

The Coventry Cat

The Newsletter
of the



**Vol 13 - Num 1
January 2011**

**Jaguar Association
of New England**



***John Feng's 1954 XK120SE
The skyline of Des Moines, Iowa, where John recently purchased the
car, is in the background.
See story on page 10.
Photo by John Feng***

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President's Update - January 2011

Car Enthusiasts Tough It Out Through the New England Winter!

By Dennis Eklof

The Coventry Cat is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Clubs of North America (JCNA). JANE is incorporated in the Commonwealth of Massachusetts.

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Well, the holidays are over, but let me wish a Happy New Year to all JANE members and their families. I hope 2011 brings health and happiness to all!

Now it's time to settle into the least interesting part of winter. But look on the bright side, at least the days are already getting longer, even if there is too much salt on the roads to risk most of our Cats' delicate underpinnings.

If you live in New England and you're a car enthusiast, you really need to come up with alternative activities to pace yourself until spring, and your JANE Activities Committee and others are doing a good job of that. The Committee will actually be meeting on Tuesday, January 11, to finalize the calendar of events for the year. Keep in mind that we will need Event

Chairpersons for each of our events, so please consider joining in the challenge, satisfaction, and fun of running an event this year.

While the Activities Committee is still doing its planning, we already have two terrific events coming up on the JANE schedule.

For our January meeting, Chuck Schwager will return to tell us about his adventures on the Peking to Paris rally. Chuck entertained us last August with tales and photos of his efforts to prepare for that rally, using a 1949 Cadillac Coupe as the rally car. At the conclusion of that presentation, one JANE member, who shall remain unnamed, voiced his expectations that the Press-on-Regardless team would be lucky to make it half way. Fortunately, that was not the case, and Chuck, Lloyd Dahmen, and the Cadillac completed the rally in exemplary fashion, finishing 6th in the Classic Category and 2nd in their class! Chuck is a terrific speaker, and will certainly have a host of stories to share with us.

Please note that we will be meeting in January at a different location. The Wayside Inn is planning some major kitchen renovations during the month, and at the time of our meeting its restaurant will be closed. They offered to accommodate us on a banquet basis, but your Board elected to book a different venue for the month. We will be meeting at Scupper Jack's Restaurant and Bar in Acton, MA. The meeting date and time will remain the same, 7 p.m. on Wednesday, January 26. RSVP to me (978-448-2566 or dennis.eklof@verizon.net) if you plan to attend.

The second event on the immediate horizon is our February meeting, and here again, it will be a deviation from our normal monthly practice. We will again be meeting jointly with the Boston Area MG Car Club at the British Consulate Office in Cambridge, MA. The program for that meeting will feature a presentation by Wayne Carini, who is the producer and host of the TV show *Chasing Classic Cars*. Wayne will talk to us about his adventures seeking out and restoring "barn finds." Wayne will also have on hand his award-winning 1934 MG PA Airline Coupe for us to savor. The evening will include cocktails and a catered Italian dinner. The consulate office is located at 1 Broadway in Cambridge, MA. Indoor parking will be available at a discount rate of \$10. The cost of the event will be \$25 per person in addition to the parking. RSVP to Marjorie Cahn at 617-285-6564 if you plan to attend. Call early -- as I write this there are already 30 people planning to attend and space is limited. Check out the full event details on page 6 of this issue of the *Cat*.

Another event you might want to consider is one being organized by JANE member Peter Bourassa at the Lars Anderson Auto Museum the evening after our January meeting. Peter has arranged for several experienced Pebble Beach regulars, including JANE member Keith Carlson, to give a presentation on what to do and what to see if you decide to go to what is increasingly being called "Monterey Week." The number of other events and auctions leading up to the Pebble Beach Concours is somewhat daunting, and this evening will be aimed at telling you about what's cool and what's not. You can find full details on the event on page 7 of the *Cat*.

Another interesting thing I can report is that JANE member Bruce Murray is moving ahead very impressively with his project to build a working 1/3 scale model of a Jaguar XK engine. Bruce showed several of us the nearly completed engine block, complete with main bearing caps, and it is truly an impressive piece of work. If you are interested in such things be sure and ask Bruce about it. As he progresses with his work, I am sure we will have him as the featured speaker at one of our upcoming meetings.

Well, it is January, and there is not a lot of car stuff to talk about, but hey, three events in a five-week time span is not bad. Besides ... GO PATS! 

Dennis

Calendar of Upcoming Events

January

26 - Wed - 7 pm JANE Monthly Meeting Scupper Jack's, Acton, MA

February

24 - Thu - 6:30 pm JANE/BAMG Car Club Joint Meeting British Consulate, Cambridge MA

March

23 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Sudbury, MA
25-27 - Fri-Sun JCNA AGM Richmond, VA

April

24 - Sun - 10 am JANE Judges' Training Session Jaguar of Exeter, Exeter, NH
27 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Sudbury, MA

May

07-08 Weekend JANE at 24 Hours of LeMons NHMS, Loudon, NH
14 - Sat Rogue's Mis-Adventure Rally
21-22 Weekend Magical Mystery Tour (The location is the mystery)
25 - Wed - 6 pm JANE on the Lawn at Larz Anderson Auto Museum LAAM, Brookline, MA

June

12 - Sun JCSNE Concours Lyman Orchards, Middlefield, CT
22 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Sudbury, MA

July

17 or 24 - Sun JANE at Myopia Polo Match Hamilton, MA
27 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Sudbury, MA

August

12-14 Weekend JANE Jaguar Festival and Concours d'Elegance Sturbridge, MA
24 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Sudbury, MA

September

16-18 Weekend JANE at 21st British Invasion Stowe, Vermont
28 - Wed - 7 pm JANE Monthly Meeting Wayside Inn, Sudbury, MA

The Activities Committee is meeting on Tuesday, January 11, to plan events for 2011. Look for the Calendar of Upcoming Events to expand during the next few months, and check the JANE website often for new calendar additions.

