

COVENTRY CAT

VOLUME 8 NUMBER 9

September 2006



Scenes from the 34th Annual JANE Concours.

Clockwise from the top left: Franklin Shaffer and his Best-in-Show 1968 Series 1.5 E-Type; Frank receives his trophy from Margaret Caruolo; Chuck and Patt Centore pass the Jim Aldrich Trophy to Ed and Kathy Hall; Ray and Sanda O'Brien receive the trophy for Best-in-Show, Driven; Ray and Sanda's 1973 Series III E-Type

INSIDE THIS ISSUE:	
The Prez Sez	1
34th Annual Concours	3
Concours Poker Rally	5
Concours Preparation	5
JANE at Lime Rock	6



INSIDE THIS ISSUE:	
Pebble Beach 2006	6
Friday at the Drags	8
On the Prowl	9
Classifieds	10
A Katrina Observation	11

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Jaguar Association of New England

2006 Calendar of Events

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

September/October 2006

September 15-17 — British Invasion in Stowe, VT

September 29 — JANE Night at the Drags, Epping, NH

October 1— JCNA Sanctioned TSD Rally, Loudon, NH

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

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President's Notes – September 2006



With the JANE Concours past history and the fall season now in full swing, many club members think the driving season is almost over. Not true. September is one of the busiest months for JANE. We have events throughout this month: Lime Rock Vintage Races and Concours d'Elegance (see

separate report in this issue); JANE Slalom on Sunday, the 10th, at Nashoba Valley Ski Area in Westford, MA; British Invasion in Stowe, VT, on the weekend of the 16th; our "Drag Night" at New England Dragway in Epping, NH, on the 29th; followed closely on Sunday, October 1, by our sanctioned JCNA fall rally. This schedule is enough to make my head spin. So make your wheels spin to one or more of these exciting JANE events. As always, check the JANE website (www.j-a-n-e.org) for event details. New members of JANE especially are invited – we will make you feel included right from the start.

Our Concours was again a huge success under the leadership of Ed Hall. The weather was perfect, sunny and bright but not too hot. The Jaguars were magnificently displayed on the grassy shores of Cedar Lake. Bob Alexander displayed his newly restored "HK Special," the famous British hillclimb race car that has been featured in *Jaguar Journal* and in an upcoming *Jaguar World*. We had nearly seventy Jaguars on the field, with nearly fifty that were judged. Besides the Concours, other events and entertainment were scheduled from Friday to Sunday -- including the awards ceremony, movie, raffle, silent auction, banquet, lecture on collectibles, and the annual poker rally. With all the activity that swirls around this full weekend event, our Annual Concours certainly provides something for everyone!

I want to call special attention to a highlight of the awards ceremony, the presentation of the "James Aldrich Service Award" to a person or couple who have performed exceptional service to the club over many years. This year's award went to Ed and Kathy Hall. Congratulations to you, Ed and Kathy! And this year we are instituting a new award, "The President's Award," to individuals whom the JANE President believes deserve special recognition. Normally to be awarded at the JANE AGM in December, it was presented early because the first two recipients, Gary and Sue Hagopian, will be away at that time. Thank you for all you have done for the club, Gary and Sue!

And finally, I repeat my request for help with "The Coventry Cat." We have no editor. The September issue is being produced by Dennis Eklof as a temporary stand-in, but we need someone to take over. Production of our award-winning newsletter has been divided up into pieces that can be handled by individuals without too much time commitment (see JANE website for details). Volunteers have agreed to carry on much of the work, but we need an Editor-in-Chief to take charge. Anyone? Please?

Carl

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JANE's 34th Annual Concours d'Elegance

by Dennis Eklof

JANE's 34th annual Concours d'Elegance has come and gone, but it will not soon be forgotten. There was a great turnout of beautiful Jaguars, a newly renovated hotel, a return to our favorite Hospitality facility (The Presidential Suite), and the most spectacular weather imaginable. It was as good as it could possibly get.

First, the weather. After suffering with the extreme heat and humidity that marked last year's concours, JANE members were treated to New England's weather at its best. Each day dawned sunny and cool, and peak afternoon temperatures never reached 80 degrees. There was a nice breeze off the lake and blue skies with billowy white clouds all day all weekend. It could not have been better!

Friday's trip to Sturbridge was particularly memorable for a few JANE members. The Eklofs and the Hansons planned to convoy to Sturbridge by back roads and convened at the Hansons' in the late morning. On arrival, the Eklofs found Blue Moon's (Carl's award-winning XK120) radiator doing a very good imitation of Brussels' famous *Manneken Pis*. Fortunately, Carl was able to deal with it using a can of Barr's Leak Stop, so we eventually got on our way with only a brief delay to stop at the auto parts store for a back-up can of Barr's.

Prebble Eklof also got some extra excitement in that she got to drive one of the two new Jaguars Lee Jaguar sent to the show. (The other JANE member who had a little extra excitement was Aldo Cipriano, who drove the new XK to Sturbridge.)

