

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

COVENTRY CAT

VOLUME 6, NUMBER 4

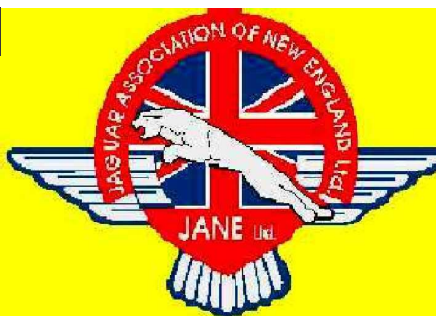
APRIL 2004



Pictures from the Long Beach AGM

Upper left View of hotel entrance and Jaguars in the parking lot
 Left above Jay Leno's Bugatti Atlantique coupe
 Above Pascal Gademer's XK8 with the Queen Mary in the background

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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

April 2004

JCSNE Autojumble, Motorcars Inc, Plainville, CT.....April 24th
Judge's Tech Session, Hoppe Tool, Chicopee, MA.....April 25th
Monthly Meeting, at Skip's, Chelmsford, MA.....April 28th
Drag Nite, NE Raceway, Epping, NH.....April 30th

MAY 2004

Bonham's Auto Auction, MOT, Brookline, MA.....May 1st
JANE Slalom, Wilmington, MA.....May 2nd
HPDE Drivers School, Lime Rock, CT.....May 21/22nd
Monthly Meeting at Skip's, Chelmsford, MA.....May 26th

Have an idea for an event ?

Give Dave Randall a call at 978-887-9616

JANE OFFICERS

President:	Karen Bates	(781-963-3657)
VP/ Events:	Dave Randall	(978-887-9616)
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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

Meeting Notes

The business meeting on 24 March was well attended with about 25 members. It combined some business with a talk by Tom and John Brady about the last year's Lemans accompanied by photos taken by them.

The committee reports opened the meeting right after the introductions. All committee chairs were present. The treasurer's report showed a healthy balance, but that will be reduced to a more normal balance. Cash flow looks good the no more major expenses until the Concours.

There was a brief AGM report by Harry Parkinson and Carl Hanson. A complete report will be given at the next meeting.

Please read the JONAT event announcement on page 11. We need volunteers to take care of our leg of this event. Contact Mark Roberge, our section coordinator or Carl Hanson, his assistant if you can help out. Bruce Cunningham is working out routes from Stowe, VT to Boston and to our reception at the MOT in Brookline, MA with a lawn cookout and car show on the lawn. Let's have a good turn out

The judge's training session will be at Hoppe Tool at he end of April. It is been moved to Sunday, April 25 so mark that date. Saturday, the 24th, will have a taping session, also at Hoppe Tool for a MK II sedan DVD. Gary Hagopian is working on a series of DVD judging guidelines and already has one on the XK140 completed. The judges training session will place emphasis on small sedans It's a good chance to get updated on the revised judging rules as well as some practice in judging.

Don't miss our first slalon on the first Sunday in May at Wilmington, MA.

Our next meeting will be held at Skip's in Chelmsford on April 28th.

Hope to see you there.

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Jaguar Trivia

What engine has the longest continuous production run?

Answer on page 6

The JONAT is Coming! The JONAT is Coming!

Tour to meet at MOT on 24 June

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. 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 Wednesday, June 23, with an overnight stop in the Stowe, VT, area. Then on Thursday, June 24, it progresses to the Boston area, with a rest day on Friday June 25.

JANE member Mark Roberge has volunteered as sector coordinator to pick the group in Stowe, VT and get them to the Boston area. Carl Hanson will be the assistant sector coordinator. Bruce Cunningham has laid out a suggested route through Vermont and New Hampshire to Boston. We are scheduling this with our annual lawn event at MOT with a BBQ, car show and a meeting night on Thursday the 24th. The following day, Friday, June 25, the tour will be on their own to visit sites in and around the Boston area, but may need some tour guides. On Saturday, June 26, JONAT goes on to Mahwah, NJ, former home of Jaguar North America. The New Jersey Jaguar Touring Club will escort the tour members on Boston/Mahwah, NJ leg.

We will host Jaguar owners from other parts of the country and might enjoy touring along with them for one or more sectors. This is a definite work in progress so stay tuned.

Get in touch with Mark Roberge or Carl Hanson for details and for lending helping hand.

Mark can be reached via email at markplama@comcast.net; Carl Hanson's email is chansonjag@aol.com.