From the Editor

I'm sorry to report that the Gibbet Hill Grill, where we've had our Valentine's Dinner event in the past, is unable to accommodate us this year, and we have been unable to book an acceptable alternative venue. We are actually still working on this, and if a date and place are set within the next few weeks, all the information will appear in the February *Cat* and you will also be notified by email.

As the new year gets underway, don't forget to take photos at our events and submit them for the Event Reports in the *Coventry Cat* and on the JANE website. 📷

Prebble

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**IT LOOKS BETTER
THERE
IN COLOR!**



Upcoming Events

JANE Monthly Meetings



Scupper Jack's Restaurant, Acton, MA

Location changed for January and February monthly meetings!

The Wayside Inn in Sudbury, our usual monthly meeting location, is undergoing kitchen renovations during January, so we will be meeting at **Scupper Jack's Restaurant and Bar, at 3 Nagog Park, in Acton, MA.** The date will be the same as usual, the fourth Wednesday of the month, January 26th, at 7 p.m.

JANE member Chuck Schwager will be telling all about his experiences in the Peking to Paris Rally this past September and October. (See the President's Update on page 3 for more information about the program.) We expect a large turnout for the presentation, and particularly since we will be in a new location, it will help if you will please let Dennis Eklof know if you plan to attend. Call Dennis at 978-448-2566 or email him at dennis.eklof@verizon.net.



Celebrating the arrival ... Peking to Paris

Our February meeting will be at the British Consulate in Cambridge, MA. It will be a joint meeting with the Boston Area MG Car Club, with a program by Wayne Carini, from the Discovery Channel's *Chasing Classic Cars* TV Series. **Note that the meeting will be on the fourth Thursday of the month, February 24th, rather than our usual Wednesday date.** You must be pre-registered in order to enter the British Consulate, so RSVP to Marjorie Cahn at 617-285-6564. Again, attendance is expected to be good for this meeting, and space is limited, so let Marjorie know as soon as possible if you plan to attend.

In March we should be back to our usual meeting location, The Wayside Inn in Sudbury, MA. 🇬🇧



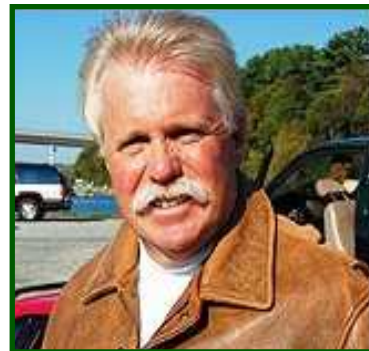


British
Consulate-General
Boston

The British Consulate-General of Boston
hosts JANE and BAMG for

***Chasing Classic Cars* with Wayne Carini**

Thursday, February 24, 2011



Please join us on **Thursday, February 24, 2011**, for a joint meeting of the **Jaguar Association of New England (JANE)** and the **Boston Area MG Club (BAMG)** with food, drinks, and **Wayne Carini** from the Discovery Channel's *Chasing Classic Cars* TV series. We will be hosted by the British Consulate-General at their beautiful facility at 1 Broadway, in Kendall Square, Cambridge, MA. TV celebrity Wayne Carini will give a presentation with clips on Jaguars and MGs from his *Chasing Classic Cars* TV series. Wayne will trailer in his world-famous 1934 MG PA Airline Coupe for our inspection.

In his popular TV episodes Wayne Carini scours the countryside for classic automobiles that have been forgotten. He is continuously hunting for autos that have lain dormant in barns and warehouses. He purchases the treasured finds from their current owners and returns to his shop in Connecticut, where each car is restored to its original specs and then sold at auction. Wayne is a renowned expert restorer of classic Jaguars and MGs.

Cocktails, appetizers, and dinner will cost **\$25**, and **\$10 discounted parking** is available under the British Consulate Office.



DATE: Thursday, February 24, 2011

TIME: 6:30 PM

PLACE: The British Consulate
1 Broadway, Cambridge, MA 02142

FOOD: Appetizers, cocktails, and a sumptuous dinner buffet

COST: Only \$25, and a reduced rate of \$10 for parking



Kurt and Linda Steele, Office of the British Consulate-General, are our Consulate Event hosts. Kurt is the President of BAMG and a JANE member.

RSVP: Marjorie Cahn at 617-285-6564. For security purposes, an RSVP is required for entering the Consulate.



Wayne Carini's famous 1934 MG PA Airline Coupe from the *Chasing Classic Cars* TV series will be on display for our inspection.

Other Happenings

Do You Know the Way to Monterey ... for the Pebble Beach Concours d'Elegance? At Larz Anderson Auto Museum – Thursday, January 27

Monterey Auto Week offers a banquet of events for automobile enthusiasts and connoisseurs of culture. In 2011, the activities begin on Wednesday, August 17, culminating in the Pebble Beach Concours d'Elegance on Sunday, August 21. Getting there might be the easiest part, making the most of your time there, the most difficult!

The Larz Anderson Auto Museum and Motorsports Marketing Resources invite you to spend an evening with seasoned Monterey Auto Week aficionados who will answer your questions about how and when they travel and what you can expect to see when you get there. They will also present a short video of the Alfa Romeos that were the feature marque at Pebble Beach in 2010.

Join us at the Museum on Thursday, January 27, at 6:30 p.m. for dinner and a discussion. An Italian buffet dinner will be provided and a cash bar will be available. Admission is \$20 and proceeds go to support the Museum.

Each expert panelist will share his preferences regarding when to arrive and leave, what to pack, which airports to use and why, rental vehicles, popular hotels and restaurants, and approximate costs.

