

JAGUAR ASSOCIATION OF NEW ENGLAND

# COVENTRY CAT

VOLUME 5, NUMBER 4

APRIL 2003



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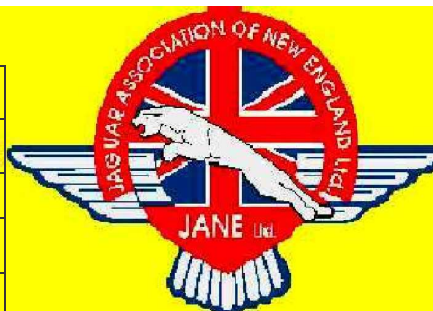
THE 3½ LITRE JAGUAR XK140 DROPHEAD COUPE

R S O F T H E I R C L A S S

Ads from the past - Upper left XK120 DHC, upper right XK120 FHC, lower left XK120 OTS, and lower right XK140 DHC

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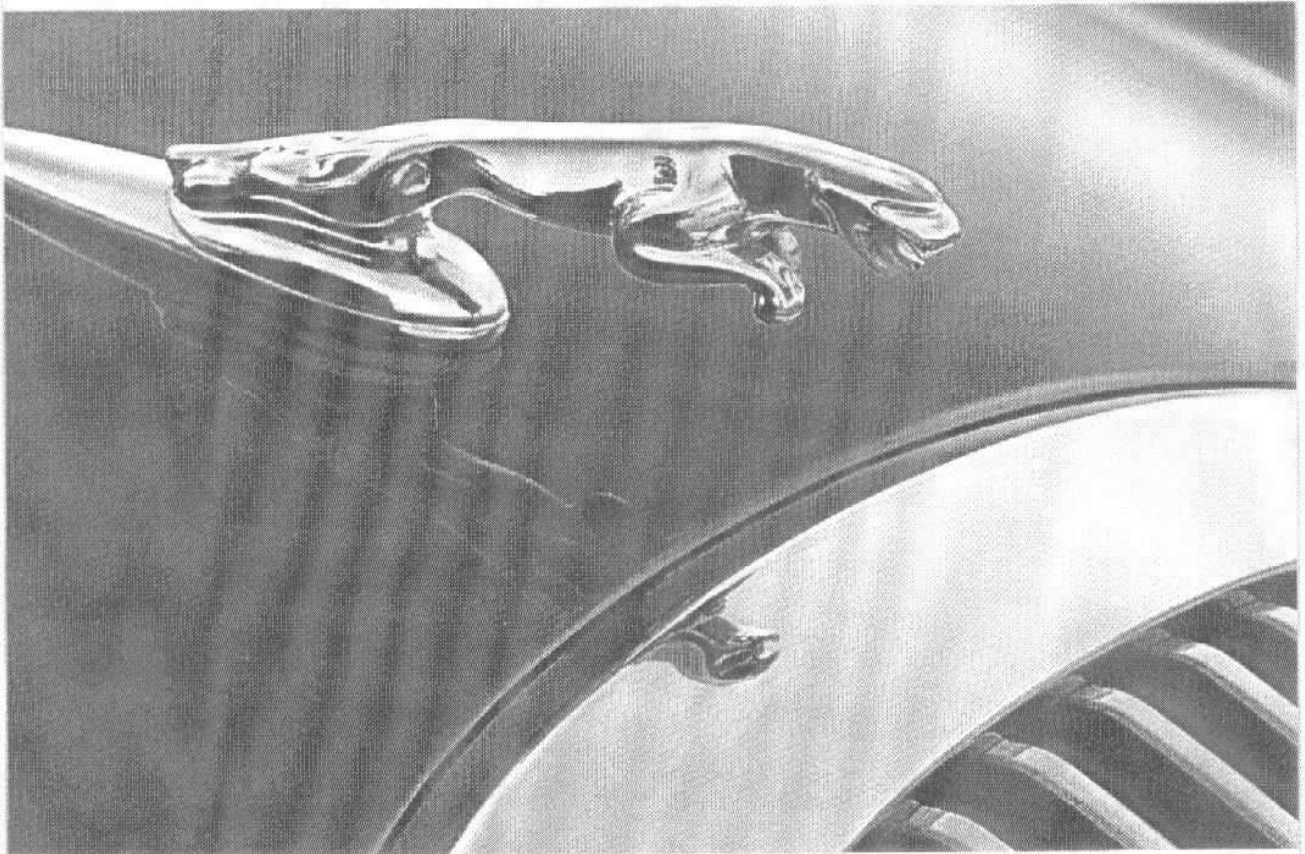


