

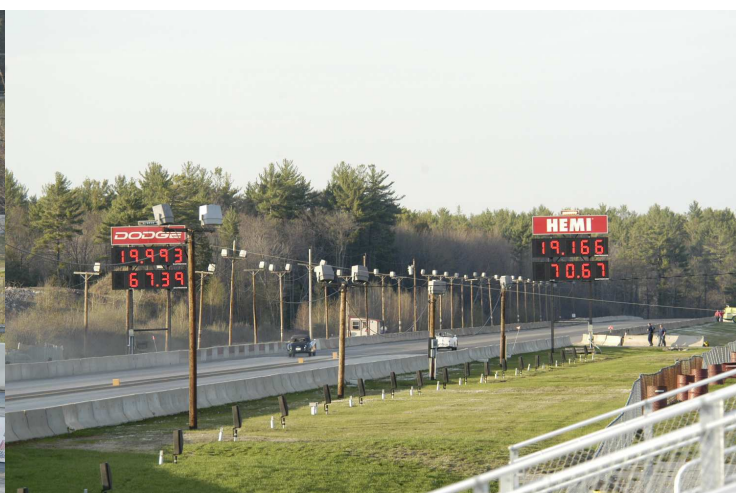
# JAGUAR ASSOCIATION OF NEW ENGLAND

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 5

MAY 2004



Top left: Jim Sambold in his XK140 at the slalom starting line Top right: Jim Sambold on the slalom course  
Bottom left: Jim drag races Adrian Curtis at New England Raceways Bottom right; Jim just beats Adrian at the finish

## INSIDE THIS ISSUE:

MEETING NOTES	1
JONAT IS COMING JUNE 24	3
JUDGE'S TRAINING	3
JANE SLALOM	5
RESTORATIONS WIRING	6



## INSIDE THIS ISSUE:

EVENT PICTURES	7
AGM REPORT	6
DRAG NIGHT	11
CLASSIFIED	10
JANE RALLY	12

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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

### 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

### JUNE 2004

- JCSNE JCNA Sanctioned Slalom, Berlin, CT.....June 12
- JCSNE Concours, Hawthorne Inn, Berlin, CT.....June 13
- JANE on the lawn at MOT, Brookline, MA.....June 24
- JONAT Reception, BBQ, Show and shine

**Have an idea for an event ? Give Dave Randall a call at  
978-887-9616**

#### J A N E OFFICERS

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#### JANE on the Web

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

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## Meeting Notes

The business meeting on 28 April was well attended with about 30 members. It combined some business with a talk by Harry Parkinson and Carl Hanson about this year's AGM.

The committee reports opened the meeting right after the introductions. All committee chairs except for the treasurer were present.

Please read the JONAT event update. 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. Mark and Janine Roberge are working out routes from Stowe, VT to Boston.

The judge's training session was held at Hoppe Tool on Sunday, April 25. Saturday, the 24th at Hoppe Tool, was a taping session for a judging DVD on the MK II sedans. Gary Hagopian is working on a series of DVD judging guidelines and already has one on the XK140 completed. This judges training session placed emphasis on small sedans It was a good chance to get updated on the revised judging rules as well as some practice in judging actual cars.

Our first slalom on the first Sunday in May, the 2nd at Wilmington, MA attracted 25 entrants, reported elsewhere in this issue

The 1st drag night was also well attended and was rated A+ by those who attended. See Adrian Curtis's report on page 11. This may become an annual event for those who want to get out the cobwebs after the winter.

Our June meeting will be held at the MOT in Brookline, MA on May 24th with a cook out , show and shine, and a reception for the JONAT tourers There will be no business meeting so let's just have some fun and show our cars.

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### **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 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.

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.

The BBQ on Thursday night will combine our annual MOT lawn show and shine. It will be catered by a local company arranged by Mark Roberge. A fee of \$15.00 per person will be charged, but JANE is paying half so it will cost you \$7.50 for an all you can eat BBQ. Our JONAT or NJ JTC guests will not be charged.

We are scheduling as our annual lawn event at MOT with a BBQ, car show, and JONAT reception 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 we 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.

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

### **Judge's Tech Session**

#### **at Hoppe Tool, Chicopee, MA, April 24th & 25th**

A Concours Judge's tech session was held Sunday, April 25th at Hoppe Tool facilities in Chicopee, MA. Eric Hagopian, our chief judge for this year's Concours, was assisted by Gary Hagopian. The session had a quick review of the judging rules and the score sheet followed by a "hands on" judging session of Gary Hagopian's MK II and George Jones trophy winning MK II.

