

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

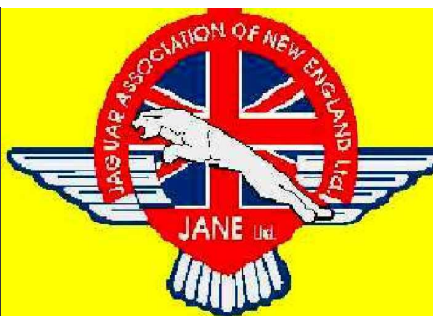
VOLUME 6, NUMBER 6

JUNE 2004



David Herrick's MK IX outside the Kimball Castle, a restoration in Gilford, NH
 Dave and Liz Herrick joined Susan and Adrian Curtis for a Saturday lunch and tour

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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

JUNE 2004

JCSNE JCNA Sanctioned Slalom, Berlin, CT.....June 12

JCSNE Concours, Hawthorne Inn, Berlin, CT.....June 13

JANE on the lawn at LAAM, Brookline, MA.....June 24

JONAT Reception, BBQ, Show and shine

JULY 2004

Monthly meeting at Skip's, Chelmsford, MA.....July 23

JCNA/JANE Concours, Sturbridge, MA.....July 30/31

JCNA/JANE Rally, Sturbridge, MA.....August 1

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

J A N E OFFICERS

President: Karen Bates (781-963-3657)

VP/ Events: Dave Randall (978-887-9616)

Slaloms: John Loring (508-878-6890)

Secretary: Dave Herrick (603-673-1314)

Treasurer: Diane Crook (781-659-4024)

VP/Membership: Adrian Curtis (603-293-4938)

Sue Curtis

Concours: Ed Hall (508 853 8193)

Carl Hanson (781 275 2707)

Chief Judge: Eric Hagopian (413-821-8987)

Advertising: David Roth (603 465 3787)

Editor: Harry Parkinson (603 882-9367)

30 Coburn Ave.

Nashua, NH 03063

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

Our May meeting was held at Skip's in Chelmsford, MA on Wednesday, the 27th of May. After the introductions, the committees reported on their activities. A couple of new faces in the crowd, Avis Mello, returning from wintering in Florida and Caroline Gaudet, a new member from Nashua joined us. Everything seems to be running smoothly and we have a healthy balance in our checking account.

At the meeting, JANE paid tribute to David and Elsa Roth who have sold their Hollis, NH home and are moving to Florida. Both have been very active in JANE in a number of positions, the latest being the annual Concours chairs. An ice cream social will be held on the 3rd of June at Doc's in Pepperell to give them a send off.

We need more advertisers for the Coventry Cat especially with Dave Roth leaving. Any volunteers for advertising manager?

Our June meeting will be held at the MOT, now called the LAAM (Larz Anderson Automotive Museum) in Brookline, MA on June 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.

Concours plans are progressing nicely. Ed Hall and Carl Hanson are, one by one, putting on the finishing touches. Adrienne Cousins is working on the registration , flyers have been printed and are in the mail. Steve Ring, a JANE member, has volunteered to run two new events, Friday Night at the Movies and a Jaguar Antiques Roadshow on Saturday night, The hotel is filling up fast so make your reservations early.

Our sister club, JCSNE, is holding their Concours weekend on the 12th and 13th of June at their usual site on the Berlin Turnpike at the Hawthorne Inn. There's a slalom on Saturday, a banquet on Saturday night, and the Concours on Sunday. A number of JANE members make this an annual event, Make sure you take it in. JCSNE always has a great show!

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The JONAT is Coming! The JONAT is Coming!

Tour to meet at LAAM 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. 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 LAAM (MOT) lawn show and shine. It will be catered by a local company arranged by LAAM. A fee of \$7.50 per person will be charged for the all you can eat BBQ. Our JONAT or NJ JTC visitors will be JANE's guests,

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.

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

Bliss happens here frequently

Hello to all from Nelson NZ,

My family and I are taking a break from our normal lives and spending 5 months in Nelson NZ on the south Island. My two teenage girls are enrolled in a local school and my wife and I are doing the odd job here and there. The scenery is splendid and the people are super friendly. Everywhere you look there are gorgeous mountain views and aqua marine water. NZ is a British car heaven. Minis, Morris minors Daimlers, Triumphs and Vauxhalls to name a few are commonplace. It is a time warp beyond be-