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# Jaguar Association of New England

## 2003 Calendar of Events

Events for the year which JANE will host, co-host or participate in as a club> Contact Wes Keyes 207-363-5338 or Dave Higginbottom 978-683-6278 for details

### **April**

Judge's Session, Chicopee, MA.....April 5th  
Monthly Meeting, Skip's, Chelmsford, MA.....April 23rd  
Automotive Machine Shop Visit, Greenfield, MA..... April 26 th

### **MAY**

MOT Lawn Party & Lecture, Brookline, MA.....May 13th  
JANE Slalom, TBD.....May 18th  
Bonny Eagle Car Show, Cumberland, ME.....May 18th  
Monthly Meeting, Skip's, Chelmsford, MA.....May 28th  
Track Days, Lime Rock Park, CT.....May 30, 31st

**Have an idea for an event ?**

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## Restorations

by Carl Hanson

### Veneering (Part I)

(Preface: For you new members of JANE, this is another of a series of monthly articles starting in January 1999 covering the restoration of Carl Hanson's 1951 XK120 FHC from its barn-find in 1996 to its completion sometime in the next millennium. A complete list of articles to date will be published in a future Coventry Cat. Back issues are unavailable...editor.)

After completing my chassis and while waiting for my car body to come back from the paint shop (*How many years has that been?...ed.*), I turned my attention to the interior woodwork. A previous owner had stripped off the original walnut veneer and, for reasons unknown, stained and varnished the remaining wood. Reasons unknown, I say, but I can understand... these old XK120's became unloved and generally frowned upon when the E-Types were introduced. No accounting for tastes, I say, but that was the attitude back then. The cost of having someone fix the veneer was probably excessive – as it is now – and the car wasn't worth very much, so he just peeled off the old veneer, stained and varnished the wood. I am just glad he didn't spray paint it black like he did everything else in the interior! Anyway, the wood was generally protected and preserved and I was left with a solid underlayment for veneer.

I hear three good questions in your minds: (1) Why did you do the veneering yourself, you ask? (2) Why not just order a new set of wood from "Classic Veneers" in UK? Or (3) have it redone by any of a number of craftsmen in the business?

Answers to the above questions: (1) I enjoy working with wood and wanted to learn how veneering is applied. (2) Read the title of this series – "Restorations" – I am trying to preserve and restore as much of the original car as I can. (3) Fending off bankruptcy court over the restoration of this car, I wanted to save the thousands of dollars that I had been quoted. So here is how I re-veneered my woodwork.

First, I bought a book on veneering and asked lots of questions from woodworking hobbyists and cabinet maker professionals. Here are some of the questions and the variety of answers from my survey:

Q. Where to get English burled walnut veneer?

(A. Very rare. Constantine's in New York, but they moved to Florida. Besides, they have American walnut only. American burled walnut is too dark. Veneering specialty companies on

the web. *Forget it, kid.*)

Q. What kind of glue is best?

(A. Contact glue. Titebond. Hide glue. Urea-formaldehyde – but it is extremely toxic. Industrial adhesive. *Forget it, kid.*)

Q. How do you bend veneer into the beveled instrument bezels, around curves?

(A. Buy a vacuum bag system -- adds \$\$ to your project. Do it with steam and a prayer. Watch out for cracks. *Forget it, kid.*)

Can you understand why I was discouraged at first? But I persevered, figuring that if I screwed it up, I could always throw some more money at the problem.



Figure 1 Layout

JANE member Klaus Nielsen came to my rescue with two pieces of advice which eventually panned out for me. First, talk to a veneer specialty company called "Certainly Wood" in Upstate NY. They had a new shipment of Circassian (Russian) burled walnut veneer that looks just like the original English walnut used in early Jaguars. I ordered 6 pieces each with dimension of 15 in. X 28 in. Second, use Pliobond glue. Klaus says they use it to hold airplanes together.

