

# JAGUAR ASSOCIATION OF NEW ENGLAND

FOR MEMBERSHIP INFORMATION CALL ADRIAN CURTIS 603-293-4938 OR VISIT OUR WEB SITE [WWW.J-A-N-E.ORG](http://WWW.J-A-N-E.ORG)

# COVENTRY CAT

VOLUME 5, NUMBER 11

NOVEMBER 2003



**XK120 DHC at XKs UNLIMITED**  
**JOHN BRADY VISITS UKs UNLIMITED**

**SCORERS PATT CENTORE & SUE HAGOPIAN**  
**GARY HAGOPIAN LOOKING FOR A FEW SECONDS?**

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I was born fast.  
Faster than those who would challenge me.

I was born strong.  
Full of heart.  
Quiet in confidence.  
And blessed with might.

I was born with instinctive quickness.  
Quick to recognize.  
To adapt.  
To respond.  
Quick to be quick.

I was born to be seen  
by everything but the wind.

I was born at the beginning of the last century,  
but I am undoubtedly of the next century.

I am



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## Jaguar Association of New England 2003 Calendar of Events

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

### November 2003

Monthly meeting, Skip's Restaurant.....November 19th  
Christmas Party/ Monthly meeting.....December 7th

**Have an idea for an event ?**

**Give Wes a call**

#### J A N E OFFICERS

<b>President:</b>	<b>Carl Hanson</b>	<b>(781 275 2707)</b>
<b>VP/ Events:</b>	<b>Wes Keyes</b>	<b>(207-363-5338)</b>
<b>Slaloms:</b>	<b>John Loring</b>	<b>(508-878-6890)</b>
<b>Secretary:</b>	<b>Pat Reilly</b>	<b>(508 839 7464)</b>
<b>Treasurer:</b>	<b>Diane Crook</b>	<b>(781-659-4024)</b>
<b>VP/Membership:</b>	<b>Adrian Curtis</b>	<b>(603-603-4938)</b>
	<b>Sue Curtis</b>	
<b>Concours:</b>	<b>David &amp; Elsa Roth</b>	<b>(603 465 3787)</b>
	<b>Ed &amp; Kathy Hall</b>	<b>(508 853 8193)</b>
<b>Advertising:</b>	<b>David Roth</b>	<b>(603 465 3787)</b>
<b>Editor:</b>	<b>Harry Parkinson</b>	<b>(603 882-9367)</b>
	<b>30 Coburn Ave.</b>	
	<b>Nashua, NH 03063</b>	
	<b>E-mail: <a href="mailto:harryparkinson@comcast.net">harryparkinson@comcast.net</a></b>	

#### JANE on the Web

<http://www.j-a-n-e.org>

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### President's Notes – November 2003

Fall colors are at peak here in New England! It is so great to be in this part of the country this time of year!

Our October event was a big one—our Maine weekend on the 4<sup>th</sup> and 5<sup>th</sup>. JANE Member J.R. Phillips, Director of the Maine State Museum and S-Type owner (old S-Type, not the modern version), organized the weekend for us. Looking back, the weekend was a whirlwind. Starting with a royal tour of the Museum in Augusta, followed by lunch in the antique shopper's paradise of Hallowell, then a cross-country tour through beautiful scenery, a stop at new JANE-member



Garrett Bourque's barn- shop-parts depot, finally ending Saturday at the beautiful East Wind Inn in Tenant's Harbor. The porch on that old Inn is some thing right out of the movies – sitting in comfortable chairs looking out over the harbor with a beverage in hand – it doesn't get any better than that! After a memorable dinner, the JANE contingent gathered in our own private living room for a social evening capped by watching a stirring Red Sox victory on TV! Next

day, the weather was bright and clear for the annual foreign car show at the Owl's Head Museum, with antique airplanes flying overhead. This event has got to become an annual event! There is something about that porch that is worth re-visiting!

Our October meeting was the second of the new format – short business meeting followed by a speaker. That is the format for most of the meetings, anyway; there will be a full Board Meeting only once every quarter and it will be up to next year's President to decide which months will be designated for a full meeting. Our speaker in October was none other than David Reilly, who told us what it was like to live in England in the 60's without much money, but with the car bug. And what did he own? Why an Austin 7, of course! And he had many hours of movies to show for it. Great scenes of antique cars on long road trips – even the old 8 mm film medium added to the impression of a step back in time. Thanks, David.

