

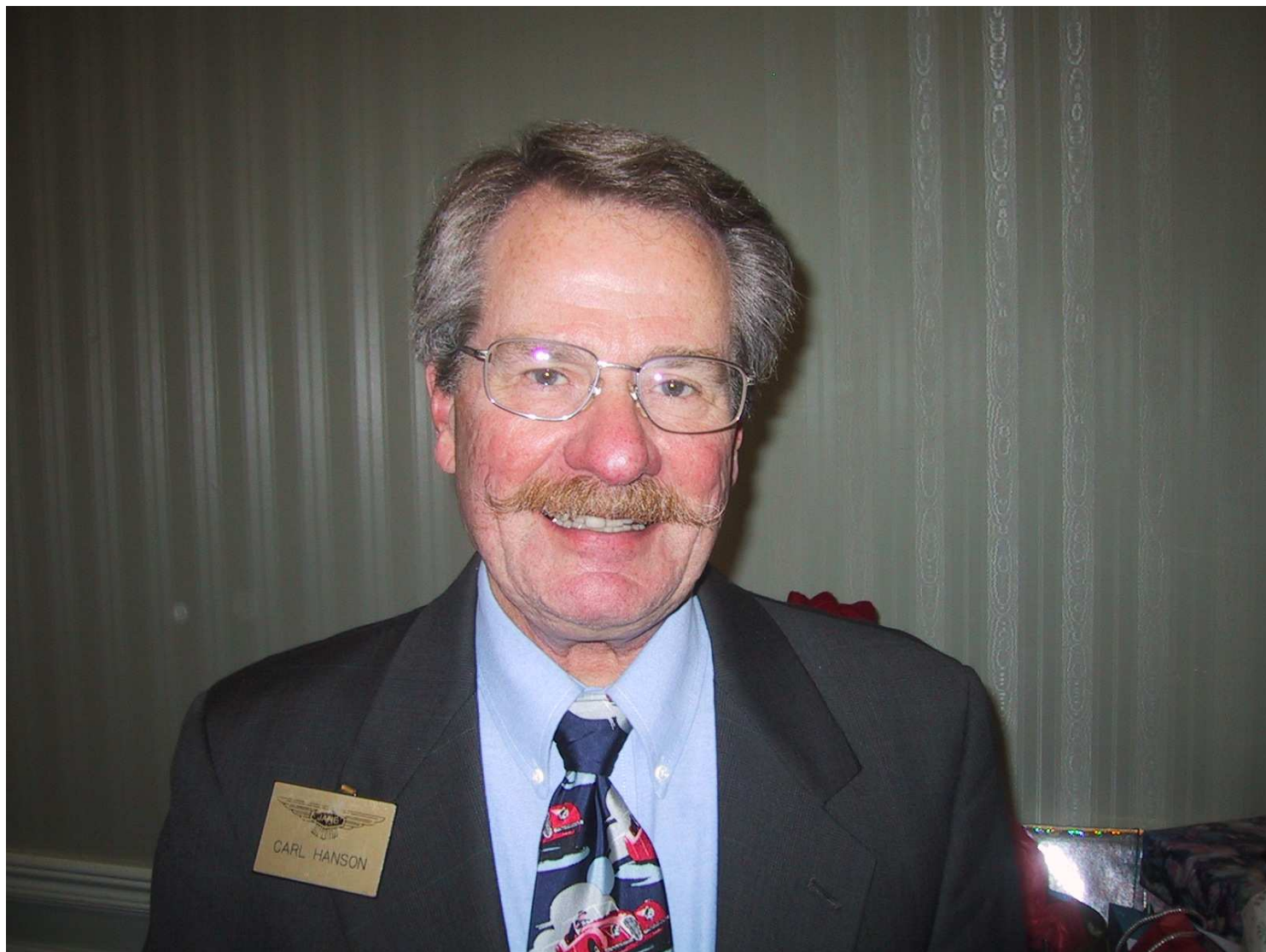
# JAGUAR ASSOCIATION OF NEW ENGLAND

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 6, NUMBER 1

JANUARY 2004



**Our outgoing president, Carl Hanson, at our AGM/holiday party**

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And blessed with might.

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but I am undoubtedly of the next century.