Judge's Tech Session scheduled at Hoppe Tool, Chicopee, MA, April 25th

A Concours Judge's tech session is planned for Sunday, April 25th 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. The emphasis will be on small sedans this year.

George Jones and Hal Kritzman are attending. 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 will bring his Mk II sedan as well so the finer points can be checked on both cars. Gary, Hal, Eric and George will be taping for a judging DVD on Saturday as well.

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.

J.A.N.E. 2004

NORTHEAST JCNA SLALOM #1

Location: Corporate Place, 300 Ballardvale Street, Wilmington, MA

Date: Sunday May 2, 2004 RAIN OR SHINE!

Time: Registration & Tech Inspection: 9:00 - 10:30 AM, Slalom : 10:30 - 2:00 PM

Fee: \$20.00 JCNA Members, \$25.00 Non-JCNA; helmets provided by JANE...just bring your car

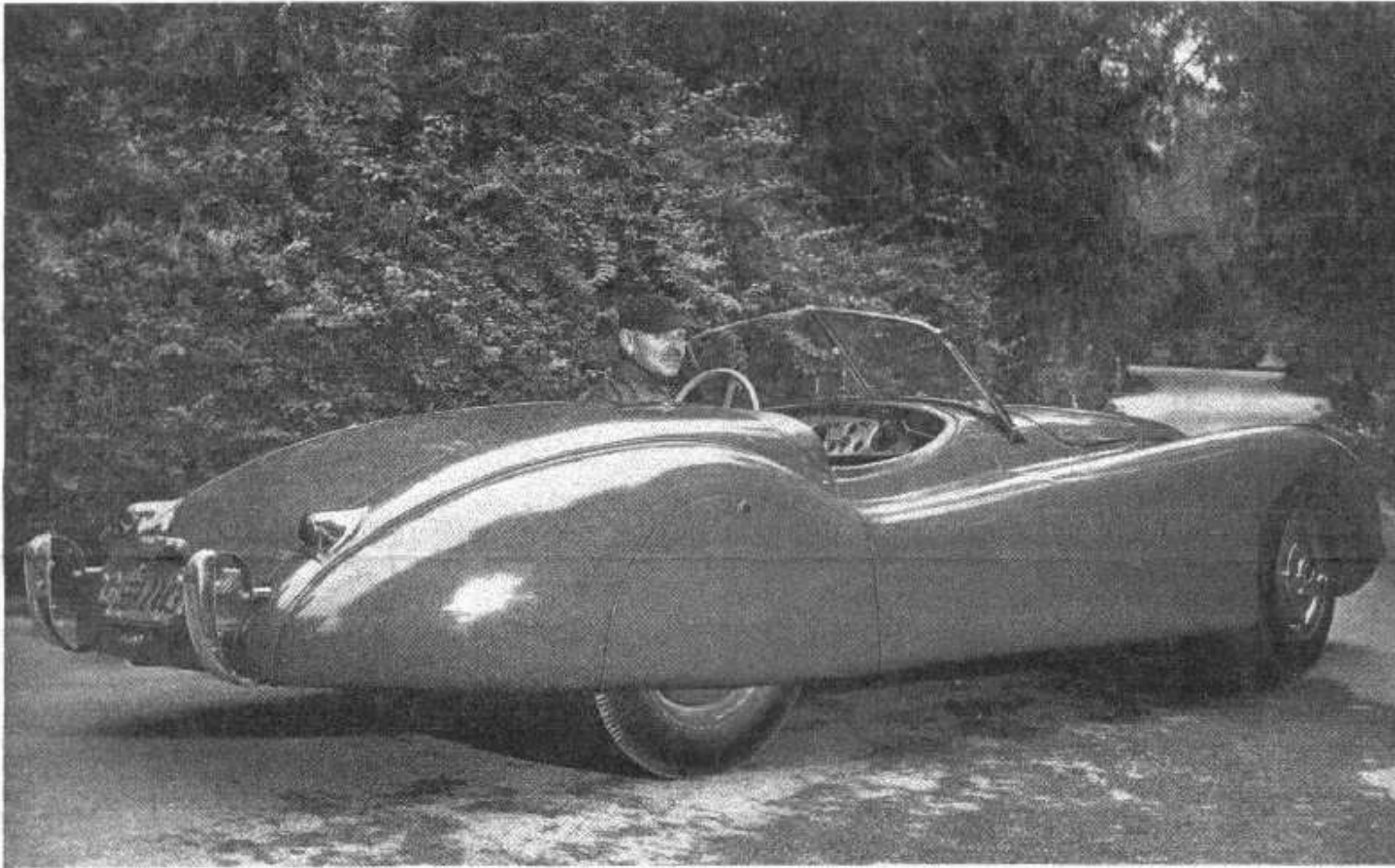
Classes: All Jaguars and non-Jaguars welcome

Refreshments: Beverages will be available throughout the day.

