

JAGUAR ASSOCIATION OF NEW ENGLAND

# COVENTRY CAT

VOLUME 6, NUMBER 7

JULY 2004



**John Sweeny's XK120 outside the Larz Anderson Auto Museum entrance  
in Brookline, MA, site of the JANE/JONAT BBQ & lawn show**

**INSIDE THIS ISSUE:**

MEETING NOTES	1
JANE/JONAT MEET ON JUNE 24	3
	3
CONCOURS CLASSES	4
CONCOURS CLASSES	5



**INSIDE THIS ISSUE:**

EVENT PICTURES	7
A 2700 MILE XK120 TOUR	6
CONCOURS NEWS	9
CLASSIFIED	10
DONATION LETTER	11

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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

### 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**

### AUGUST 2004

JANE outing, Avis Mello's, Wolfeboro, NH.....August 22

**Monthly meeting at Skip's, Chelmsford, MA.....August 25**

**Have an idea for an event ? Give Dave Randall a call at**

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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**

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## Meeting Notes

Our June meeting was held at LAAM (Larz Anderson Automotive Museum) in Brookline, MA on Thursday, the 24th of May. We had an excellent turn out, a nice BBQ, lots of nice cars and beautiful weather. See the article on page 3 and photographs throughout the Coventry Cat

Dave and Elsa Roth have moved to Florida. An ice cream social was held on the 3rd of June at Doc's in Pepperell to give them a send off. They were an important part of JANE and they'll be missed,

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

Concours plans are progressing nicely. Ed Hall and Carl Hanson are putting on the finishing touches. Adrienne Cousins is working on the registration; flyers have been printed and mailed. 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, Both should be a nice addition to our events that weekend. The hotel is filling up fast and rooms are getting scarce so get reservations now. Carl has received some raffle items, but needs more. This raffle helps us to keep above board for the Concours so we can give a contribution to David's House each year so keep those prizes coming in. Camen Chiungos is taking over the hospitality room and has gotten some volunteers, but always could use more.

Our sister club, JCSNE, held their Concours weekend on the 12th and 13th of June at their usual site on the Berlin Turnpike at the Hawthorne Inn. There was a slalom on Saturday, a banquet on Saturday night, and the Concours on Sunday. A number of JANE members attended and most helped in the Concours judging. It was a beautiful day on Sunday and JCSNE had a good turn out. The Concours didn't have as large a field as last year, but weather had threatened Saturday night and probably accounted for the lower turn out. JCSNE always has a great show!

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**JONAT Tour and JANE meet at LAAM Lawn Party  
on 24 June**

It was a perfect evening, a clear blue sky, a light breeze, and a temperature of 70 degrees. 88 JANE, JCSNE, and JONAT members were in attendance. There were 42 Jaguars, plus a few other brands -- like that funny yellow car (a Ferrari) that Chuck Centore brought! The cars formed an corral around the BBQ and bar. Based on the 50 who RSVP's, the food and beverage estimate was way off as almost double the amount showed up! Fortunately the caterers allowed for enough extra food (their staff went away hungry!). The tales were decorated with white tablecloths and fresh flowers -- truly an elegant evening.

Mike and Sheila McLaughlin of Amherst, MA and Bruce and Donna Cunningham from VT were registered JONAT people (the Cunninghams are JANE members as well). There were also two members of JCSNE, Bill Jenkins and Virginia Raymond, who made the trip up from Connecticut. Although they forgot to bring it out, Bruce had the JONAT mascot -- a stuffed toy jaguar -- and a banner, to hand to the leaders of the next leg to NJ/NY. They carried them on to the Annual Jag-lovers Picnic in NJ on Sunday to keep up the spirit of JONAT.

The BBQ was provided by "Tastings Caterers," 5 Crestwood Drive, Framingham, MA, recommended by LAAM. The food was excellent I understand. I spent my time collecting money from all the walk-ins! The Larz Anderson Auto Museum provided tables and chairs set up on the lawn . We expected 50 to 60 people and provided seating for 68!- People ended up sitting on the lawn due to the overflow ! The bar ran out of some beverages as well!

Some of the cars I noticed -- Keith Carlson's D-Type replica (arrived directly from racing at Lime Rock); Dan Rourke's new XKSS replica (with only 34 miles on the clock!) and a Beacham E type supercharged V8; several XK120's, an XK150, two Mk IX's, lots of XJ6's and XJ8's, an XK8, Reilly's original S-Type, a modern S-Type, a beautiful 2.4 liter Mk II, lots of E-types

As the sun set on the display field, LAAM which was open, made a presentation inside. They have scheduled 30 lawn events this year and the All British show, the mini show, and the motorcycle show are the biggest. The All British show, run on the 27th of June had over 300 cars with the entire LAAM field for devoted to the display.