I am



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## Jaguar Association of New England 2003/2004 Calendar of Events

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

### January 2004

Monthly meeting at Skip's, Chelmsford, MA.....January 28th

### February 2004

Monthly meeting at Skip's, Chelmsford, MA.....February 25th

### March 2004

Monthly meeting at Skip's, Chelmsford, MA... ..March 24th

**Have an idea for an event ?**

**Give Dave Randall a call at 978-887-9616**

## President's Notes Karen Bates

At the AGM on the 7th of December the following members were elected as officers and members of the board of directors, 3 years

Karen Bates	President
Dave Randall	VP/Activities
Adrian Curtis	VP/Membership
Diane Crook	Treasurer
Dave Herrick	Secretary
Ed Hall	Director
Pat Reilly	Director
Patt Centore	Director
Susan Curtis	Director

### J A N E OFFICERS

<b>President:</b>	<b>Karen Bates</b>	<b>(781-963-3657)</b>
<b>VP/ Events:</b>	<b>Dave Randall</b>	<b>(978-887-9616)</b>
<b>Slaloms:</b>	<b>John Loring</b>	<b>(508-878-6890)</b>
<b>Secretary:</b>	<b>Dave Herrick</b>	<b>(603-673-1314)</b>
<b>Treasurer:</b>	<b>Diane Crook</b>	<b>(781-659-4024)</b>
<b>VP/Membership:</b>	<b>Adrian Curtis</b>	<b>(603-293-4938)</b>
	<b>Sue Curtis</b>	
<b>Concours:</b>	<b>Ed Hall</b>	<b>(508 853 8193)</b>
	<b>Carl Hanson</b>	<b>(781 275 2707)</b>
<b>Chief Judge:</b>	<b>Eric Hagopian</b>	<b>(413-821-8987)</b>
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<b>Editor:</b>	<b>Harry Parkinson</b>	<b>(603 882-9367)</b>

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Nashua, NH 03063

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Please read the JONAT event announcement on page 8. We need volunteers to take care of our leg of this event as coordinators. Contact your president or events chair Dave Randall if you can help out.

The first meeting will be held at Skip's in Chelmsford on January 28th. Upcoming year's events will be covered as well as the regular business.

Hope to see you there.

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### Jaguar Trivia

In the fire at the Coventry manufacturing facility in February of 1957, what models were on the production line which was halted for only 6 weeks.

There were six models.

Name them

Answer on page 8

### Restorations by Carl Hanson

#### “One Step Forward, Two Steps Back – Happy Endings”

This month, I am venting some of the frustration associated with a restoration project. Sometimes things don't go as planned. There comes a time when some work needs to be re-done, just when you think you got it right. Here are two short stories on that theme based on the restoration of my 1951 XK120 FHC.

Story No. 1: Veneering, revisited. My articles in April, May and June 2003 issues of “The Coventry Cat” described the steps I took to restore the interior wood with new and beautiful burlled walnut veneer. Lacking a vacuum press, I resorted to clamping the glued pieces between thick sheets of plywood. Stiff foam was shaped to serve as cauls for the beveled edges. The glue was Pliobond #30, a very strong all-purpose adhesive that forms a heavy film with 30% solids, intended for controlled penetration on porous surfaces. (I figured wood is a porous surface.) Pliobond is a thermosetting adhesive that toughens with age and is especially good under conditions of heat and vibration. (Sounds like a good description of a Jaguar dashboard.)

Everything worked out very well, and I was extremely proud of my work, as evidenced by the third article in June 2003. The picture below shows the beautiful instrument fascia after re-veneering.

Alas, it was not to last. When the warm, humid summer days arrived, the large flat parts of veneer on my dashboard began to develop bubbles. At first I did not

panic – I consulted a good book on veneering and found out that an application of heat, such as from a hot iron, followed by pressure would likely encourage the adhesive to reattach itself to the veneer. Not in my case. Have you ever played that amusement park game called “Whack a Mole?” Moles pop up out of the ground somewhat randomly and you are supposed to whack them with a mallet in order to score points. Well, that is what it felt like – trying to flatten the bubbles. Every time I got the pressure on one, a few others developed elsewhere!

Soon I gave up and let the pieces do what they are going to do in the hot, humid summer. It was not pretty. Bubbles ruined the appearance of the dashboard. Amazingly, there were no bubbles in the thinner pieces, like the cantrails or the ashtray. Just the big flat areas on the dashboard.

I had a few pieces of veneer remaining from my first order, so I laboriously chipped off all my hard work. Then I cleaned off the glue residue with MEK – a job best done outdoors to protect one's lungs from the fumes – or the house from blowing up. Upon advice from the supplier of the veneer (Certainly Wood in Upstate NY), I resorted to the “bigger hammer approach.” I used West System epoxy.