Contact: Margo Otey 508-439-9717 (my cell) email ggrl17@yahoo.com

Directions: Exit 41 off I 93 north of Boston; Route 125 toward Andover; 0.2 miles, left onto Ballardvale St; 1.1 miles to 300 Corporate Place

NEW!! More classes! Stock - Street Prepared - Modified! You compete against like-prepared cars!



MY FAVORITE SPORTS CAR...

NO. 3 OF A SERIES

by Clark Gable

I'm generally a man of few words (especially written words) but when requested that I say something about my new Jaguar XK-120 I must confess I felt like trying to outdo Webster. To call the XK "My Favorite Sports Car" is putting it mildly.

I've always been a bug on cars, especially fast ones. From Duesenbergs to and thru hopped-up popular makes, I've owned and/or driven most of them. Many were fast but hard to handle on the turns; some lacked the acceleration that one feels should accompany speed; others were uncomfortable, uneasy, cumbersome, or otherwise undesirable from one standpoint or another. The XK has, so far as I've encountered, none of these drawbacks.

When the 120 was first announced, I was driving a Mark IV Jaguar so I already knew what the name implied. The general appearance and specifications of the car were enough to make me want it like a child wants candy. I wasn't alone in wanting an XK-120, but I was fortunate to be among the early birds in becoming an owner.

As this was shortly after the car had set a world record of over 132 miles per hour for stock production cars, I lost no time in seeing just what mine, which I *KNEW* was strictly stock, would do. So, I decided to try a clocked run at one of the dry lakes here in Southern California. To



make a long story short, we went through the measured mile course at (the studio will probably cut this out) 124 mph (*the studio didn't—ed.*). Though the run was timed only by stop watch, it satisfied me.

There were no fancy extras, no specials, no preparatory tuning for this run, so I can't go into any of the technological aspects of special cams, manifolds, carburetors, gear ratios, and the like, but I can and will describe what, to my way of thinking, is a masterpiece of design and construction for a production car. The engine is a twin overhead camshaft six-cylinder Jaguar engine of 3442 cc (210 cu. in.) displacement having a bore of $3\frac{1}{4}$ " and a stroke of $4\frac{3}{32}$ inches. The block is of high grade cast iron, the head—aluminum alloy with spherical combustion chambers. Pistons are aluminum with steel connecting rods coupled to a seven main bearing crankshaft. She puts out 160 HP at 5000 RPM on the tach (and will turn 5300 in a pinch) and is

vibrationless and noiseless at all speeds. So much for the unit that makes the XK move the way it does.

I can say, without reservation, that the car is the easiest handling vehicle I have maneuvered at any speed or condition. There isn't the slightest feeling of exceptionally high speed one generally has in smaller automobiles—in fact, for a sense of security at high speed I prefer the Jag regardless of size. As for maneuverability, I'll stack the cornering abilities of the XK against anything I've ever driven. I have put her into as many types and kinds of slides as I know without once having the fear or uneasiness I generally have about whether I'm going to come out in one piece or not. Such characteristics can only mean to me that the car is superbly designed as to steering geometry, weight distribution, braking power, suspension (which is torsion bar on the front and semi elliptic leaf on the rear), and chassis rigidity.

Of course, many of you will say that there can't be "a real live dream car"—one that has absolutely no faults or undesirable qualities—and you'll be right. Some of the things I don't particularly like are the 12 volt system, the non-American screw thread system with its odd size nut and bolt heads, and the lack of a provision for cool air in the cockpit. But to get the thrill of real sport motoring a fellow has to make some sacrifices and if these minor items are all that are required in my case I'll gladly make room for them—until some American manufacturer can give me the same performance, comfort, and price.