November's speaker will be another well-traveled JANE member, former President and Board Member Herb Strachman, who will tell us, and show us pictures, of his trip to Pebble Beach for the big Concours this year. Reminder – the November meeting will be held on the 3<sup>rd</sup> Wednesday, the 19<sup>th</sup>, to avoid conflict with Thanksgiving.

The October meeting had a limited agenda to cover the Nominating Committee Report and another somewhat controversial issue. The Nominating Committee announced the slate of candidates for four Board positions plus the Officers, all to be elected at the Annual General Meeting and Holiday Party on December 7<sup>th</sup>.

Continued on page 3

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- continued from page 1

There is still time to put your name on the ballot if you would like to be part of the Board of Directors or an officer! You are allowed to campaign for our President's Note votes, and we promise no hanging chads.

The controversial issue that was proposed for discussion dealt with a proposal from the Montreal Jaguar club regarding a special kind of membership in JANE outside the auspices of JCNA. The discussion was cut short by a call for a vote on the question and the issue was tabled. Gary Hagopian countered with an explanation of the benefits we gain from being members of JCNA. At the end many in attendance were left wondering what all the fuss was about. Stay tuned -- Daniel Thompson from Montreal plans to come to a future meeting of JANE to clarify his proposal in person.

Looking forward to December, the invitations to the Annual General Meeting and Holiday Party will be arriving in your mailbox soon. Please come and join your fellow Jaguar fans for the end-of-the-year celebration. Besides the election, there will be a fine dinner and our usual Yankee Swap. We will look back at the events of the year and forward to another great year with JANE!

See you there, Carl

### Visit to XK's Unlimited, San Luis Obispo, CA

By John Brady

"Hey John" I heard a voice call out to me as I was checking through security on a recent business trip to Los Angeles. I looked up and saw a uniformed American Airlines pilot looking at me as he was checking through another security line at Logan Airport in Boston. Low and behold, it was Captain Adrian Curtis, Co-Vice President of JANE Membership (along with his wife Sue).

"Hey Adrian" I responded, "How you doing".

"Not bad" he said. "Where you off to".

"LAX" I said, "How about you".

"LAX too, I'm the captain, See you onboard" Adrian replied.

Fancy that, I had just seen Adrian at the British Invasion in Vermont (with our XK120 DHCs and wives) the day before and here he was again, and the captain of my plane.

Once onboard, I saw Adrian come out of the cockpit and stand in the doorway. He beckoned towards me to come up and see him.

I went up and he told me to step into his office (the cockpit). He had me sit in the captain's chair and he briefly explained a lot of the stuff around the cabin. Very interesting, this was the first time I had been in the cockpit of a commercial jet (Boeing 757).

I mentioned to Adrian that I was planning on driving out to XK's Unlimited once we got to LA. I figured it was probably about an hour and a half drive from where I was staying (Chatsworth, north of LA). XK's Unlimited is located

up the coast in a town called San Luis Obispo. I have been doing business with them for many years and finally had the time (a free travel day) to pay them a visit. I was looking for a couple parts and also wanted to check out their operation.

Knowing that Adrian was an XK enthusiast like myself (we both have XK-120 Drop Head Coupes), I invited him along for the ride. We made arrangements for him to meet me at my hotel at 1:00 and we would leave from there.

We had a quick lunch and set out on our way. We got on the road about 2:00. We drove for an hour and it seemed that we were only about a third of the way there. As it turned out, I had grossly underestimated the mileage. It turned out to be a 180 mile, 3 hour drive.....at speed. We discussed stopping and letting them know that we were still on the way, but I figured if we did that we would only be later and perhaps be too late to even get in the door. Fortunately, we had already called ahead and had requested a tour of their restoration shop as representatives of JANE (VP level no less!)

We got there without a hitch but with about ten minutes to spare.

