

# CO VENTR Y CA T

VOLUME 7 NUMBER 10

OCTOBER 2005



Scenes from the Avis Mello Outing: From Top left; The Miller Quinns & Avis; Avis's house from the lake; Carmen Chiungos & John Chiungos relaxing on to deck; The power boat ready to passengers; Photos by Harry Parkin-son

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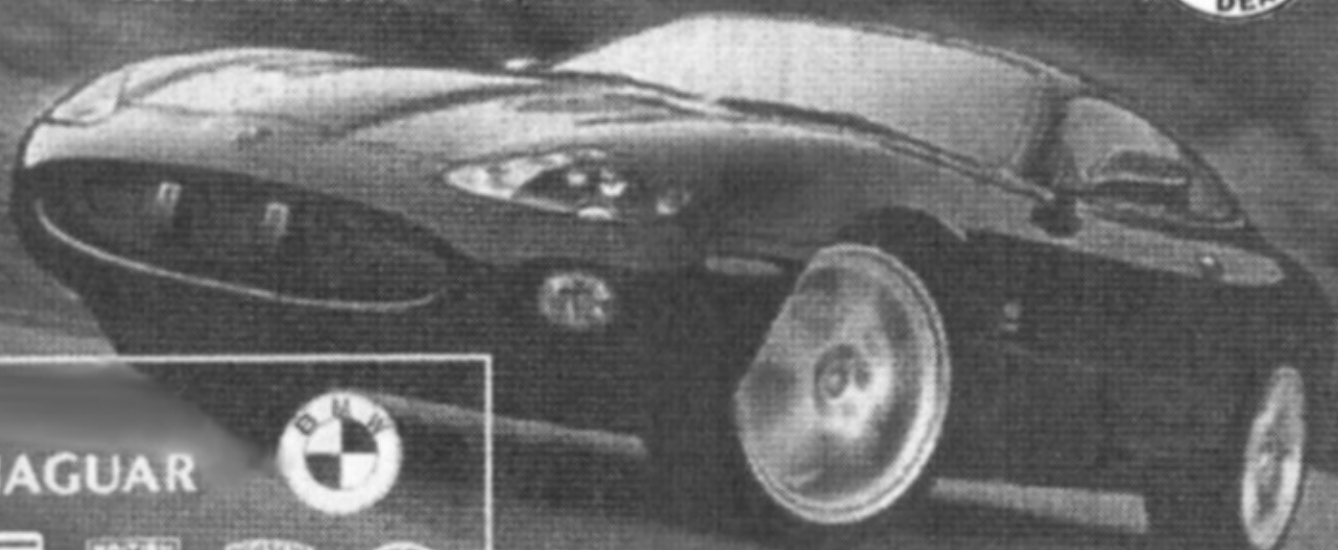
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Jaguar Association of New England  
2005 Calendar of Events

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

**OCTOBER 2005**

Owl's Head weekend, Rockport, ME.....Oct 8-9

**NOVEMBER 2005**

**JANE TECH SESSION, Lenox, MA Nov 15**

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

**J A N E OFFICERS**

- President:** Karen Bates (781-963-3657)
- VP/ Events:** Dave Randall (978-887-9616)
- Slaloms:** Margo Otey (508-836-3822)
- Secretary:** Dave Herrick (603-673-1314)
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- Concours:** Ed Hall (508 853 8193)
- Carl Hanson (781 275 2707)
- Chief Judge:** Eric Hagopian (413-821-8987)
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**"Calling All Members"**

As the time for nominations and appointments is fast approaching, I am asking for everyone's help.

Perhaps you would like to be more active but don't know where to start?

Why not sponsor an activity?

Maybe you know just the right spot for the perfect slalom or meeting?

Perhaps you can put your talents together in another way and would like to be the next VP of activities, the Coventry Cat editor or just help with advertising?

Better still, maybe you would like the challenges of being a JANE officer or board member and what better time than now to get involved?

Whatever your expertise or passion, JANE needs you. Your club needs you. Please e-mail or call me with any questions or ideas.

Karen Bates

781-961-1473 (H)

[mbates9@comcast.net](mailto:mbates9@comcast.net)

**DISTRIBUTOR TECH SESSION**

There's an old saying that 95% of carburetor problems are caused by the ignition system.....