JANE Front End Tech Session March 6 2004

Adrian Curtis

Saturday March 6 fifteen JANE members and five wives met in Gilford, NH at Adrian and Susan Curtis' to undertake an ambitious rebuild of the front suspension on Dave Herrick's 1960 MK IX. JANE members drove from as far as Conn(Klaus Nielsen), Burlington, VT(Bruce Cunningham) and the Cape(Steve Iadonisi). Old Jaguars being what they are, the group didn't complete the project that day. They did however totally strip away the uprights with ball joints, all upper and lower "A" arm assemblies, the sway bar and link bars, removed all the old bushings, and cleaned all the parts, readying them for reassembly. A front end rebuild kit for the MK IX was purchased from XKs Unlimited to complete the rebuild. The kit contained new rubber bushings and ball joints along with the appropriate shims

The threaded end of one of the upper "A" arm shafts was too badly rusted to be reused. Tom Brady volunteered a used part and sent it to Gilford by UPS the following week. Also missing from the ball joint kits were two "retaining plates" which hold the lower ball joint seal assembly (rubber dust seal) in place. Dave Herrick picked these up at SNG Barratt and mailed them to Gilford also. Other than that, the car came apart well (after some serious prepping by Adrian, Dave, and Harry Parkinson the day before- removing rusted cotter pins, loosening stuck bolts, etc.).

Beginning the morning session, Adrian briefed the group on how the suspension works on the cars (XK120-XK140, MVII-MIX), had wall charts showing what pieces were to be replaced and explained the interplay between the torsion bars (springing mechanism), the "A" arms and bushings, and the upright ball joints assembly. Then, the disassembly of the MK IX began. The work was divided up between three teams, one for the driver side, one for the passenger side and one for the sway bar and torsion bars. Each team had a team leader who was familiar with the rebuild process. At noon, we took a welcome break for lunch. After lunch we talked briefly about the ball joints and then got back to work 'till 3:00 PM when the group broke up and started home. Adrian has about 4 copies left of a brochure he prepared. If anyone is thinking about doing a front end rebuild, call Adrian and he'll mail out a copy at no charge.

Not to be forgotten, lunch was great (roast beef and turkey bulgias, clam chowder(made by Adrian and Sue Curtis), liquid refreshments, and home made chocolate chip cookies. Everyone had fun, got sufficiently dirty, and had a few laughs. Another great Tech Session by JANE!

Note: photos on photo pages show the new bushings alongside the old and a badly worn ball joint. If you own a 40-50 year old Jag and haven't replaced these bushings or ball joints, they're probably badly worn contributing to a sloppy ride and excessive tire wear.



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JCNA AGM 2004

Carl and I meet in Long Beach

Carl Hanson and I came from different directions.....he was on the west coast on a business trip and I flew in from Boston, but we agreed to meet on the Queen Mary on Friday afternoon. When I checked in, my room hadn't been prepared so I went to the 2nd best place, the Observation Bar. As I was enjoying my Guinness draft, I walked Carl Hanson. We would pass several idle moments at the same location. Ironically, here's Carl, a bonafide noise control expert, sitting in an environment where you could barely hear yourself talk. Either when it was karaoke or a live band, it was LOUD, but the beverages were great. The ambiance, a genuine 30's art décor setting looking out of the bow of a great ship, was terrific.

Judging Guidelines for Series II E-types

On Friday afternoon, Steve Cleve of the Pacific Jaguar Group, presented his draft of the Judging Guidelines for the Series II E-types. He had hard copy of his guidelines for all. Steve went through the entire set of guidelines which was interspersed with discussion on guidelines that needed clarification. If the guidelines were adopted at the next day's AGM and were passed by a 2/3 majority vote, the rules would be in force for the 2004 Concours season (the rules were passed). Steve did an excellent job and is to be commended for his work which took him over a year. He not only wrote the guidelines, but corresponded with other E-type experts to clarify some of the finer points. Hal Kritzman, chief judge of the JCSNE and our regional representative on the JCRC committee, was in attendance. Since Hal has restored E-types, his knowledge and counsel will be valuable to JANE as well as his support of Steve's work.

A Visit to PAG/Jaguar headquarters

The Friday evening event was a visit to PAG (Performance Auto Group) of Ford in Irvine, CA a few miles up the freeway. After loading several buses, we left the Queen Mary in convoy for Irvine. What should have been an uneventful trip turned into an adventure. The lead bus in the convoy had a flat tire in the front while traveling in the high occupancy lane. The driver tried to get across five lanes to the breakdown lane, a dangerous maneuver during Friday night rush hour. He didn't make it. He got over three lanes which put us in the middle of the freeway with two lanes on each side. He couldn't go any further. Here we are in the middle of traffic, six or seven buses stopped dead with 70 to 80 MPH cars, buses, and trucks bearing down on us. Then, the bus drivers decided to off load the front bus, the passengers walking on the freeway at night back to our bus. As they say, "No harm, no foul". For their next trick, the buses had to merge into the moving traffic. Success! We're on our way finally.