We first met with Dave Light, sales manager for XK's Unlimited. He was very accommodating and showed us around the place. We saw the parts department (I picked up a couple new U-Joints for my car – with the JCNA discount) and then the restoration shop. There were several interesting ongoing projects. We also saw the XK's Unlimited LT-1, a purpose built race car utilizing an XK-140 frame, E-Type engine and rear suspension and a special reproduction LT-1 type aluminum body made in England. We also saw an AC Cobra and a Ferrari under restoration. We later met the president of the company, Jason Len, who explained more about the company and some details of the restoration business. Please see the photos of the cars and their facility.

We spent almost an hour there talking about XK's and then felt guilty keeping them over their normal quitting time. So we then bowed out gracefully and started the trek home. We got a good recommendation for a restaurant at Shell Beach which we took advantage of. We had a nice dinner and then did the three hour return journey to LA. I must admit I was exhausted that night after arriving at the hotel after doing 380 miles of driving and with the time difference of 3 hours! Poor Adrian had to get up early the next day and pilot the plane back to Boston! With this in mind, I did all the driving and let him rest a little on the way back.

All in all, it was a very interesting and unexpected trip that Adrian and I got a chance to talk XK Jaguars, uninterrupted for about 8 hours! (I'm sure our wives were glad they weren't with us for this journey).

Today, I find myself back on the LA flight. Unfortunately, Adrian is not my pilot. However, today I am going to Moss Motors, another company that I have been buying parts from for years. This time, I have checked out the mileage and trip time. It is "only" an 82 mile journey from where I am staying and a real "one and a half hour drive". Again,

## MK IV RESTORATION

By Harry Parkinson

### Generators, Starters, and Regulators

One of the less obvious parts of your restoration is the electrical system and its main components, the starter, the generator, and the regulator.

Early on, you should buy a new battery at your local Auto parts store.....even if it's not the final battery for the car. A fresh battery can be purchased for \$30-40 and it will be worth its price to provide the energy for all sorts of restoration tasks such as debugging wiring, starting the motor, checking out the lights, horns, directionals and tail lights/stop lights. While other projects are under way, check out the starter, generator/alternator and regulator.

Although the earlier Jaguars had DC generators and external regulators, but later models were equipped with alternators. I'll cover both in the article.

The DC generator and starter motor restoration/rebuild have much in common, both have brushes. The DC generator has field windings supplied through the regulator which energizes the magnetic field. The magnetic field is created by the windings and the steel case of the generator. When the commutator is turned, cutting the magnetic field, a DC voltage is created. The DC voltage varies as the engine speed changes and the regulator alters the field voltage keeping the DC generator at a steady output voltage.

The alternators introduced in the early 1980's Jaguars came in two versions, with either internal or external regulators. Alternators provided more power at lower engine speeds than their counterpart generator, but early alternators had teething problems, typical of new technology introductions. The alternator output is AC and needs to be converted to DC for the battery system. This is accomplished by diodes (rectifiers), one of the common failure points of alternators.

In rebuilding generators, it is recommended that the brushes, bearings be replaced. The commutator will require a rebuild which trues it and levels its surface. While the generator is apart, refinish the case, the pulley, and the cover band that covers the holes for the brushes.

After the rebuild, assemble the generator. Note some Jaguars come with special (SE) generators that are nickel plated cases so they require removing the field windings and replating.

DC generators require polarization before using

them. By momentarily shorting the dynamo (D) and the battery terminal and the case to the battery terminal (E), the generator is polarized.

Alternators require the same treatment as generators. Testing of the diodes is done by a simple multimeter. Replace the bad diodes and replace the bearings. The same finishing comments apply.

The starter motor requires the same treatment as the DC generator, replace brushes and bearings. The drive spring and the teeth on the starter should also be replaced. Due to their position low on the motor, starters and particularly the drive require a thorough cleaning before reassembly. Refinish as necessary before reassembly.

Regulators can be adjusted by qualified technicians, but are usually a replacement item. As is the case with generators, the regulator must be polarized by momentarily connecting the Dynamo terminal (D) and the ground (E, earth) terminal.

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Clean all terminals with a brass brush before installing the wiring. Include the external fuse holder terminals on the earlier regulators.

One note of caution, in a more complete restoration, ground connections may be poor or non-existent. Make sure that the starter face has a metal to metal contact with the bell housing as well as the generator/alternator mounting. The solenoid case requires a solid ground to the metal firewall, etc. Some of the engine mounted electrical components include the distributor, starting carb thermostat, thermo-carb and electrical sensors also require solid grounds. Ground straps should pass the engine mounts and connect to bare metal on both ends. Before you blame the electrical component, check the ground.



