

# CO VENTR Y CAT

VOLUME 7, NUMBER 1

JANUARY 2005



From Top Left: Tom Letourneau's MKIX (Tom Letourneau photo) Top Right: Tom Brady's MKIX at Warren Bridge, VT at the British Invasion Bottom Right: Dave Herrick's MKIX at Kimball Castle (Dave Herrick photo) Bottom left: Adrian Curtis's MKVII (Adrian Curtis photo) Center: Holiday party host Avis Mello

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Jaguar Association of New England  
2005 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



**JANUARY 2005**

**Monthly Meeting, SKIP'S, Chelmsford,MA.....Jan 26**

**FEBRUARY 2005**

**Monthly Meeting, SKIP'S, Chelmsford,MA.....Feb 23**

**MARCH 2005**

**Monthly Meeting, SKIP'S, Chelmsford,MA.....Mar 23**

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

In December, JANE represented by Sue and Adrian Curtis, presented a \$1000 check to David's House, a tradition started several years ago to support this wonderful, comfortable, home-away-from-home for children receiving treatment through the Children's Hospital at Dartmouth at the Dartmouth Hitchcock Medical Center in Lebanon, NH.



David's House is named in memory of a remarkable little boy- David Cyr. David had acute leukemia, and through frequent visits to the Medical Center, became friends with other children undergoing treatment there. David lived across the river in Vt., but other families were not so nearby. He met people who sometimes slept in waiting rooms or cars because they couldn't afford the frequent motel rooms their stays at the Hospital required. The Cyr's began dreaming about a home-like haven for these families. When David died in 1984, they dedicated their time to creating this haven. David's House is a gift to these parents and children from businesses and organizations thru-out Northern New England.

David's House has hosted nearly 8,000 families from 38 states and 15 countries since opening in 1986. Most of these are from New England, and with an occupancy rate of almost 80% there is clearly a need. Budgeting is by nominal room fees and donations. JANE is proud to be a financial supporter of David's House.

Sue and Adrian Curtis

**J A N E OFFICERS**

<b>President:</b>	<b>Karen Bates</b>	<b>(781-963-3657)</b>
<b>VP/ Events:</b>	<b>Dave Randall</b>	<b>(978-887-9616)</b>
<b>Slaloms:</b>	<b>Margo Otey</b>	<b>(508-836-3822)</b>
<b>Secretary:</b>	<b>Dave Herrick</b>	<b>(603-673-1314)</b>
<b>Treasurer:</b>	<b>Don Holden</b>	<b>(603-654-6529)</b>
<b>VP/Membership:</b>	<b>Adrian Curtis</b>	<b>(603-293-4938)</b>
	<b>Sue Curtis</b>	
<b>Concours:</b>	<b>Ed Hall</b>	<b>(508 853 8193)</b>
	<b>Carl Hanson</b>	<b>(781 275 2707)</b>
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## She's no "Scaredy Cat"!

### Joie Bassett wins of the JCNA's "Fastest Female" award

Joie Bassett, a JANE member originally from California, and now living in New England, is certainly no "scaredy cat". Transplanted to Rhode Island with this 1969 E type FHC originally owned by her dad, Joie has seized every opportunity to enjoy driving her car. **2004 was the high point in her ownership of this Jaguar.**



This year, she is the **winner of the "Fastest Female" award** in the JCNA's slalom program, having reduced her run time from the "low 50s", to 44.66 seconds, on our interesting, challenging course. This prestigious North American Award had been previously won by Karen Jones, JCSNE / JANE, and Margo Otey of JANE.

Joie, whose initial interest in "autocross / slalom" was sparked by Jerry Mouton while she lived in California, **has eagerly competed in nearly every slalom event offered by JANE and JCSNE** over the past three seasons. She cheerfully solicits help and advice from those with more experience, and her improved performance shows it!

Having had so much fun slaloming, **she decided to try High Performance Driver's Education** events, facilitated by the JCNA's "HPDE" group. These are "track days" conducted by established groups like SCCA and the Empire Jaguar Club, on whose events we JCNA members have been "piggybacking". In 2004, she entered her Jaguar in HPDE events at Lime Rock Park and New Hampshire Int.

Speedway.

These pictures of her car only hint at the modifications made by her husband-mechanic-cheerleader, Bill Bassett, Bassett's Jaguars, Wyoming, RI. The wheels/tires are the most visible, but up rated suspension components and power-enhancing engine mods have made her Jaguar more beautiful, safer, and more capable on the street and on the track.