lief. Historically cars were very difficult to obtain even if you had the money, as a result they were cherished and very well maintained. As well the climate is very gentle. It is common to find '50's VW's with original running boards intact as daily drivers. It is spooky. I have taken advantage of the luxury of uncommitted time to explore the restoration world here which is rich. I kept hearing about a chap named John Smalley. I try and visit John as much as I can. He is a Jaguar engine guru. He has graciously allowed a "yank" to hang about his shop and absorb. John grew up on a farm in Canterbury NZ and his father took him to the car races where he witnessed 120's and the like going at on dirt tracks. Later went through the government run apprentice program in auto mechanics. He ran a service department for a Jaguar dealer in Christchurch before moving to Nelson to set up his own shop. Currently he has a XK140 and a Mark 7 racer in the shop. Saturday like in the states is a day to visit and BS, preferably with a spot of local beer. One particular Saturday was extra special for me. I have been unabashed in sharing my dream about building an XKSS. As a result when I arrived John said "you might want to hang around a mite today". About 30 minutes later a gentle roar was heard. A 70 ish fellow named Rusty pulled up in a Tempero short nose "D" type replica. I was all over it.



This was number car #28 that Tempero built in 1990. Its donor was a 420 Daimler although as far as I could see that consisted of the front suspension "A" frame and little else. Rusty said it had Daimler gauges when he took delivery of it but he bought some

more authentic looking gauges with numerals more appropriate for racing. It is powered by a 4.2 with Dellorto carbs. It has a 4 speed Jag gearbox w/ overdrive. The rear end is a standard IRS but w/o the stamped metal housing. It is bolted directly to the chassis above and below. The sun was getting hot so we went inside and over some local brew Rusty and John swapped lies about racing in the good old days and how the clogged highways just aren't the same for exercising thoroughbred cars. Rusty had a 2 hour drive ahead of him so we all went out to watch his departure. The cockpit is something that you dive into. Rusty keeps a towel handy because you step on the seat to get it. Once in though you become part of the car. With chin strap in place off he went. It was great to witness the acceleration of such a gorgeous shape. I need to accelerate my search for plans for this wonderful machine. Next week I am off to continue my search for the Holy Grail. I intend to visit Tempero, Barney Tansley and George Brown, all have built C and D type replicas of varying originality. More later. (see additional PIX on page 9)

Wes Keyes (via email)

2004 JCNA Concours Classes

Champion Division General Spirit

Champion Division is the most demanding JCNA Concours Division. It challenges its Entrants to research, prepare, and present the judged portions of their cars in their original, authentic, factory-delivered configuration, and condition. All Entries in Champion Division will have their interiors, exteriors, engine compartments, and boots judged for authenticity, condition, and cleanliness. Smoothing and bright polishing of originally unplated, uncoated, or unpainted metal components (such as early aluminum cam covers and manifolds) is allowed but will be given no extra credit. A component, whose original paint, plating or coating of zinc, nickel, cadmium, yellow di-chromate, etc., has been removed through polishing, or other processes, may be assessed “wrong finish” deductions.

Champion Division Classes

- C1A: Classics (Pre-XK engine) Tourer and OTS: Swallow, SS & SS Jaguar (1927-51)
- C1B: Classics (Pre-XK engine) DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)
- C2: XK 120 (1948-54)
- C3: XK 140 (1955-57)
- C4: XK 150 (1957-61)
- CS: E-Types, Series 1(1961-67)
- C6: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)
- C7: E-types, Series 3 (1971-75)
- C8: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70)
- C9: Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.45, 3.85, & Jaguar and Daimler 420 (1966-69)
- C10: XJ6/12 Series I Saloons (1968-73)
- C11: XJ6/12 Series 2 Saloons and Coupes (1973-79)
- C12: Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92)
- C13: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/121R, (X300) (1995-97)
- C14: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-On)
- C15: XJ-S/SC (1976-96) Coupe, Cabriolet, H&E Conv., Convertible, JaguarSport, XJR-S Le Mans, etc.
- C16: XK8 Coupe and Conv. (1996-On), XKR (1999-On)
- C17: S-TYPE Sedans (1999-On)
- C18: X-TYPE Sedans and Estate Wagon (2002-On)
- C19: Preservation Class

Continued on page 11

Jaguar Association of New England

Concours Raffle Donations

Raffle Donations Contact: Carl Hanson

Phone: 781-275-2707

Email: chansonjag@aol.com

Concours Chair: Ed Hall

Phone: 508-853-8193

Email: eahall@charter.net

As most of you may know our annual concours is coming up again in July. We are asking you, the members for donations, which we can use as raffle prizes during the event. Typically we have received donations such as automobile merchandise, clothing and gift certificates.

