-founders the event was not well attended ... at least within the gates. Why bother paying 50 cents to go into the Speedway to watch the balloons when one could just as easily sit outside for free and merely look up?

The second event didn't fare much better. A motorcycle race slated for Friday, the 13th of August, almost didn't happen when the Federation of American Motorcyclists visited the Speedway and observed the track as "an unmade bed of dirt, rocks, and taroid (a mix of pitch and oil)." Some smooth talking on Fisher's part convinced them not to cancel, but rain

on the 13th postponed the race to the following day. Those brave enough to participate did not push their bikes on the unstable track surface. In response, many of the mere 3500 spectators left after the fourth race.

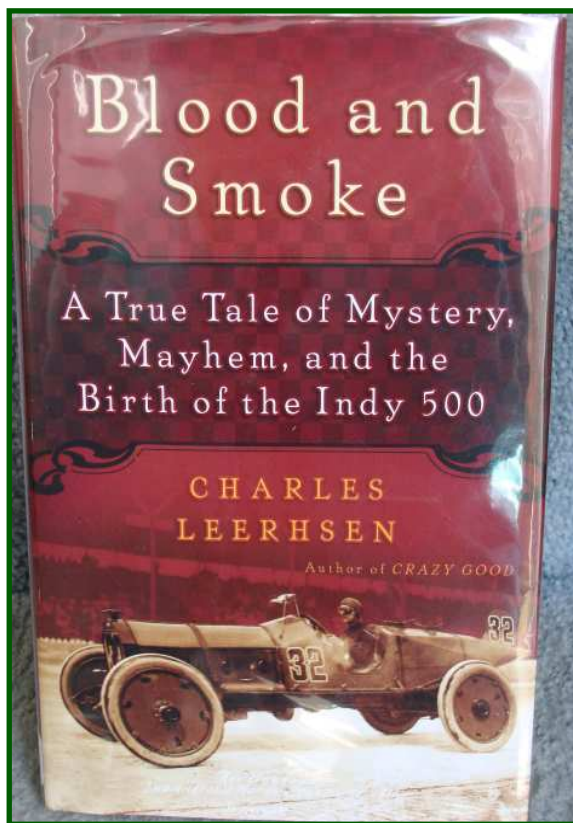
Thursday, August 19, 1909, opening day of the first automobile race at IMS. Before the first race, the steamrollers were still on the track, yet the surface still had dangerous bumps and holes. According to Leerhsen, there were not only holes to dodge, but bits of rock and taroid were thrown up by tires and flung at drivers following behind. Since auto racing was such a new sport and most cars didn't travel faster than 10 mph, there were few safety features on the vehicles nor articles worn by drivers for protection. Race cars at IMS in 1909 had no windshields, roofs, or seatbelts, and drivers had only cloth helmets and eye goggles, the latter not

lasting long when the first rock struck them at speed. Then the driver was left with glass in his eyes ... at speed.

It wasn't long into the race that the first crash (of many at IMS and during racing's early days) proved fatal. Racer Billy Bourque and his "mechanician" (the guy riding shotgun, who manually added oil to the engine during laps), Harry Holcomb, driving in a Knox, hit one of the holes in the track, breaking the front axle, then flipping end over end, throwing the men out. This accident, deadly as it was, did not keep spectators away since many were used to seeing them at races. They returned the next day to watch a 300-mile endurance race (the previous day's races were only 5- to 15-mile jaunts). However, a combination of another fatal crash and concern about the duration of time the cars were on the track almost caused the American Automobile Association (AAA) to close the Speedway down. AAA would, at least temporarily, ban endurance races of more than 100 miles, citing that neither man nor car was capable of driving beyond that distance.