Once Blue Moon was again continent, the trip was pleas-

ant and uneventful.

Friday also brought some anxiety about the event itself. When the JANE crew arrived at the hotel they found out the hotel staff had had a scheduling glitch and there was to be a wedding in the gazebo at 4:30 on Saturday -- prime time for JANE's award ceremonies. After considerable hair-pulling and teeth-gnashing, a compromise was worked out and we all hoped the bride and groom appreciated the fine automobiles that lined their procession! Friday closed with dinner for many JANE members at the hotel's Italian restaurant, followed by a Jaguar-related movie in the Hospitality Suite.

Saturday dawned as spectacularly as Friday, and everyone working on the concours or on their cars was thankful not to have to suffer a repeat of the 2005 heat.

In all, 47 cars entered for judging and another 10 to 15 came for display and sale purposes. Photos of all cars can be found on JANE's website. Of course, there were more E-Types (18) than any other model, but XKs were particularly well represented this year, with a total of 11 taking part in one way or another.

Best in Show went to Franklin Shaffer for his flawless 1968 Series 1.5 E-Type. Franklin has owned the car since new and used it extensively until a couple of years ago when it was completely restored in spectacular fashion. It scored a well-deserved 99.998 points and was a unanimous choice. Best in the Driven class went to Ray and Sanda O'Brien in their Series III E-Type.

A special award was presented to Bob Alexander for his magnificently restored HK Special (see the JANE website).

After some angst over the lack of goodies for the annual raffle, things came pouring in during the final week and there was a lot of good stuff to be had for attendees' raffle dollars as well as useful funds for the club.

Saturday night wound up with an excellent meal provided by the hotel and an interesting talk on collecting memorabilia by Steve Ring.

Last year Brenda Soussan did an amazing job of photographing all the cars as they entered the rally field, then printing all of the photos and mounting them on the plaques. This year she had some help. Dennis and Prebble Eklof took on the photography task, while Brenda took care of the printing and mounting. This left Brenda with time to prepare her car (1st in Class 15B) and provided time to get all the owners' names and classes sorted so each of the photos on the JANE website shows the owner's name, class, and end result.

Thanks to Brenda for a great idea that is really appreciated by the entrants.

Everyone at JANE owes a special thanks to Dana Lee at *Lee Jaguar of Wellesley, MA*. Dana provided two brand new Jaguars for

(Continued on page 4)



**Mike Kaleel and Carl Hanson
running the raffle**



**Bob Alexander celebrates
his award**

(Continued from page 3)

display at this year's event, and they were real crowd pleasers. The silver 2006 XJ8 L drew raves for its elegant lines and classic good looks, but the real star was the British Racing Green 2007 XK cabriolet. This car marks a shift for Jaguar away from the more grand-touring orientation of the XJS and XK8 back to the sports-car roots of the E-Type.

Many thanks to Dana Lee for his generous support of JANE.

We also all owe many thanks to the hard-working JANE members who make this Concours such a success. In particular, Ed Hall, Concours Chairman, and President Carl Hanson made it all happen, with much assistance from many other JANE members.

Can't wait until next year!



Tom Brady models the Jaguar coveralls (actually worn by a pit crew member at Le Mans) he won in the silent auction.



The scoring team at work: Patt Centore, Kathy Hall, Elaine Whyte, and Prebble Eklof



Brenda Soussan hard at work on Concours entrants' plaques



Gary and Sue Hagopian receive the President's Award for their long and devoted support

**Second Annual Concours
Poker Rally
By Dennis Eklof**

For the second year running, Chuck Centore organized a Sunday morning Poker Rally as the wind-up event of the Concours weekend, and for the second year running, the money was won by Elaine Whyte, this time with a pair of Kings.



Five cars with ten players participated in the two-hour event this year, with the winner's purse amounting to \$40. Each player drew one card at the start, one card at each of three stops and one final card at the finish. Best poker hand of the five cards wins.

The event wrapped up with a casual brunch at the Oxbow Restaurant adjacent to the hotel.

If you missed it this year, plan on it for next.



XKs over the decades



Two beautiful new Cats courtesy of Lee Jaguar of Wellesley



Bob Alexander's "HK Special"

Preparing for JANE's Annual Concours

By Brenda Soussan

It was just about a month ago that Mike and I drove my 1995 Bronze Rose XJS convertible to JANE's 34th Annual Concours D'Elegance. As everyone who has entered this event knows, preparing your car can be months of work (or years). What most people who attend don't realize is that the event itself takes a full year planning by a very dedicated group – particularly if they are looking for a new Concours chairman!

Here is where our story begins.... Before the 33rd Concours, August 2005, I was recruited to take photos and insert

them into plaques, which are given to all registered owners on the field. In doing this job I was outside taking the shots of each car as they arrived. The temperature was just starting to register tropical heat wave when I was ushered into a chilly hotel room to print and insert the pictures. I had lucked into the best job that year. Mike was kidnapped by the field and raffle crews, whereupon he was assigned to place flags on the field, and then put to work announcing raffle prize winners with Carl Hanson. We had no idea that we were in the devious clutches of the hard core Concours planners! We were the innocent, ready to help in any way, just tell us what you need done. They had lured us in with stealth and cunning, they could smell the kill.... "Next year" echoed in their crafty minds.