This is our largest event and will be held once again at the Sturbridge Host Hotel in Sturbridge, Massachusetts from July 30th thru August 1st, 2004. The proceeds will be donated to a charity to be determined by the Board of Directors. We generally judge between sixty and seventy cars, and have a viewing area for thirty more. We expect two to three hundred people will attend some portion of the event. For information and photos from last year's concours go to j-a-n-e.org then *Events*, and then *Concours*.

Please mail all donations to the following address:

Carl Hanson
40 Springs Road
Bedford, MA 01730

If you have any questions, or you're not sure what to send, please feel free to call me.

Thank you again for your support.


Carl



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Come On! Let's Rally!

By Carl Hanson

"Let's Start a JCNA Rally Program" was one of the issues that caught my eye at this year's AGM in Long Beach. JANE's Rally Program has become dormant over the past few years and we are going to change that at the upcoming Concours Weekend! After all, JANE is a car club, is it not? We invite all JANE members to stay over Saturday night after the Concours banquet and participate in our first Rally of the 2004 driving season. We would like to have two rallies this year, one at the Concours and one later in the autumn. For those of you who have never participated in a rally, or have forgotten what it is all about, I thought it would be worthwhile to summarize the sport as JCNA intends. The only rally that JCNA recognizes for national award competition is a "Time-Speed-Distance (TSD) Rally." "What's a TSD Rally?" you ask?

First of all, if the word "Rally" brings visions of specially-equipped racing cars tearing over back roads with thrills and chills – like what you might see on 'Speed Channel' or read about in 'Road & Track', forget it. Rallying, as explained by JCNA's website, "is a safe, enjoyable motor sport that tests your Jaguar's reliability and responsiveness, a driver's ability and a navigator's accuracy in interpreting specific route instructions. A RALLY is a competition in which cars individually leave a starting point at a carefully recorded **time (T)**, and are instructed to accurately follow a designated route (**distance D**) while maintaining specific various rates of **speed (S)** along this route until they reach the finish where all participants 'rally.'" JCNA's website goes on to provide all the information you need to understand the sport. Just click on Rally Information and you will find a well-written series of chapters with instructions and rules. In case you are too busy to download the rally information from the website (or are 'computer-challenged'), I will try to summarize some of the key points here by answering some of your questions if you have not rallied before.

1. How much time does this "Rally" take out of my precious weekend? Depending on how many teams participate, we should be finished by noon and be ready to hand out trophies before lunch. Tech inspection of cars starts at 7:30 a.m., drivers/navigators meeting at 8:00, and the first car rolls out of the starting gate at 8:30 a.m. The route should only take a couple of hours.

2. How far does the "Rally" go? Our Rally route is approximately 80 miles long through delightful, paved back roads and small towns in Central Massachusetts. No dirt roads or 'sump-busting' roads are allowed on a route

sanctioned by JCNA. We will start out from the Sturbridge Host Hotel parking lot and return to the same place a couple of hours later.

3. What if we get lost? If you follow the instructions correctly you should have no difficulty. The instructions are not so complicated, but your navigator will have to pay close attention to them. The most important advice from JCNA is: "THE NAVIGATOR MUST READ EVERYTHING (in the Route Instructions) LINE BY LINE! AND, DON'T GET LOST!" In the event someone cannot find the route, we will provide a cell phone number to call at the start-finish line to guide you back to Sturbridge!

4. What do these 'Route Instructions' look like? All JCNA-sanctioned rallies use the same wording in the Route Instructions. The definitions are provided on the website and will be handed out to participants at the driver & navigator meeting prior to the start. The definitions are in the form of abbreviations, such as "BAS" meaning "Begin Average Speed" or "BR," meaning "Bear Right." Sometimes an instruction depends on words from a roadside sign and the words will be in capitalized quotations, like "SUNNYVALE FARMSTAND." A building might be the cue for an instruction, such as "BR at Church" (Bear Right at the church), or if the Rallymaster wants to throw in some trickery, "BR at Steeple."

