

# 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 2

FEBRUARY 2004



**Logo on the bonnet of an XKSS Tempero replica**

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And blessed with might.

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To respond.  
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## Jaguar Association of New England 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

### February 2004

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

### March 2004

Front End Tech Session, Gilford, NH.....March 6th

JCNA AGM, Long Beach, CA.....March 11-14th

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

### April 2004

Judge's Tech Session, Hoppe Tool, Chicopee, MA.....April 24th

Monthly Meeting, at Skip's, Chelmsford, MA.....April 28th

Drag Nite, NE Raceway, Epping, NH.....April 30th

### Have an idea for an event ?

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>
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<b>VP/Membership:</b>	<b>Adrian Curtis</b>	<b>(603-293-4938)</b>
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	<b>Nashua, NH 03063</b>	

### JANE on the Web

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

Regalia on the web Order on line, pay by Pay Pal

New inventory! Shirts, hats, and more

### President's Notes Karen Bates

The first business meeting on 28 January was well attended with about 20 members in spite of the cold (5 degrees F) and the snow.

The committee reports opened the meeting right after the introductions. All committee chairs were present except for Dave Herrick (in Hawaii on business). The treasurer's report showed a healthy balance, but with JCAN dues owed this month, that will be reduced to a more normal balance. Cash flow looks good the no more major expenses until the Concours except for some membership expense.

Adrian Curtis presented his annual budget and requested approval for some extra expense items related to the club directory, new cover and name tag inventory. Adrian's requests were approved.

That reminded us that our budgets are due before the next meeting so we can review this year's budget.

and approve it. Please submit your budgets to Diane Crook before the next meeting on the 24th of February.

Dave Randall reviewed his events schedule and several were added. The year is filling up quickly so get any events to Dave so he can put them in our calendar.

Please read the JONAT event announcement on page 11. 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 February 24th. Upcoming year's budget and the AGM agenda items will be covered as well as the regular business.

Hope to see you there.

Karen

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**Jaguar Trivia**

What was the body made of for the early production models of the XK120?

Answer on page 6

**RESTORATIONS**

by Carl Hanson

**The Baby Comes Home**

*This is the 59<sup>th</sup> installment in the series featuring the restoration of Carl Hanson's 1951 XK120 Fixed Head Coupe. All of JANE is looking forward to seeing the car finished. Then we will give someone else a chance to write articles for the Coventry Cat! – ed.*

What has it been? Three years since my car went away for a paint job? Yes, folks, it took that long – and there is no way I will divulge the cost. A Maaco job, it is not. I saw an ad on TV just before Christmas to promote a “half-price paint job for \$250.” I hope they take the time to mask the windows....

Anybody who has gone through the restoration of a car knows that it takes a long time. Instant gratification is not part of the sport. “Why?” you ask. Part of it has to do with how much you want to do yourself and have the free time to do it. In my case, I wanted to do it all, despite a lack of experience and a limited budget, while multi-tasking with a demanding job, lots of business travel, and family obligations. In truth, to prevent this project from lasting until I am too old to drive, I outsourced some of the major parts, like engine, gearbox and differential rebuild and, of course, the paint job. The paint job is something most of us will be unable to do – the authorities won't allow us to use lacquer and the modern automobile paints are extremely hazardous to health. Since the exterior surface is the first thing everyone notices, you mess up the paint job and you might as well be driving a Trabant.

As long-time readers of the 'Cat know, I spent a lot of effort working on the body -- dipping and stripping (Aug. 1999 issue), cutting out rusty parts and welding in Wray Schelin's replacement pieces (Sept. 1999), smoothing out dents (Dec. 1999 – Feb. 2000), leading in the curvy bits (Mar. – Apr.