Joie's two children in CA, would be both proud and happy **to see the expression on her face**, and to hear the spectators' applause as she exits her car after a "run" in the slalom or on the track. The driving experience gained by her participation, **has definitely made Joie a safer, more capable driver.**

This "Jag Lady", (her license tag) is certainly no scaredy cat! We hope that she'll attend the **2005 AGM awards banquet in Orlando, April 2, 2005**, to receive the award and recognition she has earned.

Joie is also JANE's rally chair.

**Congratulations, Joie Bassett!**

## RESTORATIONS by Carl Hanson

### Installing the windshield – early FHC

(After a long hiatus over the summer when little if nothing was done on Carl Hanson's early XK120 FHC due to a hectic travel schedule, he comes back to the readers of the Coventry Cat with a message denoting new progress! Welcome back to these pages, Carl. Keep up the good work!...editor.)

Apparently not many of you Jaguar experts are aware that the early XK120 FHC's (Fixed Head Coupes) had an unusual windshield configuration. I say this because every time I asked for advice on installation, I got an explanation that did not correspond to the windshield set-up on my car. It took me awhile to realize that the advisors were not crazy, but that there had been a change in the design at some point in time, -March 1952 according to Philip Porter. So let me describe the windshield configuration on my car, one of the earliest FHC's in the country (#12 in production).

First, there is a solid post as part of the body in the center of the windshield opening separating the two halves of flat glass. Later FHC's and all DHC's (that would be Drop Head Coupes) did not have a solid center post. Second, the chrome windshield trim is in three pieces, two windshield-shaped rings and a center rod that acts as a separator. These chrome pieces are set into indentations in front of the pinch weld and held in place with small screws. Third, each of the two glass pieces is surrounded by its own rubber grommet. Fourth, the glass is inserted from inside the car and held in place by another chrome inner frame. Finally, a sealer is applied between the windshield rubber and the body to prevent leaks. Sounds simple, no? Well, read on and you will find out why the boys in Coventry quickly re-designed this part of the car-- it must have been a production nightmare!



Figure 1 Outer Windshield Without Trim

Now for some details. There are three exterior chrome trim pieces that fit around the windshield openings in indentations in

the pinch weld. [Figure 1](#) shows both the center post and the indented area around the windshield to accept the chrome trim. These pieces are held in place with small flat head machine screws through holes in the pinch weld. Because I installed a new windshield frame (the original one was badly rusted – a sure sign of a leaky installation), I had to drill new holes in the pinch weld to match the threaded holes in the chrome trim pieces. Trial and error was the name of the game – and the tiny (#6-32 x 1/4 inch)

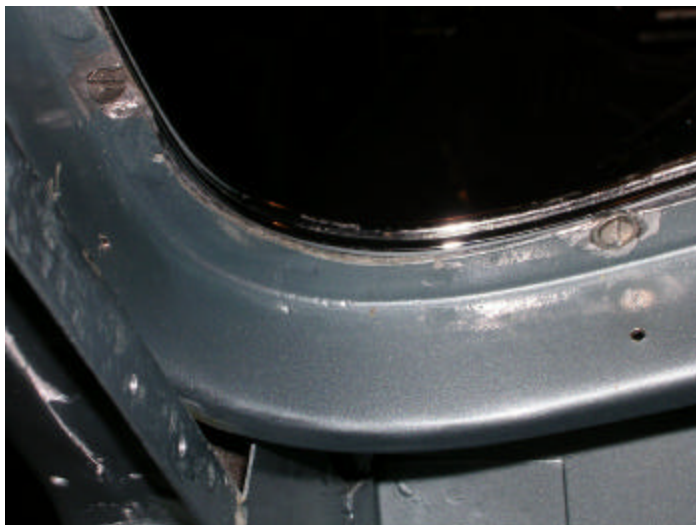
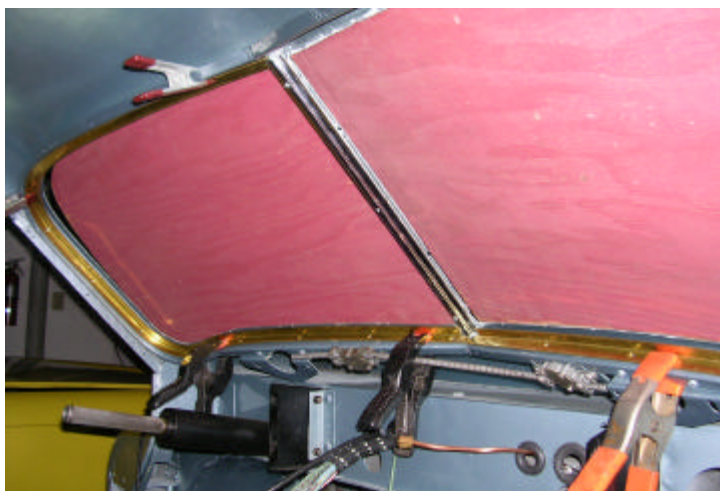