Our savvy travelers are:

Keith Carlson, world traveler, bon vivant, and "man about vintage cars." Keith has been attending this event for twenty years and will share with us his knowledge of the history of the area and evolution of the smaller and odder shows that may be slightly off the beaten path but definitely worthy of your consideration.

Joe Freeman has been racing his vintage cars and judging at Pebble Beach for over 15 years and is superbly qualified to share his knowledge of the Pebble Beach Concours d'Elegance and how you can prepare to make the most of this extraordinary day.

Bob Gett is also a vintage racer, and every year his company, KTR, brings a trailer loaded with vintage race cars to the Mazda Laguna Seca Raceway. Bob will share his knowledge of how best to view the vintage races and the extraordinary Vendor Alley in the paddock area.

Gary Hiniker, an inveterate car guy, collector, and Monterey-goer has been attending the event for the past 15 years. Gary kindly introduced MMR to the most exclusive event on the Peninsula last year, The Quail, A Motorsports Gathering. On this night he will share his knowledge of this extraordinary event and how you, too, can be a part of it.

Don Rose. Auctions are a huge part of both the business and the entertainment of the Monterey Auto Week. Don Rose represents RM Auctions, a first-tier auction house at Monterey Auto Week, and he will speak with us about how to prepare to make the most of your auction opportunities at the Monterey Auto Week.

Even if Monterey is not currently in your travels plans, join us for this extraordinary evening of fun and information about the best and most exciting motorsports week in the world.

Admission is \$20 and includes our Italian buffet dinner. Cash bar.

Seating is limited. Don't be disappointed, RSVP early to Jen at jarone@larzanderson.org. We expect a sellout for this entertaining and informative evening. 🇺🇸

Peter Bourassa
MMR (Motorsports Marketing Resources)
Peter@MMRsite.com



2011 JCNA Annual General Meeting



The Jaguar Club of Virginia has the honor of hosting JCNA's 53rd Annual General Meeting. It will be held in Richmond, Virginia, March 25-27, 2011, at The Virginia Crossing Resort, a Colonial Style resort nestled in a park setting. Norman Dewis, one of the last E-Type test drivers, will be the special guest speaker. Now retired, Dewis travels the world as an unofficial ambassador for Jaguar.

A special post-AGM event, XKExperience, is being planned for Sunday, following the official close of the AGM, celebrating the 50th anniversary of the debut of the E-Type. They anticipate this being the largest gathering of E-Types on the East Coast.



Chuck Centore and Dave Randall have been elected as JANE's voting delegates for this AGM. However, any member of JANE is welcome to attend the AGM, and several members have already made their plans to go. It's a nice way to meet Jaguar owners from some of the other Jaguar clubs around the country and find out what other clubs are doing.

There's already a lot of information about the meeting and attractions in the Richmond area on the **JCNA website: www.jcna.com**.



Dave Randall and Chuck Centore, JANE's voting delegates at the 2011 JCNA AGM

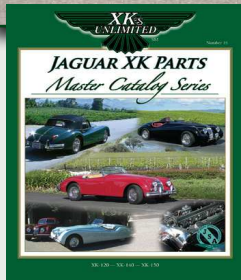
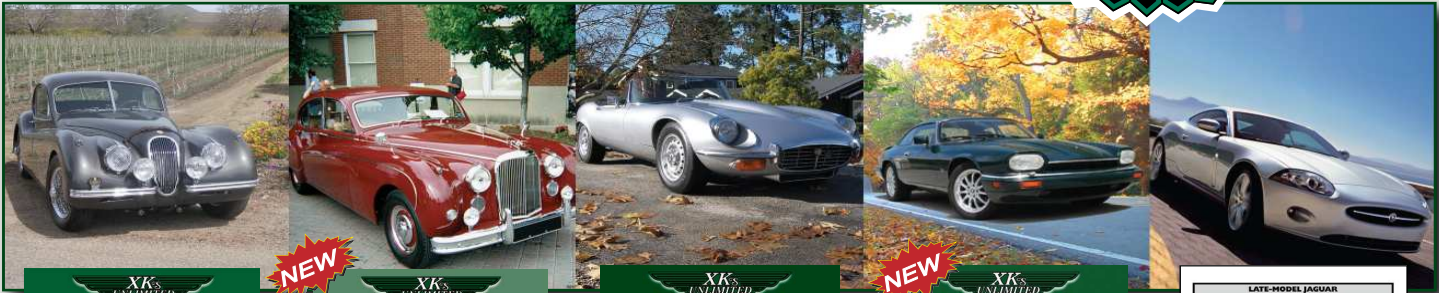


Aerial view of The Virginia Crossing Resort, venue for the 2011 JCNA AGM in Richmond, Virginia

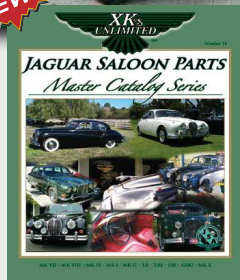
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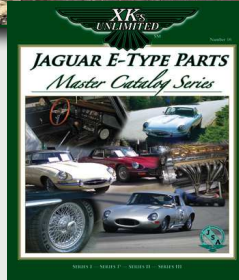
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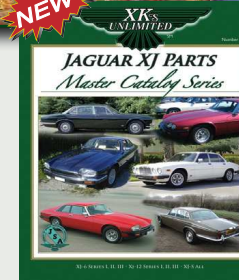
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The Thrill Is in the Chase – Buying an XK120

By John Feng



In the spring of 2010 I made up my mind to find a roadster to keep my E-Type 2+2 company in the barn out back. Over many lively JANE dinners at the Wayside Inn I discussed the merits of XK's, E-Types, C-Type replicas, Lotus Super Seven's, and other candidates.

Amongst JANE club members, someone invariably has or had owned just about every car I was considering. I decided to stay within the Jaguar family and start the search for a C-Type replica or an XK120 OTS.