Fast-forward to August 2006

Friday afternoon of the Concours weekend Mike and I are driving down the Mass Pike just minutes from the Sturbridge exit when his cell phone screeches. It is the head of field layout, Chuck Centore, "Where are you?" ... "I'm almost there...." Chuck knows that you need to keep a sharp eye on the minions lest they wander and dillydally. When we arrived at the hotel, we went directly to the JANE Hospitality Suite to be given our assignments. Mike was promptly whisked away by Chuck to learn the art of advanced Concours field flag placement. I was busy setting up my printer and seeking advice from the crew.

Next morning, the day of the Concours, we head to the Hospitality Suite to find a continental breakfast and our assignments. My task is to print and insert the photos of each car.

After his aptitude for planting flags was revealed, Mike was graduated to the position of correct car placement deputy. Knowing that placing the car at the apex of the spot between the flags was paramount, Mike made each and every driver shimmy back and forth no fewer than 5 times, till he was satisfied that the car was in perfect position. As soon as all the cars were in position, Carl's voice calls, "Mike we need you." Mike is no stranger to a microphone, and heard the siren call of the raffle announcement. In short order, what seemed like 200 raffle items were dispensed by a tag team of Mike, Carl, and Sing Hanson.

At the end of the day we looked around and saw all our friends in the club who had worked endlessly. They are tired but not one person is complaining, we have all done a great job and are satisfied with the result. The fun of putting on this day and being with this incredible group of friends far outweighs any work that we put into it.

Mike approaches me and says "I have been asked to chair the Concours next year, what do you think?" I look at him, smile, and I think to myself "we will be pleading, plotting, kidnapping, and working just as all the chairs who went before us." Yes, Revenge!!!!

We will need many volunteers to make next year's Concours as great as this year's. Look for the list of positions that we need to fill to follow in future Coventry Cats. Any help will be greatly appreciated and recognized.

JANE Members and Jaguars Dominate at "Sunday in the Park!"

By Carl Hanson

The Labor Day Vintage Festival at Lime Rock Park has long been a draw for JANE members, but this year the weekend turned out very special for many of our clubmates. Practice and qualifications take place on Friday and Saturday, and the big race series goes on Monday. What better to do on Sunday (when racing is banned) but hold a concours – or at Lime Rock, a concours and a series of reunions.

The remnants of Hurricane Ernesto threatened to make a mess of the weekend, with rain and heavy winds on Saturday, but the weather cleared in time for the Concours. JANE members were entered in several classes and did very well indeed.

- > Carl Hanson got first in class – "Closed Foreign Sports Cars: 1948-1967"
- > Stu Forer got first in a class for "Early Race Cars" and "Best Race Car in Show"
- > Jim Roberge got first in "Open Sports Cars"
- > Ed Hall got third in that class
- > George Jones got first in "Early Foreign Sedans" and "BEST IN SHOW!"

JANE ruled the Concours with three out of seven categories in the "Circle of Excellence," deemed by the judges to be the best in various groups! And a fourth Jaguar XK120 DHC won "Best Foreign Car." So, not only did JANE do well, but Jaguar dominated!

On Sunday night after the Concours we had a nice "celebration banquet," with eight couples taking over a small Italian restaurant in Great Barrington.

The races on Monday were



Stu Forer



The Joneses and the Hansons

terrific. JANE's Stu Forer did very well, coming in fifth in his race, despite a slipping clutch.



Jim Roberge's modified Series III E-Type

Pebble Beach 2006

By Dave Randall

On Wednesday, August 16, Becky and I borrowed our daughter's Corolla and drove from her home in San Jose to the Monterey peninsula. During the two-hour drive we passed a flatbed truck carrying a new Bugatti -- about a \$1.3 million car with approximately 1000 hp — it was clear car things were about to happen, but our 130 hp Corolla soon left the Bugatti behind!

Anyway, after that it was all downhill— not quite. We attended the memorabilia show in Monterey, and though they had some items I have never seen before, there were many that I already own. Only \$10 to get in, and the price was appropriate.

Because I spent little time at the show, Becky and I drove to Carmel to see if anything was going on. From that moment on I realized that the Italian auto industry must be booming, as we were tripping over Ferraris and Lamborghinis. They were everywhere, driving up and down Ocean Boulevard. Parked on the side of the road we saw two Enzos, a 275, Lambos of all types. It was hard to believe, but a Crown Victoria was a rare sight compared to the high-priced Italian equipment. A friend and co-worker of mine, when I first started selling cars, once said to me "Ferraris? Hell, in California they drive them like they are cars."