Figure 2 Chrome Trim Screws

screws were difficult to install at an odd angle while balancing my tired body on top of the bare transmission in a cold garage! [Figure 2](#) shows the screws from the inside. [Figure 3](#) shows the chrome trim pieces in place. Note that these chrome pieces are only for trim – they have nothing to do with holding the windshield in place. In fact, the glass is



missing in [Figure 3](#).

The two separate windshield glasses are surrounded by two-piece rubber seals (referred to as 'grommets'). The main grommet has a cross-section like the letter "F" laid on

its side, as shown in Figure 4. This piece surrounds the outer  $\frac{3}{4}$  ths of the windshield glass. The straight section at the center post has a simple "U"-shaped rubber seal. These early gaskets are difficult to find. I got mine from Bill Tracy, who said it was his last one. The problem with these grommets is that they come in straight sections, which, when bent around corners, tend to pucker as shown in Figure 5. The solution is to cut notches to accommodate the curves, as shown in the figure. Note that I am using a wooden template to size the grommets. Why? Well, because the original glass did not fit in the new windshield frame. Therefore, I had to make a template for new windshield glass. Moreover, new inner frames had to be made to replace the old ones that had rusted out. Wray Schelin made a new set for me in brass to allow an easier chroming process and to prevent future rusting.

Figure 4 Rubber Grommet (gasket)



With templates surrounded by rubber grommets held in place by duct tape, I trial-fitted the brass inner frames, cutting them and drilling holes to accommodate the self-tapping screws (#4-



Figure 5 Gasket Puckering At The Corners

20, slotted flat head, 1/2 inch long) that hold them in place.

After fitting the inner frames, I sent them and the screws to Mickey DuPuis in Holyoke for chroming. Then I sent the plywood templates to a local windshield glass company to make up the new windshields out of flat safety glass. I could have sent them to have an original logo etched into the glass, but I didn't bother. When the glass was ready, I stopped at the local auto parts store to pick up some 3M silicone adhesive sealer

(RTV), and started gluing the grommets to the windshield. The tube said it should cure within 24 hours. I went away on a 3-day business trip and when I came back, the grommets slipped right off the glass! The RTV was gooey and messy. I brought that tube back to the store replacing it with a tube of a competing product from Permatex. After laboriously cleaning out the previous -- and still gooey sealer, I re-started of attaching the rubber grommets with the new tube of RTV. This time it cured properly! Success -- after only a two-week set back!

Once the grommets were in place on the glass and the inner frames were back from chroming, I was ready to try fitting the whole system together one more time. Get ready for another sad story.... While installing the inner frames, I cracked one of the windshields! So off comes the grommet, and back to the glass shop for a new replacement. Another week's delay!

OK, now I was ready to install the windshields, but ran into another quandary. Which windshield adhesive/sealer should I use to prevent leakage? The glass company said they always use urethane adhesive on modern cars where the bare glass is glued to the pinch weld. Two products fitting this category are 3-M's "Windo-weld Super Fast Urethane" and Dow's Betaseal "Advanced Cure Auto Glass Urethane Adhesive." These adhesives become rock-hard and tightly bond the windshield glass to the body for structural support. However, the fine print says "Not recommended for rubber grommet windshields." Whoa! That is what I have! So I got on line and found that older cars with rubber grommet windshields should be sealed with a non-hardening butyl seal! The problem is -- nobody seems to have that product anymore! But good advice came from fellow XK-Lover Charles Bishop, who recommended a 3M product that fits the non-hardening description: "Bedding and Glazing Compound." The local auto parts store ordered a couple of tubes which is dispensed with a household caulking gun. And it appears to be the right product for our cars. I laid a bead of the material all around the windshield frame, pressed in the windshields and attached the inner chrome frames. Finally, I smoothed the joint between the glass, the rubber grommet around the glass and the metal around the windshield, using my finger as the smoothing tool! (No cracks yet)