Hal Kritzman, JCSNE, with his expertise on Jaguar marques

as well as his extensive knowledge of the JCNA rule book is the chief judge of our sister club, JCSNE. He is also JCNA national rules committee member and he helped the seminar.

George Jones has compiled a set of guidelines for the MK 2 model to submit to the national rules committee. Gary, Hal, Eric and George will be taping for a judging DVD on Saturday for the MK II model. Hal Kritzman will edit the DVD to submit to the national rules committee to add to the growing collection of JCNA DVD's for judging guidelines on various models. Gary Hagopian, Rich Mozzetta, and Dick Whyte of JANE along with Hal have already produced a judging guideline DVD for XK140 models which is in review by JCNA rules committee.

A special thanks to Eric Hagopian, Gary Hagopian, George Jones and Hal Kritzman for another great tech session on judging and to Hoppe Tool for hosting the event at their excellent facility



Above: Hal, Gary, and Eric address the judges with the MK II's in the background: Below: Hal working with the judging teams



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M2323	JAGUAR	XJS	1989	2 DR CPE	\$ 7,900.00	51K	BLUE/TAN	OPTIONAL
M2176	JAGUAR	VDP	1991	4 DR SDN	\$ 7,800.00	139K	BLU/CRM	OPTIONAL
M2129	JAGUAR	SOV	1991	4DR SDN	\$ 7,900.00	105K	GRN/TAN	OPTIONAL
M2212	JAGUAR	SOV	1991	4DR SDN	\$ 7,900.00	125K	GRAY/TAN	OPTIONAL
M2280	JAGUAR	XJ6	1991	4 DR SDN	\$ 3,995.00	143K	GRN/TAN	PROJECT CAR
RT1994	JAGUAR	XJ12	1994	4DR SDN	\$ 11,500.00	95K	PLUM/TAN	OPTIONAL
M2230	JAGUAR	XJ12	1994	4DR SDN	\$ 13,500.00	66K	GOLD/TAN	OPTIONAL
MP1999	JAGUAR	XK8	1999	CONV	\$ 31,500.00	50K	RED/TAN	OPTIONAL
M2307	JAGUAR	XJ8	2000	4DR SDN	\$ 27,500.00	38K	RED/TAN	OPTIONAL
M2311	JAGUAR	XK8	2000	2DR CONV	\$ 37,950.00	34K	SAGE/TAN	OPTIONAL
M2209	JAGUAR	XJR	2000	4DR SDN	\$ 33,900.00	50K	BLK/BLK	OPTIONAL
M2171C	JAGUAR	XJ8	2000	4DR SDN	\$ 27,900.00	40K	GRY/TAUPE	OPTIONAL
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## **J.A.N.E. 2004 JCNA SLALOM**

The first JCNA slalom was held on Sunday May 2 at Corporate Place, 300 Ballardvale Street, at Wilmington, MA. JANE members as well as JCSNE members made up a field a of 26. Each entrant has five runs timed electronically around the official JCNA slalom course. The best times in the JCNA slalom classes are submitted to web site for national awards. Last year, two awards went to JANE members that made their runs at the Wilmington site. Gary Hagopian recorded the fastest time in a Jaguar with his XKE at 38.920 seconds while Margo Otey, our slalom chair, Gary and Sue Hagopian's daughter, recorded a 40.370 second run in the same car. Gary got the fastest man trophy while Margo took home the fastest woman hardware.

On Sunday, Gary and Margo were back to defend last year's national award. Gary had a 39.19 second run fastest in class, but lost out to Dean Cusano as fastest time of the day in Dean's Corvette at a time of 39.13 seconds. Margo just couldn't make a clean run taking out a cone or two where each cone costs you two seconds addition to your time.

There all kinds of cars at our slalom, Paul Rikert's 3 cylinder Honda hybrid, Alan Quinn's Saturn sedan, Chuck Centore and Carl Hanson and their Triumphs and Jim Sambold, his unrestored XK140 and numerous Jaguars, etc. . Bring your car to our next slalom event and join the fun.




Above: Ed Hall at the start in his XJ6C



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## Restorations by Carl Hanson

### Wiring the FHC

Now that my 1951 XK120 FHC has returned from the restoration shop all painted, on the chassis, engine and running gear installed, what is there left to do? Install the new wiring harness, of course! Here is a summary of the experience to date....