The PAG headquarters is an impressive building with a very large front glass wall. The lobby is two stories overlooking the first floor displaying the latest Jaguar models. Four North American product lines are headquartered in Irvine, Jaguar, Land Rover, Volvo, and Aston Martin. We were escorted to a larger display room which had some Jaguars on display, a SS1, a XK120, an E-type, a D-type, the XK180, an XK8 from a James Bond movie, a XJ220 and a Motorcraft Jaguar race car. After a brief introduction by Malcolm Oliver, we had a tour of the offices of each product line, each on its own floor. Volvo was decorated in a "Ikea" type scheme, Land Rover in a jungle/safari theme, and Jaguar in Jaguar styling themes. Very impressive. After the tour, all enjoyed the food and drink while socializing and getting close up looks at the display cars. It was a great time and PAG/Jaguar were great hosts.

One of the anecdotes passed on by the Jaguar folks....It seems that one of the Jaguar executive staff at PAG was invited to participate in a local (LA) Jaguar club rally. He selected as his rally car, the bright blue/purple metallic XK180, a one off prototype, one of two in the world. Off to the start of the rally. As he traveled on the rally route, he was pulled over by the California Highway Patrol. He was surprised, as he didn't think he had violated any traffic laws. The patrolman wanted a closer look at the car! He asked the driver what was it, how beautiful it was, etc., but the rally clock was running. The driver politely explained that he was on a timed rally event and he had to make up the lost time. The officer said, "I can take care of that". He went back to the patrol car, turned on his flashing blue lights pulled in front of him and in short order had him back on his route and on scheduled time.

The trip back to the Queen Mary was uneventful. A quick recap at the Observation Bar was brief as the "Elvis" Karaoke "entertainer who was certainly loud. Our acoustic expert Carl had enough and we retired. Breakfast was an early call and the AGM meeting would be a long one.

AGM

Gary Hagopian, our JCNA president, opened up the Annual General Meeting promptly at 8:30 AM on Saturday. After introductions, a role call showed 108 voting delegates. 54 for simple majority and 73 for a 2/3 majority. Two thirds majority vote are required for issues that either override the by-laws or change the by-laws.

AGM Continued on page 8

Jaguar Trivia Question (from page 3)

When the XJS and XJ6 models ended production in 1996, it marked the end of the twin cam "XK" engine which was introduced in 1949 some 48 years in production. The 265/283/305 cu in Chevrolet V8 started production in 1955 and is still used in cars and trucks, also 48 years

Pictures from JCNA member Pascal Gademer at the AGM



The famous Charles outside a barn in Denton, TX with an XK120 DHC owned by Jim & Marilyn Blanton. Charles is a regular on the Jag Lovers XK list and offers lots of great advice to Jaguar restorers. He restoring his own XK120

Clockwise from 9 o'clock; Jay Leno leads the tour, at his garage, some of Jay Leno's Jaguars, Jaguars at the Queen Mary, Jay Leno talks to the JCNA at his "garage", Jean Nocera from Quebec at the AGM and Charles, an XK120 owner from Texas

This picture was run last month with incorrect captions. My apologies to Charles

AGM Continued from page 6

As an example, to incorporate the Series II E-type judging guidelines immediately, the by-laws needed to be over ridden because of the immediate introduction of the guidelines (it passed).

The officers and chairs of committees presented a summation of their respective positions. Jim Hendrix presented a comparison of the financial health of small JCNA affiliates, large affiliates and other clubs such as Porsche Club of America, CCA, etc. JCNA is very healthy financially and compares well with other car clubs. JANE is listed as the 2nd largest at 349, four members less than the San Francisco JAG club. We're number two, but trying harder. Encourage your non-member Jaguar owners to join.

Soon the agenda turned to the proposals to be voted on by the delegates. Prior to the AGM, Carl Hanson and I brought the proposals of the agenda to our March JANE meeting. Each was discussed so we had guidance from the JANE members. Three proposals were carried over from the 2003 AGM and there were 18 new proposals. The results: four were withdrawn; ten passed, five failed and two were referred to appropriate committees. A report on the voting will be made to JANE at the next business meeting.

Mike Cook/JDHT/Archives

Mike Cook, Jaguar Journal editor and archivist for records at Jaguar headquarters in Mahwah, NJ presented procedures for finding records on your car, the role of JDHT in Coventry and their records and Jaguar historical documents. Mike answered the many questions from the audience and kept them suspense by offering original dealer's paint and upholstery color charts from the Mahwah collection of records rescued and preserved by Jaguar North America. Mike also noted that much of the work in setting up the archives and preserving the North American records was accomplished by the late Karen Miller, one of her many contributions to Jaguar and JCNA.