2000). The body was reassembled, then disassembled again for final welding and eventually mounted on a temporary chassis and hauled off to the restoration shop for the primer coats (Jan. 2001). After the restoration shop corrected many of my amateurish flaws, the many primer coats were applied and sanded down until the exterior surface is better than new. (It is always a topic of debate how perfect should the restoration be!) The body returned for mounting on the chassis late in 2003 (Aug. – Sept. 2003) and off it went to the paint booth for final coats of base-coat / clear-coat. (OK, another controversial subject – whether to use BC/CC or a single coat urethane. Some say the modern BCC/CC does not appear authentic – others applaud the ruggedness of the coating.) I decided on the modern method – it just looks wonderful!

Another key step in the process is deciding what color to paint the car. Wanting to be somewhat true to the original, I found out that my paint had been “pastel blue metallic.” However, nobody that I interviewed could come up with a modern paint code for that color. The best we could do was match the original color somewhat preserved under the hubcaps on the wheels. Probably a bit faded after 50 years, but the color that came out of the matching process looks great. I suppose that someone will take issue with the originality of the hue. (To whom I say, “Go pound sand!”) I am not exactly sure how many coats of paint were actually applied to my car in the end, but if we take a cue from the Tech Session on painting described in the March 2002 issue of the 'Cat, there could be up to 17 coats on a restored finish! Contrast that with the quick re-spray offered by Maaco!

So at long last, the baby comes home! The four photographs show the stages of unloading from the trailer, resting on terra firma and being pushed into my garage for the rest of the program. Next, grommets galore, re-wiring, and installing the interior. Don't worry Mr. Editor – there are many stories to come!



Fig. 1 – Coming out

## **My First Jaguar**

### **by Harry Parkinson**

Continuing on from last month's saga, I now had a complete MK V sedan, but it needed a lot of work, a restoration. By then, I was married and we owned a 1776 center colonial that also need restoration so the MK V was relegated to an attached shed. Most of the house restoration work was a DIY project. The house lacked a lot as it had never updated to the 1960's. When we bought the house it didn't have central heating or indoor plumbing ( it was a 3 holer off the barn). The electrical system consisted of one hanging light and one outlet per room. The water was from a cast iron hand pump in the cast iron sink in the kitchen from a dug well also 200 years old. And by the way , the roof leaked. But we were young and energetic so undaunted we tackled the house one project at a time. I also had started on my master's degree at UNH. Something had to give and it was the Jaguar restoration.

After awhile, I got started on rebuilding the MK V push rod Jaguar engine. My cousin, Dick Langer, ran an automotive machine shop for a local auto parts store. On Saturdays, Dick and I worked on the engine, he doing the machining and me doing the disassembly and assembly. Eventually, the engine was done. I installed it in the MK V and it ran. In fact it ran really well. It always started on first tick over, had great oil pressure, and was super smooth (we had balanced everything). It was the best rebuild I had ever done.

In the meantime, we had purchased a nice MK 1 sedan, trading in my 1963 Corvair, as my every day driver.

The house....well eventually we sold it and moved to Nashua as I was commuting 40 miles a day. Grad school was a thing of the past, 18 credits short of a degree. We were moving on.

The MK V moved from a it's shed, a terrific shop, to a rented facility in Merrimack, NH that I shared with three other car nuts and split the utilities. It was heated , had hot and cold water and a shower with space for five or six cars. I had a 1966 turbo Corvair, another nice car, as my every day driver. And a JOMAR roadster that I was trying to sort out. I was still into cars!

One of the renters that shared the space quit his job and he was now running a business out of garage so there was three car nuts and a business sharing the space. All my MK V parts were stored in the attic space. The parts included the front fenders with Lucas tribar headlights, Lucas driving lights, the front and rear bumpers, the radiator shroud, and

the bonnet (hood). The only thing missing from MK V was some of the tools in the tool tray, but it needed restoration work.

The JOMAR had a very nice aluminum block V8, 215 cubic inches with a four barrel carb, an aluminum case BW T10 gear box (very rare), a custom aluminum body and wire wheels with knock offs. It had cooling problems which I eventually solved. The header tank was lower than the block causing air pockets. But it was a complete race car, today worth a lot.