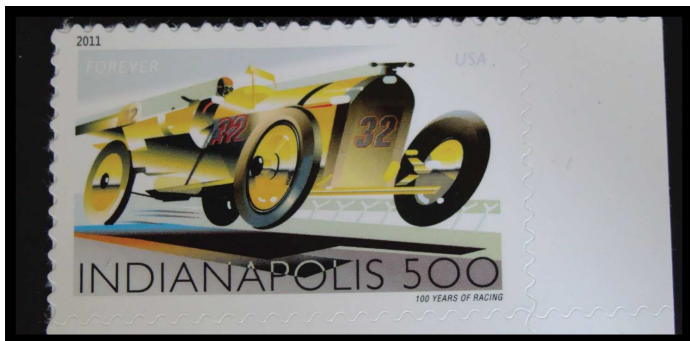
Another factor that almost caused the early demise of IMS was timing equipment, a factor that would cause such a controversy during the first 500-mile race. Basically, times were kept by workers with stopwatches, a very crude way, but the only way until Fisher purchased a, for back then, state of the art horograph machine. However, this complicated device frequently broke down, so any data it did provide was suspect. Spectators were never sure what was going on or whether a driver was breaking any track records, causing many folks to lose interest. Attendance hit rock bottom by the end of that first year.

As Leerhsen explains, it was Fisher who came up with the idea to hold a 500-mile race over a six-hour period, which had never been done before, open to racers throughout the world for a purse of \$25,000. Another first was the purse, the biggest ever for an auto race. Fisher even managed to talk the AAA into allowing such a long race. The "Indianapolis Motor Speedway 500-mile International Sweepstakes" would be held May 30, 1911. Between the purse size and the entrants, some of the best drivers in the world, there weren't any available beds for miles around the city on that Memorial Day weekend.



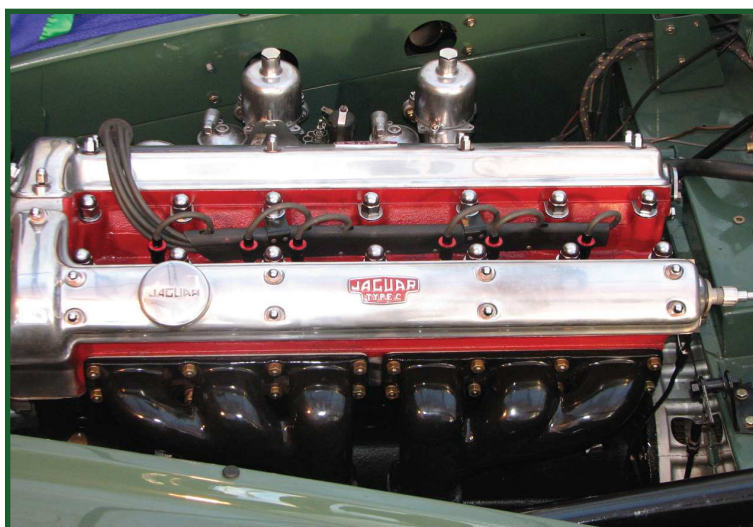
But even though no expense was spared in publicity, wining, and dining, the horograph would again be employed to keep times as well as dozens of timing judges, whose jobs were to clock and record the running order of all forty cars on the track. Mechanical failures and human errors would confuse spectators and cause disputes about who actually won that first Indy 500 to this day.

After roughly seven and a half hours, during which no one was really sure how many laps any given driver had completed, the first car over the finish line was, for sake of argument, the #32 Marmon Wasp, driven by Ray Harroun. It would take all night for the judges to declare Harroun the official winner, and that win stands to this day even though a handful of drivers would declare themselves the real winners until their dying days.



So spectacular was this first Indy 500 that it was repeated every year thereafter on Memorial Day weekend, pausing only during World War II. It is arguably one of the most popular auto races, drawing hundreds of thousands of fans to Speedway, Indiana, and millions more watching it on TV. Leerhsen gives a thorough background of the key players involved, as well as the auto industry at the turn of the 20th century. He also provides an eye-opening look at how dangerous auto racing was before all the safety features we take for granted today. Though their initial goals may have been to promote their own automotive businesses, the four co-founders indirectly caused an evolution of faster, safer vehicles not only for the track but for the general public's daily drives. *Blood and Smoke*, through its vivid historical accounts, gives a greater appreciation of the Indy 500. 🇺🇸

The U.S. Postal Service issued this stamp on May 31, 2011, to commemorate the centennial anniversary of the first Indianapolis 500. Pictured on the stamp is the stylized rendition of the winning driver, Ray Harroun, in the Marmon Wasp.