At Donovan's in Lenox, MA 12:00 AM, November 12th  
More in the on page 5.



## Ultimate Wilwood Brake Set By Bassett's Jaguar



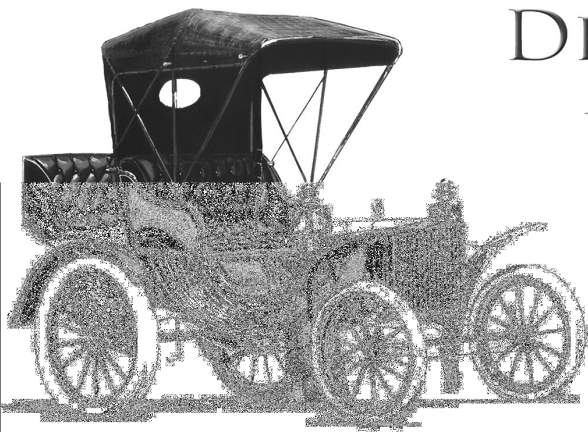
The kits are available for 4.2 E Type Series I and II at the present.

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## READER PROFILE

**(1) Can you do a complete Jaguar engine over-hall during a football game half time?**

**(2) Do you use your toolbox for a pillow?**

**(3) When you talk technical, do others, including your spouse and children, listen?**

**If you answered “yes” to any of the above questions (1-3), skip reading the following article.**

**(4) Do you have trouble opening or closing your Jaguar’s bonnet or boot?**

**(5) Are you uncertain as to what a toolbox is?**

**(6) When you tell jokes, do listeners walk away before the punch line?**

**If you answered “yes” to any of the above questions (4-6), you may proceed with caution.**

## FANTastic by Paul Rikert

### Installation of a Radio Frequency Controlled Electric Auxiliary Radiator Fan in a Jaguar XK-140

Yes! I did it! (Note: Although others assisted in this project, I will protect them from criticism by providing anonymity.) After working just two short months, I could operate an electric radiator fan using a switch mounted in the engine compartment of my XK-140. One month later, I was able to activate the fan via a radio frequency transmitter from the passenger compartment.

Here are the events leading up to justifying the fan installation. I had my Jaguar ready for the JCSNE Concours on June 12. On that day the temperature was 95 degrees. At that temperature, my Jaguar would have overheated before I had gotten to a major highway. So instead, I went to the show in my Honda Insight as a spectator and vowed to fix my Jaguar before the JANE Concours on August 13.

(For you techies who refused to skip this article when you had a chance, the following may be helpful (even if only marginally correct). The XK-140 has a thinner (front to back) radiator dimension than the XK-120. Also, the XK-140 radiator is slanted back (bottom to top). Without going in to the laws of physics (i. e. sans Bernoulli, Venturi, et al), I’m willing to intuitively purport that the XK-140 runs hotter for that reason ignoring all other variables. At least in the 39 years I have owned my car, I was never able to drive the car when the outside air temperature got over 90 degrees.)

Here is what I did. I ordered a catalog from Summit Racing (1-800-230-3030). You can find them at [WWW.SummitRacing.com](http://WWW.SummitRacing.com), but the catalog hard copy was easier to use for fan comparison purposes with all of the fans they sell listed on two pages.

First, the space I had for mounting the fan was determined by measuring the distance (2.625 inches) between the radiator and the horizontal pipe half way down in front of the radiator. I wanted the largest diameter fan I could get, but thinner than the pipe-radiator space. A barrowed rubber wedge from my bike rack would hold the fan in place. Second, the fan I picked out was a 12-inch Derale, rated at 880 CFM, with a thickness of 2.44 inches. It has additional features I looked for such as swept blades and an outer ring. (I could go into a detailed explanation, but I do not want to loose either of the two readers I have left.) The fan ampere draw was a modest 8.8, which would become important when I added the radio frequency control later. note: The Nylon Tie Mount Kit, although suggested by Summit Racing, was not needed.