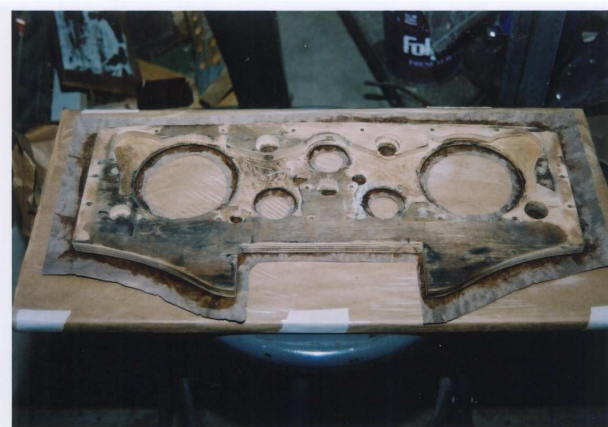


Figure 2 Glueing



I ordered a quart from McMaster-Carr and bought a bunch of glue brushes from the local Ace Hardware.

The first step was to remove the previous owner's varnish and stain, which I accomplished with paint remover and block sanding. The surfaces to be veneered should be somewhat rough to take the Pliobond.

Which brings up another question: what surfaces are actually veneered? The dashboard is completely covered. The top rail on the dashboard is veneered on the flat surface only – the rounded edges are stained to match. The cantrails along the top of the side windows have veneer only on the flat surfaces -- the beveled edges are stained to match. Similarly, the wood strip on top of the door panels have veneer on all surfaces, except about one-fourth inch of flat on the edges. A fine point is that the dashboard and instrument fascia is supposed to be "book-matched." This means laying out flitches of veneer (OK, a new term – a flitch is a sheet of veneer) such that they are mirror images centered on the dashboard. The right side is supposed to be identical to the left side, with a seam down the middle.

After preparation, I laid the pieces out on sheets of veneer and traced them roughly for the cutout, as shown for the instrument fascia in Figure 1. Note, I did not book-match the instrument fascia. I figured that technique was beyond my skill level. Then I brushed Pliobond onto both surfaces to be joined, let the glue become tacky, and laid the piece onto the glued surface of the veneer as shown in Figure 2.

Figure 3 Clamping Pressure



Note that I avoided glue on the edges around the instrument openings. Next came the real pressure between two sheets of three quarter inch plywood – I used nearly every clamp in my workshop as you can see in Figure 3. After letting the glue set for several hours, I popped the clamps and released

the instrument fascia from its squeeze. Figure 4 shows the veneer securely bonded to the plywood, overlap on the edges and excess material around the instrument bezels where I will be bending the veneer to cover those surfaces.

Figure 4 The finished glued dash



How do you bend the veneer, you ask? That is the topic for next month's article. Stay tuned!

## Automotive Machine Shop Tech Session

### Berkshire Tour

26 April 2003

Ever wonder how a Jaguar engine is rebuilt? Here's where to find out. Steve Dutcher, Dutcher Automotive Machine will give us a tour of his machine shop, showing us how it is done.

The setting is in the heart of the Berkshires at Greenfield, MA., a perfect trip to stretch out your Cat's spring legs. We'll try to have a convoy headed west on Route 2 from the Boston area.

We'll meet at his shop at 10AM for coffee and bench racing while the disinterested can go on a tour of the area's shops and museums. We'll get the shop tour with Steve from 10:30 to 12:00 and then meet to do lunch at the Blue Heron in Montague (there's an outside terrace if the weather's nice) or another area restaurant.

Contact Harry Parkinson 603-882-9367, [harryparkinson@attbi.com](mailto:harryparkinson@attbi.com) or Wes Keyes at 207-363-5338, [westonkeyes@hotmail.com](mailto:westonkeyes@hotmail.com) for more info and to preregister. There will be a \$5.00 fee for the event.





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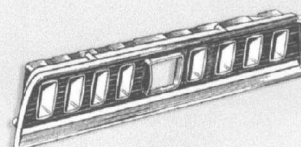
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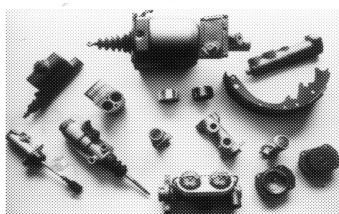
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## BONHAMS &amp; BUTTERFIELDS

## TO SELL THE ESTATE OF THE LATE EDWIN C. JAMESON JR AT LARZ ANDERSON AUTO MUSEUM

Machine-mad Uncle Teddy - the man who inspired one of America's great motor racing stars

For the young boy whose father was killed in the Second World War, a visit by Uncle Teddy was a special occasion. The boy was later to write: "I would go wild with excitement. The signal for his arrival was the sudden roar of his plane buzzing the house. We'd rush out to the airstrip which he had built on our property and arrive just as his plane, banking low over the trees, leveled out on its final approach. But Teddy was in Sharon [the boy's home town] so infrequently when I was little that he primarily existed as a legend who, like Halley's Comet, would make rare, stunning appearances and then vanish for years."