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Event Reports

JANE AGM and Holiday Party **By Dennis Eklof - Photos by John Romano and Chuck Centore**

JANE'S AGM and Holiday Party took place on Sunday, December 4, at the same venue we have been using for several years, **Vesper Country Club in Tyngsboro, MA.** This year the event was hosted by Jim and Crin Coull, and they did a marvelous job. We gathered in the main lobby of the club and the bar area at 3 o'clock for cocktails and hors d'oeuvres and began moving into the dining area at about 4:15. Unlike in past years, when the cocktail area and the dining area were the same, this year we were in the main dining room for our meal and had the use of the main entrance area and the bar area for our cocktail hour. I think everyone liked the arrangement very much. Vesper decorated everything very nicely for a very festive holiday atmosphere.

Another change from past years was that the dinner was served as a buffet, and a fine buffet it was! There were lots of side dishes in addition to chicken, fish, and hand-carved roast beef. I thought the food was really excellent, and many others commented that it was the best dinner we had had at Vesper. It was nice to be able to sample a little bit of everything rather than having to pick a single entrée. The buffet was served in a very spacious side room, so there was no crowding and it turned out to be a very convenient arrangement.

Of course there was some business to be done -- the election of officers and board members for 2012. Our Nominating Committee, headed by Carl Hanson, had done an excellent job, and Carl handled the official duties. The recommendations of the Nominating Committee were unanimously accepted by the members present. You can read more of the details by going to the meeting minutes, which are already on the website.

Officer positions for 2012 are:

President: Michael Kaleel Vice President Events: Dean Saluti* Vice President Membership: Ed Avis
Secretary: Betsy Taylor-Kennedy Treasurer: Don Holden*

*** Denotes returning officers**

The new Board Members are Tom Moses, John Feng, and John Brady, while Francisco Silva, Ray O'Brien, and Stu Forer are stepping down after their years of service on the Board.

Another item of business was our awards ceremony, and I was pleased to present appreciation awards to 13 JANE members who contributed extensively to our successful 2011 club year. Awards went to:

Carl Hanson Margaret Caruolo Chuck Centore Aldo Cipriano
Don Holden Tom Moses Dean Saluti Lauren MacCarthy Prebble Eklof
Ed Avis Mike Axford Jim Coull Jim Sambold

The remainder of the gathering was purely a social event with much laughter and good times. The meal was excellent and the Yankee Swap was its usual light-hearted fun.

It was a bit of a bittersweet meeting for me, as it will be the last JANE meeting over which I will preside, since my term as President runs out at the end of this year. In some ways it will be a relief to be able to go to meetings as a relaxed participant, but in some ways I will miss being your President.

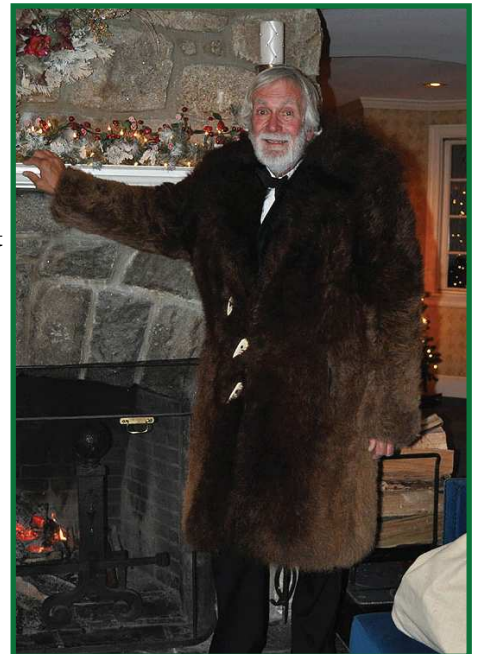
See you in January! 🇺🇸



There was "fashion" galore at the party!