First of all, I ordered my wiring harnesses from Rhode Island Wiring Service Inc (RIWS) in West Kingston. I learned about them from one of JANE's Tech Sessions a couple of years ago. At the time I was very impressed with the completeness of their catalog with respect to Jaguar models. Then I became even more impressed while talking with them – they were unfazed by the fact that my early FHC was one of the transition models with Oil/Petrol Switch and Turn Signals per wiring diagram No. W94602. Most of the usual vendors offer either "Early" or "Late" wiring harnesses, depending on whether you have the oil/petrol switch or the turn signals, but not both. (*What's an "oil/petrol switch," you ask? The early XK120's had an oil level sending unit in the engine sump. By pushing a button on the dashboard, the petrol gauge would indicate oil level instead of fuel tank level. Weird, huh?*)

To make sure they had the right idea, I sent RIWS my old wiring and they traced all the wires to make sure they understood what was on my car. They start with modern plastic-insulated, stranded copper wire, and braid it in their own machines with quality cotton in the correct color codes. They process the braided wire through a lacquer tower where it receives two separate types of protective coatings. The first, to seal and bond the braid to the insulation; the second, to resist physical damage and become self-extinguishing out of the presence of open flame. Both the old and the new wiring came back to me a few weeks later. The new wiring came in separate plastic bags, each containing a wiring diagram and color coding that is easy to follow.

One thing that the wiring vendor cannot help with, however, is the routing of the various harnesses. I took some photographs and drew diagrams when I removed the old wiring, but not nearly enough to get all the routing correct. (Dumb me!) Thanks to my neighbor and JANE Member, John Brady, who completed wiring his DHC a couple of years ago, I had a good example to follow. Other resources I found valuable were photographs sent to me by Ernie Wagner from NJ (the famous Mad Ludwig to the XK-Lovers list), photos of a car being restored by Bill Bassett, and the terrific book on XK120's by Urs Schmid.

I started with a thankless task – installing grommets! The only supplier that I found helpful was Bassett's. Rather than

selling you a bag of rubber grommets and good luck figuring out where they go, he supplies a photocopy of the various grommets and a list of where each one goes. Those pesky rubber grommets can be installed somewhat easier if you use a lubricant like Vaseline or Waxoyl. I used Vaseline because it felt better on my hands in the dry cold winter weather!



After making sure I had all the grommets I needed, I tackled one of the more difficult tasks – installing the body harness that takes the wires from the firewall back to the boot. This bundle of wires has to be fed through the right side sill, holes in front and rear, then up through a hole into the interior and eventually back to the boot. (See Photo #1). Getting that routing correct is not

obvious – it took quite a bit of research to get it right.

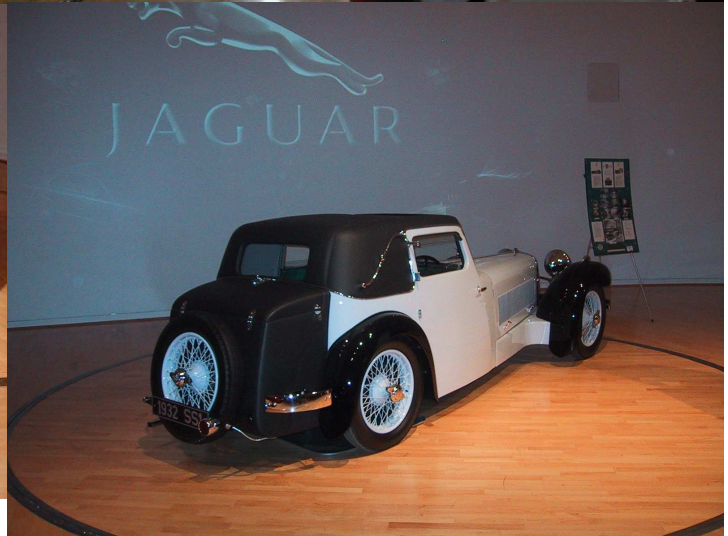
Easy to say just feed the wire through the sill – but to do it is quite another thing! And a side branch has to come out part way along the sill to run to the reverse switch on the gear-box! So here is what I did: First, I ran an electrician's "snake" (stiff wire) from the front hole in the sill to the rear hole exiting into the interior. When that snake reached the rear hole, I pulled it out and taped the leading wires of the harness to it and lubricated the front of the harness with Vaseline. Then my trusty assistant (dear wife!) pulled the snake forward while I fed the harness through the hole. When the side branch for the reverse switch reached the opening in the side of the sill, I pulled it through. Meanwhile, the leading edge of the harness had reached the front of the sill and we pulled it through. Not too bad of a job after all.