I started by subscribing to the major auction catalogs, monitoring Internet venues such as *Hemmings*, and browsing dealer listings on a weekly basis. Also, each month I took an afternoon to browse many JCNA affiliate newsletters, focusing on the "dry" states as well as here in New England. Early on, it became evident that a well-made C-Type replica with a registration from an XK120/XK140 would be very difficult to find. Examples based on later Mk2's, E-Types, and even XJ's were no problem, but alloy-bodied replicas with proper XK120 OTS or DHC registrations are fairly uncommon and priced accordingly.

I gave several major auctions a try in August and September, both here and abroad. While I'm sure there are many bargains to be had, I had quite the opposite experience, with none of the cars I bid on selling for less than 25% above their top estimate. I saw a Concours-quality XK140 DHC sell for roughly \$180k and was outbid on three XK120's and a gorgeous Delahaye 135M Special by enthusiasts who clearly intended to buy at any price. Attending the auctions was fantastic entertainment, and I heartily recommend it to all car nuts. But it wasn't the right buying experience for me because I wasn't in the market for an expensive, show-quality car.

Finally, near the end of August I found a handful of candidate cars at dealers both in the US and the UK. In each case I began by contacting the local JCNA chapters for help finding knowledgeable members to accompany/assist me with inspecting these cars. Consistent with our club's reputation, expert help from members was always available. I traveled

across the country multiple times to see cars, and I have to say getting to meet and know those distant club members was every bit as fun as seeing the cars. I also received a wealth of information and encouragement from an online Jaguar community (www.jag-lovers.com). Although there are too many to thank properly in this space, I would like to mention a few by name. In Texas, Patrick McLoad and Cleo Bay went out of their way to help me inspect a couple of cars. It was a pleasure to meet Patrick in person when I flew to Texas to test drive an XK. I hope someday to be able to return the favor. In the UK, Will Plair and I attended the Bonhams auction at the Goodwood Revival, where a number of XK's and a real C-Type were sold. Will and I also visited JD Classics, where I saw example after example of show-quality XK's for sale ... alas, all above my target price. I also received a great deal of support from our very own Brady brothers and Carl Hanson. As far as online members go, Knight Martelli, Tom Araujo, Klaus Nielsen, Charles Bishop, and many others helped with advice and opinions.

Despite all the travel and six months of searching, I had yet to find the right car. Just as I started to question whether I would ever find a fairly priced XK120 OTS in good, but not show condition, Mike Balch from the Iowa chapter contacted me with a lead on what sounded like the perfect candidate. It was a 1954 XK120SE owned for the last 30 years by a passionate Jaguar enthusiast and influential architect in the Midwest from the 1960's to the present, Charles Herbert. Two decades ago the car had been nut-and-bolt restored by a wonderful Jaguar specialist in Des Moines (S&S Specialties). Since the restoration, the car had rarely been used and was still in great shape. With no skeletons, good provenance, I hopped on a plane to see the car. Mike went above and beyond by spending the entire day with me, during which we saw three XK120's (including Mike's fabulous survivor with the rear C-Type head). Having Mike around was like having a walking, talking version of Urs Schmidt's book by your side. Mike's XK knowledge can be described only as intimidating (in a positive sense). By the end of the visit, I'd made up my mind and bought the architect's car.



The XK120 photographed at a building in Des Moines, Iowa, designed by the car's previous owner, Charles Herbert

The last step was getting the XK back to Boston. Twenty years ago I had a storybook classic car adventure when I drove a freshly purchased barn-find 2002tii across country in early winter to a friend's restoration shop. It was the classic road trip, with obligatory spun main bearing, blown out brake line, jammed throttle, exploding dizzy cap, and intermittent electrical system. I even got to experience the infamous repair on the shoulder of an interstate highway, at night, during a snowstorm, with a highway trooper threatening to call a tow truck (which I could not afford). By hook and by crook I got to my friend's shop, where we rebuilt the engine, brakes, ignition, exhaust, suspension, and installed Weber DCOE's and a header. After three nearly sleepless days and nights of deeply satisfying wrenching (as opposed to wenching, which I find much less satisfying), I had a transformed car that took me all the way through grad school without ever letting me down. It occurred to me that driving the XK120 from Iowa back to Boston in late November was a chance to kick off the new relationship with a similarly exciting road trip. But wiser heads prevailed, and in the end the car was shipped back via enclosed carrier (I recommend without reservation www.newagetransport.com). To make up for the canceled road trip, I flew back to Iowa before the car was shipped to drive the car for a day. I took the opportunity to photograph the car in front of some of the buildings designed by its previous owner. It was a fantastic day with a total of 250 miles traveled and several opportunities to exceed the ton (closed circuit course, professional driver, don't try this at home).

There are some great lessons here for anyone considering buying a classic Jaguar. First, don't rush out and buy too quickly. Try to see as many cars for sale as possible. Cars that are out of your price range, as well as examples which don't meet your requirements, are all learning opportunities. Most dealers know far less about their cars than club members, with the exception of Jaguar specialists such as Derek Hood of JD Classics. Don't assume you have to go to a "dry" state to find a rust-free example. Both my E-Type and XK came from the Midwest. They've both been collectable long enough that you can find a good driver-quality car anywhere in the country. Above all else, the clubs (JCNA and JANE) are by far your most valuable resources. Through the club you will find knowledgeable members who will generously donate their time to help you inspect candidate cars and learn the important ins and outs about the marque/model. And it's a great way to make new friends who share your passion for classic cars.