Left: In Scottish dress: Gus Niewenhaus, Betsy Taylor-Kennedy, Dennis Eklof, Joe MacPhee, and Jim Coull.

Right: Edward Werner Cook wearing his impressive buffalo coat.





Top Left: Our organizers and hosts for this year's party, Jim and Crin Coull.

Top Right: Bruce and Jane Murray enjoying the party.

Left: JANE's Treasurer, Don Holden, presents our annual donation for David's House to Dawn Stanhope, the Director of David's House.

Below Left: Marilyn Parkinson, with her and the late Harry Parkinson's grandson, Evan Parkinson.

Below Right: We don't usually have photos of John Romano, because he is so often the guy behind the camera at our events. Here's a "rare" photo of John at rest ... at the dinner table.





Top this page: Elizabeth Fekete, Becky and Dave Randall, Michelle Dickson, Aldo Cipriano, Gus Niewenhous, Edward Werner Cook, and Andrew Bass.

Middle this page: Dean Saluti and Marjorie Cahn, Sheila and Allen Liberman, Richard and Jan Gill, Jennifer Taylor and Lauren MacCarthy, and Al Zanengo.

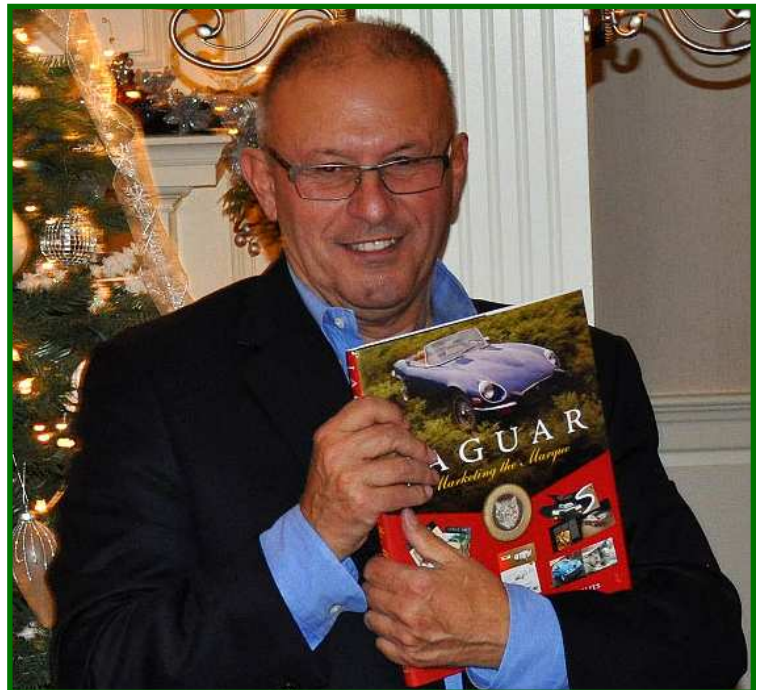
Left this page: The dining room was decorated beautifully for the holidays.

Top next page: Elizabeth Fekete gets a bottle of wine during the Yankee Swap, and Jan Gill is still wondering what's in the package she is unwrapping.

Middle next page: Michael Kaleel got the Yulbok, but swapped it for another gift. Al Zanengo looks very pleased to have a nice Jaguar book.