Since most electric fans leave the factory as puller fans, I needed to get either a pusher fan or one that can be converted to a pusher. I had to convert my puller to a pusher by attaching the blades up side down and reversing the use of the two wires coming from the fan (i. e. black becomes positive and blue becomes negative). The confusion does not end there. The installation directions refer to using the frame of your car for a ground. As you will quickly be reminded by a 4<sup>th</sup> of July sparkler display under your bonnet, Jaguar XK-140s have the positive (red) battery wire going to the frame. The Derale electric fan comes complete with an on/off switch, fuse circuit, and wiring. You will need wire connectors, a stripper and possibly more wire. I bought short lengths of different colored wire. (By the time I finished my installation project, I had used red, pink, black, white and blue depending on location in the circuit.) If you do not know of a supplier for these items, find one and they will get to know you. I made so many trips to my automotive supply store; I expect to be on their Christmas mailing list.

Now, as to the tough non-technical part of the project; where do I get a receiver/transmitter? I tried automotive shops, electric supply wholesalers, hobby shops, audio/security stores, etc. The first glimmer of hope came from a formerly employed young salesman in an auto supply store. He showed me a driving light kit with a remote control harness in his

employer's store. I told him that all I wanted was the harness. He told me they had them at Wal-Mart. This was not a new lead. I started this project by going to Wal-Mart in the first place and had no luck. Not only that, I had just left the Wal-Mart he suggested I go to and had no success after talking at great length to the auto department manager. Familiar with the local Wal-Mart, the young salesman told me where to look with the added caution, they may be sold out. My Honda Insight (alias the Silver Bullet) has not traveled so fast since the last Slalom at Wilmington, MA. They weren't out, but with just two sets left, I bet they are now.

Four hours later, when I got home, I was afraid to open the container for fear the directions would clearly state for auto headlight use only. Also, I might have trouble returning the opened container. The harness was made by APC, African Products Company, [WWW.4APC.net](http://WWW.4APC.net). I called them on the telephone using the Internet provided number. I got a "try it and see" response. On the strength of that response, I opened the container. Guess what! No instructions. The only help I got was a diagram on the back of the container.

With nerves of steel (and safety goggles on), I went to my garage and, using a spare battery, began Phase One (1) by testing the remote switch. I pushed the "on" button and heard the click inside the receiver. When my heartbeat slowed enough to allow it, I pushed the "off" button and heard the click again. I hid behind my car, tried it again and still got the results I wanted even with my car in the way.

Folks, you're talking "Manhattan Project" stuff here! But that was only Phase One (1) of the project; would the circuit hold up under the load of my electric fan? I had to take a few days off to recover before I dared to enter Phase Two (2) testing.

After a week's R and R, I got up enough nerve to tackle the dreaded Phase Two (2), operating the electric fan with the remote switch. Still using my spare battery, I threw the switch; IT WORKED, but I had created a monster; instead of pushing, it pulled. Fermi, where are you when I need you? In desperation, I turned to my Derale instruction sheet for "what to do if". There I found my answer. After carefully following all of the instructions (i. e. attaching the blade upside down, reversing the use of the fan wires, color coding all the wires, etc.), the solution was simply to reverse the use of the wires (again). I did and it worked. The rest of the time I spent designing the final installation, spacing connectors of adjacent wires, concealing the receiver antenna, covering all of the wires, leaving exposed the 14 Ampere fuse and making countless adjustments to the length of the many wires going to and from the receiver, battery and fan.

I now have just what I wanted, a way to manually lower my engine temperature completely independent of and without any modification made to my Jaguar XK-140. Best of all, I can install or remove it all in less than one minute.

Let me thank the members of JANE for letting me be a part of the gang. I'll see you at the next event and ready to show you my cool cat, Persia.

**Respectfully I remain,**

**Paul E. Rikert, former USAF Pilot, former Ski Instructor, and former Husband**

**FAN kit labeled as shown at right**

- 1) Carrying bag
- 2) Derale fan
- 3) Radiator heat shield
- 4) Covered circuit wire
- 5) Transmitter
- 6) Rubber wedge fan holder
- 7) Rubber hose receiver module holder
- 8) Alligator clips
- 9) Wire connectors
- 10) 14 Ampere fuse holder
- 11) Receiver module/circuit connector
- 12) Receiver module





Not to brag, but!!! 3rd Place - First Time out!