Not counting ours Concours which is open to the public and other Jaguar clubs, it was the best-attended JANE meeting that I have ever attended.

Carl Hanson



**Keith Carlson, fresh from Lime Rock Park, bench races with John and Tom Brady. Cigars aren't allowed near the food line**



**Line up on the lawn started early; Margaret Caruolo was the first in line with her black XJR**



**Mike McLaughlin, Amherst, MA of the JONAT tour addresses the crowd**

## 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

## 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)

## 2700 mile tour in an XK120

by Tom Carson

This is a chronicle of a tour of 2700 miles in the Canadian and US Northwest

The trip report is from Tom Carson, Jag-Lovers, who lives in Juneau, Alaska. The trip started Juneau then by ferry to Port Rupert. Then 2700 miles in an XK120 as far south as Seattle, WA and looping back to Port Rupert. Tom was accompanied by his wife, Cheri, for the entire trip.

Hello everyone!

We arrived back in Juneau this morning on the ferry and all is well.

Here's a real quick summary.

The car: 1954 XK120SE OTS. New engine with modified C Type head from an early XK140, rebuilt carbs with K&N pancake filters, rebuilt generator with new fan belt, PF770 headlamps, new original XK water pump (with 2 grease fittings), new modern-core radiator, recently mounted auxiliary pusher fan from a Mercedes Diesel (hooked into the sidelamps harness ala Dick Cavicke), gear drive starter, new clutch, new brakes, Dunlop Grantrek radials, original wire wheels and hubs, recently mounted hood and side curtains, fitted luggage thanks to Taris Charysyn.

Spare parts taken on trip: distributor cap, rotor, points, condenser.

Spare parts needed on trip: none.

Total days on the road: 12

Total miles: about 2,700

Longest day: 450 miles

Highest pass: 8,000 feet, plus or minus Highest temperature encountered: right around 100 degrees F in Osoyoos, BC (hottest day of the year, highest temp in BC that day).

Number of days with the hood up: 2

Jag Lovers met during the trip:

- 1) Mark Nelson in Prince George, BC: He has a cool black 3.4 Mark 1 that appears to be very quick, indeed.
- 2) Geoff Akehurst in Kamloops, BC: He has a delightful 1950 XK120 OTS. We swapped cars for a bit, and Cheri and I were amazed at how comfy his seats were and at how silent his car ran. Ours is rorty-snorty by comparison.
- 3) Jerry Parkhill in Chilliwack, BC: Jerry is one of those amazing Jaguar Gurus. Quite a place he has. And he's "been there, done that" in the Jaguar world. Everything. He's into 420 G Jaguars these days.
- 4) Tom Carney in Ladner, BC: I chickened out about driving into Vancouver on a hot afternoon, but we spoke on the phone. He's got a Mark 5 Jaguar that I'm sorry to not have seen.
- 5) Bill Young in Bellevue, Washington: Bill's an old friend.

He's got a whole bunch of cool British cars, including three XK120s, a "to die for" 1950 Mark 5 DHC, and a Triumph TR4A.

6) Rob Westcott in Bellevue, Washington: I've known Rob a few years as well...he's got one of the sweetest Mark 1 Jags ever, and come to think of it, he's also got one of the sweetest Austin Healy 100s out there.

7) Alan Simpson of Summerland BC, moving to Spence's Bridge BC: Alan runs Rover Works in Summerland and he has an XK120 in his shop. Unfortunately he was in Spence's Bridge when we were in Summerland, but we spoke several times on the phone.

XK issues that occurred:

1) On day-2, I stopped about 15 minutes after we started driving just to check the water in the radiator. To my dismay I discovered a serious oil leak from the oil filter canister. My fault. I had changed the oil just before leaving, and the factory washer under the head of the large oil filter canister bolt had broken into pieces,. I replaced it with a good fitting rubber washer. Don't do that! It compressed during the first day of driving and allowed the canister to be a bit loose. 50 psi of oil pressure forced about a quart of oil out onto the road before I discovered it. I tightened the big bolt down real good and the leak stopped permanently. I added one quart of oil at that point. By the time we arrived back in Prince Rupert I had added one additional quart. Not bad!