**Early generator with oiler for the rear bronze bush**



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M2103	LEXUS	1998	E5300	4DR SDN	\$16,900.00	72K	BLK/BLK	OPTIONAL
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### Pictures from JANE events



Dick Whyte lifting his leg on his XJ6  
Ken Haas, JCSNE, ready in his XJC V12

Gary Hagopian's coupe open for inspection  
Joie Bassett in her XKE just starting her run



Below: Jim Roberge isn't superstitious with #13

Chuck Centore's XK8 ready to rock



## THE TOOLS WE USE

(continued)

### Martin Evans looks comically at some of the tools we use every day and what they are really intended for

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit. Also used an auxiliary tool that can be thrown across the garage at random.

**MECHANIC'S KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your door; works particularly well on boxes containing new seats and soft items.

**ELECTRIC HAND DRILL:** Normally used for spinning pop rivets in their holes until you die of old age, but it also works well for drilling holes in the body and through the wiring harness.

**PLIERS:** Used to round off bolt heads.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**VICE-GRIPS:** Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of.

**WHITWORTH SOCKETS:** Once used for working on older British cars, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

**WIRE WHEEL:** Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

**HYDRAULIC FLOOR JACK:** Used for lowering a car to the ground trapping the jack handle firmly under the front wing.

**EIGHT-FOOT LONG DOUGLAS FIR 4X6:** Used for levering a car upward off a hydraulic jack.

**TWEEZERS:** A tool for removing wood splinter after using Douglas fir 4x6

**PHONE:** Tool for calling your neighbor to see if he has another hydraulic floor jack or for getting help from one of the experts.

**SNAP-ON GASKET SCRAPER:** Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your boot.

**E-Z OUT BOLT AND STUD EXTRACTOR:** A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

**TIMING LIGHT:** A stroboscopic instrument for illuminating grease build-up.

**TWO-TON HYDRAULIC ENGINE HOIST:** A handy tool for testing the strength of ground straps, fuel or vacuum lines or electrical connections you may have forgotten to disconnect.

**CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER:** A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

**BATTERY ELECTROLYTE TESTER:** A handy tool for transferring sulphuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought. Sulphuric acid in the tool tray can from tester can also be used as paint stripper that turns the steel tool tray and tools to rust

**AVIATION METAL SNIPS:** See hacksaw.

**TROUBLE LIGHT:** The mechanic's own tanning booth. Sometimes called a drop light as it is often dropped, it is a good source of vitamin D, 'the sunshine vitamin,' which is not otherwise found under cars. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells used during the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading. Also a good source of forearm burns when used in tight places or underneath the car.

**PHILLIPS SCREWDRIVER:** Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

**AIR COMPRESSOR:** A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a pneumatic impact wrench that grips rusty bolts last tightened 40 years ago by someone in Coventry and snaps the heads off.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

**HOSE CUTTER:** A tool used to cut hoses 1/2 inch too short

From JEC Jaguar Enthusiast magazine, September 2003

**End of the Season Slalom**

Sunday's weather was threatening, but the rain held off as all entrants got in their 5 runs at our Wilmington, MA slalom site, The event was a make up for the September slalom when our slalom chief John Loring decided to void the electronic times from those runs. He scheduled the event on Sunday, the 25th of October at the same site.

The results included several national record times for in some classes. Grant Sanborn, JCSNE, in his XK8 had a 43.42 second run, Gary Hagopian, had a 38.92 second run in his E type coupe, and Dick Whyte, tied the best time of 45.20 seconds. Dick had several good runs go by he board as his XJ6 ate some cones on the way, losing penalty times, 2 seconds per cone. Dean Cusano, ran a 44.250 in class J, with his XJS

Bob Lang set the fastest time of the day with a great 37.36 second pass in his modified TR6, the fastest of the non-Jaguar entries.

Paul Rikert ran his Honda Insight hybrid to a 51.16 pass with no smoke, no tire squeal, and got 65 miles per gallon as well.