By Tom Letourneau

I finally got "Miss Daisy", my 1961 Jaguar Mark IX, back from George at South County Motors on Monday of last week; so Maureen and I decided to take it down to Edaville RR, in Carver, MA., yesterday for its first public showing at the big British Car Show, sponsored by the NE MGB Club, and to represent JANE! We had a fun day, won 2-large door prizes and came in 3rd-Place for Best in Show!!!!!!!!!!!!!! (won a trophy)



I got beat out of 1st-place by a gorgeous Morgan Roadster (one I have never seen anywhere before) and 2nd-Place was probably one of, if not, the most beautiful Red and Black Austin Healey 3000's - a Mk 3 - that I have ever seen! So, while the Jag still has a little bit more work that need be done to it, (once I can come up with some more money - an endless task here - I would have to say, based on the many, many comments and accolades I received yesterday, from a definite Pro-British car Crowd, (excuse me for not being humble!) that the efforts thus far, over the past 4-years, have been worth it!



Now if only I can come up with some buyers for my other, hardly ever used, toys I can start working towards getting either a Big Healey (3000, 100/6 Or 100/4) - a Morgan (any model) or a Jaguar Roadster (XK-140 or XK-150) - Perhaps if God is Good and/or I win the PowerBall

## JANE Distributor Tech Session

Donovan Motorcar Service

Saturday, November 12, 12 Noon

4 Holmes Rd., Lenox, MA

**“A Properly Done Distributor  
is Vital for Best Performance”**

We'll cover common Distributor faults, Centrifugal advance, Vacuum advance, test condenser and coil, practice properly setting dwell, set timing using both Static and Dynamic procedures, and demonstrate the effects of over-advance on a running engine.

What is a dial-back timing light? Why use it? This will be a real “hands on” Tech Session that will teach us all something. For those with a more modern “bent”, Brian will demonstrate an electronic ignition system and talk about the advantages and pit-falls of that system for our classic Jags.

ARRIVE AT NOON.....explore the shop, socialize, look at cars. Box lunch and beverages provided. The Tech Session runs from 12:30 to 2:30 which will allow us all an early start home. Cost....\$12.00 covers lunch, coffee, beverages.

MAIL cash or check made out to JANE to Adrian Curtis, 39 Curtis Rd., Gilford, NH 03249 by 11/5. (I'll try to set up some car-pooling once I see who's coming and where you're coming from). Contact me at (603)293-4938 with questions.

FLASH.....Mike Eck will join us from the Jaguar Touring Club with his new “PSD Electronic Ignition System” which has been developed for use in any NEG Gnd foreign or domestic car with a 12V, points-type ignition system. The benefits of Mike's PSD system are numerous. Steve Weinstein wrote it up in the new Jaguar Journal and this peaked my curiosity..... Want a rev-limiter in your Jaguar? This can be it!

### Avis Mello Outing

JANE members spent a gorgeous day at Avis Mello's Lake Winnepesaukee home, enjoying the water, the boats and the food.

About 25 JANE members and guest arrived at around 11:00 on the 10th of September. If there was a chill in the air, things were warmed up with Memosas and Bloody Marys. Soon, there were people in the lake, enjoying the water. Those who didn't went out in Avis antique power boat to cruise the lake.

Soon it was time for lunch, delicious BBQ'd burgers and chicken, a variety of salads and other sides. The dessert assortments topped off the meal.

After lunch, it was time to relax and un wind on the deck overlooking the lake, visit with old friends and meet new ones.

Avis is a gracious host and we all enjoyed the day at the lake and her lovely home

We all had a wonderful day with great weather at a great outing.

If you didn't n make it, try to next year.



Top: A Hurricane Katrina victim, looks like a XK8  
Bottom: Tom Jaycox Jags at Lime Rock Park



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## JAGS AT THE ROCK

By Stu Forer

The Rolex Vintage Fall Festival occurs on Labor Day weekend each year, and is the premier vintage sports car racing event on the East Coast. The entrants are from most States, Europe and Canada. The event is held at Lime Rock Park in Connecticut. It is organized by Steve Earle's General Racing, Ltd. with the help of the Vintage Sports Car Club of America. Steve Earle also presents the Monterey Historic Races, the Wine Country Classic and, the Coronado Speed Festival. The featured Marque this year was Aston Martin.