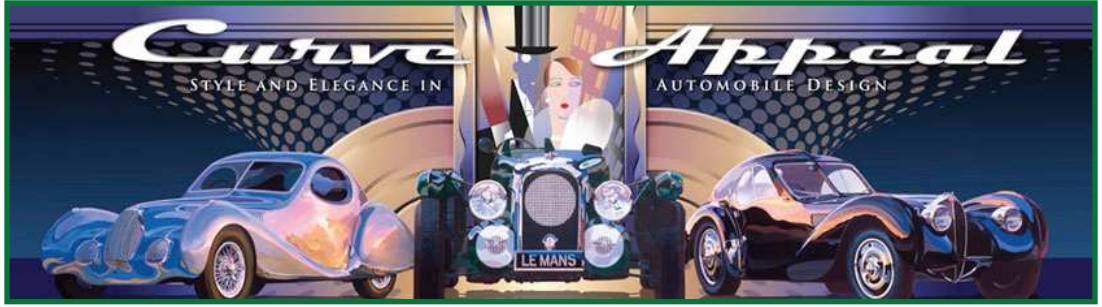
Below next page: Tom Larsen got a bottle of wine during the Yankee Swap. Ed Avis (left) awaits his turn to select a gift, as Jim and Crin Coull (right) look on.

THERE ARE FAR TOO MANY PHOTOS FROM THE PARTY TO FIT ON THESE PAGES. MANY MORE OF THE PHOTOS, ALL IN COLOR, INCLUDING ALL OF THE END-OF-YEAR AWARD RECIPIENTS, ARE IN A PHOTO ALBUM WITH THE HOLIDAY PARTY AND AGM EVENT REPORT ON THE JANE WEBSITE -- WWW.J-A-N-E.ORG.



JANE 2011 Year in Review

JANUARY -- There are few, if any, chances to have outdoor car events in New England in January. Several JANE members, including Tom Larsen and Nancy Monaghan (below), attended **Larz Anderson Auto Museum's Winter Party** and took in their *Curve Appeal* Exhibit. 🇬🇧



FEBRUARY -- Tom and Clare Moses (below) hosted our annual **Valentine Dinner at Bullfinch's Restaurant** in Sudbury, MA. Still winter ... note the snow banks at the entrance to Bullfinch's!

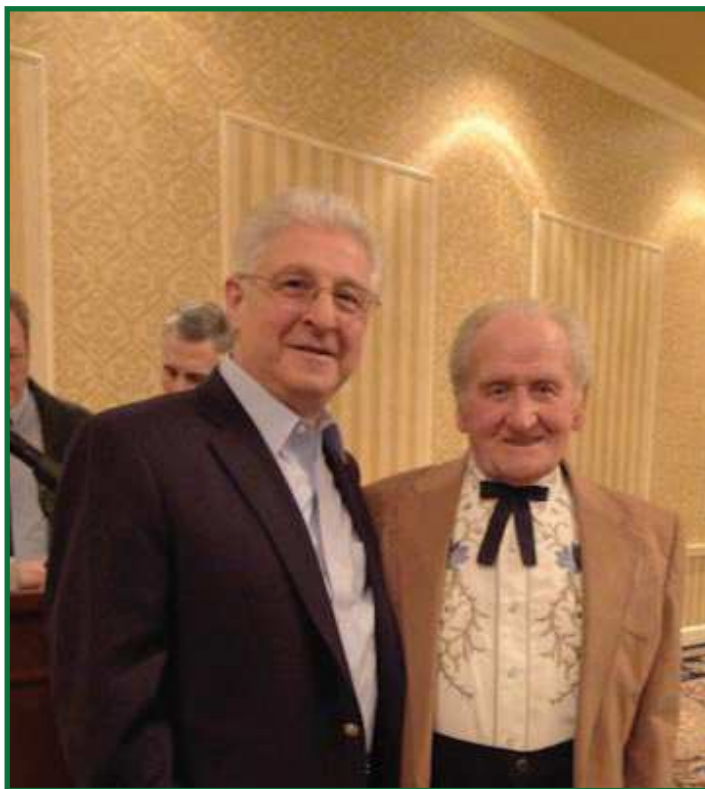


Also in February -- Dean Saluti and Marjorie Cahn organized another February winter evening event at the offices of the **British Consulate-General** in Boston, with very special guest Wayne Carini, who hosts the TV show *Chasing Classic Cars*. 🇬🇧