The little boy was Sam Posey, who went on to become one of America's motor racing greats. Uncle Teddy was Edwin C. Jameson Jr, who in Posey's own words was literally obsessed with machines.

The full, overwhelming extent of that obsession will be seen by the public for the first time when international fine art auctioneers Bonhams & Butterfields disperse the Edwin C. Jameson Jr Collection in an auction at The Museum of Transportation located in Brookline, MA on Saturday 3 May 2003.

On the block will be everything from important vintage and classic motor cars, restored motorcycles, a steam-powered vintage fire engine, working scale motors and static engines, an extensive range of automobilia, spares and accessories and marine memorabilia, much of it restored and all of it cherished throughout the late Mr Jameson's amazing lifetime.

It is no surprise that 10-year-old Sam Posey was in awe of Uncle Teddy. In his autobiography *The Mudge Pond Express*, named after a homemade push-along race cart, Posey describes Jameson as a brilliant pilot with a distinguished war record acquired while flying in China. His own private planes were always marvels of both mechanical and aesthetic perfection.

From his youth, Jameson surrounded himself with machinery and he and his sister (Posey's mother) risked life and limb in his bizarre inventions.

Posey writes: One of these, the Wind Wagon, was a three-wheeled contraption powered by a motorcycle engine which,

## UPCOMING EVENTS

**Saturday, April 5th**

**Judging Jaguars**

A tech session on judging cars will be held on Saturday, April 5th at Chicopee, MA (Hoppe Tool) on judging. JCNA rules will be reviewed and a practice run of the judging including scoring will be conducted. You're sure to pick up some pointers on preparing your car for this year's JCNA Concours

Last year we had a good turn out and we had trained judges available for our annual Concours d'Élégance, but we need more. Our fellow JCSNE members will join us as they did last year. All participants will be receive their classification as official JCNA judges.

Lunch will be included and participants will receive the latest JCNA rules updates. A small fee will, \$12.50, be charged for coffee and lunch. Register so we can get a count for coffee and lunch

This is an indoor event that will be held rain or shine and will start at 10:30 with coffee and doughnuts. There will be a chalk talk review before lunch, a lunch break, and then car judging afterwards. That will be followed by a critique of the judging and scoring. The session should be over by 2:30

Please register with Harry Parkinson at 603-882-9367, [Harryparkinson@attbi.com](mailto:Harryparkinson@attbi.com) or mail to Harry Parkinson, 30 Coburn Avenue, Nashua, NH 03063.

instead of driving the wheels, drove an airplane propeller. It had very little torque, something to be desired; but when Mudge Pond froze over in the winter, the Wind Wagon would whistle across the ice, my mother hanging on for dear life in a rudimentary back seat while Teddy, his eyes nearly blinded by the freezing prop wash, tried to skirt the holes in the ice. Afterward, unable to power itself back up the hill to the house, she would get out and push while Teddy stayed aboard revving the engine. The Wind Wagon, built in 1929, is included in Bonhams & Butterfields sale with an estimate of \$3,000-6,000.

John Sweeney, Executive Director of the Larz Anderson said in a recent interview, this is the most important collection of motor sport history to come on the block for decades. The collection will be sold as part of Bonhams & Butterfields' annual auction of Collectors Motor Cars, Motorcycles and Automobilia held annually at the Museum of Transportation in Brookline. The pre-sale exhibition will take place there on 1 and 2 May from 10am to 5pm.