Finale: The XK120 is safely up on the lift at home for the winter while I attend to some minor mechanical issues. JANE members continue to be of great assistance, and I can't wait to thank them all in person at the next club meeting and to show the car off in the spring. 🇺🇸

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New JANE Regalia Program


By Stu Forer



Our inventory of old regalia has finally been sold, and JANE's Board of Directors has decided to revamp the way we handle our new regalia. We would like to provide more opportunities for our members to select a wider variety of regalia, and at competitive prices, while also providing some profit for the club.

With these goals in mind, rather than have it handled by various volunteers, as it has been in the past, I have been appointed to manage JANE's Regalia Program. We have now contracted with a professional, Rosemarie Borengasser, who will maintain and sell the regalia for the club. Rosemarie owns a company that makes and distributes regalia, and she has access to a wide variety of regalia from other manufacturers. Rosemarie and her husband, Greg, were at our 2010 Concours in Sturbridge, where she displayed and sold some of the new items we will have available to us.

Rosemarie will establish a web link on the JANE website and maintain the inventory, and I will interface with her regarding our needs. Regalia are anything except cars or mechanical parts with the JANE logo or Jaguar identification on them. You have probably seen or own clothing or other items that are regalia.

Please contact me with any suggestions concerning JANE regalia at dbmkiii@hotmail.com or 401-739-4171. Once the link is established on the website, you may also contact Rosemarie directly. 

Last Reminder

Renew Your JANE Membership for 2011

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Hanes Beefy T-Shirt, long sleeve, white, M, L, XL, with 12 E-type Design on back	\$25	\$15		
Hanes Cotton Fleece Crew Sweatshirt, Deep Forest, S, M, L, XL	\$35	\$25		
Wool Blend Pro Style Cap, Khaki, One Size,	\$25	\$15		
E-Type 50th Anniv. Green Grille Badge	\$45	\$35		
E-Type 50th Anniv. Green Lapel Pin	\$6	\$5		
E-Type 50th Anniv. Red Grille Badge	\$45	\$35		
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So You Need a New Garage Floor?

By Dennis Eklof



As many of you know, last year I did a major makeover of my shop/garage space. One of the more important decisions was what to do with the floor. The existing floor was concrete in very good condition, but with peeling, old paint, not very attractive, and difficult to keep clean, particularly with spilled oil and grease. It had to go, but what should be the replacement? I began to do some research that I will share in this article.

The first major distinction is between coating the floor or covering it. Beyond that, there are a variety of coating options, and many options for covering the floor. Each alternative has its strengths and drawbacks.

The “Cover It” Options

Since mine is a working shop, the floor has to be able to withstand having cars parked on it. Most conventional glue-down floor tiles were not suitable -- they deform and stain under the weight of a car. However, there are a variety of “floating” tile systems. These tiles are not glued down, but rather, snap together and are not adhered to the floor at all; they “float” on its surface. I am sure you have all seen the photos of fancy garages with checkerboard and other floor patterns. Most are one variety or another of these snap-together systems.

Now, there is another major division of options. Some of the snap-together systems use visible, interlocking teeth. The links between tiles are very strong, but very obvious. Most of the tiles in this category tend to be the more industrial looking and are often found in heavy commercial applications. Generally they are very dense, solid PVC. The other locking type involves concealed hook and loop systems that are hidden under the tile surface. Unlike the toothed variety, the tiles are hollow underneath, with a lattice of reinforcing ribs to carry the necessary loads. Once laid, the floor looks much like a conventional tile floor, but with a variety of available surface textures. Tiles in this category come in several materials.

Both of the floating types have a number of advantages:

- They can be very attractive, offering endless options of color and floor plans.
- They appear to be very durable, particularly the more industrial PVC, toothed varieties.
- They can be repaired if damaged, assuming you can still get the variety you originally selected.
- They can cover a wide range of defects in the underlying floor with little or no surface preparation other than a good sweeping.
- They are an easy do-it-yourself project. No floor preparation needed, simply lay them down and snap them together. The hardest part is cutting the tiles around obstacles, but this can be done with a saw or a utility knife.
- You can use them immediately after completion, and there is no paint odor with which to contend.

On the other hand, there are disadvantages:

- They melt. If you do a lot of welding, you need to take steps to protect the floor from excessive heat.
- They leak. What happens if you spill, say, gasoline on the floor and it seeps through? How long will the odor persist? How grungy will the floor be if you ever remove the tiles? One floor vendor claimed their product was liquid proof after applied, but I remained skeptical.
- They don't breathe much, so if there is moisture, will your floor encourage mold and other undesirable stuff underneath?
- They can be quite pricey. Things I priced ran from \$3.50 to \$7.00 per square foot, with the hook and loop varieties tending toward the upper end of that scale.

For me, the second weakness was an important factor -- my garage is always subject to spills.

The “Coat It” Options

There seem to be fewer Coat It options, but there is perhaps an even broader range of quality in end results. The simplest and by far the cheapest alternative is to go to your local paint store and buy a couple of gallons of good old garage floor paint and have at it. You can probably do an entire two-car garage for about \$50. Unfortunately, you end up with a relatively short-lived solution that is also subject to scuffing, scratching, and wear. Also, there is some floor preparation involved. You need to remove any old paint or residue left behind by past water leaks, etc.

The next step up is the epoxy paint kits that you can buy from some place like Home Depot. These provide improved durability over conventional paint, and when combined with the multi-color flakes that are usually provided, move you one step away from the factory boiler room look. These paints require even more floor preparation, usually in the form of an acid wash and rinse before application. The resulting surface still looks like shiny paint, but has a little color to break up the monotony. This option will probably cost about \$200 for a two-car garage on a DIY basis.

One thing I learned is that the quality of the epoxy coating is directly proportional to something referred to as “percent solids,” the volume of material left on your floor after the epoxy cures. The good stuff is 100% solids. If you put a gallon of it on the floor, the total volume of cured material is 1 gallon.