#### The Completed Instrument Facia

An alternative equally recommended was a urea formaldehyde glue – but I already owned the West System kit, having used it to strengthen the bonds on the wood in my XK's doors (see November 2000 article).

Continued on page 11

## **My First Jaguar**

### **by Harry Parkinson**

Continuing on from last month, I had just completed my brief active duty Army career and had returned to New Hampshire. I also returned to my civilian career in military electronics at Sanders Associates, an expanding company in Nashua, NH. that I continued to work at for the next 26 years

The XK120 OTS was still running very well and was still my only car, used as a daily driver. In the summer, the hood (top) was rarely up. The tonneau cover kept the rain and dust out of the cockpit. The cool summer nights were a joy. It's distinctive sounds, it's performance, and it's comfort was a unique experience. I can clearly remember one night when I was at a lakeside party. One of my friends went for a test run.....I could hear the exhaust sounds clearly in the still of the night shifting up and down at corners and intersections as he drove the nearby roads. To this day, it's one of my fondest memories of the 120.

The 120 made regular trips to Connecticut, Vermont and New Hampshire on weekends. It was serviced at the recommended intervals, the only thing that was replaced on the car was four new tires. Regular oil change and lubrication was done by local garages.

One incident, caused by a bad service technician, was the only parts failure that I had while I owned the car. It was the front wheel bearing failure which caused the left front wheel spindle to break.

I left the car at a service station to have it greased, the oil changed, and to repack the front wheel bearings. The mechanic apparently tightened the axle nuts too tight and put too much load on the bearings. I picked up the car and headed to Connecticut for the weekend. After about three hours of driving, I heard the front wheel bearing starting to make noise. Fortunately, I was only a few miles from my destination. I turned off the highway and went directly to the local Jaguar dealer, on Route 1 in Darien. As I drove into the driveway...crunch, the shock of hitting the concrete ramp caused the front spindle to break. The wheel came off, but the tire wedged between the fender. The car stopped without the frame or oil pan hitting the pavement. And it was in the Jaguar dealer's lot. The dealer ordered a replacement spindle and changed it along with replacing the front wheel bearing on both sides of the car. Since I was close to NYC, it took a day to get replacement parts, but I was relieved that the only damage was a broken front spindle.

The failure certainly was not Jaguar's fault, but was caused by a mechanic that didn't know how to pack and tighten wheel bearings!

As part of my efforts to keep to car in pristine condition, I decided to repaint the car. The car had not been garaged since I owned it and the previous owner had also used it as a daily driver in Texas. The paint had oxidized and was weathered. I looked for a local body shop that would do credit to the car. Lo and behold, two blocks from my work was such a place. When I went to check them out, there were several paint jobs in process, a fire truck that had some damage repair and a local business owner's Rolls Royce who had Rolls was resprayed every other year. Both paint jobs, the fire truck and the Rolls were absolutely gorgeous.

The paint job was very expensive, but I wanted the best for my 120. The job included removing much of the chrome and trim, painting the body it's original color, stripping and painting the wire wheels silver (the car had original painted wire wheels from the factory), and stripping and painting the brake drums in black. I borrowed one of my family's cars while the paint job was in process. At the end of the week, I picked up the car and it was a like new finish. It was gorgeous! When I took the car home, I put it in one of the garage stalls to let the paint harden for a few days. Good plan that was foiled. My father, with all good intentions, was taking down window screens to put them up for the summer season. They were stored in a rack right above the car. One slipped and fell on the hood(bonnet) and front fenders(wings). No dents, but a nice imprint of the screen grid pattern in the fresh paint. So back to the body shop for repair and respray!

I continued to use the 120 as a daily driver through one more NH winter with only a couple of days where I couldn't get the engine to fire.....it was just too cold. The engine would turn over, but before it would start, the battery wouldn't have anything left. Maybe starting fluid (ether) or something similar would have worked, but as I had another car available I just waited for the warmer days. Still, for a car not garaged, it was very reliable.

In the meantime, I had acquired two other Jaguars, a MK VII with an automatic and a MK VIIM with a 4 speed. Both cars were in good shape, no rust, clean interiors, but had one major problem, the engines wouldn't turn over. They were frozen, but were complete and together. I decided to try to free up one of the engines. I drained the oil and dropped the oil pan, hoping to be able turn over the crank from the crankshaft.