Thursday was the day when they have the tour of the show cars. All the cars in the Concours are eligible for this 50-mile tour and elegant lunch in Carmel. As an incentive for Concours entrants to participate, participation can be a tie-breaker in Concours scoring. I believe that this was done in response to the view that most of the Pebble Beach entrants are trailer queens and never driven.

Seeing this tour was definitely worth the price of admission (nothing). To see these cars driving is my idea of a great car show. Packards, Delahayes, Ferraris, a 1950 Mercury (someone asked why that was in the parade, I felt that it

(Continued on page 7)



Pebble Beach Best in Show
1931 Daimler Double-Six 50 Corsica DHC, owned by Robert M. Lee

(Continued from page 6)

did belong, as it was a Mercury Monterey), an OSCA, a Morgan, three Jaguars (XK120, C-Type, and a D-Type), a Cadillac, a Lincoln — they just kept coming, about 55 in all. Sir Sterling Moss and his wife were driving a 300 SL, and John Fitch was the lead driver in a Gullwing.

Becky got a picture of me with all three of them and it was very exciting, as Moss is my favorite driver and I have a great respect for John Fitch. Moss's wife, Susan, was the best looking of the bunch, too, a point I made to Sterling and he readily agreed.

The most interesting car to me was (hard to believe) the XK120, as it was LT2, one of the factory-prepared cars that were to compete at Le Mans in 1951 just in case they would not have the C-Types ready in time. It was made of magnesium and had all sorts of interesting details that an XK120 guy would love: the hood ends *above* the grill, the seats are real buckets, there is no opening for the trunk, as there is a 40-gallon gas tank instead. This is the actual car that Allen De Cadene drives in the "Victory by Design" Jaguar video. I met its owner, Chris Jacques (who also owns the C-Type in the tour). I told him that to own both was just a bit over the top and he did have a good laugh at that. He could not have been a nicer man, and he did confirm that he was also a member of the XK club, a club in England that I know boasts having our President, Carl, and me as members.

After the cars left, Becky and I went to a nice little French café for a late lunch, and outside the window was another Enzo -- enough already!

Friday was a day of choice. We had to choose between

The Quail or the Concorso Italiano. I chose the latter, as it was less money (cash was dwindling) and I am a fan of Lancia cars, and the Concorso was celebrating 100 years of Lancia. I never saw so many Italian cars in my life. I was told that there were 350 Ferraris registered and I believe that we must have seen over 500 of them, as a lot were not registered. There were also maybe 200 Lamborghinis, a Bizzarinni or two, a lot of De Tomasos (I don't get the Pantera thing but the Mangusta is still a beautiful car), scores of Alfas and Fiats, and maybe 50 Lancias.

It was a nice event, but if we go again I will try to find enough cash to get to the Quail, as I have already done the Concorso. If we had done The Quail first, then I think I would want to do the reverse next time. I cannot say how overwhelming it all really was. Those of you who have been must know what I mean.

Saturday was my favorite day, as we spent it at Laguna Seca, the famous racetrack with the corkscrew. I got up early and was at the gate before 7 am when they open. Becky waited at our hotel for our daughter and her boyfriend and would join later.

The pits were great, as these were West Coast cars that I have not seen before. C and D Types were common; Donovan was there with a trailer load of vintage Jags; there was a Zagato DB4-GT; an ex-Toyota dealer from Maine was there with some of his Toyota 2000s; a couple of Ferrari GTOs; all kinds of MGs; a Singer or two; Coopers all over the place; Lotus; Can Am cars; and a contemporary Toyota F1 car.

I got our tickets to the event from Toyota, as they were

(Continued on page 9)

JANE Friday Night at the Drags September 29

Mike Kaleel and Brenda Soussan have rescheduled the Drag Night event that was rained out in May. They have reserved a lane at the New England Dragway in Epping, NH, on Friday, September 29.

You need not be a JANE member to participate, just an interest in the sport and a Jaguar. The Dragway has given us a dedicated lane and staging area, and we invite all Jaguar owners to come show us their lead foot.

For those participating in this JANE event, New England Dragway will use a handicap starting system to equalize competition in certain categories (see sidebar *What's Handicap Racing?*).

In order for the races to start quickly after we arrive at the track, we will need the model and year of your car before you arrive.

Gates open at 5 P.M., with races starting at 6 P.M. Brenda and Mike will provide refreshments at the gathering area. After the races, all are invited to join in a casual meal at a nearby restaurant to be determined.

A summary of some of the more important rules is below:

- > No slicks allowed. Street tires required (DOT Approved racing tires acceptable).
- > No bald tires allowed.
- > Open exhaust not allowed.
- > Co-driver allowed in all vehicles running 14.00 seconds or slower.
- > Seat belts are required.
- > Overflow can for radiator.
- > Battery hold-down bracket.
- > Vehicles must comply with safety and equipment requirements as outlined by the current IHRA Rule Book.
- > Vehicles must be street legal and able to pass state safety inspection.
- > Nitrous oxide permitted and must be installed according to the provisions outlined in the current IHRA Rule Book.
- > Factory (OEM) installed computers allowed, but no laptop computers are allowed while in competition.
- > Valid state driver's license required.
- > Helmets (Snell 90 or newer) required for all vehicles running 13.99 or quicker.
- > Drivers and co-drivers are required to wear long pants, a shirt, socks, and shoes.