For further information, please contact John Sweeney, Executive Director, Larz Anderson Auto Museum, (617) 522-6547 ext. 22 or [johns@shore.net](mailto:johns@shore.net)



## Pictures



THE 3½ LITRE JAGUAR XK140 2-3 SEATER COUPE



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## Activities Calendar

Date	Event	Location
April 1, 2003,	April Fool drag @ NE Drag Way, try your car out on strip	minimal expense
April 5, 2003	Judging Cars/JCNA judging rules	Hoppe Tool, Chicopee, MA
April 8, 2003	JCSNE meeting	TBD
April 26, 2003	Automotive Machine Shop Tech Session in the Berkshires	Dutcher Automotive Machine, Greenfield, MA
April 30, 2003	JANE BOD meeting	Skip's, Chelmsford, MA
May 1-5	JCNA Challenge Championship	Phoenix, AZ
May 3, 2003	Bonham Classic Car Auction	MOT, Brookline, MA
May 13, 2003	Lecture and Cookout on the lawn	MOT, Brookline, MA
May 13, 2003	JCSNE meeting	TBD
May 18, 2003	JANE Slalom @ Site	TBD
May 28, 2003	JANE BOD meeting	Skip's, Chelmsford, MA
May 30-31, 2003	Jaguar Club Event, Track time	LRP ,Lime Rock, CT
June 7-8, 2003	JCSNE/JCNA Concours	Berlin, CT
June 14-15, 2003	Overnight trip to the White Mountains	
June 25, 2003	JANE BOD	Skip's, Chelmsford, MA
June 29, 2003	British Car Day	MOT, Brookline, MA
July 12, 2003	Carburetor Tech Session	Sunapee, NH
TBD	Automotive Machine Shop Tech Session, Berkshire tour	Greenfield, MA
August 8-10, 2003	JANE/JCNA Concours	Sturbridge, MA
September 14, 2003	JANE Slalom @ Site	TBD
September 18-21, 2003	British Invasion, JCNA Concours	Stow, VT
September 29, 2003	Castle Hill Concours	Ipswich, MA
October 4-5, 2003	Maine Museum Tour, Coastal Tour	
4 <sup>th</sup> Wednesday, each month	JANE BOD meeting	Skip's, Chelmsford, MA
2 <sup>nd</sup> Tuesday, each month	JCSNE meeting	Olympia Diner, Berlin CT

Wes Keyes

Activities Chairman

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Combined JANE/JCSNE/JCNA events



The Coventry Cat needs articles  
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### The New Rules - Formula One Racing

By Jean Mansen, Jaguar Associates Group

After years of talk about Formula One becoming boring, costing too much, being dependent on the whims of car manufacturers who come and go, generating inadequate revenues; and, being dominated by a few, attempts to revamp the rules have led to many changes for 2003 and loads of confused, but purportedly happier fans. From personal observation, the 2003 season does provide increased interest for race fans.

Clearly controversial, the New Rules are aimed at: attracting and retaining race fans to Formula One and reducing the costs of going racing to ensure that independent teams can continue to afford to compete, thus reducing the dependence of Formula One on major car manufacturers.

The New Rules will be phased-in starting with the 2003 season and continuing through the 2006 season.

#### The Rules - 2003

A complete ban on telemetry from car to pit and from pit to car is in effect.

No radio communication between the driver and the pit.

Only two cars will be scrutineered per team. Under highly defined, stringent circumstances, a spare car may be scrutineered; it then becomes the driver's primary car and the initial car becomes the spare.

Spare cars will not be allowed (except under highly unusual circumstances).

The car will be required to go into parc fermé immediately after making its second qualifying run.

All cars are released simultaneously from parc fermé shortly before the start of the race, when checks on all cars have been completed.

Severe constraints are placed upon electronic (as opposed to driver) control of throttles, clutches, differentials and engine actuators. This means that traction control, launch control and fully automatic gear changing systems can no longer be used.

No mechanical design may rely upon software inspection as a means of ensuring compliance.

**Con't on page 11**

#### JANE member Larry Chute passes away

Larry Chute, a JANE member since 1989 and a Concours Judge passed away peacefully on 3/30/2003. Larry had moved to live with his son in Pennsylvania in recent months and was in a nursing home after a recent stroke. Larry previously had lived in Chelmsford, MA and was a regular at the BOD meetings at Skip's.

We shall all miss Larry and extend our sincere sympathies to his family.