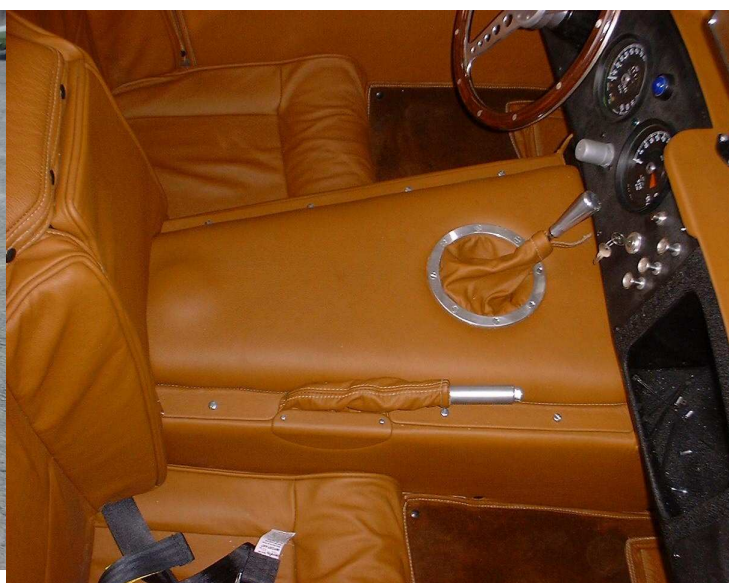
5. What are the requirements for participation? Your car must pass a simple technical inspection to make sure it is roadworthy. License, inspection sticker, lights, brakes, horn and wheels – as you must have to be safe on the road. You need a driver (of course!) and a navigator (only one – no 'back-seat drivers'). If you would like to be considered for JCNA awards, you must be a member of JCNA (all JANE members qualify) and your car must be a Jaguar.

6. What about special rally instruments? JCNA allows any equipment except the following which are SPECIFICALLY PROHIBITED:

- Aftermarket Electronic and Electro-Mechanical and Mechanical Rally Odometers
- Held or Portable Electronic Computers
- Aftermarket Electronic On-board Trip Computers (original Jaguar on-board trip computers in the models they were designed for are OK)

1. OK, what should we bring to help us have fun? Any equipment for time and distance monitoring other than the ones listed above is permitted. A well-prepared rallyist brings such items as stop watches, rally slide rules

Picture page



Top left: John Loring with his XK150 coupe at Lime Rock; Top right: John with his coupe on the track at turn 2
Middle : A mini next to a maxi; Dave Herrick's MK IX next to a mini at the Cumberland, ME show
Bottom left: Dan Rourke's XKSS Tempero arrived from New Zealand; Bottom right: The red interior of the XKSS

or rally tables, paper and pencils, and a clipboard. The odometer in your car is indispensable for a TSD Rally.

2. *What do we need to know about this 'Rally?'* Here is what JCNA says: "Just before you start, you will be given a set of General Instructions and a set of Route Instructions that are to be adhered to and exactly followed. Each rally car containing a driver and navigator team is expected to be on course and on time all the way along the rally route. To ensure this, they will be observed and timed at various unexpected and possibly hidden 'Checkpoints' along the route. The winners, of course, are those cars and teams who have most exactly negotiated the route with the least amount of timing error at checkpoints and at the finish." We will have a meeting to answer your questions and to hand out the instructions before the first car is started.
3. *How do we make sure our odometer is reading correctly?* Odometer accuracy varies from car to car depending on a number of things, such as tire diameter, tire pressure, quality of the speedometer, condition of the speedometer cable, etc. So we have a way to make put all cars on an equal basis. As you start, you will set your odometer to 'zero.' The first 10 mile stretch of the route is easy to follow and a clearly-marked 10-mile marker is posted. Just compare your odometer reading with the 'official'

10-mile point and you can determine a correction factor for the distances shown on the Route Instructions.

4. *Math frightens me. Do I really have to do a lot of calculations?* People have different reasons for participating in a Rally. Serious Rallyists love the combination of puzzles, cars and maps and that is what draws them to the sport. However, you can opt to just go along for a ride in the countryside – forget the timing and just follow the instructions. It is up to you. I once read an account of a rally sponsored by The Touring Club of New England back in the 1950's when a sports car showed up with driver and navigator without any timing devices and won the rally by 'seat of the pants' navigation! Who knows? The same might happen to you!
5. *Is there an entrance fee?* We will charge a nominal fee of \$10 to help defray the cost of preparing the route instructions and purchasing trophies.
6. *Who is in charge?* JANE is fortunate in having Joei Bassett be our Rallymaster. She has had many years of experience participating in rallies in California. Others in the club will be helping out with routing, manning the checkpoints, and scoring. The Rally will be run under the rules and instructions provided by JCNA as a sanctioned event.