Thursday, September, 1<sup>st</sup> was registration and tech inspection. I left my home in Rhode Island on Thursday morning and drove to Sheffield, Massachusetts which is about twenty minutes from Lime Rock. I picked up my XK 120 OTS (chassis #: 674768 - racing number 48) and drove to Lime Rock to register and get tech inspected. My XK 120 must run drum brakes, 16 inch wheels, 2 SU carburetors and, Dunlop bias ply tires. It must resemble a car that raced in 1951 except for safety equipment. The driver must also have appropriate safety equipment A current medical exam is also required.

After I registered, I located the company that provides my race service, KTR of Ayer, Massachusetts. KTR was looking after 16 cars for the event. I was parked next to a XK 120 OTS owned by Robert Paltrow of Armonk, NY. , the uncle of actress Gwyneth Paltrow. On the other side was the 1962 Ferrari GTO of Sandy McNeil of Bayport, NY. Her GTO is the only original un-restored Ferrari GTO in the world when new driven by Mike Parks and Roy Salvadori for Scuderia Ferrari. That evening, I joined Bruce MacInnes, race car driving instructor and his daughter to end a delightful day.

Friday morning was beautiful was devoted to practice for the races on Saturday and Monday. Lime Rock has no racing on Sunday so it is devoted to the Concours.

This year the cars were divided into nine race classes. Jaguars figured prominently in two of those; Group 3 – 1946-1955 Sports Racing & Production Cars over 2000cc and Group 8 – 1962 – 1966 GT & Production Cars. I was entered in group 3. It had three other XK120's; the Robert Paltrow car, Tom Jaycox, Jr.'s 1954 OTS and Bruce Male's alloy XK120. Tom Jaycox, Sr. brought his C Type and displayed it but did not race it. Tom Sr. had raced both the 120 and C Type in the SCCA. Also entered was event organizer Steve Earle's C type. Steve also drove to and from the track from his hotel in his newly acquired XK 120 OTS. Another Jaguar based car in our group was Bob Millstein's 1953 Hansgen-Jaguar Special. This is a famous car that was built by Walt Hansgen, a noted 1950's race car driver. It started life as an XK 120. and has a light weight aluminum body and a modified engine and suspension. Bob, who is from Briar Cliff Manor, NY, said that it weighs about 500 pounds less than a standard steel bodied XK 120. Bob also had a beautiful Aston Martin DB4GT on dis-

play in front of the Aston Chalet. Since Aston Martin was the featured marque, one of the permanent buildings on top of the hill was reserved for members of the Aston Martin Owners Club (AMOC). As a member of the AMOC, I was able to relax in air conditioned comfort in the Aston Chalet. Other AMOC members who also race Jaguars include Steve Gordon who races a XK 150 FHC and, of course Bob Millstein.

Group 8 had the beautiful Jaguar Select XKE's prepared by Brian Donovan. His cars were driven by Bob Hebert, an accomplished and long time Jaguar racer, and, Jack Bosch. Bob won his race on Monday beating Cobras, Corvettes, GT-350s and others. Group 5 also contained a car of interest to JANE members. It is a 1958 Lister-Jaguar Costin. It was driven by Michael Silverman who with his father publishes Vintage Motorsport magazine. The car was originally owned by Briggs Cunningham. He was the great American sportsman who ran his own cars at Le Mans and was one of the founding fathers of road racing in America. Briggs Cunningham was also a Jaguar distributor and campaigned D Types and Light Weight E Types. He also commissioned the Lister and Costin created an aerodynamic body for the car to run at Le Mans using D Type mechanicals.



The first practice session on Friday went relatively well for me. My XK 120 was running a little hot and started to overheat. I pulled in early. Dave, from KTR examined the car and found that one set of points on the dual point Mallory distributor were almost totally closed. The timing was also too advanced. I had a spare distributor and it was installed. It ran well.

During the second practice session, the car ran well until it got hot. It then started to miss and I brought it in. While parking it, the upper radiator hose blew and drenched the car with hot water and steam. This situation continued all weekend. The car would run well and then start to miss and overheat. I sent it back to KTR found after the event. it had blown a head gasket.