One of the difficult, but very important, tasks in wiring is to lay out the routing in a neat and orderly manner using "Omega-clips" and "P-clips." Unless one is careful, according to John Brady, your wiring job tends to look like "a snake's wedding!"

The photos accompanying this article show some of the products of my wiring. I swabbed a bit of "Kopr Shield" on each connection – this magic conducting grease was developed for preventing corrosion at electrical connections, and by all accounts it does a good job of preventing the copper wires from turning green and corroding away.

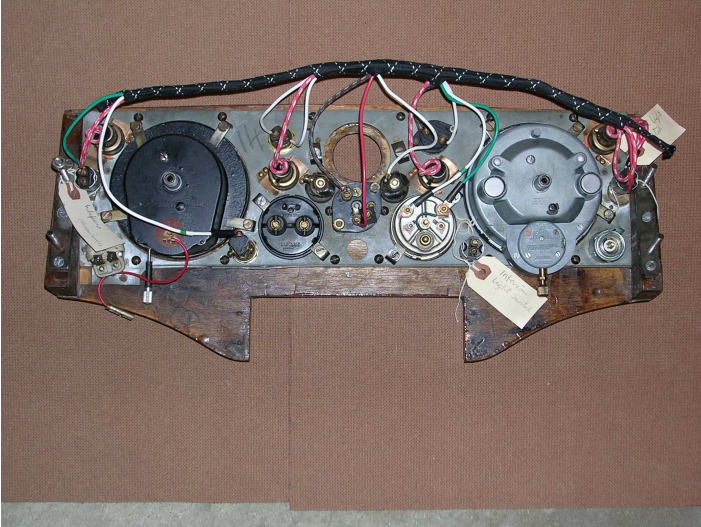


### Pictures from JANE events



Top left; Numbering the cars at the drags note 204 on the Adrian Curtis's windshield; Top right: Judges tech session  
Middle left: Friday night at the drags; Middle right: The AGM meeting in the Main Dining Room aboard the Queen Mary  
Bottom left: TRW XJ220 at Jaguar HQ in Irvine, CA Bottom: SS1 on display at Jaguar HQ

Photo #2 shows the back side of the dashboard where the wires connect the gauges. Photos # 3 – 5 show the sequence of wiring the left side of the firewall where the flasher unit, fuse box and voltage regulator (control box) provide the heart of the wiring system.



Above: The back of the dash

As of this writing, I am still in the process of wiring – trying to be careful, following the color codes and wiring diagrams each step of the way. The goal is to be able to create a wiring system that doesn't let out any of the famous Lucas smoke! (see last month's CovCat for an explanation!)

Below: Part way there



Below: The finished job



## JANE's 32nd Annual Concours

Friday 30 July thru Sunday 1 August

Host Inn and Conference Center

Friday last day of registration

Saturday JCNA Concours

Saturday night banquet

Sunday JCNA rally

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## E-mail Addresses:

We have started to announce 2004 events via E-mail "blasts" to the JANE membership. These will be either last reminders for events already advertised in the *Cat*, may contain new or updated information about activities previously advertised, or may detail new, late breaking JANE activities (ice cream "drive-ins", etc.) where E-mail is the only way to spread the word in time. Currently, 58 JANE members don't have an E-mail address listed. So far this season, we've E-mail "blasted" announcements about the April Judging Tech Session, Drag Night, and May slalom. There will be many more to come. If you haven't received these notices, then your E-mail address listing is not up to date. Notify Adrian by phone (603-293-4938) or E-mail (ascurtis@metrocast.net), and he'll make the correction. Your E-mail address will only be used for JANE activities and is safe and secure with us. Thanks from the Membership Chairman.

## JANE 32nd Annual Concours News

One by one the details of the JANE 32nd Concours are being nailed down, The committee under the leadership of Carl Hanson and Ed Hall has settled on many details that must be completed to have another successful event.