MORE PHOTOS OF THESE EVENTS
IN THE 2011 ISSUES OF
THE COVENTRY CAT
AND ON THE JANE WEBSITE
WWW.J-A-N-E.ORG

MARCH -- The **JCNA Annual General Meeting** was held in Richmond, Virginia. JANE attendees (L to R) were Chuck and Patt Centore, Prebble and Dennis Eklof, Sandy Cotterman, Becky and Dave Randall. We thought we were escaping the last of New England's winter, but there was actually a dusting of snow on Sunday morning as we all prepared to leave. Norman Dewis was the AGM's special guest, at right with JANE delegate Chuck Centore. 🇺🇸



APRIL -- Finally, the maple sap began to run and we saw signs of spring, so we did our annual **Maple Syrup Run to Parker's Maple Barn** in Mason, New Hampshire. Ah Spring ... it makes us so giddy that Mike Axford (right) was about to pour maple syrup in his engine compartment!



And after following JANE member Chuck Schwager's **Peking to Paris** adventure in late 2010, we finally got to hear the full report on the trip at our April meeting. That's Chuck (right) with his driver, Lloyd Dahmen, with the 1949 Cadillac that took them all the way! And it was still going ... they actually drove the Caddy from New Hampshire down to our April meeting in Sudbury, Massachusetts. 🇺🇸



MAY ... and the year for our biennial ***Magical Mystery Tour***. The “mystery” destination was the Wilburton Inn (right) in Manchester, Vermont. That’s the entire gang on the back terrace at the Inn during our celebratory cocktail party.

And in May we always go to the ***Larz Anderson Auto Museum for our monthly meeting***. Here are a few early arrivals on the lawn and then our “picnic” inside the museum (below). 🇺🇸

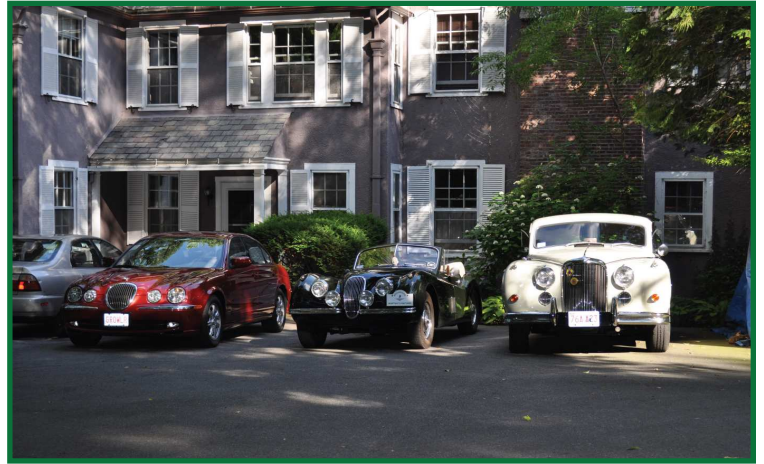


JUNE -- We were back at the ***Larz Anderson Auto Museum for the British Car Day Lawn Event***, and JANE members Ken Loring and Tom Brady were big winners. That’s Ken Loring (bottom left) with his XK150S, which received Best Jaguar honors. And Tom Brady’s Mark VII (below right) was Best in Show! 🇺🇸



JULY -- Social events are “big” with JANE folks. The two top photos below show us on a perfect summer day at Keith Carlson’s and Kathy McGirr’s annual **Brush Hill Classic**, a purely social event to visit and enjoy our Jaguars.