**Continued on page 8**




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**Annual Membership Dues Reminder**

Just as a reminder, the annual renewal is due to membership chairs Adrian and Sue Curtis . Dues paid by 15 January will be registered in our club directory as well as submitted to the JCNA for 2004. Checks should be made out to JANE in the amount of \$50.00. Please mail to:

Adrian and Sue Curtis  
39 Curtis Road  
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M2259	JAGUAR	1990	VDP	DR SDN	\$6,995.00	108K	BLU/CRM	OPTIONAL
M2226	JAGUAR	1990	XJS	2DR CPE	\$11,900.00	70K	SILVR/TAN	OPTIONAL
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M2247	JAGUAR	1991	SOV	4DR SDN	\$7,500.00	122K	BLUE/TAN	OPTIONAL
AB1991	JAGUAR	1991	SOV	4DR SDN	\$6,995.00	108K	SIL/BLU	OPTIONAL
M2176	JAGUAR	1991	VDP	4 DR SDN	\$7,800.00	139K	BLU/CRM	OPTIONAL
M2129	JAGUAR	1991	SOV	4DR SDN	\$7,900.00	105K	GRN/TAN	OPTIONAL
M2212	JAGUAR	1991	SOV	4DR SDN	\$7,900.00	125K	GRAY/TAN	OPTIONAL
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B51998	JAGUAR	1998	XK8/R	CONVTBLE	\$39,500.00	39K	RED/TAN	OPTIONAL
M2254	JAGUAR	1998	XJ8-L	4DR SDN	\$23,900.00	54K	BLU/TAN	OPTIONAL
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M2171C	JAGUAR	2000	XJ8	4DR SDN	\$30,900.00	40K	GRY/TAUPE	OPTIONAL
M2172H	JAGUAR	2000	XJ8	4 DR SDN	\$29,900.00	47K	GRY/TAUPE	OPTIONAL
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M2250	JAGUAR	2000	XJ8L	4DR SDN	\$33,900.00	23K	BLU/TAN	OPTIONAL
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### Pictures from JANE AGM/holiday party



Above; Carl Hanson receives a memento of his presidency

Above left: The Reillys, the Strachmanns and the Roths smile for the camera



Above: Ah, a good glass of Guinness before dinner with Dan Rourke, Wes Keyes, and Jim Sambold  
Below : Ed and Kathi Hall in the holiday spirit



Left:  
What's this on my wind-  
shield?  
From  
Adrian Curtis

Below: Elsa Roth and Avis Mello run the auction  
Carmen Chiungos with her auction gift,  
floor mats for a Jaguar



**Continued from page 4**

as much as I tried, I couldn't free up the engine, I couldn't get it to turn over. Discouraged, I put back the oil pan and put the cars up for sale. Later on, I encountered the same problem when I was rebuilding the engine for my MK IV. One of the solutions for a frozen engine is to strip it down, removing the head, the crankshaft, and taking out the pistons. Unfortunately, I didn't realize at the time how difficult it is to free up an engine. I could have pulled the MK VII engine, stripped it down for rebuild, and would have had a nice sedan as a winter driver.

A friend of mine, Tom, from work had started to acquire a Jaguar or two....he had a MK V drophead and a companion MK V saloon. In 1961, there were all kinds of older Jaguars in southern NH that were off the road for various reasons. Tom was going to make one good car out of the two. He started to part out the worst one and asked for some help. Unfortunately, he was scrapping the drophead! It had no top (hood), but other wise was a complete car. The saloon was also a complete car, rust free, in good condition, but neither car had a running engine. As I got more involved in his project, I volunteered to rebuild the 3.5L pushrod Jaguar motor. The saloon had all the parts for a restoration including Lucas tri-bar headlamps, but some of the details needed work. The front and rear bumpers were bent and dented, the paint badly oxidized, the interior wood need refinishing, and the carpets were badly worn. But there was no rust, the chrome was in good shape, and although the leather needed cleaning, it was complete and needed no repairs.

It was one of my worst decisions I would make in my car buying/trading life. I decided to sell Tom my XK120 for some cash, the incomplete MK V, a Chevrolet daily driver( a 1950 sedan I think), some tools, a acetylene torch set and a partridge and a pear tree.

What was I thinking? The trade/sale by today's standards would be idiotic. Perhaps it was then, but it was a done deal. Tom continued to drive the XK120, but not as a daily driver. Tom kept the XK120 for a number of years, but it kept getting long in the tooth. He was going to restore it, but after several years of not being on the road, sold it to a local doctor. He restored it and kept it as an occasional driver. Here endth the First Jaguar story.