JCNA.com - Pascal Gademer

Pascal Gademer, JCNA's webmaster presented the in's and out's of JCNA's web site, www.JCNA.org. He emphasized that clubs should utilize the site to promote their events, show off their magazine, and enter their scores for Concours, Slalom and Rallies. JANE is fortunate to have an excellent webmaster and web site thanks to Alan Quinn. He is in touch with Pascal to keep us up to date. Incidentally, Pascal drove his XK8 from Miami, Florida to Long Beach non-stop in 33 hours, taking a four hour stop at one rest area along the way. I don't know what his average speed was, but then trip was over 2700 miles, one way, thru eight states.

Awards dinner

A no host cocktail party started off the Saturday evening festivities and was followed by a great dinner. The awards that were significant to our club was the fastest man of the year with a new slalom record, Gary Hagopian and the fastest woman was his daughter, Margo Otey, our new slalom chair. That's two distinguished awards for JANE in one year. Most of the other awards including those to JANE members were mailed to the winners shortening the awards ceremony. The prestigious Andrew Whyte Memorial Award was presented posthumously to Karen Miller with her friend and associate Mike Cook accepting for her. Bill Streitenberger, our new JCNA president, received the Fred Horner award while Pascal Gademer accepted the Karen Miller editor of the year award for his work on the South Florida Jaguar Club magazine. The dealer of the year award went to Tulsa Auto Collection, Tulsa, OK and Rob Hazelhurst of the Rocky Mountain Jaguar Club took the honors for best web site.

Sunday Tours

After a delicious breakfast for tour members, we departed for the Petersen Automotive museum in downtown LA. The museum was started by Bob Petersen of the Petersen Publishing empire (Hot Rod magazine, etc.), whose contributions to the LA County Natural History exceeds \$30,000,000. The museum has over 300,000 sq ft on three exhibit floors. The first floor is devoted to the evolution of motor cars, truck and buses as well as displays of automobilia. The second floor has five rotating exhibits on varying themes. Some of the themes on display were a section on land speed record cars, and a section on Carroll Shelby, his racing career and his development of the Cobra. We had a special treat, a tour of "the vault", the basement where cars not on exhibit are stored, repaired and exhibits are staged. Lots of neat stuff, but lousy for pictures in the dim light. The museum was very good and the exhibits were very well done reflecting it's hot rod roots in Southern California and Bob Petersen's influence on it. Hot Rod magazine, is the largest automotive publication and started the NHRA, National Hot Rod Association, a very large Hot Rod enthusiasts club.

The Jay Leno car and motorcycle collection

After our Petersen museum tour, we collected our box lunches and moved on to our second "mystery" tour. It was off to Burbank to see Jay Leno's private collection of cars and motorcycles, a rare treat. He doesn't grant tours, but the president of the LA club is friendly with Jay. He agreed to host the group which numbered 180. He met the group and personally conducted a tour of his "garages", two large industrial buildings filled with cars and motorcycles with the walls decorated with posters, paintings, and signs.

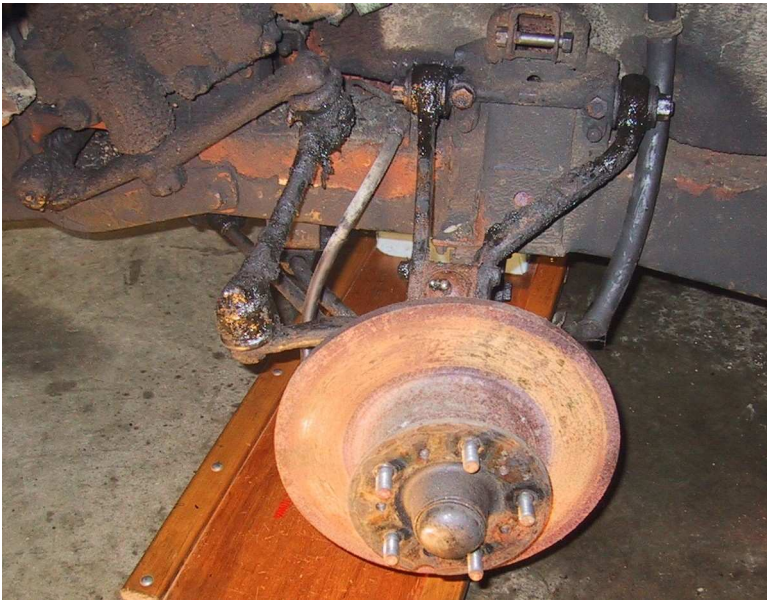
AGM Continued on page 11

Pictures from the Front End tech session



Above : Dave and Liz Herrick load up their MK IX for the trip to Adrian Curtis's
Below: The front end ready to take apart

Above: The MK IX in Adrian Curtis's garage
Below: The new bushings on top and the worn out originals below



Front end rebuild of Dave & Liz Herrick's MK IX

The JANE members disassembled both sides of the front end and the sway bar, replacing upper and lower ball joints, A arm rubber bushings, and sway bar bushings with new parts from a front end kit. It took a little over four hours with three teams working on different parts of the front end.