Planning started right after last year's successful event. Dave and Elsa Roth were stepping down after several years of running the event. Elsa had taking care of the registration of Concours entrants, the Saturday dinner reservations, and the all important tallying and scoring of the judging sheets. Dave handled the rest! The hotel arrangements, the liaison with the town officials of Sturbridge, the moving of the raffle prizes to the Host Inn, the supplies for the hospitality suite, liaison with the chief judge, having the field layout for the car display, signs for the event, communications (2 way radios) for the judges, and on and on and on.

One of the first things that chairman Ed Hall did was to make a trip from Berlin, MA to Hollis, NH to the Roths. The signs, the radios, the canopies, the trophies and all the other Concours paraphernalia was transferred and moved to Berlin. And along with that, the Roths gave Ed a myriad of details about the event.

After Ed officially became JANE's new Concours chair, he had Carl Hanson volunteer to assist him. Ed organized a meeting and the process for this year's Concours started.

One of the tasks was to take a trip to Sturbridge to secure a contract to the Host Inn and to make sure that the town officials( the fire department) were in on the event and it's details. The final contract was signed last month so now the place was secured and the town requirements were met..

Since Elsa had handled the registration and scoring for several years, a new JANE member would be needed to fill that important position. Adrienne Cousins who worked on scoring last year with Elsa and the others in the "back room" volunteered to take over. The scoring and registration are tied to each other so Adrienne again came forward to handle the registration. The scoring system is a combination of manual (read calculators) and a laptop to sort the results by class and by score. Last year's data base system using Microsoft Works will probably be used again this year. The data is being copied for use by Adrienne. Adrienne who occupation is in the computer software field is well suited for the task at hand.

Registration is another big job. It involves keeping track of all the entrants for the Concours and the rally as well as all the Saturday night dinner reservations . And recording the payments. The Concours entrants have three different entry fees depending the time of receipt. This year there will be NO registration for the Concours on Saturday. The three fee schedule is \$40.00 for early registration, \$50.00 for registration during July and late registration up to a week before the event of \$60.00. The data base also includes the entrant's car and the details so classes can be determined for the Concours.

One of the other tasks is to print and distribute a flyer for the event. It's the mechanism for registration The design is in process and will be at the printers within the next week. Copies will be mailed to all JANE member, past entrants, and the neighboring clubs in the Northeast region. Additionally, copies will be given to supporting merchants such as SNG Barratt to encourage new Jaguar owners to join us at Sturbridge. This year there will be a limit of 75 cars on the display field so the first 75 get the spaces. Ed Hall is working on Jaguar display area so the display cars and cars for sale can be accommodated as well.

Meanwhile, Carl Hanson has been busy contacting advertisers and suppliers about sponsorship. Last year's sponsorship was down so the committee is making a concerted effort to get more sponsorship money. So far SNG Barratt has agreed to be a major sponsor, increasing last year's sponsor money and Carl is continuing to contact others. Financially, we should be able to "break even" providing we get some sponsorships

The plans for the Saturday night "bake by the lake" will be a buffet and will offer choices that should satisfy all. Ed Hall is working out the details which are just about complete. More on this next month.

Last Saturday, Carl Hanson met with rally master Joie Bassett in Sturbridge to drive the rally route for Sunday morning's rally. Joie and Carl will test the route and the instructions again before the event. Carl will give a more detailed report in next month's Coventry Cat.

That's the latest on our Concours.....more next month as more details are finalized.

# 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](mailto:Kevin@kmurphyslaw.com) for photos. 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

**Advertising Rates, 2004:** 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:

<b>Business Card 3 1/2" x 2" : Members.....\$60.00</b>	<b>Non-members.....\$120.00;</b>
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JANE Drag Night Review  
At New England Dragways

Jane's 1<sup>st</sup> ever night at the Drags was Great! My thanks to all those who brought out their cars for a little "beating on" and for the spectators from JANE who came to cheer. Thanks to Andrea Rogers who supplied a cooler full of delicious sandwiches which along with chips, soft drinks and coffee made a meal. And a large thanks to New England Dragway, Track Manager Joe Lombardo, and all his tech folks and marshallers who gave our Club lots of priority in moving through large lines right to the front for plenty of Drag Racing and an exciting evening.