I was getting increased responsibilities with my job and time was short so I lost touch with my garage buddies for a few months. When I returned, the locks had been changed and I couldn't get in. My "friend" divorced his wife, sold the contents of the garage including the MK V and the JOMAR and moved to California with his new lady.

It was a sad end to my first Jaguar experiences that started with the fabulous XK120.

### **Judge's Tech Session planned at Hoppe Tool, Chicopee, MA, April 24th**

A Concours Judge's tech session is planned for Saturday, April 24th at Hoppe Tool facilities in Chicopee, MA. Eric Hagopian, our chief judge for this year's Concours, will be assisted by Gary Hagopian. The session will have a quick review of the judging rules and the score sheet followed by a "hands on" judging session of some member's Jaguars.

George Jones and Hal Kritzman are also expected to attend. George will hopefully bring his trophy winning MK 2 sedan and Hal with his expertise on Jaguar marques as well as his extensive knowledge of the JCNA rule book. Hal is not only the chief judge of our sister club, JCSNE, but is a JCNA national rules committee member. George is compiling a set of guidelines for the MK 2 model to submit to the national rules committee. Gary Hagopian is planning on doing a video of George's car to add to the growing video guidelines in the JCNA library. Gary has just completed a video of Dick Whyte's winning XK140 and submitted it to the JCNA judging rules committee for their approval. Hal Kritzman edited the DVD, converting it from VCR format to DVD.

A lunch will be served at the tech session. The session will start in mid-morning and wrap up by early afternoon. If you're showing a car or are interested in judging, plan on attending. It should be a great session.

## Front Suspension Rebuild Tech Session

March 6



Ever wonder how that remarkable Jaguar front end works? Want to get your hands a little dirty and learn a lot? Could your early Jaguar use a little “tightening up”? Or would you like to learn what the torsion bar does?

Replacing the above components is a good weekend project. Dave Herrick has volunteered his MIX and will supply the kit. Suspension Rebuild Kits are sold complete with upper and lower ‘A’ arm bushings, upper and lower ball joints, sway bar and bar link bushings. These kits fit all XKs and MVII thru MIX and are often seen on Fall sale specials.

How can we do this? Because many of us at JANE have “been there before” and have busted knuckles to prove it. Team leaders Tom Brady, Steve Thomas, and Adrian Curtis will keep us on track and on schedule.....

We’re going to meet in Gilford, NH on Sat. morning at 10 AM, tear the front end down, break for a great lunch, and rebuild to “like new” by 3-4 PM.

Where: Adrian’s garage in Gilford, NH

When: Saturday, March 6, 10AM to 4 PM

Cost: \$15. pp buys lunch, refreshments and covers a few misc. expenses

THERE WILL BE A FLYER IN FEBRUARY’S MAIL, BUT SPACE IS LIMITED TO 20 PARTICIPANTS. DUST OFF THOSE WINTER “NON-DRIVING” BLUES. THINK SPRING! CALL Adrian at (603)293-4938.



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### Annual Membership Dues Reminder

The annual renewal is due. 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, Gilford, NH 03249

## BARRETT-JACKSON 2004

Dave Randall

I usually go to Barrett Jackson (BJ) auction in Scottsdale, AZ with a co-worker Armand Tremblay who is the perfect "car guy buddy" as what he knows I don't and visa-versa. He hates Jaguars and I love them and I hate Corvettes and he loves them, although I must say he sure knows his stuff. In order to get along we declared a truce and I will look at Vettes and he will look at XK's.

Well this year, he could not make it. I was not going to go as it is hard to find another guy to go. Then I thought what about my wife Becky. With the thought of 70 degree days and super places to eat she agreed to go. I knew that it was going to be a bit of a different week, so I planned it that way.