Later in July we went to the **Myopia Polo Club for Jaguar Day at the Polo Matches**. That’s Dennis Eklof and Aldo Cipriano at the trophy table (middle left); Jan Gill and Jennifer Taylor showing off their hats (middle right); our line-up of Jaguars, with members enjoying their picnics right at the edge of the polo playing field boards (lower left); and Tom Larsen and Nancy Monaghan with their XK120, which won the People’s Choice award that day. 🇬🇧



AUGUST -- Our annual signature event, **JANE Concours d'Elegance and Jaguar Festival** at Sturbridge, Massachusetts. Tom Jaycox, Sr. and Tom Jaycox, Jr. received a special award at the event for having the most rare entry, this 1953 C-Type (right). 🇬🇧



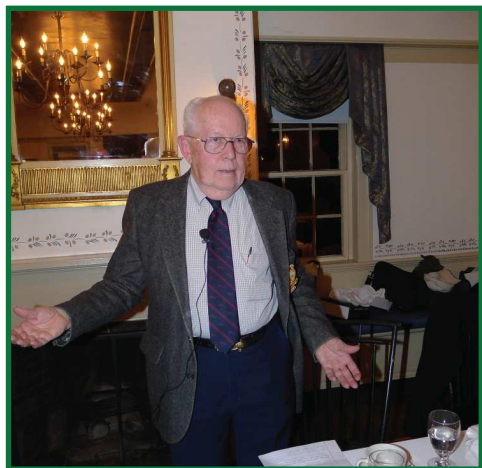
SEPTEMBER -- It's not a JANE event, but a lot of JANE folks always trek north in mid-September for the annual **British Invasion in Stowe, Vermont**. Jim and Crin Coull's 1967 Opalescent Dark Green E-Type (below left) took 2nd place in the judged Concours at the event.

Also in September, Dennis and Prebble Eklof hosted a late summer/early fall **Potluck Picnic and Lawn Party**. Something for everyone ... a fine outdoor picnic and many beautiful cars on the lawn. 🇬🇧

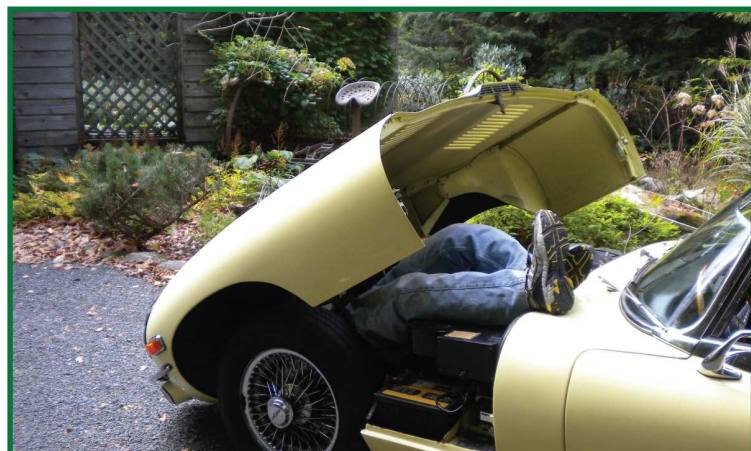


OCTOBER -- The last of our two 2011 *JANE Slaloms*. Here are our outgoing slalom co-chairs, Bill and Tom Parish, still dealing with our sometimes cranky timing equipment!

We were honored to have a very special guest at our October meeting ... **Mike Cook**, Editor of *Jaguar Journal* and *Vintage Triumph Register*, as well as the archivist of the Jaguar Daimler Heritage Trust in the US. 🇺🇸



NOVEMBER -- Other than our regular monthly meeting, no events were planned. We and our Jaguars were tired out from a very busy season of wonderful events, as portrayed by Allen Liberman and his Pale Primrose E-Type, which graced the cover of the November *Coventry Cat*. 🇺🇸