Please address any questions to Brenda or Mike and let them know of your intentions to race as early as possible. They can be reached directly by phone or email (check your JANE Membership Directory) or by emailing the JANE webmaster.

What's Handicap Racing?

New England Dragway will use a handicap starting system to equalize competition in certain categories. The purpose of the handicap system is to allow drivers to compete on an even basis even if their cars are vastly different in performance.

Each car/driver combination is given two trial runs to assess their car's potential, as measured by its elapsed time over the quarter mile. Based on these trial runs, each driver specifies his base elapsed time (called The Dial). For any two cars competing against each other, their respective Dials are compared, and the car with the largest Dial (the slowest car) is given a handicap head start equal to the difference between the two Dials. If both vehicles cover the quarter-mile in exactly their own Dial, the win goes to the driver with the best reaction time to the starting lights, because the elapsed time is measured from when each car crosses the starting line, not when the lights go green.

So why not pick a Dial that will give you a big head start? Simple, because if your elapsed time is below your Dial (called "breaking out"), you are disqualified. If you pick a high Dial for your car and get a head start, you would be forced to wait for the other driver anyway to avoid disqualification.

On the Prowl

Notes on JANE Members by Brenda Soussan

- > Nathan Christopher Centore was born on August 6. Grandparents Patt and Chuck Centore are doing well.
- > Patt Centore just got a new Cocker Spaniel puppy and his name is Preston Thurgood...He's in the market for a Jag....
- > Patt Centore will be celebrating an anniversary of her original birthday on September 18.
- > Marilyn and Harry Parkinson celebrated their 45th wedding anniversary on September 2.
- > JANE 's own Sing Hanson will be one of the exhibiting artists at a reception to be held at The Gallery at the Concord Library, 129 Main Street, Concord, MA, on September 21, from 6 - 8 PM.
- > Sue Hagopian has revealed that she has the ability to knit in her sleep.
- > Gary Hagopian has had his record slalom time bested by Karen Jones and vows to reclaim the title. Gary's plan is to institute a rigorous schedule of sessions till the end of the season. Look for Gary and Sue at Mt. Tremblant to race with the VRG (Vintage Racer Group) for three days, the Jag Drag Night, and Lime Rock.

(Continued from page 7)

the sponsors of the historic racing. Somehow we ended up in the Lexus hospitality suite instead of Toyota's, and I was reacquainted with Bob Carter. He is the top guy at Lexus; after him they speak Japanese. I had met Bob years ago when he was working with his brother, Jack, who owned the Toyota dealership in Hyannis.

Anyway, Toyota had something else in mind, as they brought out the F1 car and had the "Friday" driver (test and third driver on the team), Richard Zonta, do a few very hot laps. Even Becky was excited. When you are that close to a F1 car that is doing about 175 mph you feel as if you are inside a jet engine. I feel very fortunate to work for a company that produces such a car.

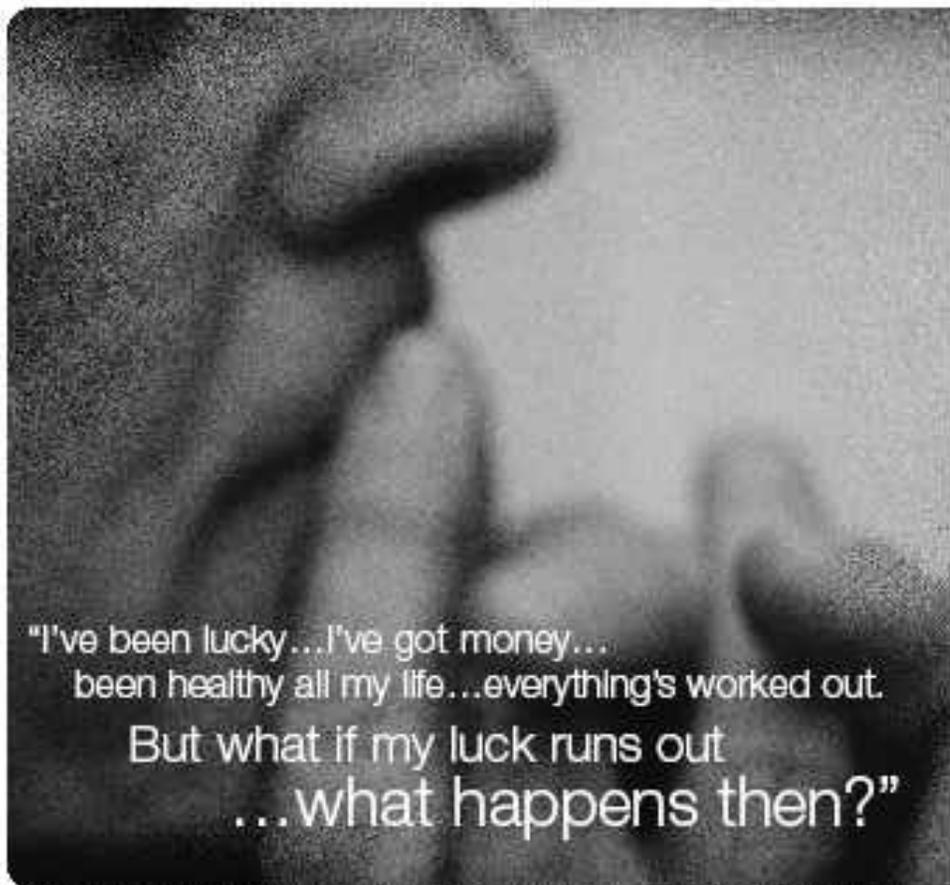
We all felt that it was a super day. The weather was great, as was the track and the hospitality suite and two women who made our day very enjoyable in the suite. But most of all, the cars were unbelievable... it cannot get any better for a car guy.