At the top of the heap in the Coat It options is a true multi-layer floor covering. There are several companies that sell such systems for DIY applications and several national companies that install such floors. There is even more preparation required for these industrial-strength coatings. Since the base coat epoxy bonds mechanically to the floor, all previous coatings and oil stains must be removed to realize maximum utility, and any cracks or holes in the underlying concrete must be repaired. Depending on the surface, this may require grinding the floor with a diamond grinder -- kind of like a floor sander for concrete. At a minimum, the floor will require a wash with muriatic acid and a thorough water flush and dry before coating.

Once the base coat is applied, it may optionally be sprinkled with multi-colored plastic chips to give color and texture to the surface. After the epoxy dries, the floor receives one or two top coats, usually of some polyurethane-based clear coat. The resulting surface is very durable and can be very attractive as well, although lacking the pattern variety of the tile systems. It is possible to use different color chips over the base coat to create patterns, including logos, but this seems to me to require more artistic talent than I have.

Advantages of the coated floors are:

- Permanently bonded to floor, particularly epoxy.
- Won't leak.
- Easily cleaned.
- If covered with chips, hides minor blemishes in the floor.
- Very cheap (paint) to moderately priced (multi-coat epoxy/polyurethane).

Disadvantages include:

- Moderate (paint) to heavy (epoxy) prep work.
- Several days to cure before use.
- Stinks when applied.
- More difficult to repair damage.

In the end, I opted for the multi-coat epoxy/polyurethane coating, and due to the preparation required, I had it done professionally. The job spanned two days. On the first day they prepped my floor with a big diamond grinder, applied a heavy epoxy coat, and covered that completely with a large volume of multi-colored gray-tone chips. The odor of the epoxy was noticeable, but not too bad.

On the second day they came back and used a leaf blower to remove all the loose chips that had not adhered to the epoxy. Then they applied two coats of a polyurethane top coat. The polyurethane uses xylene as a solvent, and the odor is quite strong. We used two fans to maintain air circulation and minimize the odor penetration into the living areas over the shop. The total, installed cost of the floor was \$4.40 per square foot (before tax credit -- see below), and it is guaranteed not to delaminate as long as I own the house.

I could not be more pleased with the end result nor with the service of the company I selected.



Here are some of the links to websites representing some of the products I investigated :

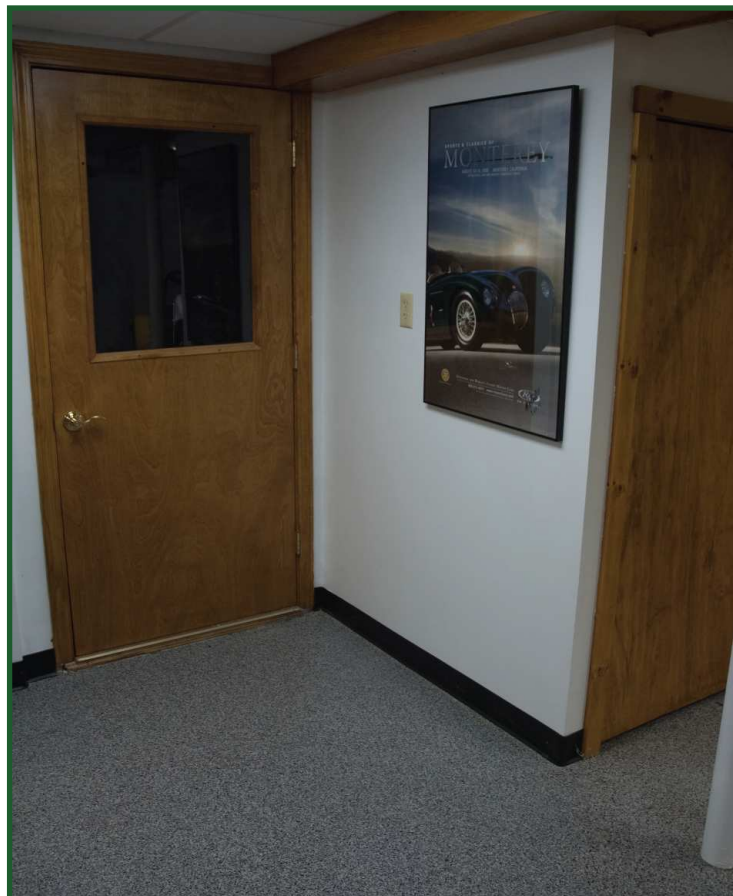
Garage Floor Modular Tiles
RaceDeck Garage Floors
GarageTek
SnapLock

Swistrax (my choice had I gone with tile)
AutoDeck
EventDeck

Epoxy Coatings
U-Coat-It (DIY)

Performance Coatings (DIY)
Garage Floor Coatings.com

I opted for Garage Floor Coatings.com through a local franchisee, Phil Lidell, in Tewksbury, MA (800-939-1990, Phil@GarageFloorCoatings.com). His service was excellent and I am very happy with the results. And if your garage is a heated space (mine is), they add a product called ThermoGuard to the coating, and this qualifies the floor for an energy tax credit -- about 18 percent of the total cost. 🇺🇸



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Slick Stuff – The Basics of Engine Oil

By Tracey Levasseur



Oil is the lifeblood of our vehicles.