JANE's 32nd Annual Concours

Friday 30 July thru Sunday 1 August

Host Inn and Conference Center

Friday last day of registration

Friday night at the movies

Saturday JCNA Concours

Saturday night banquet

Jaguar Antique Roadshow

Sunday JCNA rally

Plan ahead, make reservations early

Co chairs Ed Hall and Carl Hanson

508-853-8193 and 781-275-2707

Email

EAHall@charter.net, CHansonjag@aol.com

Friday Night At the Movies With JANE at the Concours

On the Internet and in Jaguar magazines one sees lists of movies and TV shows in which Jaguars can be seen Did you ever note that the bad guy on the Columbo Mystery TV show usually drove a Jaguar? ...I digress. Friday night at the 32nd Annual Concours in JANE's hospitality suite at 8:30 PM, a video where a Jaguar car is one of the prime cast members. This movie is "J" rated - JCNA members only. Bring your

Jaguar Antiques Roadshow

At the Concours on Saturday night

Have you ever wondered what it that Jaguar collectible you have is worth? Well, wonder no more. On Saturday evening, after the Concours dinner, the Jaguar Antiques Roadshow - JANE style- will take place. Bring your special Jaguar item--- a toy, book, poster, etc. and have it evaluated.

Rest assured, a lively and fun discussion will take place.

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.

Adrienne Cousins who worked on scoring last year s 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. Adrienne who occupation is in the computer software field is well suited for the task.

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 . Copies have been 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. 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. See Carl's letter for donations on page five.

The Saturday night "bake by the lake" will be a buffet and will offer choices that should satisfy all. Ed Hall has worked out the details which are complete. The dinner will be \$35,00 per person and will be served starting at 6:00PM in the tent adjacent to the show field.

A couple of new events this year were suggested by Steve Ring, a JANE member from NYC. Steve will be running a movie night on Friday and a Jaguar Antiques Roadshow , JANE style, on Saturday night after dinner. Steve will "appraise" your Jaguar collectibles so start looking in the closets, boxes, and basements for Jaguar related items you want to evaluate, Both events will take place in our Hospitality Suite

Last Wednesday, Carl Hanson met with rally master Joie Bassett in Sturbridge and drove the rally route for Sunday morning's rally. Joie and Carl tested the route and the instructions for the event. The inspection will start at 7:30AM and the first car will start out at 8:30AM. The Hospitality Suite will be open early to accommodate the rally crowd.

A rally article by Carl in in this month's Coventry Cat on page 6.

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



More Pictures from Wes Keyes in NZ



Rusty's D type replica

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: XJ12C Ground Effects Body Kit; Original (N.O.S.) TWR, front, rear and four wheel openings; purchased new. \$2400.00 or BO. Call John Chiungos 978-692-3515 0904

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: 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. 0804

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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2004 JCNA Concours Classes(con't from page 4)

Driven Division General Spirit

As in the Champion Division, Driven Division also challenges its Entrants to research, prepare, and present the judged components of their Entries in their original, authentic, factory-delivered configuration and condition. However, because the Entries in this division are driven, the requirements are less demanding and only their interiors and exteriors are judged for authenticity, condition, and cleanliness. Smoothing and bright polishing of originally unplated, uncoated, or unpainted metal components is allowed, but will be given no extra credit. A component, whose original paint, plating or coating of zinc, nickel, cadmium, yellow di-chromate, etc., has been removed through polishing, or other processes, may be assessed "wrong finish" deductions.

Driven Division Classes

- D1: All Classics (Pre-XK engine), XK 120, XK 140, and XK 150
- D2: E.Types (1961-67)
- D3: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)
- D4: Series 3 E-Types (1971-75)
- D5: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.85, & Jaguar and Daimler 420 (1966-69)
- D6: XJ6/12 Series I & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92)
- D7: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97)
- D8: XJ-S/SC (1976-96), Coupes and Convertibles, H & E Convertibles; JaguarSport, XJR-S, etc.
- D9: XK8 Coupes and Convertibles. (1996-On), XKIR (1999-On)
- D10: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-On)
- D11: S-TYPE Sedans (1999-On), X-TYPE Sedans and Estate Wagons (2002—On)

Special Division General Spirit

Special Division is intended for factory and non-factory-prepared competition and limited production Jaguars; production Jaguars privately prepared for competition; modified production Jaguars, and Jaguar powered vehicles with replica Jaguar bodies. The interior, exterior, engine compartment, and boot of Special Division Entries are judged only for condition and cleanliness, NOT for authenticity.

Special Division Classes

- S1: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars
- S2: Production Jaguars privately prepared and modified for competition
- S3: Modified
- S4: Replica (non-production, Jaguar powered)

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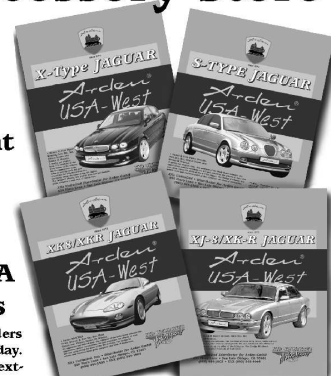


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