**Above: Bob Lang and Bob Totten with the TR6**

**Below: Bob Lang had fastest time in his TR6**



**Above: Adrian Curtis getting tips on DHC hood installation at XK's Unlimited**



**Adrian Curtis on his visit to XK's Unlimited  
See John Brady's article on page 3**



**Generator Restoration  
(page 4)**

**SE Generator housing showing nickel plated housing. It should be replaced for Concours restoration**

# COVENTRY CAT CLASSIFIEDS

**For Sale: XKE 1964 Coupe**; White w/ blk interior. Many new parts - Previous owner was Jag mechanic. Price reduced must sell \$14,500 Michael Glick 603-539-5830 marbfarm@localnet.net 1203

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**For Sale: 1986 XJ6:** genuine 96,000 miles, 4 spd auto, Gun Metal silver, Beige, garaged, no winters; Pirellis, 2 new, 2 near new; dealer rear suspension mod; all electrics sorted and working, electric seats and heated mirrors; Engine excellent, 19 MPG, owners manual; spares include front wheel bearings, wiper CPU, bulbs, brake and hydraulic parts; \$2700 or ONO; Adrian Zeffert, 114 Ash St, Hopkinton, MA 01748, 508-435-5147, adrain\_zeffert@verizon.net 1003

**For Sale: 1993 BMW 325i**; four door sedan, black/black, sunroof, 118K miles, ABS, PAS, pseats, leather, 5 speed, AM/FM cassette, cd CD changer in trunk, power windows and door locks, power mirrors, split fold rear seat, alloys, loaded and in great shape....runs super; \$6,200; Dave Randall; 978-887-9616 1003

**For Sale: 1948 3.5 Litre Saloon (MK IV)** Rolling car with suprisingly straight and not too rusty body. No engine or trans. Several other missing pieces. Has all wood, and P100s (in pieces). \$2200.00 Call Greg at 508-655-0117 eves / wk ends or e-mail to cbgg@comcast.net 1003

**For Sale: Jaguar 1986 Vanden Plas Series 3**, gorgeous car in excellent condition; antelope paint w/magnolia leather; Owned by Jaguar enthusiast, Southern car, no winters; Runs perfect, many updates 81,000mi, \$8,900, 508-366-5844, Ansoft Corporation, Bill Powell, 25 Burlington Mall Road, Burlington, MA 01830(781)229-8900 x121-office,(508)361-0066-mobile, (781)229-8624, fax wpowell@ansoftcom 0803

**For Sale: 1986 Series III XJ6**, with 64K miles. Blue with Tan interior. Very good condition. Runs great, A/C cold! Asking \$9,000, negotiable. Auto or motorcycle trades considered! E-photos available, contact J.A.N.E. member Matt Everson, bluefields@aol.com, 603-355-4898. 0803

**For Sale: 1971 XKE V12 2+2;** Automatic, wire wheels, A/C, Sable, \$11,000 or make an offer; Dave Owens, 401-294-4634 kanesguns@mindspring.com 0104

**For Sale: 1974 XKE V12 Roadster.** 2 tops, only 6500 miles, 4 speed, wires, Regency Red/Biscuit, no hits; \$53000.00 Call Ara at 782-643-1463 or 978-369-4004 0104

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**Advertising Rates, 2003:** An ad in the *Coventry Cat* currently reaches over 350 households with very high demographics. Unless otherwise specified, rates are on an annual basis(12 issues)Business card and classified ad rates are as follows:

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Please contact David Roth at the address below or email him at RothHollis@aol.com to get a quotation. Please send camera ready copy and a check before the 15th of the month previous to intended insertion. Make checks payable to JANE, Ltd.

Mail to:David Roth,180 Wheeler Road, Hollis, NH 03049-5930

### Models For Sale:

Patricia and I have collected Automobilia, satisfying our eclectic interests, for over 50 years. We are now offering the following models to JANE members in advance of advertising them in Jaguar Journal, eBay and other outlets. We will soon be cataloguing and offering prints, manuals, books and other items as the year progresses.