Sunday was the day of the Concours. I had heard that the traffic can be awful, and to be there early. We arrived at 5:45 in pitch black. They did not even know where to park us, so we got the first space in a lot that was closed 15 minutes later. But it was fun to see the cars being set up for display, and cars that were not yet ready to be set up, as we

were so early. Not to worry, we were not too early to go to the coffee shop for breakfast. After that we looked and took pictures, saw some one-offs, and some prototypes.

There were tents with things to sell and hopefully not buy (you melted the AMEX). As we passed the clubhouse, our neighbor Barbara Russell saw us and came outside to give us a hug and to talk with us. Her husband, Paul, had a car in the Concours that his shop restored (taking about 2 years). I got a picture with Phil Hill. And I had quite a chat with the fellow who now owns the XK120 that Hill drove to victory at the first race at Pebble Beach. It was a very early alloy XK 120 that he picked up at the factory and drove cross-country, with a stop to do a lap or two at Indy. It is rumored that the Indy crowd went crazy for it, as most had never seen one at that time. It was also the first race win for Jaguar in the U.S. All in all, it is a very significant car.

The show itself was a culmination of a very fast-paced four days, filled with cars and personalities. We saw and had pictures taken with: Brian Redman, John Fitch, Phil Hill, Leslie Keno, Barry Meguiar (who could not be any nicer), Sterling Moss, Bruce Meyer, Ian Callum, and J. Leno. We saw cars that I knew about, but thought that I would never see, and of course it was great seeing our daughter, as we love her very much. The only way to make it better was if my oldest son, Roger, could have been there, as he is my "car" son. Something to strive for in another year.



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been healthy all my life...everything's worked out.
But what if my luck runs out
...what happens then?"

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Coventry Cat Classifieds



FOR SALE: 1996 XJS6 Convertible. White with tan leather and tan top. In excellent condition. 60,878 genuine miles. Stored during winters and meticulously maintained by Jag technicians. Asking \$16,000. Can be seen in Acton, MA Photos available. E-Mail Harold at shandhh@comcast.net .0707

For Sale: 1973, Jaguar E-type (XKE), Series III, Roadster. Azure blue with biscuit interior, 32,771 miles, manual transmission. \$25,000 spent in the last 5 years. Nine times winner (driven division) at JCNA concours with an average score of 9.962. Twice voted "Best In Show-Driven". Ranked third in nation in 2005. Framed JDHT certificate guaranteeing authenticity. \$ 49,500 ono. Visit (www.iansjags.com<<http://www.iansjags.com/>>) for additional details and an extensive picture gallery, or call Ian Hart at 860 487-5301 (e-mail: ian@iansjags.com) to be sent details. 0606

FREE* Jaguar XJ-S V-12 HE Engine and Transmission. As far as I know it once ran, but did need some work! The car, owned by the wife of a RI Doctor, who did not want to spend any more money on it, donated it to a local charity who were then going to have it fixed and sell it. The charity's BOD decided to sell it as is, which is how I obtained it. The car is garaged and the engine bay is directly under a steel beam. There is a complete set of tools, including air tools and compressor available. All you need do is pull it out and it is yours for the taking! Tom Letourneau - Cumberland, RI - AlfaRacer1@cox.net or cell (401) 651-3346 or home (401) 334-3315 1006

For Sale: 1997 Jaguar XK8 Coupe. Jaguar Racing Green with tan interior, 82,881 miles, automatic transmission, all the expected extras. Regularly serviced and maintained, paintwork gleams, excellent all round condition. If you have never experienced the comfort and power of an XK8 give yourself a treat and try this one. You will not be disappointed. \$17,900 ono. Visit (www.iansjags.com <<http://www.iansjags.com/>>) for additional details and an extensive picture gallery, or call Ian Hart at 860 487 5301 (e-mail: ian@iansjags.com) to be sent details. 0606