The auction ran from Thursday 1/22 till Sunday 1/25. We went to Barrett-Jackson both Thursday and Saturday, and we went to the RM auction on Friday. Thursday is the day when the less expensive cars are run at BJ. Stuff like a 62 Chevy or a 56 Ford, some hot rods and maybe some foreign cars, trucks or even some motorcycles could be seen. Sometimes you may see a Jag or a 911 too. It is the day that I like to view the vendors and look over the vast infield to see what would be sold on the other days. Friday night and especially Saturday are the prime times as the auction is on live TV via the Speed Channel. When the big stuff comes out it can be very noisy and very loud inside the biggest tent that I have ever seen. On Saturday it is like being at a large state fair as there are all types of food and people everywhere. I heard that on that day alone they have over 100,000 in attendance. And the cars are the "best in the world", "mileage is thought to be correct", "it seems to us to be original", "reported to be", "where else will you find", "the odometer reads" the catch words go on forever... this is a place where the buyer must beware. The prices are usually much higher than one would expect and from some of the most unexpected places. An example of just that, is one year we saw a 59 Ranchero go on the block, a car that we thought would bring about \$8,500-\$9,000...the bidding stopped at \$28,000. Wow! A very well known person in the old car hobby told me that BJ is like "being at a brawl". True, but it still is a lot of fun.

The RM auction is like night and day compared to BJ. They bring in an English auctioneer, it is not held in a tent the size of shopping center, rather it is held at the Biltmore Hotel about as nice a location as anyone could ask for. Instead of fighting for a bit of a bench to sit, there are plenty of well padded chairs to choose from. The vendors are a jeweler, an insurance broker for classic cars, The Robb Report, etc. The noise level is quite low, in fact if not for the cars coming on to the podium I believe it could qualify as a research library. All right not that quiet, but the contrast is amazing. Some of the inventory were a Type 57 Bugatti, three Pierce-Arrows (a 1917 brought \$375,000) a couple of Duesenbergs, a Rolls or two, two XKs, the same amount of E-Types, 356's, a 54 Siata 208 spider, 300 SL or two, a Ferrari race car with history, a Tucker, and the best of the show to me were the three Talbot-Lago's a 48 Grand Prix, a 51 Grand Sport Cabriolet, and 50 coupe,

just super to see and hear. This was the third RM auction I have been to and if BJ was no longer, I would still go to Scottsdale just for that one day.

Saturday at BJ they brought out the heavy hitters. Many Vettes, 350 and 500 KR Shelby Mustangs, hot rods and Jaguars (the best was a 52 XK drophead that failed to sell @ \$72,000 bid), a GT-40 replica, many E types, Model A's and T's., a 356 speedster with a rare hardtop, they were selling one man's collection of about 10 to 15 cars, Ferrari's etc. The biggest surprise to me was a 30's Lincoln hot rod that was very well done (not a Boyd Coddington car, but of the same great quality) brought a bidding war between a floor bidder and one on the phone. They got to \$200,000 real fast and then to \$300,000 in less time than that, the crowd of untold thousands was really getting into it applause, cheering, hootin' and hollerin' 'I was in total disbelief I mean it was a rod not a real car', but the phone bidder won out and he got the car a whopping (whoppin'?) \$400,000 !!! I wonder who really won? We also saw a few celebrities Kato Kalin, Tim Allen, Alan de Cadenet. In previous years we have seen Barry Maguier, Carrol Shelby, Ken Goss, Bruce Meyers, Reggie Jackson, Don Johnson

Sunday doesn't enter into the situation as Armand and I usually drive to Vegas for three or four days, but this time I had Becky with me and Vegas is not her favorite place. So instead we did something else that was unexpected but even more fun. Friday at the Biltmore in conjunction with the auction, Rolls Royce had a special get together for invited guests as they were celebrating RR's 100<sup>th</sup> anniversary. They handed out small thank you bags to all the guests. Not all the bags were taken by the guests as there were some no-shows I am sure. So they gave them away to non-invited guests. I got one. Put it in my car right away. Looked at it that evening in our hotel, and low and behold it contained along with a pen and some RR propaganda an invitation for a TEST DRIVE in the NEW PHANTOM ours was priced at \$334,800. I drove it. V-12, Suicide power doors, power everything, leather everywhere... we would get back to them. What a ride, the last time I drove one was a 65 coupe in 1973... there similarity was amazing.