JANE encourages it's members to sponsor tech sessions to help the membership in their projects and share their experiences.



Above: Worm out lower ball joint. Wear is on the top which carries the weight of the MK IX

COVENTRY CAT CLASSIFIEDS

For Sale: 1986 Series III XJ6 - Blue w/tan leather interior; 64K miles; is kept garaged (and under cover) in the winter months; cold A/C! J.A.N.E. member who loves Jags and would like to sell or trade this cat for a newer XJS V12 convertible or similar (\$15k range). Asking \$5,850 (or make an offer!). Matt Everson, 603-355-4898 or bluefields@aol.com. Many pictures online. Thank you! 0404

For Sale: 1985 XJS Coupe: 24,726 original miles; crimson/light grey, beautiful, runs smooth as silk. call John @845-856-5717 leave a message or email elmer@juno.com \$11,000-firm 0504

For Sale: 1959 Jaguar XK150S - Rare 3.4S, Olde English White, Black Interior, 4 speed with OD; Wire wheels; Restored in the late 80's, nicely sorted out, handsome and enjoyable. \$70,000 Stew Jones Restorations, 860-379-1534 0304

For Sale: 1999 Jaguar XK8 Convertible, Saphire blue w/ cream leather interior; 39K miles; blue top; purchased from Lee Jaguar, Wellesley, MA. 2nd owner; Interesting British or German trades considered; Asking \$33,500; Call 508-945-6022 0304

For Sale: 1973 XJ-12 Series 1 - SWB sedan; gun metal metallic paint; excellent shape; black interior; chrome and seals excellent; Nevada car always stored, no rust ; 4 sp auto; new tires, splined hubs, wire wheels, stainless exhaust, brake disks and calipers, steering rack w/ mounts, engine and transmission mounts, radiator, hoses, electric fan; all original interior and boot; needs rear main seal on engine, carb and fuel adjustments; 3rd at recent JANE slalom; need space for newer Jag; make an offer; Call Joe at 978-526-1894 or 508-958-1299; email joe.lombardi2@verizon.net 0304

For Sale: 1987 XJ6; Creamy white with tan interior. Sun roof. 155,000 miles. Good condition. Have all service records. \$5000; Laurie @732-775-3220 or laurie@alexianpate.com 0404

For Sale: 1999 Van Den Plas. XJ8. Only 16,500 miles, 13,000 of which were in Florida. Alpine green with parchment interior piped gray. Summer and winter mats. 16" premium wheels, mounted with 4 new Continental Super Touring. Premium sound. Sunroof. Enough room for six+ footers to stretch out, front and rear! Very clean and meticulously kept. Have an almost new VDP for half the price. \$29,900. Kevin 508-879-1881 eves. Kevin@kmurphyslaw.com for photos. 0404

For Sale: 1985 XJS Coupe: Only 24, 726 original miles, crimson/light grey. Beautiful, runs smooth as silk; \$11,000 firm. Contact John at 845-856-5717 & leave message or email to elmer@juno.com 0404

For Sale: 1997 Jaguar XK8 Convertible, Black w Black Top. Well dressed Tan Interior, 18" XKR Wheels & New Pirelli P Zero Tires, XKR Grille, 69K Miles, Get ready for Spring. Great looking classic. Asking \$26,500. **Original 17" XK8 Pirelli P Zero Tires & Jaguar Rims.** They are in excellent condition. Will consider offers. Asking \$950.00 Call 978-369 5206 Eves. 0204

For Sale: Jaguar XK120,140, & 150 new sheetmetal: front and rear wings (patch panels or complete), spats, rear inner wings, fuel tanks, doors, door skins, boot lids, boot lid skins, sills, shut pillars, battery boxes, stainless steel side curtain frames and more! Rebuilding service for your doors, lids and door hinges. All parts fabricated by WES PARTS - over 30 years experience. Call or write Wray Schelin, WES PARTS, 508 347 7749, PO Box 652, Charlton City, MA 01508. For a free catalog. E-mail: wesparts@charter.net pd