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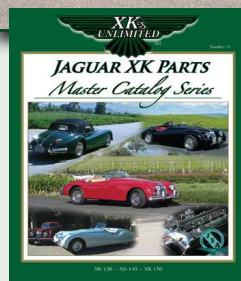
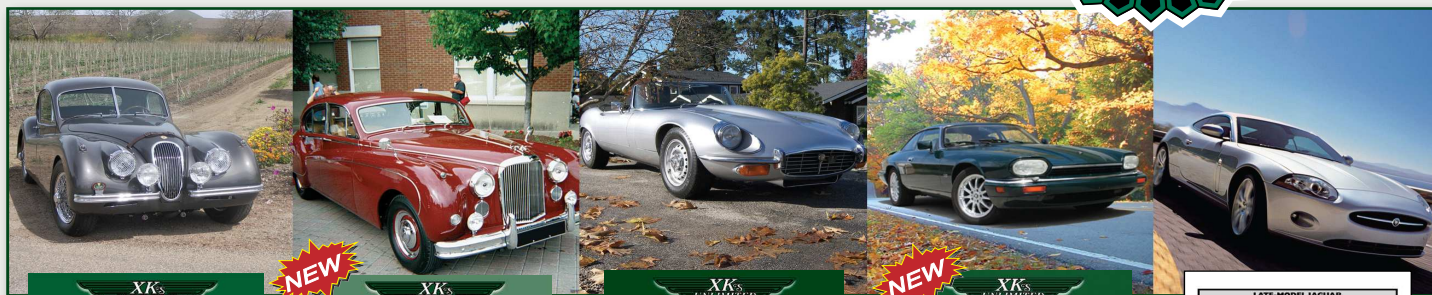
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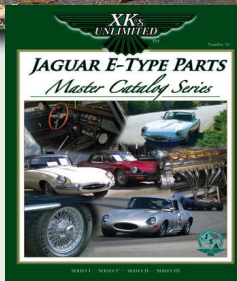
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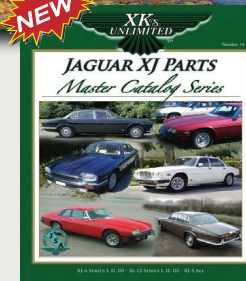
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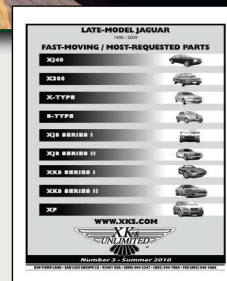
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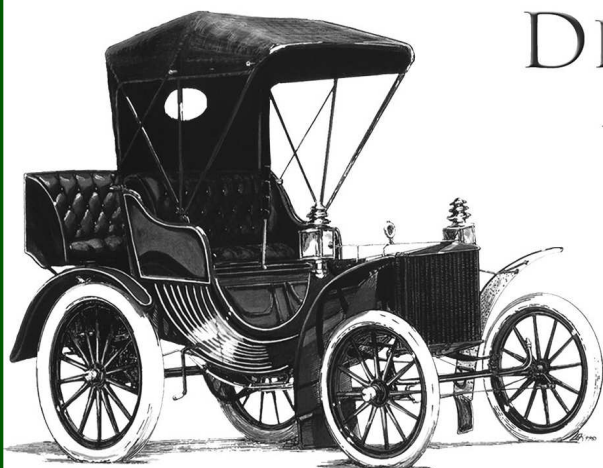
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1974 XKE Series 3 (V12) - Last year made by British Leyland. Single owner from South Shore of Massachusetts. Low mileage, recorded 43,146 miles in 36 years. Always garaged and rust free. Very few around with factory AC and 4-speed option. Service has been maintained professionally throughout life, and the records have been kept. Regency red. Shown with black soft top, also comes with original black hard top, used only once. Car is driven only a few times a year and only in good weather. Engine maintains a consistent oil pressure, runs flawlessly, and the car has a current inspection sticker. This car runs well on the road, is professionally maintained, and I am looking for someone who will respect the vehicle for what it is and care for it as I have. \$45,000 or best reasonable offer, with some body parts and miscellaneous parts included in the price. Ad placed by Paul Samuelian. Phone: 617-696-9363 Office, 617-750-2180 Cell. (6/11)

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)



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)



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)



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)

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Set of 4 Mounted, all-season Michelin tires. 235-50 R-17. Mounted on 4 Jaguar O55 type alloy wheels, lug nuts included. These are top-of-the-line tires, very low miles. \$500 or make me an offer. Ad placed by Robert Crockett. Phone: 207-623-3641. Email: pgcrockett@yahoo.com. (7/11)

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