All in all we had a great time and if anyone has any questions or wants any tips I will be more than happy to talk to you

Dave (Honey can we sell the house to get the Phantom?) Randall

#### Jaguar Trivia Question (from page 3)

The XK120 models were first produced in aluminum alloy, 184 in LHD and 58 in RHD. Both models were the Open Two Seater (OTS) style, commonly known as roadsters. The early XK120 models were rushed into production after the very very high demand at the Earls Court Show introduction in London. The MK VII was intended to be the first twin overhead cam model Jaguar was produced as the second model with the new engine.



### Pictures from JANE members



Above left: Fresh from the painter, Carl Hanson pushes his XK120 into his garage  
Middle left: Carl's coupe in his driveway



Above and below: XKSS replica in production at their New Zealand facilities; photos, Wes Keyes



Left: Carl's coupe coming out party



## VVT Engine and the Dyno

Harry Parkinson

At the last Variable Valve Timing project report, the engine was running well in the test stand at the Hagopians (it was also a nice fall day, warm, shining sun, and a temperature of 60 degrees). The plan was to start some dynamometer runs that would determine the valve timing settings at various RPMs. Gary Hagopian inquired about various facilities that could accommodate the Jaguar engine. We finally ended up at Dutcher Automotive, Greenfield, MA, the scene of last winter's automotive machining tech session. Steve Dutcher has a dynamometer stand, but he hadn't set up when he moved to his new shop. It was gathering dust, just waiting for an engine to test. A trip to Greenfield with Gary, Rich Mozzetta, and myself determined what was required to make the set up operational again.

The dyno is made up of four basic pieces, an absorber, an engine stand, a cooling tower and a console plus various bits and pieces. The absorber is a unit that bolts onto the bell housing of the engine and is coupled to the engine via a splined output shaft. It measures the torque output of the engine under test using load cells that output pressurized oil..... the higher the torque output the higher the pressure. The pressure can drive a "pressure gauge", located on the console, calibrated to read torque. The engine stand is a welded steel frame that supports the engine being tested. Gary had the VVT engine already installed in a test stand so we didn't need Dutcher's engine stand. The cooling tower provides cooling for the engine while it's being tested. After all, an engine turning out 300 plus horsepower generates a lot of heat, especially with no air flowing over the radiator. The cooling tower hooks up to a cold water tap and cools the heated water of the engine using a heat exchanger. The console is a panel of gauges and controls those runs the engine from a remote location, a room adjacent to the engine room. It connects to the engine and absorber via cables and hoses. For the VVT engine test, RPM and torque will be recorded. The exhaust system hooks up to external mufflers located outside the building, keeping the exhaust noise low while running an engine.

To use the dyno for the VVT test, besides setting it up at Steve Dutcher's new shop, the absorber had to be adapted to the XKE/Jaguar bell housing. More on that later. But at least we had a set up to run the VVT engine.

Folks have written to try and explain torque and/or horsepower. It's interesting how many words some folks think it takes! So try this: torque gives us a kick in the seat while horsepower keeps us moving all day as fast we can go.

From a scientific/engineering standpoint, torque & horsepower are unrelated measures of different things, in different units. The main difference is that torque is an instantaneous measure (how much we weigh) while horsepower is a rate measure (how fast we can get up out of a chair).

So, here are one engineer's definitions...

**Horsepower:** 550ft-lbs/second -- lift 550 pounds one foot in one second and do it all day. Whew! To do it faster, get more horsepower. In a car, rolling, drivetrain and wind resistance give us pounds to fight against. If we do go faster at all, it's because we can accelerate at least a little (got nonzero torque) and then maintain that horsepower output.