Figure 6. Windshield in Place

## Looking for a Long Lost XKE

January 02, 2005

JANE

President, Karen Bates  
[mbates9@comcast.net](mailto:mbates9@comcast.net)

Good Morning,

Everyone deserves a good laugh at the beginning of a new year. I am looking for an XKE, not just any XKE, but a particular and very special E Type. Allow me to explain. Back in the early 1960s I was a young man working in the aircraft industry in Windsor Locks, Conn. A Sports car was what every young man needed living on a rather low income. The answer to this problem was to purchase two, rather poor conditioned Triumph TR3s, from a junkyard, and build one useable car. When this was accomplished and the bodywork and painting was required I met a gentleman by the name of Art Watson of Manchester, Conn.

Art, a veteran of WWII, the Pacific Campaign, had been through and seen more than I have in my lifetime. He took me under his wing and taught me the true art of rebuilding and restoring older cars, including patience and perseverance.

Art purchased one of the first E-Types in the Hartford, Conn. area. It was purchased from Politti and Poole (sp) of Hartford, Conn. Metallic bronze, convertible, I have no way of knowing the VIN number. I am ready to retire and would like to find Art's car and restore his Jaguar. This has been a dream of mine for about forty-five years, for all I know the car has been made into cat food cans. (God forbid) I have tried to trace the car through the Connecticut Department of Motor Vehicles, but to no avail. Through the members of JANE, maybe someone would have a lead as to the whereabouts of Arts' Jaguar.

Thanks to you and the members of JANE,

Robert (Bob) Hendricks  
 2699 N.W.Plotsky  
 Plattsburg Mo. 64477  
[KCMaggie@att.net](mailto:KCMaggie@att.net)

## PUMPKIN WHOOPIE PIE

From Paul Terranova

Jared Coffin House

1 cup canned pumpkin

1/3 cup butter softened (10 secs microwave)

1 pkg spice cake mix

2 eggs

½ cup milk

Mix pumpkin and butter

Add cake mix, eggs and milk

Beat until combined- 2 mins medium speed

Pam spray cookie sheet pan

Scoop- 12 to a large sheet (2 ½ tbs filling) 6 to average sheet pan

12 mins at 375 deg touch with finger- slight indent- little golden color

Filling:

½ cup butter softened (10 secs microwave)

8 oz cream cheese

mix in mixer

2 cups confectioners' sugar

½ fluff of 7 oz container

1 tsp vanilla

½ tsp cinnamon

½ tsp ground nutmeg

mix use 2 ½ tbs filling

These are melt in your mouth yummy!

Contributed by Susan Curtis

## Renew your membership now

**Adrian and Sue Curtis, our membership chairs, are getting the club directory ready for printing for the 2005 year. Please make sure you have updated your info and sent it to Adrian. Also, make sure your membership is renewed so that you will have your particulars entered in this year's printing. It's a valuable resource for contacting fellow JANE members**

**Adrian and Sue Curtis**



Pictures of JANE's "big sedan" Jaguars



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--	---------------------------------	--	--



Clock wise top left: Tom Letourneau's MKIX, Herrick's MKIX at Kimball Castle, ,MKVII's at JANE's 2004 Concours, Adrian Curtis's MKVII at 2004 Concours, Tom Brady's MKIX at the Concours, Herrick's other MKIX at the brake tech session.... Photos by Dave Herrick, Chuck Centore, Adrian Curtis and Adam Owens; Center; Harold Radford "big sedan" options brochure copy courtesy of Tom Letourneau

## Dave Randall's XK120 is the star of the show

**I recently received the following letter from our Events Chairman by mail, the editor**

Dear Harry,

12-16-04

The Monday before last (12-06-04) when I walked in the door from work, Becky said that I had a message from a woman. Apparently she needed an old Jaguar for a photo shoot. So, after dinner I gave her a call. She introduced herself as Eileen and that she did indeed need a car with a few requirements. The car had to be dark in color, with a brown interior, and a wooden dash. I told her that my car had 2.5 of the requirements, it's black with a dark brown interior and it has a leather dash but it does have a wooden wheel. She also said that she called Adrian Curtis after she had left her message with Becky, (his car was up for the winter) so I think she was worried that a car might be hard to find. I think that the wooden dash was not all that important as the supply and time was drying up.

The details were:

1. She needed the car to be at the Union Oyster House by 7:00 AM
2. The photographer may want to go to a house in Milton to complete the shoot
3. They would be done by 1:00 pm at the latest
4. The fee was \$700.00 (at this time I was already thinking that I could make more fees if I had more cars?) Does it work that way? Could I get Becky to go along with that thought? See I knew the XK-120 was a good investment. Why keep any money in the bank?

Anyway it was raining pretty well on Tuesday and was supposed to continue till Wednesday morning. So a phone call was placed to Eileen and we both came up with the thought to have my car flat bedded as I would not drive it in the rain (poor fitting side curtains and a wiper motor that is a joke, the second hand on my watch moves faster). At 6:00 am Scott showed up at my drive-

way with a very big truck and it took an hour to load it... we were late. I called Eileen to give her an idea of our ETA, and she did not seem bothered and said that not all the people were there yet so get there when we could. We pulled up at the Oyster House and there was an ally behind it where Eileen and the group was huddled At about 7:40 and the car came off quicker than we put it on. So, by 8:10 the car was ready to be placed. I drove it the 20 feet they needed and then all I did was watch.

There were 10 people working on this project and that did not include the 2 detail cops or me. I met the photographer and his two assistants, the director, the art director, the assistants. Etc. They all work independently and are brought together by an agency. There were two models both men (I was thinking something like Victoria's Secrets, no I get men! ) and they were modeling high end sport coats for Timberland Co.. At some point they brought me about 6 Polaroid's of the guys in front of my car and asked me what I thought. I said that the pictures would look better if they got those guys out of the way.

After about 40 photos of the jackets and the models the photographer then took about the same number of pictures of the car from all types of angles and heights. And a quickly as they started they were done .Eileen came to me with a check and a thank you. At 9:55 I was driving back to Topsfield.

A couple of notes, apparently the catalog that the pictures will be used in, is not for home use, and is intended for buyers and purchasing agents . And when they need something for one of these shoots they will do anything to get it money is not the main concern. It was a fun experience and the check was a welcome benefit. Now if I can only think of an income stream for an E type

Dave Randall

## Annual Holiday Party & AGM Held

### Officers Elected

JANE's annual holiday party and AGM was held on December 5th at the Radisson in Chelmsford, MA. Avis Mello was in charge of the arrangements.

A cocktail reception started things off as JANE members arrived. The elections were held at 4:00PM with the following results. Don Holden was elected treasurer succeeding Diane Crook while Steve Handler was elected to our BOD. Alan Quinn, Margaret Carulo, and Mike Bates were re-elected for three more years as BOD members.

The Yankee Swap followed dinner. Several wine gift baskets were popular along with two different Jaguar print lingerie sets. Originally selected by Sanda O'Brien, one was selected by Bruce Murray as a special surprise, regifted to his wife, Jane. Was she ever surprised!

We all left with that special holiday feeling. Our thanks to Avis Mello for her good work to make the party a success.



## JCNA Sets 2005 Challenge Championship

### Atlanta, Here we come!!

by

**Steve Weinstein, Northeast Regional Director**

JCNA announced that the 2005 Challenge Championship (C.C.) will be held in Atlanta, Georgia, from Wednesday, September 21, 2005 through Sunday, September 25, 2005. The event is shaping up to be the best ever, with fabulous surroundings and exciting events.

The 2005 C.C. will be held at Chateau Elan, just outside of Atlanta. The sprawling grounds of this estate-like complex include a magnificent hotel, a spa and a winery. Nestled in the hills, the facility offers spectacular views.

The tentative schedule of events for the 2005 C.C. is starting to take shape. The program will include a rally through the Georgia countryside, taking in some of the most beautiful roads on the East Coast, and a slalom expected to be held at nearby Road Atlanta, the home of the Petit LeMans. The events will be capped off with a concours set on the terraced landscape of the Chateau on Saturday, followed in the evening by a gala banquet and award ceremony. In addition, we expect there to be a "Georgia Mansions and Plantations" tour that will include dinner at one of the most outstanding and famous plantation-based restaurants in the Atlanta area. Other activities are likely to include a tour of Road Atlanta to see the preparations for the 2005 Petite LeMans.

The Jaguar Touring Club is hoping to run a trip to the 2005 C.C. as its Fall Tour/Annual Trip. The likely schedule would include departing from New Jersey on Saturday, September 17, proceeding South on a leisurely, scenic route, to get us to Atlanta by Tuesday evening. After participating in the C.C., we would depart Atlanta on Sunday, September 25, and hopefully return home by Monday evening (or Tuesday, for those who wish to take a more leisurely pace going back).

So mark your calendars now for the 2005 Fall Tour to the JCNA Challenge Championship. This is certain to be another outstanding JTC road trip.

**Adrian Curtis is organizing a caravan from JANE to hook up with the JTC. He's planning to take his MKVII. Please get in touch with him if you are interested in joining in for this Fall Tour.**

**For Sale: 1986 Jaguar XJ - 6 to strip for some parts .** The car was running . The car had been restored(minor rust) and re-painted in the 1990's Call and/or email for what you need. Great pricing on everything, BUT you must come and take off the parts yourself. This car has only 76,400 original miles, dark metallic gray and four pristine deep red door panels. Engine and transmission supposed to be perfect. 1st come 1st served, Tom Letourneau, Cumberland, RI, 401-334-3315 of AlfaRacer1@cox.net 1204

**For Sale: 1970 E type Series 2 FHC;** Matching numbers with new paint, British Racing Green with tan interior, VIN # 1R27726, Herti age certificate, triple SU carbs, high torque starter, XJ6 electronic ignition, new windscreen, new seat covers, door panels and rugs. Good driver, NO ROT, but not a show trailer queen. Approx 43,000 miles (speedo was broken) Asking \$17,000; Please send email for PICS; contact Steve 508-888-8265, Sandwich, MA, Cape Cod; email stevei35@adelphia.net 0305

**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: 1990 Jaguar XJS V12 Coupe:** Show car, 99.97, best in show at 1997 JCNA Biennial. Rare silver blue metallic color, sunroof, CD player, custom factory cover. Stored winters. \$10,000; call Bob Ferro (413) 533-2009 1104

**For Sale : 1994 Jaguar XJ6.** Diamond blue/barley. 41K original miles. 2nd owner. Always garaged. Excellent condition. Major AC work in 9/00. New battery 4/03. All original and very clean. Last of the XJ40s. Mint, low mileage, classic car for the collector or XJ40 driver. \$15,000 or BO. Call Karl. Sutton, MA. days-508/887-4511, nights 508/865-4348. 0205

**For Rent: Car storage; heated, secure, call for information, 978-369-1709** 0205

**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: 1986 XJS V12;** - 2dr coupe that starts right up; no rust but could use a paint job, great interior; only 97,000 miles; tan body with tan interior and beautiful wood enhanced dashboard; new owner should be Jaguar mechanically inclined as it needs a tune up, some brakes, ball joint replacement and a new headliner, etc. The right owner could put it in A1 condition and have one of the sweetest Jags on the road. Priced to sell at \$3,500. Call Bob Jacobs at 508-420-6875 1104

**For Sale: 1959 MK IX Jaguar -** complete engine rebuild by British Auto; complete car for either restoration or parts car; \$5000 OBO, call Maxine Gould at 978-369-1709 1104

**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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**2005 AGM Official Announcement -  
47th J.C.N.A. Annual General Meeting**

Looking for a tropical paradise? Well. . . you have found it!! The 2005 JCNA Annual General Meeting is in sunny Orlando this coming spring! This packet is to let you and your club members know about the highlights planned for the weekend. We hope you will join us and stay longer to take advantage of our unbelievably low room rate in a fantastic Disney resort.

**PLACE:** Wyndham Palace Resort & Spa, Downtown Disney® Resort area

**DATES:** Thursday, March 31 through Sunday, April 3, 2005

**HOST CLUB:** Jaguar Club of Florida (Orlando); register on the JNCA web site <http://www.JCNA.com/AGM/2005>

**SCHEDULE OF EVENTS**

<b>Thursday, March 31, 2005</b>	Directors/Board arrive, Hospitality Room open
<b>Friday, April 1, 2005</b>	Board of Directors Meeting 8:00am - 3:00pm Delegates and guests arrive Seminars on 'Judging the MK-2' and "Troubleshooting the XKE 3-5:00pm Reception and Tropical Buffet at Paradise Cove 5:45pm
<b>Saturday, April 2, 2005</b>	Annual General Meeting 8:00am - 3:00pm Seminars on "Chief Judge Training" and "JCNA Slalom & HPDE" 3-5:00pm Cocktail Hour 6:30pm Banquet and Awards 7:30pm
<b>Sunday, April 3, 2005</b>	Richard Petty Driving Experience at the Walt Disney World Speedway

**HIGHLIGHTS** We are planning a warm Florida reception at Paradise Cove Friday night, partially sponsored by Collier Jaguar of Orlando. You'll want to attend this relaxing waterside party very close to the resort, with tropical buffet, libations, and transportation included. Some of the 2004 JCNA awards will be presented at the reception (Rally, Slalom and Newsletter).

Arrive early enough to attend one of our great seminars on Friday afternoon: "Judging the MK-2" by George Jones & Gary Hagopian and "Troubleshooting the XKE" by Dick Maury of Coventry West. On Saturday, two more important seminars are being offered: "Chief Judge Training," by Dick Cavicke (Judge's Concours Rules Committee), and "JCNA Slalom & HPDE" by Steve Weinstein & Gary Hagopian.

Our Saturday evening celebration at the beautiful Wyndham resort begins with a Cocktail Hour and special entertainment, followed by a gala Awards Banquet. This will surely be an evening to remember. We hope that your 2004 winners will attend and receive their awards in person.

**HOTEL:** We have arranged superb conference facilities and a block of guest rooms with a Jaguar Club rate of \$112 per night (good for 3 days before and after the event) in the fabulous Wyndham Palace Resort and Spa, 1900 Buena Vista Drive, Lake Buena Vista, Florida 32830-2206

Book directly with the hotel at (407) 827-3333 & ask for Jaguar Club of Florida rate. Online booking will be available soon through a special link on the JCNA.com website.

The hotel website <http://www.wyndham.com/hotels/MCOPV/main.wnt> provides a full tour and answers to frequently asked questions. Continuous complimentary transportation to all Disney theme parks.

**EXTRAS:** Discount Disney World® order forms for a one- or two-day "after 2 p.m." ticket to any of the Walt Disney World® theme parks.

**TRANSPORTATION:** We recommend that flights be booked as soon as possible for the best price and availability. Orlando International Airport (MCO) is 17 miles from the hotel. Shuttles typically cost \$17 one way. booked in advance with Mears Transportation at (407) 423-5566 or online ([www.mearstransportation.com](http://www.mearstransportation.com)). Cabs range from \$35-\$46 each way.

Please contact us with any questions.

Ginger Corda, Co-Chair, Lakeland, Florida, (863) 646-5339, [cordag@aol.com](mailto:cordag@aol.com)

Jerry Wise, Co-Chair, Tallahassee, Florida, (850) 385-1166, [jwise@jcna.com](mailto:jwise@jcna.com)



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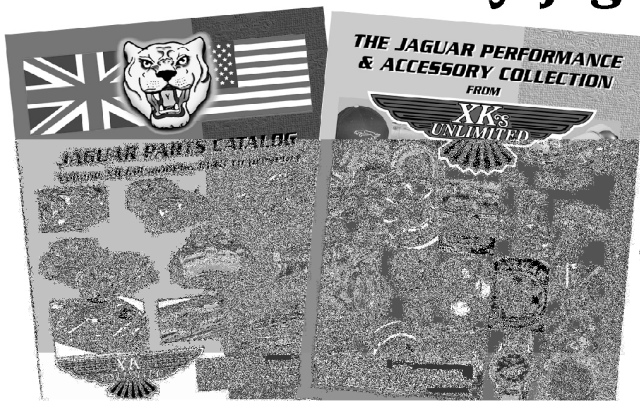
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### Carburetor Tech Session Manual Available

Last summer some of you attended an excellent Tech Session on carburetors at Bill Parishes' shop in Littleton Mass.

Bill and Adrienne Cousins did a fabulous job of putting together the copies of the carburetor section of a number of Jaguar manuals from the XK120 to the E Type with four color pictures of cross sections of carburetors by Gary Hagopian. This is a great compilation for the technologist and historians.

Over the winter Bill and Adrienne republished the work and I am helping to distribute them. The price is \$17.00 and includes shipping. This is distributed on an at cost basis.

Please make the check out to Wes Keyes and send to 120 Raynes Neck Road, York, Maine 03909. Any questions, call 207-363-5338.

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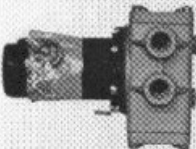
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