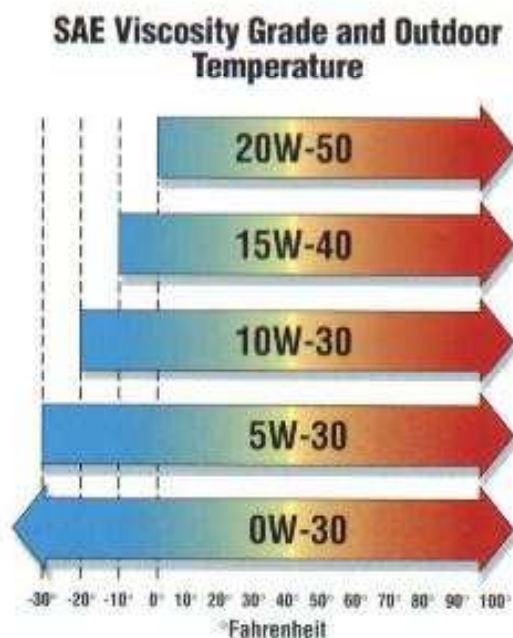
Whether you own a classic or the latest model, it requires oil and regular oil changes. Some of you may regularly bring your vehicles to a mechanic or a dealer for oil changes, where they take care of what oil to use. However, should you decide to do your own oil changes it's a good idea to brush up on oil basics since there are so many to choose from these days. Knowing what oil does what under

various environmental and performance conditions may make your choice easier when it's time for the next change.

What Does It Do?

Oil lubricates the engine. Well, that's obvious, but it does much more than that. It holds dirt, carbon, and other debris in suspension until it flows into the oil filter. It cools parts of the engine that the radiator water cannot reach (except in older Porsche 911s, which used only oil to cool the engine). Oil neutralizes sulphuric acid, which is formed when sulphur, water, and oxygen combine in the engine. Modern oils contain solvents that can dissolve buildup in the engine. That's a lot of work to do every time the engine is started. But now that you know oil's many tasks, what about all those numbers on the bottle?

W-what?



So you're standing in front of a massive shelf full of quarts of oil. They're sorted by brand, then by grade: 0W-40, 10W-30, 15W-50, etc. This cryptic nonsense can frustrate even the most ambitious DIYer. When you see these numbers, you're looking at multi-grade oil. Grades are determined by an oil's thickness, often called its weight, or viscosity. A thin oil has a low viscosity number, thicker oils have a higher number. A 10W-30 oil means it has 10 weight properties under winter (W) conditions, which is below freezing, and 30 weight properties under extreme heat (212°F). The reason for the range is that single grade oil, such as straight 10 or straight 30 weight, would not function properly under extremes. A straight 10 weight oil would be as thin as water under hot conditions, while the 30 weight would be the consistency of peanut butter in extreme cold.

What's In It?

Now that you know what all the numbers mean, you may be wondering what is actually in that quart jug. Oil, whether conventional or synthetic, contains about 60% additives. Detergents, dispersants, acid neutralizers, and corrosion inhibitors are added to help oil do its job better (and to meet American Petroleum Institute's certification standards). Dispersants act like sponges to absorb debris and hold on to it until the oil passes into the filter. Anti-wear agents and friction modifiers both form a protective film on cams, lifters, piston rings, and cylinder walls, which maintains engine efficiency as well as better fuel economy. And anti-foam additives act like Roloids, reducing air bubbles that cause oxidation and make the oil harder to pump through the engine. However, it is the breaking down of these additives that dictates when the oil should be changed in your engine, not necessarily the number of miles driven since the last change.

Conventional or Synthetic?

This brings us to another choice: conventional versus synthetic. Conventional, or natural oil, is made of million-year-old bio mass that was subjected to high pressure and no oxygen. It could be anything from prehistoric algae to dead cockroaches. Therefore, conventional oil's molecular structure is inconsistent. Synthetic oils have more consistent molecules, making them more stable, and they can be tailored to wider viscosity ranges. Synthetics were originally produced for high performance, turbocharged radial engines, which couldn't run with poorly refined conventional oils from 1930 to 1990. However, to know which oil works best in your vehicle you must consider not only what you drive, but how you drive it. If your vehicle's owner's manual specifies a particular conventional or synthetic oil, use that one! The car manufacturers designed and tested that engine, so they know what it needs.

You already know what multi-grade oil means, so you can choose the best one for your environment. New England's extreme heat and cold warrant a wider viscosity range. Living in Alaska year round would lead you to a lower viscosity range, while those residing near Death Valley would want higher numbers.

The weather is not the only factor in determining the right oil. You should also consider whether you're driving beyond the engine's normal operating range. Having a "lead foot" is one such factor, but there are more surprising situations which will determine whether you're running your engine severely. If your daily commute involves a lot of starts and stops, if you make short trips to the end of the driveway to get the mail, or to the store, where your engine doesn't get up to full operating temperature, or if your vehicle sits for long periods between uses, you are negatively affecting the engine oil almost as much as an aggressive driver or one who participates in performance events every weekend. All of these are considered severe service factors and will determine whether you need conventional oil, synthetic oil, or one with additives specific to your driving needs.

Regardless of the type of oil or additives, any severe service will require more frequent oil changes. Because let's face it, no matter how good an oil is at trapping dirt, lubricating surfaces, and neutralizing acids, it needs to be changed to replenish the additives and remove the waste products. If you even suspect you are driving beyond normal operating range, you should change the oil sooner than the recommended duration. Just because the oil's label states it will go 6000 miles or more between changes, real world driving dictates oil changing intervals. It's a small price to pay considering the alternative of costly engine repairs or replacement. 🇺🇸



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CARS FOR SALE



1969 E-Type OTS - Primrose/Black, dependable driver, 84,600 miles, always garaged, excellent condition, everything works, pictures and description details at www.tradequotesinc.com/69JAG. Car is currently in Berkshires. Asking Price: \$45,000. Ad placed by Allen Liberman. Phone: 617-817-5012, Email: libs999@hotmail.com. (11/10)



1971 XKE 4.2 - Original owner. Never restored. Good running condition. 85,000 miles. Regency red with beige interior. Price: \$27,500. Ad placed by Al Jaszek. E-Mail: buyer_jag@verizon.net (10/10)