**Torque:** Whatever force you can measure at the end of a rod at right angles to a turning shaft. This is not a power measure. It is an angular force measure. If a rotating system is loaded and moving while generating torque, then you can use equations to calculate horsepower.

So, without force (torque on axles), there's no ability to move and no chance to produce power. Torque, in a rotating system, gives us that chance. Once the system is in motion, it takes torque to keep them in motion, then, and only then, can we talk power, horsepower. A car will accelerate hardest at its torque peak in any given gear, and will not accelerate as hard below that peak, or above it.

Right on -- "not accelerate as hard...", but it will still accelerate, so the horsepower represented by the system is still increasing and does so until there's not enough torque to accelerate the car any more. But a racer wants to accelerate quickly, not just go fast, so one can shift before top speed in any gear (redline) and that speed is, you guessed it, when the force at the road is just as high in the next higher gear as it is in this gear. That way, the car will continue to accelerate as fast as it can.

Continued on Page 11

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**For Sale: 1997 Jaguar Vanden Plas Sedan 4D**, gorgeous car in superior condition; jade w/tan interior; Owned by Jaguar enthusiast, 6 cylinder, 4.0 litre automatic; 63,000mi, \$18,500, 508-697-2712, Wayne Phillips, 12 Beechwood Circle, Bridgewater, MA 02324 1203

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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

## VVT and the DYNO

Continued from page 8

The objective of the VVT engine runs on a dyno is to determine the proper valve timing settings at various engine speeds. By measuring torque and calculated horsepower, the best exhaust and valve timing for that engine speed can be established. By series of tests, the best timing at the various engine speeds can be picked. Then, a strategy for the best mechanism to activating the cam advance (or retard) can be chosen.

But first things first. An adapter between the absorber and the Jaguar bell housing must be fabricated. The shaft that couples the absorber and engine is straight-forward. The splines of the Jaguar clutch and the exist-

ing shaft are the same, but the pilot shaft size is a little different, That can be corrected be machining a sleeve. a minor operation. The bell housing is too high so it must be cut down and an aluminum plate must be welded the housing to provide a place to mount the absorber. The absorber bolt patterns and a hole must be machined into the new aluminum plate. Once done, this will provide the interface between the Jaguar engine and the dynamometer system. It will also be able to use the standard XKE starter.

With this work complete, when Gary's back from Florida and the AGM, its back to Dutcher Automotive in April to test the VVT engine.

I can't wait.

### The JONAT is Coming! The JONAT is Coming!

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. 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. 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 member Mike Roberge has volunteered to pick the group in Stowe, VT. He needs help. It was suggested that we coordinate this with our annual Lawn event at MOT and a meeting night. 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. May be we could coordinate with our sister club, JCSNE, to assist in the Connecticut to Mahwah, NJ leg.

Get in touch with Dave Randall or Mike Roberge for details.

### JANE Night at New England Dragway



This is a wanna-be Jaguar; don't buy this one Chuck!!

THIS WILL BE A JANE FIRST!!!!

*Autosport* tested a XK120 FHC at 17.3 seconds in the ¼ mile. They tested a XK140 at 16.6 seconds and the best '150' run was 15.1. We're in no danger of needing crash cages or fire retardant suits at New England Dragway, but we will have a blast! Can we match those times today? Can Gary's E-type run with a small-block Stingray? Click onto "Racer Handbook" at the Dragway Website. We'll be talking about this event all season- don't be left out, and don't "red-light". See [www.newenglanddragway.com](http://www.newenglanddragway.com).

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. Co-drivers are allowed on Fridays- bring your wives. Lady drivers, bring your best guy. Great way to start the 2004 driving season!

Event Chairman, Adrian Curtis.

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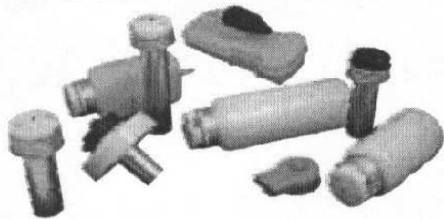
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