2) On day-3 as we crossed the border into the US, I turned the motor off while in line at Customs, and the solenoid on the gear drive starter failed to engage when I tried to start it again. We push-started the car the rest of that day, until we arrived at my Dad's house on Whidbey Island. I found a loose connection on the starter that appeared to fix the problem, but it re-appeared a few days later. Ultimately, I applied a little English mechanical skill that did the trick: I gave the starter a tap with the knock-off hammer and it worked again. That procedure was necessary twice more before we got home.

3) Also on Day-3 (a hot day), after we entered the US, we encountered an accident on I-5 that resulted in a stop and go situation on a long uphill grade. No escape. My auxiliary fan was uselessly unplugged at that point and we watched in dismay as the temperature gauge climbed right to 100. At that point I pulled over, switched off the engine, and waited out the traffic jam. By the time traffic was flowing again the engine had cooled down and I had plugged the fan in! From then on, I learned to manage engine temps quite effectively. We spent two days driving around the urban streets of Seattle on 85 degree days without issue. An auxiliary fan simply makes it possible to drive an XK in the city in the summer. A MUST have.

4) On day-8 we left the Seattle area and went over the North Cascades Highway into the Okanagon and then up  
(continued on page 8)



Picture page



Top left: The BBQ line at JANE/JONAT lawn party

Top right: The foreign car contingent on the lawn

Middle : Ex-pres Carl and our current pres Karen observing

Middle Right :A beautiful MK IX on the lawn at LAAM

Bottom : Ice Cream Social marks the Roths departure for FLA

David Reilly preps his 3.8 at the LAAM lawn show

(continued from page 6)

into Canada to Summerland, BC. That day was extremely hot, getting up into the mid-90s. The XK ran along fine, and I used the fan when we came into towns. I never saw any engine temps over 90 degrees C. But the next day I noticed the water pump was leaking and it continued to leak the rest of the trip (about 1,000 miles). By the time we got to Prince Rupert (where we caught the ferry back to Juneau) the water pump leak was the major issue. The distributor is right there, and a couple of times the engine would start to miss a little, then come back. The engine bay was coated in a fine greenish slime. I'm going to get a replacement pump without those silly grease fittings and with better seals. I know they're out there. Suggestions?

5) Also on day-9 when we noticed the water pump leaking I noticed a prominent "tappet noise" from the engine on throttle-off over run. I think it's on the intake side. I didn't like it and almost cut the trip short. I discussed the issue with a few Listers in the area (Alan Simpson and Jerry Parkhill), and decided to motor on to the Banff and Jasper area. I simply made an effort to avoid the circumstance that cause the noise. That was easier said than done since we were driving through the Canadian Rockies, but I did it. The engine ran perfectly the whole time, and under power I never noticed any change from before the sound to after it appeared. I'll be looking at timing chain and valve adjustment and will let you know what I find.

It was a great trip. The people we met were without exception wonderful. My wife is a remarkable woman. If you have trouble getting to sleep at night, I recommend driving 450 miles in an XK120 in 90 degree temperatures. I guarantee that at the end of the day you'll fall asleep as soon as your head touches the pillow, and you'll sleep a deep and dreamless sleep.

Regards,

Tom Carson  
1954 XK 120SE OTS S674946  
Juneau, Alaska

Most beautiful city discoveries: Kamloops, BC and Summerland, BC. Both places are magical.

Most amazing XK day: Icefield Parkway from Banff to Jasper. Those 130 amazing miles made the entire trip worth it.

Best XK road: The final 100 miles from Terrace BC to Prince Rupert. Great 2-lane following the Skeena River. Very little traffic, spectacular scenery, involving twists and turns, and the temperatures gradually cooled from 85 degrees in Terrace to about 60 degrees in

Prince Rupert. Totally enjoyable.

## 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 own pop corn and enjoy

### August Outing Planned

A visit to the Wright Museum  
and to Avis Mello's lakeside home

Sunday, August 22nd.

We'll meet in Alton, NH at traffic circle, Rt. 28 and Rt. 11, around 10:00 AM for coffee and pastries. Drive as a group to the Wright Museum in Wolfeboro (about 12 miles). Tour the museum which commemorates life in the US during WWII. See Web Site. It has displays of some military stuff including operable Sherman Tank, a "display" home from the 40s, some 40ish cars, etc. This is an easy to do museum. Shouldn't take over too long. The times are still being worked out with the Museum. I'm hoping they'll open for us at 11:00.

Then we'll parade through Wolfeboro to Avis' home on Lake Winnepesaukee for an afternoon barbecue, swimming, boating, suntan on the docks, etc.

