

JAGUAR ASSOCIATION OF NEW ENGLAND

C O V E N T R Y C A T

VOLUME 8 NUMBER 2

FEBRUARY 2006



Jim Roberge's E type roadster, The Beast

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Jaguar Association of New England 2006 Calendar of Events

Events for the year which JANE will host, co-host or participate in as a club. Contact Dave Randall at 978-887-9616 for details

FEBRUARY 2006

JANE tech session, HMS, Peabody, MA.....Feb 11
JANE meeting, Skip;s, Chelmsford,MA.....Feb 22

Have an idea for an event ? Give Dave Randall a call

J A N E OFFICERS

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President's Notes – February 2006

By Carl Hanson



February is our “garage month” here in the North-east. Our old Jaguars are snug in storage or being worked on in anticipation of next summer’s driving season. I must say there were times during our warmer-than-average January when it became tempting to get our old Jaguars out on the road. But then the consideration of the salt and sand left over from the snows of December dampened those thoughts. Wait until April.

Winter is not necessarily a dormant time for JANE, however. Our January meeting was well-attended and full of good ideas. Events are being planned – lots of suggestions are being made – we just need people to sponsor them. Contact Dave Randall if you want to help out. For those of you who missed the meeting and want to read what is going on, we will be posting the Draft Minutes of the Meetings on JANE’s website. This way everybody can read them in advance of the approval at the next meeting. January’s meeting had a lot of business, primarily focused on budgets and events. Delegates to JCNA’s Annual General Meeting were selected. A committee was appointed to decide the future of The Coventry Cat – should we continue to publish a paper version, or go to a website-based newsletter? Harry Parkinson and his committee will discuss the issue and come up with a recommendation at the April meeting. We voted to donate \$1000 from our Concours profits to David’s House in Hanover, NH. This charitable donation has become an annual event for JANE and we are very proud of it.

Lots of good things are coming up this year. We already had one – the tech session at KTR Motorsports in Ayer, MA. (See the description of this terrific event in this issue of the newsletter and on our website.) The slalom program will continue to be very strong. A sanctioned rally will

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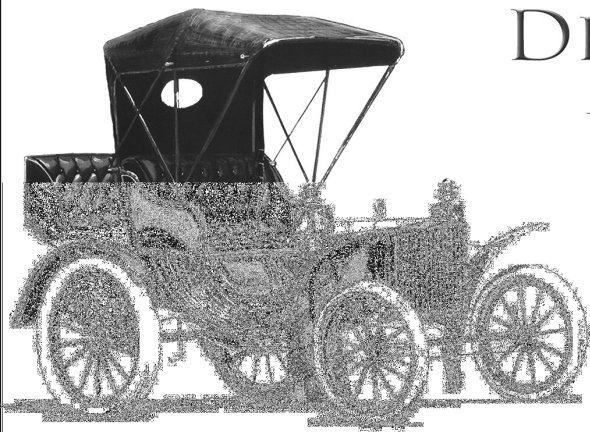
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be held in NH this fall. Our always-popular Concours will be held on familiar grounds in Sturbridge. Short events, like Sunday brunches and ice cream outings will provide a chance for new members to get acquainted with JANE without having to commit to a major event. And it looks like our trip to Nova Scotia is going to take place at the end of June. (See this issue for preliminary details and make plans to attend!).

This month we have another Tech Session, this time at HMS Motorsport in Peabody where Greg Elevitch has organized a Safety Equipment Seminar on Saturday, the 11th. Continuing the competition theme, our February meeting will be racing oriented. Following a short business meeting to discuss how we want our delegates to vote on issues at the AGM, we will have a series of movies: one on Slalom Fundamentals, one on John Fitch's land-speed record attempt, and a series of Dennis Eklof's photos from last year's Vintage Races at Laguna Seca. This will be a social evening – come with your favorite stories!

Tune up those Jags!

Carl

From: <LHMTM@aol.com>
To: <harryparkinson@comcast.net>

Subject: HOW MANY EXIST?

Date: Tuesday, January 10, 2006 11:43 PM

Hi,

MY NAME IS LARRY HARRIS AND I AM A MEMBER OF THE JAGUAR ASSOCIATES GROUP IN SAN FRANCISCO. I WAS HOPING THAT YOU WOULD PLACE THE FOLLOWING SHORT ARTICLE IN YOUR NEWSLETTER.

"TRYING TO FIND THE RAREST E-TYPES"

I AM TRYING TO ACCUMULATE A LIST OF THE REMAINING 1971 V12 ROADSTERS. THRU THE JAGUAR ARCHIVES I HAVE FOUND THAT 101 LHD 1971 V12 ROADSTERS WERE BUILT AND SO FAR I HAVE LOCATED ONLY 24 CARS REMAINING.

IF YOU OWN OR KNOW SOMEONE THAT OWNS ONE, PLEASE EMAIL THE SERIAL NUMBER AND AS MUCH INFORMATION AS POSSIBLE TO LHMTM@AOL.COM.

THANKS IN ADVANCE FOR YOUR HELP. IT WILL BE INTERESTING TO SEE HOW MANY OF THESE GREAT CARS EXIST WITH CLUB MEMBERS.

LARRY HARRIS CELL: 510-846-5186

Reminder !

Jaguar drivers and racers:

Don't forget the Safety Equipment Seminar with Joe Marko of HMS Motorsport, particularly for those interested in racing, but all are welcome to learn more about driving safety.

The date of the seminar is **February 11th, 2006**, Saturday. The location will be at **HMS Motorsport, 3 - 1st Avenue, Peabody, Mass.** They have lots of free parking. We will start the seminar at **11:00am** but encourage people to arrive anytime after 10 am to see some of the displays of helmets, harnesses and other equipment.

The seminar will consist of discussion of seats, harnesses, helmets and rollbars. It will include some video on sled tests. Joe will also cover instructions for proper installation of safety equipment, and end with a Q&A.

We decided that people were more likely to be driving or racing in season and that this time would be better for a seminar. It also should allow folks time to install whatever equipment they decide on before the season begins.

There is no cost for the seminar, but please call Greg Elevitch at 781-631-5678, or email at gelevich@yahoo.com to let us know you are coming !

Nova Scotia, here we come!

Save the dates around the end of June and beginning of July! You will want to be a part of JANE's Tour of Nova Scotia (TNS)! JANE members Bruce and Anna Cake and their friends at BATANS and the Dartmouth Yacht Club will be hosting JANE for a rousing event in Halifax connected with Canada Day on July 1st. Adam Owens, a Past President of JANE, has agreed to organize our trip from this end.

Details have not been finalized, but here are the preliminaries. .

JANE members have three options for arriving at our destination in Halifax:

- ?? Ferry from Portland to Yarmouth– yes, you read that right! The high-speed ferry “The Cat” will operate service from Portland on Friday, Saturday and Sunday this summer! Boat leaves at 2:30 p.m. for a four hour trip.
- ?? Ferry from Bar Harbor to Yarmouth –“The Cat” will operate Monday through Thursday from Bar Harbor. Departures at 8 a.m. and 4 p.m. on Thursday.
- ?? Drive all the way – long drive, but what's a car club for?

The old overnight ferry service from Portland has gone (sunk?)– the “Scotia Prince” is no longer in operation. Last year the service was abruptly discontinued. This year, however, “The Cat” – the super ferry will operate from both Bar Harbor and Portland on various days. The word “super” is not taken in vain here – this high-speed ferry travels at speeds up to 55 mph, holds up to 900 passengers and 240 cars! Needless to say, the trip time is only a few hours, less than three hours from Bar Harbor and less than five hours from Portland. If we organize our trip early enough and with enough people taking the ferry, there are group rates to reduce the fares. For more information check out the website: www.catferry.com.

Bruce recommends we arrive on Thursday to get settled in for a fun-filled day on Friday. What happens when we get to Yarmouth? We drive to Halifax where we will stay at Ramada Inn near the Dartmouth Yacht Club (special low rates will be arranged).

- ?? Friday will be touring day followed by a reception Friday night.
- ?? Saturday will be a day in Halifax (the fort overlooking the city is worth a visit!) and a party at the Dartmouth Yacht Club followed by a tour of the harbour (go away spell-checker, that's how they write it in Canada!) by boat, thanks to DYC members, some of whom are also members of BATANS (The President of JANE will buy a beer on “The Cat” for the first person to correctly decode that acronym!). We will be treated to a spectacular fireworks display over the harbour in honor of the holiday.
- ?? Sunday we may take in the world-famous “Tattoo” in Halifax. This show of pipe and drum bands generated raves from JANE members who participated in the previous TNS.
- ?? Monday and following days have not been planned at this time. There has been talk of continuing the tour to Cape Breton, the beautiful Cabot Trail, and Prince Edward Island where in mid-July there is a huge car show (ask the Herrick's about that show – they drove up to it last year!).

This event is likely to be **THE EVENT OF THE YEAR!** We already have 8 or 9 couples ready to go, some of us in our antique Jaguars! So don't be afraid that you will be alone. More information will be sent out soon, early enough to take advantage of “early-bird rates” on ferry. Check out The Coventry Cat and JANE website for updates.

Carl Hanson

JANE visits KTR

On a beautiful sunny day (January 28), twenty or so JANE members made their way to Ayer, MA, for a tour of the facilities of KTR European Motorsports and a demonstration of their state-of-the-art dynamometer. They were not disappointed, as the session was relaxed, informative, and very interesting.

There are actually three businesses operating out of KTR's facilities. KTR Performance specializes in extracting higher performance from modern sports cars, including Audi, Ferrari, Porsche, Subaru, and a variety of other marques. KTR European Motorsports specializes in the restoration, repair, and race preparation of vintage European sports and racing cars. Finally, KTR is the authorized assembler and repair facility for Noble Cars. Around noon, Stu Forer, the event organizer, gathered everyone together for a brief explanation of KTR's facilities and capabilities. Stu Forer introduced Dave Castallano, service manager, who gave an over view. KTR currently has 12 employees. Needless to say, we were impressed.

Roy McClouskey introduced us to the Noble , a high performance car that sells for \$85-90,000, and is produced at 500/year .The Noble was designed in Britain by engineer Lee Noble, and is now built in South Africa. It comes in three models and is shipped to the US as a kit car (minus wheels and a drive train) to avoid US DOT regulations. Equipped with a 400+ horsepower Ford twin-turbo v6, and weighing under 3000 pounds, it is very fast and has a lateral capability of over 1.1 Gs, a Ferrari like performance at a lower cost

There was plenty of time for roaming around the KTR facilities, and other than not allowing visitors into the dyno room when live tests were underway, our KTR hosts let us wander around to our hearts' content. As the photos attest, there were plenty of interesting things to see.

After an enjoyable lunch in the KTR customer waiting lounge, it was time for the dyno demonstration. The dyno adjusts to 4 wheel drive, 2 wheel or motorcycle. As luck (or planning) would have it, there was a very nice 1963 E-Type scheduled for some dyno work to check fuel mixture, and we all got a thorough explanation of the dyno, its inner workings, and its role in KTR's tuning work by Jim Burns

Many thanks to Stu Forer for organizing an excellent event and to the KTR folks for welcoming JANE to their facilities. KTR also invited any JANE members to come by and kick tires on any day they are open, with the caveat that Saturday is usually the best day, given their work schedule.

Dennis Eklof



Top: Stu Forer our JANE host
Bottom: Dave Castallano, KTR service manager



At left: KTR dyno room



At right KTR lobby; the Noble coupe in the foreground and Ferrari GTO in the right center

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The Prettiest Race Car You've Ever Seen

By Ray David

I don't know about you, but when I see what I think is one of the most remarkable looking Jaguars ever, I just have to find out more about it. Such was the case last September at the Challenge Championship in Atlanta when I came across a series III E-type roadster that just about took my breath away. Everything about it said "professionally-prepared race car", and I noticed quite a few others were just as impressed as I was. But it had an aura about it that other race cars just cannot manage.

Really, up close and personal this car is drop-dead gorgeous. Any Jaguar fan would recognize it immediately as an E-type, although any closer definition might give you cause for pause. Partly because of a few mild body changes which include widening the rear fenders to accommodate larger wheels and tires, although the traditional roll around the wheel opening that distinguishes a Series III from a I or II was retained. There are, of course, a few other subtle styling tweaks as well that make this car stand apart from the crowd, such as the Miata taillights that look perfectly at home on this big Jag. But when all is said and done – and there has been plenty said about this car – this is just about the cleanest, most perfectly done E-type race car you're ever likely to find.

Little things, like the door liners, complete the show-car appearance that most serious racers lack, leaving nothing unfinished, but also nothing overdone. Many of those simple touches had to be pointed out to me before I caught on to what a professional package this car

presents. The cockpit is as spartan as any other in the racing business, but somehow looks like it just came out of a showroom. It is the attention to little things like neatness and cleanliness that earns this car a reserved seat wherever it goes.

My first exposure to it came on the slalom course where it was the center of attention on or off the track. With 600 horsepower and the exhaust note that goes with it, everyone knew this car was serious about its work. At the time the car had only been in a couple of slaloms and an autocross or 2 and still had some shakedown cruising ahead of it, but every outing gave its owner and its builder a bit more feedback for the inevitable fine-tuning to get it just so.

The car is owned by Jim Roberge, a resident of Lincoln, Mass. and a member of J.A.N.E. It is a 1972 model which he bought a few years ago. He already had a Jaguar that he raced, but wanted something just a step higher up the competitive ladder, so 4 years ago he sent it to Stew Jones, owner of Stew Jones Restorations in Winsted, Conn., with instructions to make it something other cars would have to move aside for. In late 2004 the car was back on the road, going through the first stages of road testing and tweaking. Driveable, but not quite track-ready, its 7.3 liter V-12 drawing huge quantities of racing fuel through 6 Weber carburetors, with racing cams and an 11.6-to-1 compression ratio, both car and driver had some sorting out to do to become comfortable with each other.

Jim is a professor of electrical engineering at M.I.T., an institution he entered as a freshman in 1956

JANE's tentative events calendar

Event	Place	Date	Contact
Safety Equipment seminar			Greg Elevich
JANE meeting, Mille Miglia	Skip's, Chelmsford, MA	Feb 22	Bruce Murray



Jim Roberge's E type
and
the 600HP engine



and never left, and he has been a weekend racer since the 1980's. He is always testing his own limits along with his car's, and with this new one he may have found the right combination. The car weighs in at 2,700 lbs. and at that probably carries about 3 or 4 lbs more than it needs, but that bit of extra heft seems to be all in the right places so the car looks as good as it goes. In fact, it took first in its class at the Challenge Championship Concours.

The reason Jim chose a roadster over a coupe for racing is simply because, at 6' 4" he can't fit into a coupe when he's wearing a helmet. And you'll notice how tall the roll bars are on this car – a concession to its owner's height.

In competition on the slalom course in Georgia the car did every bit as well as some of the 6 cylinder E-types while Jim was in the pilot's seat, but Karen Jones, Stew's wife and a champion Jaguar racer in her own right, did even better. Mind you, she has had a more varied experience than Jim in that very car, having crash-tested it last year on the race track at Lime Rock. In that instance Gary Hagopian was giving the car one of its first road tests with Karen along as passenger when it left the ground going over a rise and ended up in the tire barrier, upside down. Despite considerable cosmetic damage to the car, the only injuries suffered by the occupants were a broken fingernail for Karen and a bruised ego for Gary. But the fortunate part of it is, that with 2 very experienced racers involved, they were able to reconstruct the sequence of events that caused the mishap, and itemize the corrections needed to lessen the chances of the same thing happening again. So all four, Gary, Karen, Stew and Jim knew what to look out for next time. It had something to do with super-stiff rac-

ing suspension, a bump in the track surface, cold brakes and 600 horsepower, all of which happened to come together in perfect harmony to provide a truly memorable track experience.

By now most of the sorting out should be all done and Jim Roberge and his gorgeous E-type will be looking forward to spring in New England and the beginning of a new slalom season. I expect to see some pretty good times for this car in the slalom results by this time next year. And keep an eye on Karen, too. You'll see her picture - and her slalom score - behind the wheel of this excellent 'E' in the current issue of Jaguar Journal. And if you're ever in the neighborhood when this car is on display at a concours somewhere, make the effort to go and see it. It's a first class example of what can happen when a determined car owner with very specific goals teams up with a builder/designer who can't abide second place.



Jim Roberge with his E type at Sturbridge

For Sale: 1999 XK8 Coupe - Silver exterior with Black Interior. 37,000 miles. Very nice condition. Must sell! \$17,000 Chris Kielb
advance-welding@comcast.net or 413-734-4544 or 413-531-7580

0306

For Sale 1989 XJS V12; 68,000 miles. Starts right up, British Racing Green, Tan interior, Moon roof, New tires. New owner should be Jaguar mechanically inclined. Jag has been stored under cover indoors for 4 years while owner traveled. Photos can be emailed to serious inquiries. Asking \$3500. Call Richard Munson at 1-866-644-1502 or email uniquelyk@tidewater.net, web site www.uniquelyankeeofmaine.com

0106

For Sale 1995 XJS12 Convertible: 87K miles, BRG, Oatmeal leather, Tan top. More details-- call Bill Read at 508 945 6022. Asking \$11000.00

1205

Wanted: An XK-150 or an XK-140 Convertible/Roadster: Looking for a car (must be running with no major issues) not a Concourse "Ga-Zillion \$\$\$ Restoration!", a Jag that I can, over time, set-up for Vintage Car Racing and still drive on the street And what I need to find someone with one of these models that would be willing to take a very nice 1977 Corvette (Pace-Car type scheme in Dark Blue and Silver) and/or (Both) an impeccably prepared 1988 Alfa Romeo Spider "SCCA ITB" (Prepared for Road Racing) in trade and/or as prices dictate, partial trade?? The Alfa has been being built over the past 12-years and all work was done by two of the top Alfa Specialty Shops here in New England and no expenses were spared! If this appeals to anyone and you want to pursue it more, E-mail me for pictures, more info, etc. and/or call. Tom Letourneau - Cumberland, RI - (401) 334-3315 and E-mail is AlfaRacer1@cox.net

1105

Wanted: Good used, complete automatic transmission: To fit a 1961 Jaguar Mark IX. Mine just died (no reverse or drive) and I want to find another one, to completely rebuild, before pulling this one out and replacing it. Will supply my old one, as a core, if necessary, upon completion of rebuild. Tom Letourneau - 24 Old Reservoir Road - Cumberland, RI -02864 - E-Mail AfaRacer1@cox.net - Home (401) 334-3315

0106

For Sale: 1973 XKE Series III V12 roadster: 50,000 miles, 4 spd . excellent condition, recent paint, new tan Connelly leather interior & rugs, new canvas top; runs great, 6 CD player, trunk mounted, dark blue; beautiful car; \$37,000 OBO; John Pardee, 508-366-0424

1205

For Sale: 1988 Vanden Plas 4.2: Drive train excellent, Frame excellent, Body fair - some rust; one small dent; Interior fair; Brakes - good; needs front shocks; needs an expert in Lucas electrical system; \$2,250.00 or will swap; 508-798-2101 or 508-767-0064

0106

For Sale: 1969 Series II 2+2: 90% complete. Needs total restoration. Has two 4.2 litre engines, A/C, automatic transmission. All instruments. Good front end & rear; \$4000; Don Factor, 207-947-3925

0406

Advertising Rates, 2004: An ad in the *Coventry Cat* currently reaches over 350 households with very high demographics. Unless otherwise specified, rates are on a annual basis(12 issues)Business card and classified ad rates are as follows:

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