I went on the finish the MK V engine. That's another story which I'll pick up on next month. I'll complete the story of my early Jaguar adventures starting with the MK V and ending with 3.4 MK 1 saloon

**Jaguar Trivia Question ( page 3)**

The six models on the production line at the time of the fire were 2.4/3.4 MK 1 sedan, MK VIIM, MK VIII, XK140, D type and XKSS. Only the D type and XKSS models not involved in the fire were completed. The last D type was produced in August of 1957 and the last XKSS was produced in November of that same year, ending production of those models.

**The JONAT is Coming! The JONAT is Coming!****JANE chairman needed**

JANE members, get ready for the arrival of the "Jaguar Owners North American Tour (JONAT)." What is JONAT, you ask? It is an informal, rather ambitious Jaguar driving tour around the whole country with legs up into Canada as well. Not everyone will do the whole tour – it has been set up in about twenty sectors so that Jaguar owners can jump in when the tour comes to their area. Details are given on a website <http://jonat.org>. Each sector has a volunteer organization, including an all-important "sector coordinator." The sector organizers lay out a route of between 120 to 300 miles per day with a common start and stopping point. They provide a list of candidate accommodations, meal locations, interesting stops for shopping, views, historical sites, etc., but do not make any reservations. Each tourist must make his own reservations, but the planners hope that enough bonding takes place such that people will tour together. According to the website, the tour arrives in New England from Quebec on Sunday, June 20, with an overnight stop in the Stowe, VT, area. Then on Monday, June 21, it progresses to the Boston area, with a rest day on Tuesday June 22. On Wednesday, June 23, JONAT goes on to Mahwah, NJ, former home of Jaguar North America.

JONAT does not have a sector organizing committee for the New England sector. JANE members might be interested in helping. It would be a good opportunity for us to be good hosts to Jaguar owners from other parts of the country and to enjoy touring along with them for one or more sectors. If you are interested, the website has information where you can volunteer to help. Maybe we should make this a JANE event? Let the Activities Chairman know your thoughts on the idea! May be we could coordinate with our sister club, JCSNE, to assist in the Connecticut leg.

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# 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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## Restorations

(continued from page 3)

This is great stuff – it sets up rather slowly so you have time to get the clamping in place. A downside is that it bleeds into the veneer, a problem if you intend to use a stain to darken the color --- hardened epoxy will not take a stain. However, I have no intention of staining the beautiful walnut burl so it was not a problem for me. In fact, I welcomed the bleed through. In effect, it turns the whole surface into a plastic that is securely bonded to the substrate. I sanded the surface smooth and applied many coats of Minwax Helmsman Spar Urethane, sanding down between coats with finer and finer grit paper and topped it off with a coat of Butcher's Bowling Alley Wax. Voila! Good as new!

Story No. 2. Re-painting the Car. Many of you have listened to my frustration about the length of time it has taken to paint my car. It was in December 2000 when I hauled the body out of my garage to the restoration shop. Three years later, it came back. A number of adventures occurred during the intervening time, only one of which I will describe here. This story relates to the final paint coat.

Let me review the process with you. The body went to the restoration shop on a special wood frame on wheels – custom-built to match the attachment points of the body to the frame. After some time (!) it returned to my garage in primer and several JANE buddies helped reattach the body to the chassis (no mean feat, I might add – see September 2003 for the story). The whole car (I guess it can be called a “car” now that the body is back on the chassis?) was returned to the shop for final priming and painting.

Here is where the story of frustration peaks. The car was completely painted and ready for final sanding and buffing. I was at home, chomping at the bit to get started installing my new wiring harness. One telephone call dampened my excitement. During the sanding process, small black flecks were observed in the paint! Not supposed to be there in a “pastel blue metallic” color – the shop owner and the paint company got into a “who shot John” argument. It turned out that the paint was corrupted by a faulty pigment. New paint was supplied and the matter was settled. All the speckled paint was sanded off, new paint sprayed and we finally have a car in the garage.

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The ‘plan’ is for JANE to meet in the pits, run our cars ‘till 10 PM, go out for burgers and beers, and call it a night no worse for wear.

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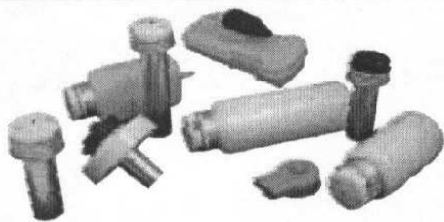
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