The Friday night banquet featured Carroll Shelby as guest of honor. He had driven an Aston Martin to victory at Le Mans in 1959 and Aston was the featured Mar-

### JANE's tentative events calendar

Event	Place	Date	Contact
Foreign Car Day/tour	Tenants Harbor/Owls Head, ME	October 8-9	Dave Herrick
JTC Slalom	Randolph, NJ	October 22	Steve Weinstein
JANE Ignition Tech Session	Donovan Cars, Lenox, MA	November 5	Adrian Curtis
JANE holiday party		December	

que. He had also raced both XK120's and C Types. He was a terrific speaker and entertained everyone. Race drivers Brian Redman and Sam Posey were also at the banquet. John Fitch was in attendance and was autographing his new book

Saturday was another beautiful day. We had more practice and the first of two races. I ran until the car overheated. By Saturday evening my wife had arrived and she had prepared dinner. Jaguar owners Tom Jaycox, Jr. and Steve Gordon came along with Bob Doyle. He and Steve are judges at the British Invasion at Stowe, Vermont.

The Concours took place on Sunday which was another beautiful day. Other JANE members that entered the Concours were Jerry Robinson with his beautiful Mark V, and, Jim Roberge with his very hot XKE racer. Arnold Friedlander of JCSNE, had his gorgeous XK 120 DHC Jerry won Foreign Sports Open, 1948-1967 and, Jim won Production Race Cars to 1985. Foreign Sports Open, 1968-1976 was won by Thomas Howard in a 1969 XKE OTS. I had not been able to clean my engine compartment after the radiator hose broke and, I lost 5.5 points for the engine compartment. The rest of the car only lost .7 points with a total score of 93.8



**Arnie Friedlander , JCSNE, & his XK120 DHC**

There were a number of notable cars in the Concours. Best of Show was won by Sam Mann for his 1932 Chrysler Imperial that had originally been built for Walter P. Chrysler. This car had previously won Pebble Beach. Sam

has won Best of Show at Pebble Beach four times, including this year in a Delahaye. Sam is also a vintage racer who was entered in group 1 in a 1937 Maserati 6CM. Other significant cars were the Road & Track Award winner, a 1939 Delahaye owned by Malcom Pray, one of the early designs that was thought to inspire William Lyons for the design of the XK 120. There was also a huge display of Shelby cars of all types, this larger due to the presence of Carroll Shelby.

#### Stu Forer on the track



The feature races were on Monday. My race ended when the new water hose came off and I spun in my own water on the fast down hill corner leading on to the main straight. Fortunately, neither my car nor any others were damaged.

The best races were group 7, with Sandy McNeil in her Ferrari GTO battling with Jim Freeman in his Aston Martin DB4GT ex factory light weight race car. This battle had the fans on their feet for the entire race. Jim eventually won. former owner of the ex Briggs Cunningham Lister Jaguar. The other spectacular race was the group 5 race. Brian Redman started at the back of the field in a Scarab and went on to win.

It was a fantastic weekend despite my troubles. There was a flea market that operated the entire time. There were many fascinating displays and booths. Rolex had a large display featuring historically significant cars. BMW had a large display of new and historic BMWs, BMW motorcycles and Minis. Artists, book and magazine vendors and many others had displays.

The surrounding countryside is beautiful. Try to make it



## ***J.A.N.E.'s Owl's Head Tour: Oct 8-9, 2005***



- **Saturday, October 8<sup>th</sup>**
  - Meet 9:00 am, Sat Oct 8th at Portsmouth Traffic Circle Liquor Store
  - Lunch at Samoset Resort, Rockport, Maine
  - Scenic ocean view drive from Temple Heights to Bayside
  - Dine and spend the night at East Wind Inn, Tenant's Harbor
- **Sunday, October 9<sup>th</sup>**
  - Attend Foreign Auto Show at Owl's Head Transportation Museum

### Owl's Head Foreign Car Day

The last planned trip of the year is planned for Owl's Head, ME and a day at the Owl's Head Foreign Car Show. It's on the Columbus holiday weekend, the 8th, 9th and 10th of October.