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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

AGM Continued from page 8

Jay was very personable and was paused many times for posed photos and to sign autographs. He was very knowledgeable about his collection and answered the many questions in great detail. His collection has about 75 cars and 100 motorcycles with most being registered and ready to drive. He believes in driving his cars. He also works on many of them although he employs two full time automobile technicians. Sunday is his day with his collection.....he greeted us with jeans and a denim shirt that a little bit of grease and grime probably from him working on his cars or motorcycles in advance of our arrival. I found it amazing that he would take an hour out of his Sunday to take a group around to show his collection. He obviously took great pride in his cars and motorcycles. He had several no-no'sone was NO mention of his professional career, TV show, etc.....this is his hobby and one should confine questions to cars, motorcycles and related topics.

Jay Leno's collection covered a wide range from a Stanley Steamer to a Bugatti Atlantique coupe, one of three....the other two are owned by Dr. Williamson and Ralph Lauren. He had one of his first cars , a turbocharged(supercharged?) 1950's Buick modified and updated, as recently featured in Autoweek Magazine.. The collection included a number of Bentleys, Bugattis, and Lamborgini's. His collection of Jaguars included a lovely XK120 1954 FHC painted the same color as Carl Hanson's. It was next a XK120 roadster and an E type with a 5 speed transmission conversion by XK's Unlimited. There was also a custom bodied Jaguar special(I didn't get the details) that had an Italian look. The collection covered a wide range of cars and motorcycles, all in great condition, most roadworthy, driveable and registered.

Jay was a wonderful host who obviously enjoys his hobby.

AGM afterglow

After an uneventful bus trip back to the Queen Mary, we had a few minutes before Carl had to leave for LAX. He was taking the "red eye" back east as he had a full day on Monday before heading to Texas on business. Our favorite location, the Observation Bar, was the proper place to toast to the good times at 2004 AGM as the sun was setting over Long Beach. It was a productive meeting interspersed with lots of good times with good friends.

JANE Night at New England Dragway**April 30 Drag Nite**

not a Jaguar, but I like the vintage.....try to picture a black, XK120 DHC smokin.....

OK- Driving Season's here! Which JANE events to make? Why not all of them- at least don't miss this one!! **LAST NOTICE....**

The 1st ever JANE Drag Night is scheduled for April 30, 6PM in the pits. Everything you need to know is on the NE Dragway Website. Here's a brief rundown.....

If you're running an XK, a radiator overflow can's required. No bald tires. Helmet not needed for 14 sec. or slower. Long pants, sleeves, shoes with socks are needed.

How fast is your Jaguar?? Find out. Have a blast. Join us!! Bring \$17.00 and an appetite. We'll get something afterwards nearby.

Event chair Adrian Curtis

JANE's Annual Concours weekend

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Host Inn and Conference Center, Route 20, Sturbridge, MA

Friday, last day of registration, Saturday JCNA Concours, Saturday night banquet, Sunday JCNA rally

Plan ahead and make your reservations early

Concours co-chairs Ed Hall and Carl Hanson

JANE 2003 Concours

National Champion Division

Dick Whyte, XK140	C04	4th	99.980
Bill Mancini, E-type	C06	5th	99.370
Bill Bassett, E-type	C15	3rd	98.466

Regional Champion Division

Jerry Robinson, MK V	C01B	1st	97.935
Adrian Curtis, XK120	C02	2nd	95.200
Dick Whyte, XK140	C03	1st	99.985
Don Tremblay, E type	C05	1st	99.585
Peter Wadsworth, E-type	C05	2nd	98.470
Bill Mancini, E-type	C06	1st	99.470
Bruce Murray, E-type	C06	2nd	95.425
Cathie Mozzetta, E-type	C07	2nd	98.969
Gary Hagopian, MK II	C09	1st	99.070
Ray Crook, MK II	C09	2nd	99.015
John Chiungos, XJ6C	C16	2nd	99.720
Dave Reilly, 3.8S	C18	1st	99.575

National Slalom

Gary Hagopian	Fastest Man	38.920 secs
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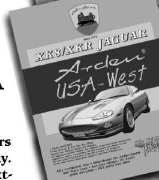
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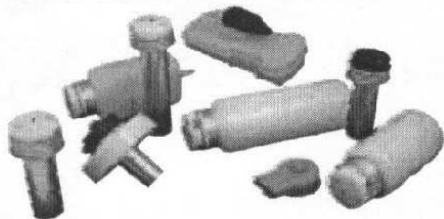
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