# COVENTRY CAT CLASSIFIEDS

**For Sale: 1971 V12 XKE Coupe;** Regency red paint; lots of new gaskets and chrome; needs headliner and seat covers; body is very good and paint excellent; stored inside, not on the road at this time; \$15,500; Call 978-568-0171 or e-mail for pictures; lally@wiremachineryco.com 0203

**Exchange: 1990s XJS OWNERS CHECK YOUR BOOT....**If your spare tire is a Goodyear Eagle NT-T-60 and your other tires are newer, then sell your spare to me and purchase a matching tire to have a full set. Email BASICnyc@aol.com, the Jaguar Toy Guy or call in the PM 718-969-8477 (NY) 0303

**For Sale: 1990 XJS V-12 Convertible,** a low mileage (54K) 2 owner car, maintained by factory techs since new. Has all books and records. Car is black w/ Barley int. and black top. 4 new Pirelli's, A/C overhauled last summer, new battery, new 3 piece rear bumper rubbers, new headliner, front seats re-sewn and piped, new factory carpet mats, Alpine 6-disc CD. Wood is very nice, original paint still looks good, car garaged not used in rain or during the winter. Drive it anywhere. \$16,000.00. Call Ray at 781-631-4255 or email: obriens1@attbi.com. 0403

**For Sale: 1987 Series III XJ6,** pristine, original condition, only ,53K miles. No winters. Garaged. Nardi steering wheel, A/C conversion to R134 refrig. Dorchester gray, red interior, books and manuals, \$8700.00 Call member Bill Read ay 608-945-6022 or email at billbany@msn.com 0403

**For Sale: 1958 Austin Healey Bugeye Sprite** 3/4 through a concours restoration of a very, very early Bugeye Sprite(April 1958); Over \$10,000 spent on the body shell alone. Will sell outright or trade for a XK120-140-150 project or a XJ6 series 1-3 in solid shape. Other Jaguar trades considered. What do you have? Email for more including pictures dthompson@gbc.com or phone 514-848-0716 0403

**For Sale: 1994 Jaguar XJS V-12 Convertible;** Black/Tan, 57K Original Miles, Loaded; Respectfully Maintained - All Papers & Manuals; \$20,500 OBOF - 508-457-6262 (Cape Cod) 0403

**For Sale: 1992 Jaguar XJ6 Sovereign.** Palomino/Tan. 127K well cared for miles. Excellent condition. Sunroof. Michelin XV's on summer wheels. Pirelli winter/ice on winter wheels. Needs a good home. \$6,900.00 OBO. Call Kevin Murphy, (508) 820-7759 days (508) 879-1881 eves. Or email kevin@kmurphyslaw.com 0403

**For Sale: 1985 Jaguar XJ6 Vanden Plus.** Golden Sand/Fawn . New installation of Chevy V8 /Turbo 350. 12,000 miles on the engine/ transmission. Chevy A/C compressor. Great interior. Good body. Some minor work to be done, mainly hooking up 3 gauges. Great driver. \$3200 or ONO. Call Tony at 781-393-4493 0403

**For Sale: Jaguar XK120,140, & 150 new sheetmetal:** front and rear wings (patch panels or complete), spats, rear inner wings, fuel tanks, doors, door skins, boot lids, boot lid skins, sills, shut pillars, battery boxes, stainless steel side curtain frames and more! Rebuilding service for your doors, lids and door hinges. All parts fabricated by WES PARTS - over 30 years experience. Call or write Wray Schelin, WES PARTS, 508 347 7749, PO Box 652, Charlton City, MA 01508. For a free catalog. E-mail: wesparts@hey.net pd

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### **2003 World Championship - Loads of Room for Jaguar Improvement!**

**By Jean Mansen, Jaguar Associates Group**

For Jaguar Racing, the start of the 2003 World Championship is off with a whimper. Twice - first at Melbourne (March 9) and then at Sepang (March 23). But, for those of us used to watching Michael Schumacher climb onto the top spot on the podium, this season's taking on a lot more color and curiosity.

The opening race of the 2003 World Championship was in Melbourne. David Coulthard (McLaren's Mercedes) finished in first, followed by Montoya (Williams BMW) in second, Raikkonen (McLaren Mercedes) in third, Michael Schumacher (Ferrari) in fourth, Trulli (Renault) in fifth and Frentzen (Sauber Petronas) in sixth place. Despite both cars starting, neither Jaguar finished the race.

The Malaysian Grand Prix was packed with excitement while temperatures on the track soared over the course of the 56-lap race. Kimi Raikkonen claimed his first Formula One victory! The 23-year-old Finn's triumph at Sepang means McLaren has won the opening two races of the 2003 season, and Raikkonen now leads the World Championship by six points. Rubens Barrichello (Ferrari) finished in second place, but 39 seconds behind. Renault's Fernando Alonso finished third. Michael Schumacher finished sixth after being given a drive-through penalty after colliding with Jarno Trulli's Renault on the opening lap.