1986 XJ6 - Original owner. Approximately 37,000 miles. Car serviced by Woburn Foreign Motors. After warranty period serviced at Brookline Jaguar. Always garaged, excellent condition, currently in Falmouth, MA. Can get it to Boston if need be. Price: \$8,000. Ad placed by Jim Stone. Phone: 617-571-9922 or 617-787-2497. E-Mail: jhs@bu.edu (10/10)



1967 E-Type Series 2 - Opalescent Maroon couple that has been serviced and maintained for present owner by Motor Cars of Plainville. Should be considered a Driver, with 76,790 miles. Photographs can be made available, and the car is located in Cheshire, CT. Price: appraised at \$35,000 +. Ad placed by Arthur Hay. Phone: 203-272-1016. E-Mail: arthay80@gmail.com (9/10)

1964 3.8 S Type: Purchased from estate of original owner, who was in diplomatic service. Car is rust free and accident free, all body panels are extremely straight and fit extremely well. Original Opalescent Green exterior was resprayed black sometime in mid '70's with cinnamon interior. New torque converter, fuel pumps and tires. Location: Hampton, NH. Price: \$9,999. Ad placed by Jim Sambold. Phone: 603-918-8795. E-Mail: xkjagnut@comcast.net. (6/10)



1966 MK10 4.2 - This beauty is a southern car, no accident damage and very clean. Rebuilt 4.2 with full aluminum cam covers, Factory AC which works but needs charge, new SS exhaust, new tires. Chrome in good condition. Complete with owner's manual and Factory Service Manual. Location: Hampton, NH. Price: \$9,500. Ad placed by Jim Sambold. Phone: 603-918-8795, E-Mail: xkjagnut@comcast.net. (6/10)



1964 Jaguar E-Type OTS. Original owner for approximately 34 years, current owner since 1999. 41,581 miles, very original car with one non-original red repaint (original color was opalescent gray). Attractive, solid, strong, dependable, everything works well. Driver with factory hardtop, many extra parts. Price: \$69,500 or BO. Photos available. Ad placed by Tom Hubert, Rhinebeck, NY. Phone: 845-876-6088. (6/10)



2002 Jaguar S-Type Sport - Estate Sale. Only 31,000 miles. Like new. 4.0L V8, Sport Package, Computer Active Technology Suspension (CATS) system, 17" wheels, perforated Connolly leather sports seats, and other options. Location: Concord, NH. Price: \$12,500. Ad placed by Tony Fillipone. Phone: 781-389-9495. Email: tonyfillipone@comcast.net. (5/09)



1984 XJ6 Vanden Plas - Black with tan interior, 46K miles. This is a beautifully maintained, original example with the 3-speed automatic transmission. It is in excellent, smooth driver, and all of the chrome and rubber are in excellent condition. The headliner was also recently redone. Original and wire wheels included. Featured in January 2010 issue of *Hemmings Sports and Exotic Car* and fully serviced by Donovan Motorcar Service in Lenox, MA. Price: \$10,500. Call Brian at 413-499-6000 or email at briandonovan@donovanmotorcar.com. (2/10)



1969 E-Type Series 2 - This is a nice, driveable E-Type, purchased by the present owner 15 years ago. Mileage is 58,603. The car is very original and could be considered a "driver." To make it show-quality it would need a repaint, interior carpets, seat covers, and some weather stripping. The engine has been fitted with triple Webers, but the original dual Strombergs have been retained. Location: Bedford, MA. Price: Appraised at \$39,500. Ad placed by CHanson. Phone: 781-275-2707, E-Mail: chansonjag@aol.com. (8/08)



1969 E-Type 2+2 automatic - Regency red with biscuit interior. Mechanically sorted with new tires, ser 3 Dayton wire wheels and new knock-offs. New brakes all around, rebuilt carbs, Pertronix, Magnacore wires, new shocks and bushings, CoolCat fans and fan switch. New Webasto sun roof in matching color, new headliner and repro steering wheel. Older restoration on Western car. Many small details have been done as well. Waterproof car cover, owners manual, and new jack bag included. \$18,000 or best reasonable offer. Ad placed by Bob Aldridge. Call Bob at 860-402-9848, or cell 860-605-8489, or email bobetype22@optonline.net. (10/09)

PARTS FOR SALE

CLASSIC JAGUAR PARTS - Buying and selling Jaguar parts for XKs, E-Types, and Saloon models. Please contact John Brady (781-454-9706, jbrady5282@aol.com) or Tom Brady (617-901-6988, tbrady312@aol.com) for our current parts/price list or if you are interested in selling parts or tools. Interested in large and small lots. Located in Bedford and Brockton, MA. (8/09)

Bell stainless resonators, over axle pipes and downpipe for Series 3 XJ6 sedan (does not include silencers). Never used. Includes mounting hardware. \$200 for the set.

Also available: Mark 1 front and rear bumpers, \$100 for the set. Valve covers for 3.4 engine, needs spit shining, \$70 for the set. Water rail for 3.4 engine, \$30. Ad placed by Tracey Levasseur. Phone: 207-247-3385. Email: sharpei@sacoriver.net. (9/09)

Literature and Manuals: I am thinning my collection of owners and service manuals and some brochures of mostly duplicates. Please contact me with your wants or needs. All items are factory originals, no reprints. Items only through 1968. Location: Hampton, NH. Ad placed by Jim Sambold. Phone: 603-918-8795. E-Mail: xkjagnut@comcast.net. (6/10)

1961 Jaguar 3.8 Litre Engine with no ancillary parts other than oil filter housing. Engine is said to have come out of Mark IX show car that burned to the ground in N. Carolina, which is where I had it shipped from. Engine appears to have no damage and was alleged to have been running fine prior to the fire. I bought it as an assembly with the transmission, and also removed the generator, carburetors, manifolds, etc. for spares. BO and you pick up. Ad placed by Tom Letourneau. Phone: 401-334-3315. Email: AlfaRacer1@cox.net. (6/10)

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