Model A Coupe - Sculptured art deco coupe by same artist as XK120 coupe above, 5 7/8" long, by P.L.S.C. wonderful but hard to describe. If interested ask for photo. \$75

Blower Bentley - Corgi 'Legends of Speed'. 4 1/2" long model of 'Old No. 1'. In BRG as run at Le Mans. Perfect. In original display box, never taken out. \$75

Bugatti - Type 35 (?) in French racing blue. Corgi 'Legends of Speed'. 3 7/8" long. Perfect. In original display box, never taken out. \$75

1930's English Delivery Van - 'Days Gone By' by Lledo (UK). 3 1/4" long. Perfect. In original display box, never taken out. \$50

Dodge Viper Coupe - Blue with white stripes. 3" long in original promotional (SAIC) display box. Perfect. \$15

Formula 1 Racer - White, non-team 3" long promotional model in original Matchbox box.

'Special Limited Edition', ASI # 33000. Perfect, but ....what is it? \$10

Vintage Tonka Tilt-Box Truck - 1960s-70s. Tonka toy truck from England in the late '60s or early '70s. The back part of the truck lifts on an angle. This 5-inch truck is all pressed steel and has plastic front and side windows and grill. Metal undercarriage is stamped 'Tonka 55310'. It has not been heavily played with and has scratches and scrapes that now show some rust. All six rubber, labeled 'Tonka', are very good. The paint is still good, as are the Tonka decals on the sides. See pictures as it is in nice shape for its age. \$25

Toe Joe, Matchbox No. 74 - a 1972, 2 3/4" long model of a stylized tow vehicle. Perfect. \$10

Land Rover 90 - 1987 2 3/8" long Matchbox model in yellow. Decaled "Park Ranger" with white top. Perfect. \$20

Racing Mini - 1970, 2 1/4" long Matchbox model No. 29. Played with. Complete (tyres, glass, etc.) but shows wear. \$10

Lotus Climax Formula 1 - old Corgi Toys. 3 1/4" long. High rear wing car No. 8. In orange and white. Complete and very good. \$35

1926 Bugatti Type 35 - By Lesney. "Models of Yesterday". Red, 3" long, bought in the 1970's and played with. Hence chipped paint and spare type missing. (Spare wheel is still on side mount), but road tyres, steering wheel,

outside brake and shift levers are in tact. \$50

Austin Mini Cooper - Airfix-32 (Series C5-50) kit. Unbuilt, complete and in original box with instructions etc. Perfect. 3 9/16" long, plastic. \$75

Aston Martin Ulster - Built some years ago. BRG, missing windscreen but with spare wheel in boot and lovely chrome engine detail. Racing and number plate decals have not been applied and are included. Would make a very nice display model. \$35

Porsche Carrera 6 - Hotwheels, 2 3/4" long, model No 19, white. Played with so 'good' condition. Opening engine compartment. Nothing missing. \$25

Porsche Carrera 6 - Corgi Toys, 4" long. No. 60 in white with red trim. Excellent detail and all decals, tyres etc., in very good to perfect condition. (Note: This is the rare one with the Porsche emblem on the bottom - before they were sued and had to delete it.) - \$150.

Porsche Audi 917 - Corgi Toys No. 6". L&M Porsche Audi (Goodyear) Livery. 5" long. Complete and very good condition. \$100

Rolls Royce Silver Ghost - 5 9/16" by 8" postcard. Printed in Britain in 1969, on the front are instructions and a full colour cutout that can be assembled into a paper model - or displayed as is for a real conversation piece. \$15

English Steam Agricultural Engine - 5 9/16" by 8" postcard. Printed in Britain in 1969, on the front are instructions and a full colour cutout that can be assembled into a paper model - or displayed as is for a real conversation piece. \$25

Digital photos of any item are available, by email or fax - just contact us and tell us what you are interested in.

Patricia & David Reilly

Reillydp@charter.net

S\_types@yahoo.com Or fax to (508) 839-7460

As a last result, phone (508) 839-7464

## **JANE Christmas Party**

The annual JANE Christmas party is scheduled for the 7th of December at Radisson in Chelmsford, MA. David Roth has mailed invitations to all members with the details.

If you didn't receive an invitation, please contact David Roth at 603-465-3787 or Roth hollis@aol.com

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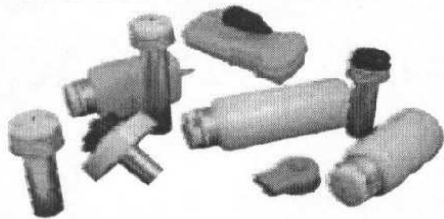
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