Sadly, Jaguar Racing's Mark Webber and Antonio Pizzonia retired early. Pizzonia started the race from the 15th place on the grid, with teammate Webber just behind him in 16th place. A dust-up at the first corner involving several cars affected Pizzonia, who was hit from behind and had to pit at the end of the first lap for a replacement nosecone. Webber skillfully weaved his way through the debris on the track and by the fifth lap, moved up to eighth place. Later, on lap 15, a planned pit stop cost Webber more than 30-seconds due to a clutch problem. The Australian rejoined the race in 12th place, drove well and moved up to eighth place again, before being called into the garage on lap 25 due to an oil consumption problem. Pizzonia stayed in the race through lap 43, but ended due to a suspected brake problem that caused him a spinout.

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### **NEW FI RULES (con't from page 9)**

The FIA, in weighing the need to draw fans to Formula One in order to generate sufficient profits to sustain all teams (never mind the violent disagreements as regards how income should be divided - skewed to the winners, evenly amongst all teams, or the lion's share to the independents) decided it must address two key issues. The problems are: (1) any team not backed by a major manufacturer is likely to find itself short of money and technology (remember that Prost and Arrows went into receivership (like bankruptcy) in the past twelve months); and, (2) there is nothing to keep one or more of the major manufacturers from exiting Formula One racing. It's interesting to note that Ferrari has been in the World Championship since it began, and this is Toyota's first experience with Formula One. The remaining five - BMW, Ford, Honda, Mercedes and Renault - have a history of coming and going from Formula One. Realistically, the major manufacturers use their involvement in Formula One as a marketing and technology lever. However, it is likely that there could be anywhere from two to nine majors in the World Championship at any time.

FIA determined that it cannot control the amount of money invested in the design and development of a car or engine. However, it can control the cost of going racing once the car and engine has been developed. FIA determined that it could keep the cost of going racing down by:

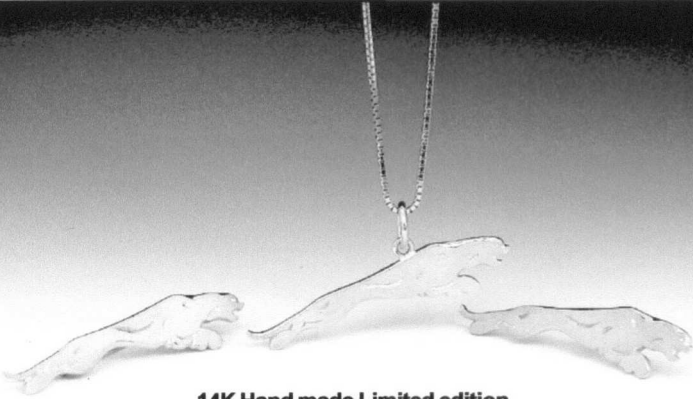
- Eliminating unnecessary and complex equipment and procedures at the races;

- Requiring the use of long-life car components and engines (e.g., in 2003, the estimated cost for engines for the season per team will be \$20 million - this will reduce to \$10 million in 2004 as a team will be allowed only one engine per car per weekend instead of two or three. By 2006, the cost are anticipated to drop to \$1.6 million as one engine will be required to be used in six races (six weekends of warm-ups, time trials and racing); and,


- Allowing teams to use components designed or built by other teams or outside suppliers (mass production).

Time will tell. 2003 already looks to be an exciting season, just maybe not for Jaguar Racing





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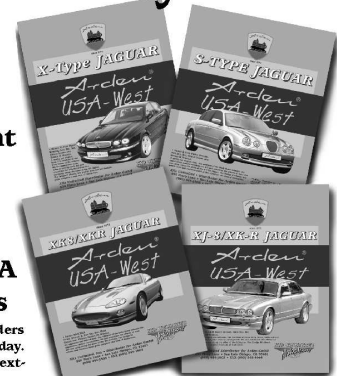
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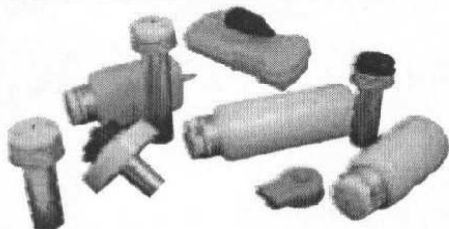
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