For Sale: 1973 Jaguar XKE Roadster Series III V 12, with 46,525 miles, 2nd owner, purchased 18 years ago. Excellent condition, 4 years in the Glen, NH museum. Signal Red, with Black interior, hand carved mahogany dash, all original interior, radio, trim, etc. Have original title, and all service records since new. \$39,650 firm. Don Fitzgerald 603/383-9243 (For E-photos contact p4t@adelphia.net) 1006

FOR SALE:* Five Pirelli Cinturato radial tires, 4 each 185SR16 and 1 each 185S16. I bought these 3 years ago as New Old Stock, and used them on my XK150. They look great and perform well on sports cars and sedans of this era, but are not suited to slalom driving, as three such events have demonstrated to me. Since I have recently replaced them with "stickier" tires, they are available for only \$50 each. They are in great condition, with almost full tread and no sidewall damage. I also have 8 nearly new tubes to fit them, four of which were used for only a couple of hundred miles, at \$50 for the lot (they cost me 20 bucks each). John Darack, 508-653-5094 (home) 617-721-9366 (cell) DPisland@gmail.com 0906

For Sale: 1986 XJS Coupe; V12 Tan w/ maroon leather interior Wood (signed) steering wheel; 75K miles; new Pirelli tires; always garaged; \$6500 or best reasonable offer; telephone 617-568-9258 1006



FOR SALE: 1988 XJS V12—Just in time for the British Invasion in Stowe, VT, Red with Black top, interior & boot. is all original, wire wheels, Italian headlights; body in great shape; always serviced by Jaguar mechanics. Nardi touring package. Everything works New Pirelli tires; heated leather seats, power antenna. H & E version one of 800 built, only 300 left; 67,000 miles; original manuals & books; asking \$16,000; appraised for much more; call Russ at 603-666-0737

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A Katrina Observation

By Bruce McEdwards

While looking out the ventilation port of my attic and seeing nothing but the peaked roofs of the surrounding neighborhood protruding above the waves, it occurred to me that my prized possession, my Jaguar OTS, does not float. It was sitting in my garage under nine feet of water at the height of the storm. I was in the attic, having foolishly made the decision to ride out the hurricane at home. With the rain falling and the wind howling as the hurricane passed me by, I wondered if the house was going to float away with me in it, as many of the houses in Biloxi would do.

After the waters receded, I came down the drop-down stairs and found my Jaguar covered with the debris of the garage. As the days of recovery wore on, I was able to tow the Jag with the plugs removed, transmission in gear, in order to remove as much as possible the water in the cylinders. I washed the car in my driveway in order to remove as much salt as possible. The storm had brought all the salt/sewage water up from the bay.

When my son arrived from Michigan to see if I was alive or dead, he left his Yukon SUV with me for our use. My wife was still in Norway vacationing and had not arrived back in the states. When my wife arrived home, we started on the task of rebuilding. As the days passed, we hired a firm to repair the house. In the meantime, I got a new job at Hanscom AFB in Massachusetts. Using the Yukon, we towed the Jag to Hartford, CT, to Dean Cusano's restoration facilities. We did this in December 2005. It is surprising to me how easy towing a car trailer can be in the middle of winter.

As I write this, Dean has promised me return of the car by the end of August. He has replaced all the electrics, installed a new leather interior, rebuilt the engine, and is having a new top installed. The body is dented in a few places, some paint is damaged, but that will be rectified sometime during the winter months when I return the car to him.

The insurance company was very obliging and sent me a check for the agreed-upon value of the car. They considered the car a write-off and were glad to let me keep the car. I was glad to do so!

A word to the wise...When the local authorities tell you to evacuate, DO SO IMMEDIATELY.



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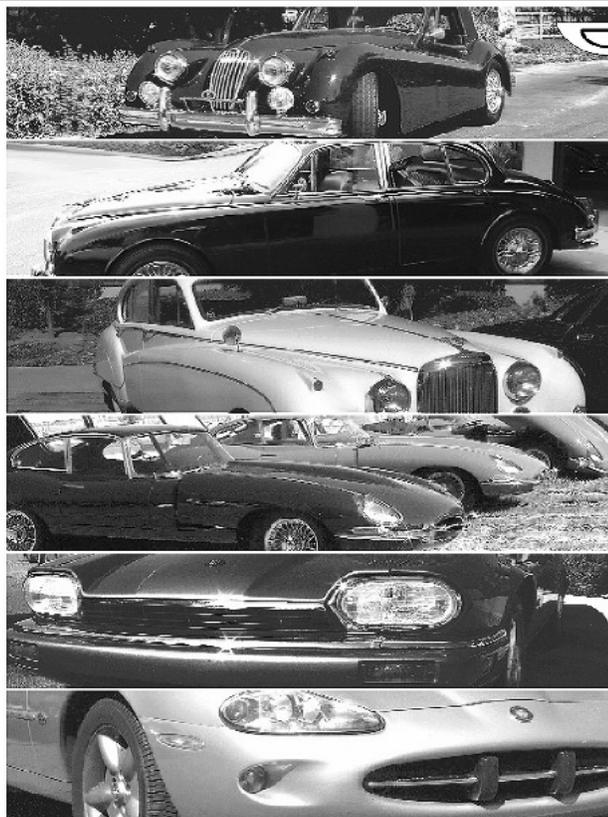