The weather was outstanding with light breezes and temps in the low 80s. I arrived at 4:30 and was already behind ten cars waiting for the gates to open. It was going to be crowded. Dave Reilly arrived in his beautiful '67 S-Type just behind me. Charlie Lawrence was next in line with his lovely '59 Mark I, and Bill and Andrea Rogers were fourth for JANE with their very quick XK8. Four Jags in line and the gates hadn't even opened! Since we were parked, I located Joe Lombardo to let him know what JANE was expecting and find out from him what the rules were. He gave us a good assembly area not far from the stands and explained the procedures for tech inspection and driver registration. Most important, JANE was assigned the almost EXCLUSIVE use of Lane 7 which funneled us right to the head of the line. We had hit the Jack Pot!! This allowed our group to casually assemble, set up chairs, tables and food, eat, visit, take photographs, hold a Driver's Meeting, and then drive over, single file, pass right through the line, DRAG, reassemble, tell some "lies", and do it again. We ran three times this way with no hitches.

We had over 25 JANE members and guests, twelve Jags racing, several more Jaguars attending, and a couple of beautiful non-Jaguars in the group just to keep us honest. Jaguars dragging included my '53 XK120 (the slowest) to John Rizzi's '03 S-Type 'R' (the fastest). Members raced two XKs (Jim Sambold surprise us all with his mean '56 XK140 OTS), two XKEs (Gary's Series I and Jim Roberge's V12 OTS), the '67 3.8S, two XJs (Adrienne's V12 and Bruce Heintz's '88 Coupe, two XK8s (including Mike Kaleel's XKR), the S-type 'R', Dan Rourke's wonderful 69 1/2 Super Bee (this car was 'trick'- you had to see it!), and Margo Otey's "Girli Girl" Talon.

We've got lots of pictures and videos. We'll show some here, Gary Hagopian is doing another write-up for the Journal and the JCNA Web site, and Charles Lawrence is planning a slide-show (n) for the Hospitality Suite at the Concourse. There will be "Drag" awards also.

"After Racing" was at Telly's just down the road. Beers, pizza, shakes and salads. 16 of us closed the place

at 11 PM. Half of those spent another 45 minutes helping Charlie start his Mark I. What we diagnosed as a bad suppressor (the car started and left the lot under steam) was a bad distributor ground which caused the car to stall again, out of sight.

This was a terrific JANE, club event. As a club member, you get to do things (like cut the line at the Dragway) and go places that you couldn't individually. Drag Night was billed as a "great way" to start the driving season, and it was.....

John Rizzi's E-mail sums it up.

Thanks Adrian, that was really great last night.

My best time was 13.820 and best speed 102.46. I might be worth some commentary that Michael Kaleel and I ran the final run together in an extremely tight white-knuckled match side by side the whole way with my car winning by a nose (or perhaps by a "leaper"). What a blast!

See you next time,

John

Times from the Friday night drags

By way of explanation, in drag racing, the quickest to the finish line has the lowest time, ET (elapsed time), but a car also has the top speed recorded. A driver that is not quick off the line (by the lights) may lose even though they have a better top speed

Driver	Car	ET (secs)	Top Speed
Mike Kaleel	XJR	13.846	103.48
John Rizzi	S type R	13.820	102.46
Jim Sambold	XK140	19.166	70.67
Adrian Curtis	XK120	19.993	67.39
Gary Hagopian	E type	14.106	99.69
Dave Reilly	3.8 S type	16.94	80.12
Jim Roberge	E type	15.225	90.60
Adrienne Cousins	XJS	16.648	82.43
Bruce Heintz	XJS	19.562	72.57

**PARTICIPATE IN THE JANE RALLY  
DURING CONCOURS WEEKEND!**

JANE is getting back into the JCNA Rally Program! And we want you to help make our venture a success! After many years of dormancy, we now have a Rally Chairperson (Joel Bassett) who has participated in lots of sports car rallies in California. She has put her experience to work and has scouted out a terrific rally route winding through back roads (all public and paved, of course!) and villages in Central Massachusetts. We will start from the Sturbridge Host Hotel on the Sunday morning after our Concours, and end back at the hotel in less than 3 hours for lunch and trophies. What's more, we have a JCNA sanction for this rally, so it counts toward a National Championship! Some restrictions on specialized equipment apply, so don't invest in a fancy GPS device! We will cover some of the details in next month's Coventry Cat, but in the meantime you can read and download the JCNA Rally Rules from JCNA's website. So find yourself a navigator (or driver) and show up at the starting gate. There will be a small entrance fee to help defray expenses, and your car must be licensed and roadworthy. The pace will be at legal speeds and we intend that despite some small challenges to keep from getting lost, it will be lots of fun ... and you will be actually driving that beautiful Jaguar that showed so well the previous day in the Concours!

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