Last year, most JANE members stayed at the East Wind Inn at Tenant's Harbor ([www.eastwindinn.com](http://www.eastwindinn.com)). It's convenient to not only the Owl's Head Museum, but also to Rockport, the hub town in the area. Several JANE members bid and won a week at a nearby summer home at the Larz Anderson dinner and will be staying for weekend and the following week. They'll be attending the Car Show as well as other JANE events planned for the weekend.

The weekend starts at the Samoset Resort in Rockport with lunch. Take US Route 1 north out of Rockport and you'll see the signs on your right for the Samoset Resort.

Dinner on Saturday night will be at the East Wind Inn in Tenant's Harbor so if you can't make it for lunch, join us for dinner.

Once again, Dave and Liz Herrick will help in planning and coordinating the event.



**For Sale: 1973 Jaguar XKE Roadster Series III V 12.** 46,525 miles, 2nd owner, purchased 17 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 p4t@adelphia.net) 0905

**For Sale 1986 Jaguar XJ6.** Partially restored. Runs good. 118K miles. Complete SS dual exhaust, new air flow sensor, plugs, wires, dist. cap, water pump. Body work and window gasket replacement done. Interior clean. \$2000 call (207) 247-3385 or e-mail sharpei@sacoriver.net. 0905

**For Sale 1995 XJS12 Convertible:** 87K miles, BRG, Oatmeal leather, Tan top. More details-- call Bill Read at 508 945 6022. Asking \$13000.00 1205

**For Sale: 1961 Jaguar MKII Dark Blue/Grey, ground up restoration** completed by the Vicarage Classic Car Co in England. The car took over one year and \$100K to rebuild to US updated standards. Looks and runs beautifully. It has been updated to include air condition, power windows, five speed and a sun roof. Will consider trade of E type, XK, or \$45K cash. Bob Ritz 617 308 0709 or bob@ritzinc.com 1105

**Wanted: An XK-150 or an XK-140 Convertible/Roadster.** Looking for a car (must be running with no major issues) not a Concourse "Ga-Zillion \$\$\$ Restoration!", a Jag that I can, over time, set-up for Vintage Car Racing and still drive on the street And what I need to find someone with one of these models that would be willing to take a very nice 1977 Corvette (Pace-Car type scheme in Dark Blue and Silver) and/or (Both) an impeccably prepared 1988 Alfa Romeo Spider "SCCA ITB" (Prepared for Road Racing) in trade and/or as prices dictate, partial trade?? The Alfa has been being built over the past 12-years and all work was done by two of the top Alfa Specialty Shops here in New England and no expenses were spared! If this appeals to anyone and you want to pursue it more, E-mail me for pictures, more info, etc. and/or call. Tom Letourneau - Cumberland, RI - (401) 334-3315 and E-mail is AlfaRacer1@cox.net 1105

**For Sale: 1997 XJ6 L:** Black/Biscuit; second owner, 71,000 miles, 12 disc CD changer w/ remote, excellent running, minor body flaw, upholstery excellent, slight head liner flaw, new tires & brakes; Drives like new. Serviced by Donovan Motorcars . Asking \$15,500; call Jackie; 413-442-3126 0905

**For Sale: 1973 XKE Series III V12 roadster;** 50,000 miles, 4 spd . excellent condition, recent paint, new tan Connelly leather interior & rugs, new canvas top; runs great, 6 CD player, trunk mounted, dark blue; beautiful car; \$37,000 OBO; John Pardee, 508-366-0424 1205

**For Sale: 1998 XJ-8 Meteorite Silver with Cashmere interior** 49,900 miles in excellent condition. Good tires, brakes, recent battery. Van den Plas mats, XJR grille great looking Jag. \$16,500.00 or best offer. Owned by me for last two years serviced by Jaguar techs. Car is in Brookline, MA ; can be seen anytime contact Ray O'Brien home 617-734-5949 evenings or days at 781-939-5502. 0705

**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:

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J.C. Taylor Antique Automobile Insurance has been in the insurance business since 1929, and has been writing collector automobile policies for at least 49 years (records are unclear as to the exact date the first policy of this type was written). Based in Upper Darby, