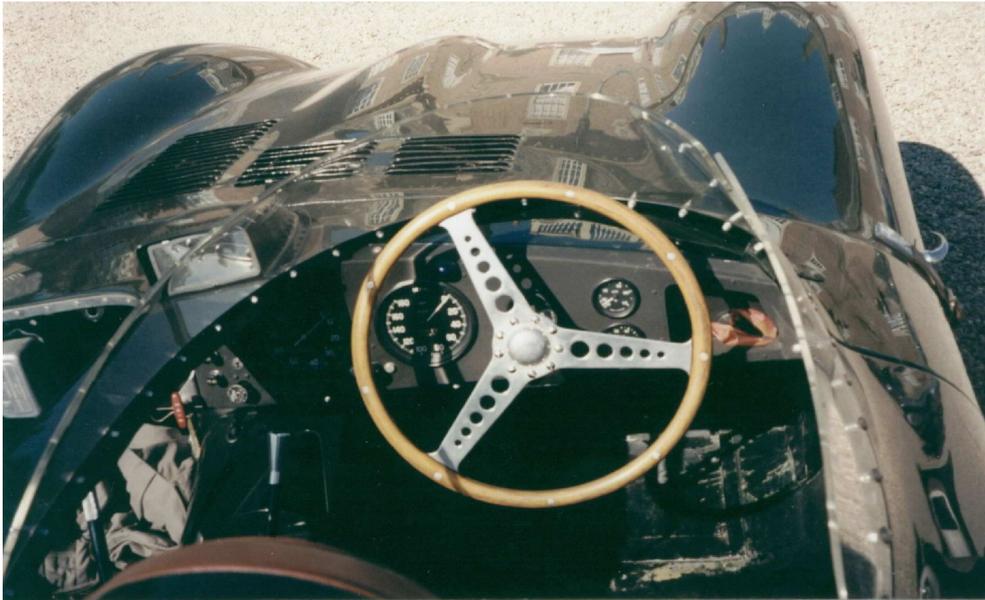


JAGUAR ASSOCIATION OF NEW ENGLAND

COVENTRY CAT

VOL 4. NUMBER 11

NOVEMBER 2002



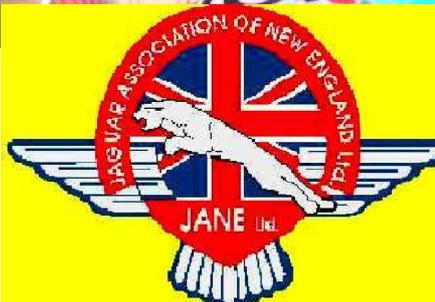
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AT
DAVID'S HOUSE



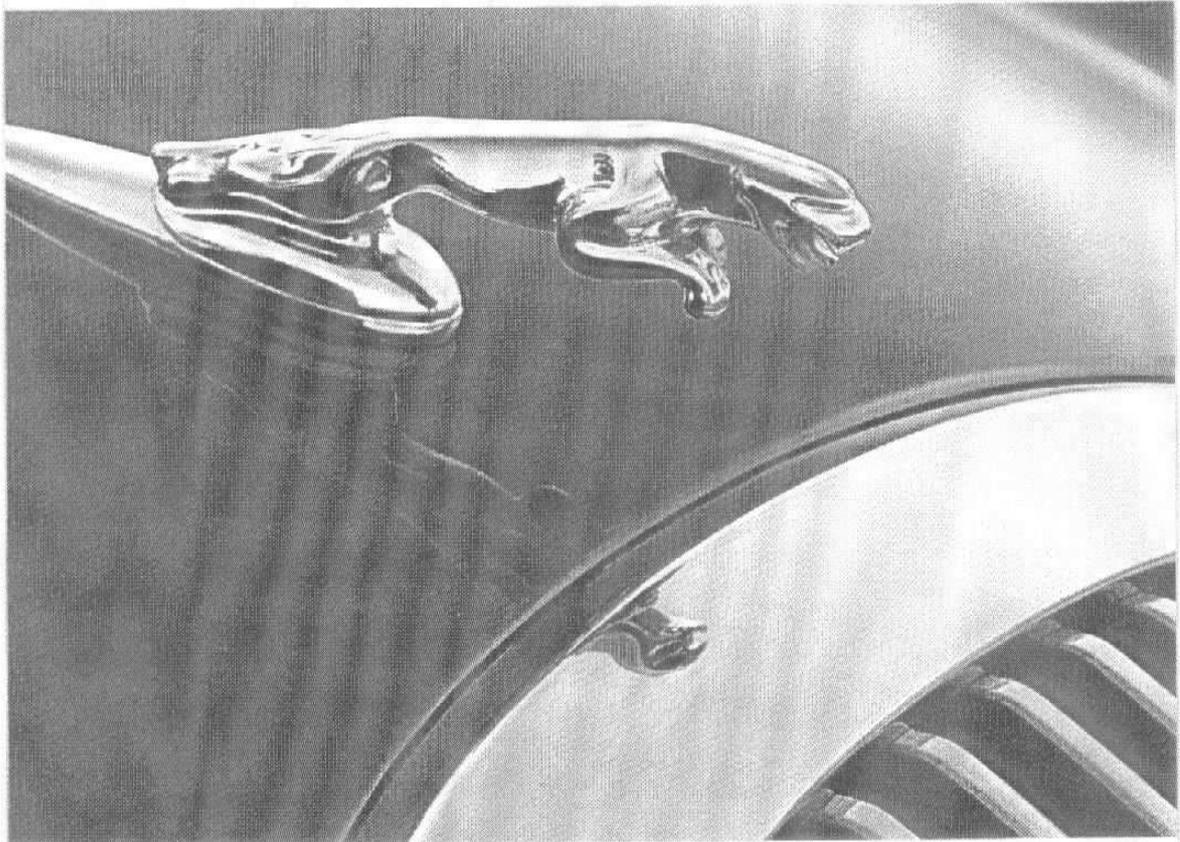
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2002 Calendar of Events

Events for the year which JANE will host, co-host or participate in as a club. All members are always welcome and if you have an idea for additional monthly events please contact Chuck Centore 978-369 5206 or Wes Keyes 207-363-5338

November

Chrome Tech Session , D & S Chrome,
Holyoke, MANovember 16th

December

AGM & Holiday Party, Radisson,
Chelmsford, MA.....December 8th

**Have an idea for an event for next year?
Give Chuck or Wes a call**

J A N E OFFICERS		
President:	Carl Hanson	(781 275 2707)
VP/ Events:		
	Chuck Centore	(978 369 5206)
	Wes Keyes	(207-363-5338)
Slaloms:	John Loring	(603 394 7525)
Secretary:	Pat Reilly	(508 839 7464)
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President's Notes

By Carl Hanson

November marks the end of the time of year considered the most beautiful here in New England, with the fall colors, crisp blue sky days, and pumpkins in the fields. Thoughts of the darkening days and the cold wet nights that loom before us put us in a somber mood. Soon our Jaguars will be put back in the barn to hibernate for the winter, or sent out to shops for those restoration tasks put off during

the driving season. Where has the summer gone? we all ask. But before you slip into a blue funk, let us help you! JANE is going to do our best to cheer you up during the months ahead!

The late fall, winter and early spring seasons are when we have our Tech Sessions. The first one is on Saturday the 16th when we travel out to Holyoke to learn about chrome plating from Mickey DuPuis and his crew at D&S Custom Metal Restoration. Other tech sessions will follow after the first of the year to keep your winter exciting. Social events will be planned for the winter months as well. Check the JANE website for latest information.

And don't forget about our Annual Holiday Party on Sunday, December 8th. This event combines a dress-up social with our Annual General Meeting, where we vote for the new Board and Officers for the coming year. The Board's Nominating Committee has already come up with a slate and the vote will be carried out with actual ballots this year! I understand our party chairman has lined up another grand time for us again this year.

We scored a grand success with our Jaguar display at the Castle Hill Concours this year! It was a beautiful Sunday – weather, location and crowds – couldn't have been any better! Our display consisted of 18 selected pre-1972 Jaguars with representation from saloons, sports cars and race cars. We shared the gravel area in front of the mansion with pre-1972 BMW's. I am prejudiced, of course --- but I think our Jaguars made a better showing! It is too bad that this event conflicts with the British Invasion in Stowe, VT. Every year I am torn between which one to attend.

In closing, I want to remind everyone that there is no Board Meeting at Skip's this month. The fourth Wednesday of the month falls the night before Thanksgiving and the Board decided to cancel the meeting. I doubt many of us would turn up.

See you at the Holiday Party in December!
Carl

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Wood Refinishing

In last month's *Coventry Cat*, our President Carl Hanson lamented that in dis-assembling the dashboard of his XK 120 he discovered it had 'been messed with'. Well, in the 1970s while Patricia and I were living in England and messing around with 1930s Austin Sevens, we discovered the secret of English wood refinishing. We have never before shared the '*secret*' of refurbishing a wooden dash, but now feel we must share it with all JANE members:

Parts Needed: K-Mart # 865 Woodgrain Vinyl Adhesive Covering

Tools Needed: Scissors, Razor Blades
Six Pack of Newcastle Brown Ale (or Budweiser)

- Step 1: Drink two beers and survey the project. Chug them if possible.
Turn stereo on real loud.
- Step 2: Roll out the adhesive vinyl and push it up against the dash to figure the size then cut around the dash to produce the overlay desired.
- Step 3: Drink two beers and survey your progress.
Chug them if possible.
- Step 4: Cut out holes for the instruments with a razor blade.
Apply as needed Band-Aids and iodine.
Drink two beers.
Chug them if possible.
- Step 5: Go out for more beer.
- Step 6: Peel off backing and press the overlay into place.
It will now look great. If it doesn't, chug two beers.
It will look great!
- Step 7: Call everyone in the club and invite them over to see the job.
Tell them to bring some beer.

Cheers,

David Reilly

Nominations for JANE Officers

President	Carl Hanson
VP Activities	Wes Keyes Co- chair Dave Higginbottom
VP Membership	Adrien Curtis Co-chair Sue Curtis
VP Treasurer	Diane Crook
Secretary	Patt Reilly
Board of Directors (12)	Chris Allen, Ellen Allen, Karen Bates, Mike Bates, Margaret Carullo, Nancy Capocefalo, Jack Capocefalo, Patt Centore, Chuck Centore, Aldo Cipriano Ray Crook, Susan Curtis, Sue Hagopian Gary Hagopian, Kathi Hall, Ed Hall, Sheila Higginbottom, Dave Higginbottom, Allen Liberman, Gus Niewenhous, Harry Parkinson, Allen Quinn, David Reilly, David Roth, Jim Sambold, Herb Strach man

Elections are to be held at the Annual AGM, December 8th, at the Radisson Hotel, Chelmsford, MA

NOVEMBER TECH SESSION:

CHROME PLATING

Saturday, November 16th, 10 a.m.

D&S Custom Metal Plating

102 Cabot Street, Holyoke, MA

(413) 533-7770 Chrome Plating Tech Session

Mickey DuPuis, "Chromer for the Stars", will host our November Tech Session on Chrome Plating at his shop in the center of Holyoke. If you haven't met Mickey yet, be prepared to be entertained and fascinated. He is the preferred chrome specialist for many of the top restoration shops in the US. Several Pebble Beach champions have had their chrome done here, including Ralph Lauren's cars via Paul Russell. He is currently working on the chrome for Dr. Peter Williamson's Bugatti Atlantique (yes, the one missing from our visit last week) and another Bugatti from Paul Russell's shop. He has done many Jaguar's including Gary's, Frank's and Carl's. Bring your questions on plating any kind of metal and he will answer them.

Refreshments will be served. A modest fee of \$5 will be levied to cover expenses. But it will be worth it to learn all about your chroming questions.

A mailing will be sent out with a map, but here is a rough set of directions:

Exit 4 on the Mass Pike, Rt 5 north, veer to the right on Main Street, go under I-391, left on Sargeant St., go over canal and take first right at edge of canal. Looks like an alley leading to an old mill building -- that's correct. Look for a JANE sign.

If you are Internet-savvy, Mapquest will show you the way, but will put you on Cabot Street -- WRONG! D&S is between Sergeant St. and Cabot St. and you can't get there from Cabot Street.

Questions? Call Carl Hanson 781-275-2707 or <chansonjag@aol.com>

Restorations by Carl Hanson

The Engine Rebuild (Part I)

The next few installments in the continuing restoration series will be about my engine rebuild. But first, I must make amends. Two months ago, in my article on carburetors, I opined that Brian Donovan had sent them out to Joe Curto for restoration. "Not true!" says Brian. All work on carburetors is done right there in their shop. I apologize to Brian, and thank him for his sharp reading. By the time I finish the current series, I expect to get many more corrections from him! That's good. It keeps me honest. What do I know? I'm just learning.

So let's get started with this month's piece:

A key part of the restoration project is getting the engine done right. I had every intention to perform the rebuild myself and to bask in the pride and joy of accomplishment in its successful completion. Then I sobered up and realized the effort would set back my completion date by another year or two, and I wasn't getting any younger! According to my "best laid plans," I could perform a "just-in-time" sequence and have my FHC on the road for its 50th birthday (July 2001) if I worked on the chassis at home (see previous issues of the Cat) while the engine was being rebuilt by Brian Donovan's experts and the body was being painted at a restoration shop. (I will let the reader know in advance that the "best laid plans" did not come about as planned.) So here is a summary of the engine rebuild.

I delivered the engine block, head and transmission and several boxes of pieces to Donovan Motorcars in Lenox, MA, in October 1999. The head was separated from the block. The pistons were jammed in place and immovable. Who knew if the crankshaft could be saved. Same with the camshafts and pistons. Then there were all the loose parts – carburetors, generator, starter, water pump.... Since the car had been barn-stored for 13 years and many parts were scavenged, it was unclear which, if any, were original components. It doesn't really matter to me - I had most of the necessary parts to have a complete engine when finished. Later I found out that authenticity matters to

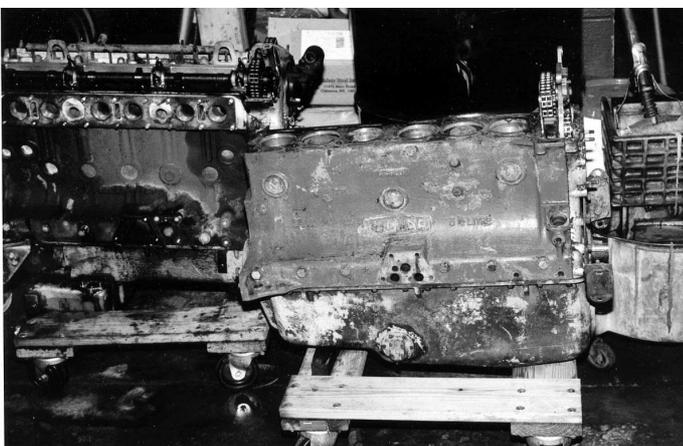


Figure 1. Block after first washing

some people. We will go into that subject at a later date!

At Donovan's the first step was to clean up the block and strip out the crankshaft, rods and pistons. Inspection revealed that the crankshaft and the rods appeared to be in good shape, but the pistons were toast. The crankshaft and rods were flushed and cleaned, then "magnefluxed." What is "magnefluxing?" you ask. I am certainly not an expert on this subject, but as I understand it, this is a non-destructive testing method to determine whether a steel component has any cracks that could lead to future failures. The process involves application of a film of particles that fluoresce when exposed to high-intensity magnetic fields.

The crankshaft came out clean so the next step was to inspect the condition of the bearing surfaces – main, rod and thrust. These needed cleaning and resurfacing, taking only ten thousandths (0.01) of an inch off the main and rod bearing surfaces and polishing the surfaces to a fine surface. Then the crankshaft was balanced and tested for straightness.

Back to the block. It and the oil pan were "hot-tanked" – submerged in a hot caustic solution to thoroughly clean out the caked grease, paint, carbon, calcium deposits, mouse turds and other detritus accumulated over the 50-years of use and neglect. Cylinder walls were scored in a strange way, according to Brian, so they re-bored and honed them sixty thousandths (0.060). (Maybe I shouldn't have used them as beer can holders while working at my workbench?) Finally, the top surface of the block was "decked" to make a flat surface for the head. Everything was flushed and cleaned, and the block painted black. Whew! That's done.

New custom pistons were procured (\$\$\$), rings installed, and the connecting rods were re-bushed and reamed to fit on the crankshaft. Assembly of the "short block" was ready to begin.

Next month I will tell you about reconditioning the head.



Figure 2. Carl pondering his next step with Henry Bergmann (ctr.) and Brian Donovan (rt.)



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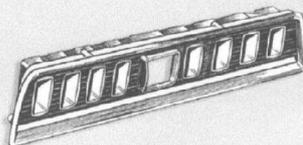
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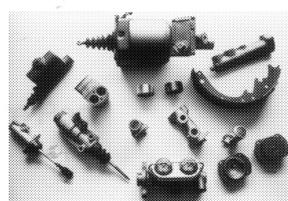
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Jaguars Reign Supreme at Castle Hill Concours!

By Carl Hanson

Back in June I received a request from Farish He-meon of the Concours Committee for JANE to organize a display of vintage Jaguars at the prestigious Castle Hill Concours on September 22nd. This Concours is rapidly becoming the Northeast's version of the Pebble Beach show, with a venue that rivals the water views of that great event. The Crane Estate in Ipswich, MA is the site – a mansion perched atop a hill overlooking Crane's Beach and the Atlantic Ocean. Crane, of toilet fixture fame, wanted a clean view of the water with a swath of green lawn stretching to the shore and framed by a tree line. It is the green lawn where the vintage cars are positioned – the invited and judged masterpieces on the upper reaches and the special interest pre-1972 display cars on the lower sections. Our Jaguars, however, are positioned for display in front of the mansion on the gravel drive, a place shared with the other featured marque on display – BMW.

The Concours Committee requested only pre-1972 Jaguars, with a variety of significant types providing a range of saloons, sports cars and race cars. Further, we were limited to a maximum of 20 vehicles and the Committee would make the final choice for invitation. I convened a group of JANE's knowledgeable members to come up with the candidates from our and neighboring clubs. Gary Hagopian, Jim Sambold, Chuck Centore and I put our heads together, surveyed candidates at our own Concours in Sturbridge, and made a list of 25 good examples of our Jaguars as candidates for the final selection by the Committee. The Committee sent out letters of invitation to the finalists.

A total of 18 from our list actually showed up for display at the mansion. See the list below. One of our coups was getting a genuine D-Type Jaguar (#XKD 523) as part of our display. This gorgeous racecar is owned by Bud Lyons and is stored and maintained at Paul Russell's shop in Essex – site of one of our events this Spring. We wanted to show it next to the

other significant pre-1972 racecar from the Jaguar stable – the beautiful C-Type. Unfortunately, there are no genuine C-Types in the area, so we asked John Sweeney to bring his authentic-looking replica for comparison with the D. (OK, so we bent the rules somewhat, but after all we were only *displaying* the cars!)

The weather was beautiful, the venue was awesome, and the cars were wonderful. Next year, bring a picnic – or purchase food on site – and have lunch amongst some of the most beautiful and historic automobiles you will ever see!

List of JANE's Display Jaguars

- 1950 Mk 5 – brought by Brian Donovan (JANE)
- 1954 XK120 DHC – Jeff Meaney (JANE)
- 1953 XK120 FHC – Roger Barber (JANE)
- 1956 XK140 OTS – Richard Whyte (JANE)
- 1958 XK150 DHC -- Andrew Leader-Cramer (JANE)
- 1960 XK150 DHC – Steven Leed (JANE)
- 1955 D-Type Racecar – Bud Lyons (Paul Russell)
- 19?? C-Type Replica – John Sweeney (JANE)
- 1961 Mk 9 – Tom Brady (JANE)
- 1961 Mk 9 – Ray O'Brien (JANE)
- 1961 E-Type Series 1 FHC – Alan Weide (JCSNE)
- 1962 E-Type Series 1 OTS – Kevin Whalen (JANE)
- 1969 E-Type Series 2 OTS – Marilyn Williams (JANE)
- 1964 Mk 2 Saloon – Sue Hagopian (JANE)
- 1967 Mk 2 Saloon – Ray Crook (JANE)
- 1967 S-Type Saloon – David and Patricia Reilly (JANE)
- 19?? E-Type Racecar – Brian Donovan (JANE)
- 19?? E-Type Racecar – Brian Donovan (JANE)

CASTLE HILL CONOURS



D TYPE JAGUAR



CASTLE HILL REFLECTED IN SUE HAGOPIAN'S MIRROR



THE REILLYS AND THEIR 3.8 S TYPE



MK V DROPHEAD COUPE



JEFF MEANEY'S XK120



ROGER BARBER'S XK120 FHC

A Letter from our Regional Director

Daniel Thompson, JOA Montreal

The 2003 version of the Jaguar Clubs of North America (JCNA) Annual General Meeting (AGM) is scheduled for March 20th-23rd in Charlotte, South Carolina.

The JCNA AGM is traditionally the place where new initiates are discussed, new ideas brought to light, new regulations voted on and new ways of doing things given the chance to stand on their own. The AGM will be attended by regional representatives from the six geographical regions of North America and representatives of most, if not all, of the 50-odd local clubs will be present, carrying the right to vote that is the backbone of the democratic process behind JCNA.

In my capacity as vice president of JCNA and a regional director, I would like to encourage the executive of all JCNA member clubs across the country to make sure that their voices are heard, their concerns addressed and their desires for improvement understood. All of us who run local clubs face the same challenges: attracting and retaining Jaguar enthusiasts both young and old, veterans and "newbies" through a combination of offerings designed to appeal to everybody. Drives, tours, rallies, slaloms, concours, BBQ's, technical seminars, dinner parties, high performance track days.... you name it and we try it! The role of JCNA is to act as a central clearing house for ideas and initiatives that could benefit the membership as a whole by fostering excitement and enthusiasm at the local club level. Hopefully, our presence helps make the local club's job just a little easier.

I am hoping to put together what I colloquially call a "top ten" wish list of items that can be addressed/discussed/implemented at the 2003 AGM next March. These initiatives can and will come from the local club and membership level. I encourage you to make your opinion known by sending me an email at dthompson@jcna.com or phoning me directly at 514-848-0716 (working hours E.S.T.) or writing to me at my home address listed in the Jaguar Journal.

Items to consider can come from the following:

- is your club membership shrinking, growing or stable?
- if it is growing, what are the keys (in your opinion) to your success and can other clubs benefit from that knowledge?
- if it is shrinking, why are members departing? Have you appointed someone as "membership turnover chairperson"? Basically a fancy title but it entails polling the departing members and asking them why they are leaving and what it would take to get them back. We can learn a lot from this information.
- if your membership is stable, what do you think it would take to move it into a growth pattern?
- looking at the list of events you hosted for your club members in 2002, what events would you qualify as a success? As a failure? Have you tried out new things that resulted in increased enthusiasm amongst members? What are they and can the lesson be applied to other clubs?
- does your club hold a JCNA sanctioned concours? What percentage of your membership is interested in concours versus simply participating in a car show? What about slaloms and ral-

lies? Would you like to see other nationally or regionally sanctioned events added to the activities list? What type of activity?

- do you link up with other Jaguar clubs in your geographic region in order to hold joint events? If you have, has it been a success? How can JCNA or your regional director help make this concept more of a reality for your club?

- what is the average age of your club members? Do you have concerns about attracting and retaining younger members or younger generations of Jaguar enthusiasts? What initiatives have you put in place to address the situation? Have they been successful? Why or why not?

- does your club have a positive relationship with a local dealer or Jaguar corporate? If you do, what have been your experiences? If not, do you think such corporate support would be beneficial?

- does your club enjoy a close relationship with your JCNA Regional Director? If not, in what ways would you see your regional director playing a more active role in the management of your club? If yes, can you give examples of the support you have received and specifically how you think your experience could help other clubs/regions?

- what is your impression of the Jaguar Journal? Are you happy with the content and frequency of the magazine? If you had the opportunity to suggest improvements, what would they be?

- do you or members of your club utilize JCNA's website services? Are you happy with the content? Do you have any suggestions for improvement?

This list of questions is not intended to be all-encompassing, but rather just some points designed to get the thought process kick started. Again, please feel free to contact me in any one of the ways described above to discuss further. I promise your concerns will receive a receptive and sympathetic ear and will be given the attention they deserve!

May I humbly suggest that this letter be published in your local newsletter and members encouraged to communicate directly with me with ideas.

Many thanks for your hard work and commitment to the hobby,

Daniel Thompson

JCNA vice president

Regional Director (NE)

Communications Committee Chair

Concours Rule Book Editor

President - Ottawa Jaguar Club #48

Treasurer and membership chairman - JOA Montreal #53

New Jaguar Book

Steve Kennedy, Editor of the 7th Edition of the JCNA Rule Book, has written a new book on Jaguars titled, JAGUAR, The Classic Marque. It is currently at the printers and will be ready for shipping by December 1st.

This dynamic book is a photographic chronicle of the more than 75-years of Jaguar car history. Subtitled *The Distinguishing Coachwork Features of the Classic Marque*, this beautifully illustrated book clearly reveals in the 400 plus color photographs, 90 black and white photos and 20 drawings the unique coachwork and other distinguishing features of 39 Swallow Sidecar, Swallow, S.S. and SS Jaguar cars and the 107 model variations of the 41 post-war production Jaguar cars.

This 360 page book covers the company's evolution beginning with the hand-built coachwork of the Swallow Sidecars in 1921, through the SS years, right up to the R-TYPE and the latest saloon, the X-TYPE. This book also covers a wealth of historical and production information.

Each photo is accompanied by adjacent text highlighting the distinguishing coachwork features as seen in the detailed photo of that model. Included in each chapter are tool kit photos or drawings for one of the models covered in that chapter. Also detailed by chassis number and production date are the slight variances within the years.

The comprehensive appendices cover the Color and Upholstery charts showing the exterior and interior color combinations (not to be confused with the color chips themselves), a detailed coachwork diagram, and Glossary. There is also a Jaguar Jumble, the 300 questions and answers about the distinguishing coachwork features of Jaguar. These questions are designed to be both challenging and educational for the novice as well as the most knowledgeable enthusiast.

For more information, please go to www.jaguarbooksite.com or write to Golden Cat Publishing, #142, 601 16th Street #C, Golden Colorado, 80401 for more information.

Steve Kennedy

skennedy@ecentral.com



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Business card and classified ad rates are as follows: **Business Card 3 1/2" x 2" : Members.....\$60.00 Non-members.....\$120.00;**

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Editor's notes:

Last month Concours results had an error in scoring totals. Ned Sewall should have been placed as 4th in D1 with a 9.822 score.

Jaguar Family Additions

By Sue Hagopian, JANE Membership Chair

Quite a lot has happened since I last wrote. At that time we had 312 members and now we are up to 325!! The web site has become a real boon to JANE.

JANE was invited to be a "special display" at the Castle Hill Concours and if you listened to people talk, we were the stars of the show! New members **Scott and Liz Dougherty** celebrated their 1st anniversary at this show, what better way to celebrate than at an event like that.

John and Claire Lavin attended the last JANE board meeting after a long absence. John has been quite ill, but he looks great now. Welcome back! We look forward to seeing you out there on the slalom course next year.

Alan and Jessica Quinn did keep us posted on the "new arrival". On 9/24/02 **Gabriel Aaron Miller-Quinn** announced his arrival at 11:59AM weighing in at 7 lbs. Congratulations to all! Alan took pictures and you can see them on the JANE web site. (www.J-A-N-E.org)

I'd like you all to meet our latest group of members alphabetically:

Robert & Elizabeth Blozie from Charlton, MA with a 1983 XJ6.

Dennis & Susan Casey from Rindge, NH with a 1984 XJ6 (who secretly wants to add a MK-II and a new S-type to his "den").

Jim & Gena Collins from Amherst, MA are former members who have decided to finally finish the work on their 1958 XK150S OTS. Welcome back!

William Cove from West Springfield, MA has 3 Jaguars; 1983 XJ6, 1985 XJ6; and a 1970 E-type 2+2.

Arthur & Rosslyn Hay from Cheshire, CT join us with a 1968 E-type Series 1.5. They are excited to get involved in the upcoming year in their dream car.

Charles & Cheryle Lawrence from Stratham, NH drive a 1959 3.4 Saloon. Charles was so excited to be a Jaguar club member that he talked his friend **Jerry Maben** from Kennebunk, ME into joining too. At this time Jerry doesn't list a Jaguar, but he's looking. I met both he and Charles at Castle Hill where they were enjoying the day along with all the rest of us "car nuts".

James & Sandra Millar from Fitzwilliam, NH drive a 1970 E-type Coupe.

Faviana Olivier from Boston, MA has an XK150 to drive around in. What better way to see the fall foliage and country side than that.

Stephen & Barbara Ring from Long Island, NY join us every year for our Concours, helping with judging and just making a fun weekend out of it. This year they decided to become Associate JANE members. Now they can read all the news in the Coventry Cat and we look forward to them coming to more events too.

Raymond & Deborah Swenton from Portland, ME have a 1968 E-type and a car I don't recognize the name of. If any of you do, let us know, it's a Ducati 907. Maybe that's a track car, as he says that he is interested in Vintage racing, track days, rally's, auto cross, and Concours, plus social gatherings. Well, Raymond that is exactly what JANE does the best! We look forward to seeing you out there.

Margaret Turner from Waterville Valley, NH has a 1974 E-type Series III Roadster. She and her husband always wanted one, but unfortunately the car was delivered just after he had passed away. Margaret is looking to enjoy their dream car and making new memories with all of JANE.



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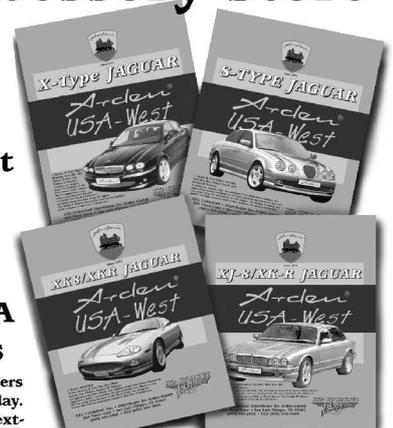
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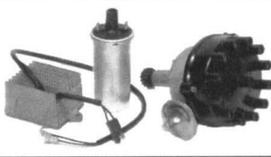


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