Late afternoon Sue and I will lead anyone who wants to follow around the North side of the lake through Moutonboro, Center Harbor, and Meredith to Rt. 93 for the trip home. Others can go back through Alton and Rochester, NH to I95.

## 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 completed. The committee under the leadership of Carl Hanson and Ed Hall have settled on many details that means 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.

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. Envelopes fro each entrant is made out in advance so entrants can pick up at the hospitality suite.

One of the other tasks 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.

Margaret Caruolo has generously donated the best in show trophies for this year's event. She probably won't enter her car in this year's show due to her recent illness, but hopes to be able to attend.

The Saturday night "bake by the lake" will be a buf-

fet 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

Carl Hanson met with rally master Joie Bassett in Sturbridge and drove the rally route for Sunday morning's rally. They could use some help if you are so inclined. 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.

That's the latest on our Concours

### **JANE's 32nd Annual Concours**

**Friday 30 July thru Sunday 1 August**

At Host Inn and Conference Center  
Sturbridge, MA

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

# COVENTRY CAT CLASSIFIEDS

**For Sale: 1976 Series II XJ6L** - Red; 31,000 original miles; A/C, power windows, power doors, luggage rack on trunk ; \$6,000 firm; Max Lager, Plymouth, NH 603-536-3293 weekends only, 781-596-7744, leave message; e-mail xamregal@hotmail.com . 1004

**For Sale: 1965 Jaguar Mk2 3.4 Saloon:** RHD. Royal blue/light gray leather; Imported early 80's with paperwork. 42000 original miles. All metal body, no rust. Show quality interior wood. Professionally modified for drivability. GM T351 o/d auto transmission, XJ6 pwr steering. Same owner 20 years, \$17,000. call 603-563-7762 (Dublin, NH) 1004

**For Sale: 1958 Jaguar XK150 OTS** - Olde English White, Red Interior, 4 speed with OD; Chrome Wire wheels; Original, numbers matching; unmolested early 150 roadster. \$29,500, 603-588-4237 1004

**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 : Jaguar D Type Replica** - Built in 1994 by Predator Performance, 3.8 motor, 5 spd trans, right hand drive. All Jaguar through-out with upgraded brakes, suspension. Consistent Concours winner; red fiberglass body with black leather, real head - turner. Great car for slalom or autocross, less than 11,000 miles. \$ 45,000; Call Ray David (813)-996-7690 or e-mail: ray@birdingbusiness.com 1004

**For Sale: 1999 Jaguar XK 8 Coupe** - Silver w/Black interior. 30K miles. This is a very nice car. Must Sell ! !; \$26,000 or best offer. 413-734-4544 or 413-531-7580 Ask for Chris 1004

**For Sale: 1988 XJ6 (XJ40) Van Den Plas Sedan:** 75000 original miles; Black/Camel, quick starter & runs smooth as silk. Does need some minor body & paint. Can be seen at Morton Jaguar Service, 2 Oak St, Chelmsford, Ma, call Brian or Craig @ 978-256-9882 ...leave a message or email: hombre@ll.mit.edu asking \$2,500 1004

**For Sale: 1973 Jaguar XKE Roadster Series III V 12,** with 46,525 miles, 2nd owner, purchased 16 years ago. Excellent condition, 4 years in the Glen NH museum. Signal Red with Black interior, hand carved mahogany dash, all original interior, radio, trim, etc. Have original title, and all service records since new. \$39,650 firm. Don Fitzgerald 603/383-9243 (For E-photos contact [pete4t@ncia.net](mailto:pete4t@ncia.net)) 1004

**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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## Jaguar Association of New England

### Concours Raffle Donations

**Raffle Donations Contact:** Carl Hanson

Phone: 781-275-2707

Email: [chansonjag@aol.com](mailto:chansonjag@aol.com)

**Concours Chair:** Ed Hall

Phone: 508-853-8193

Email: [eahall@charter.net](mailto: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](http://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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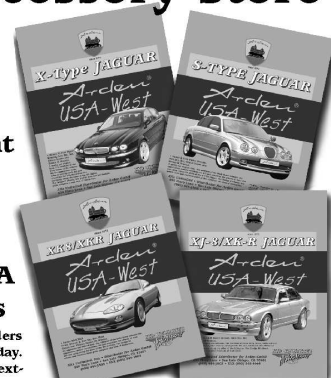


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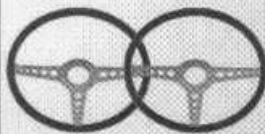
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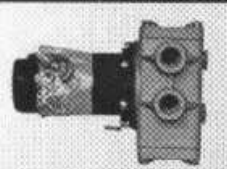
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