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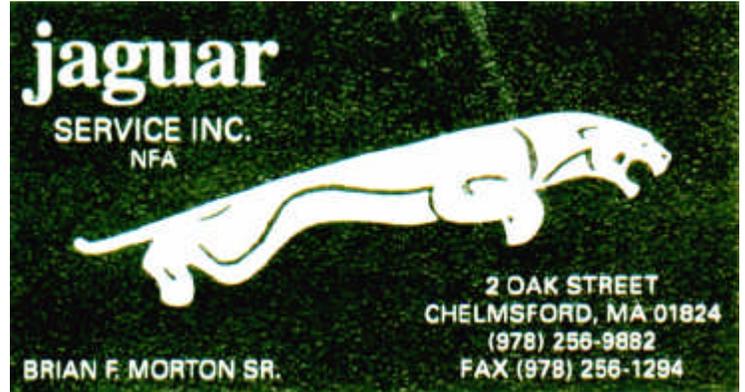
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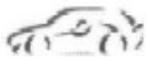
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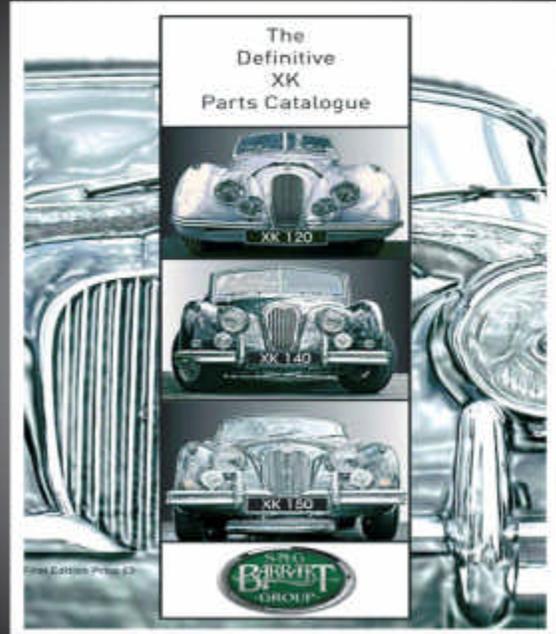
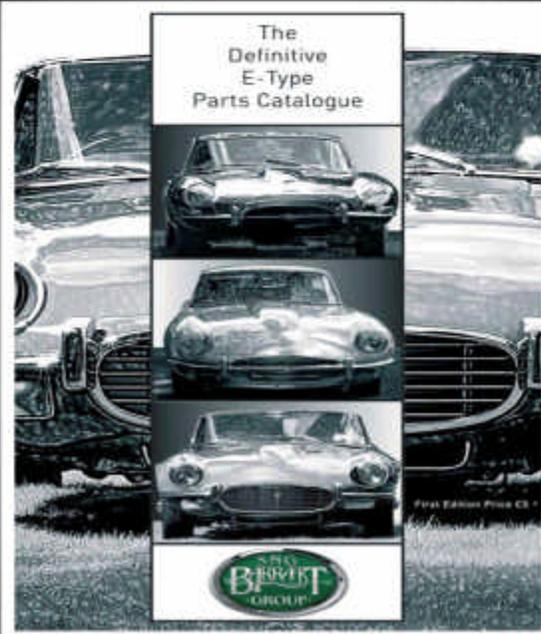
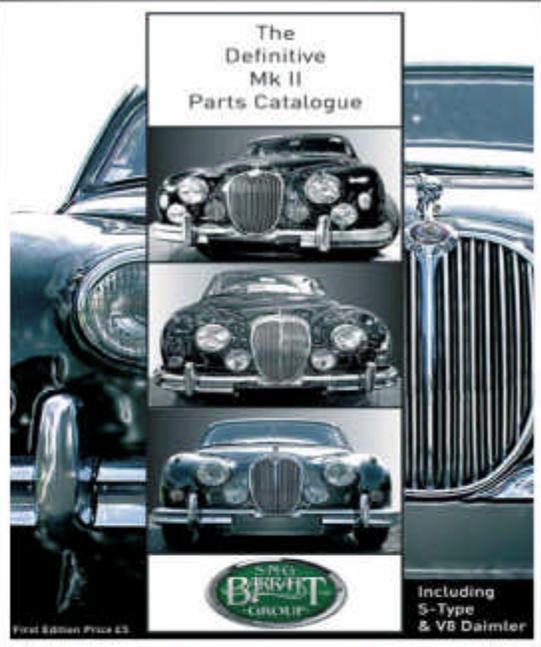
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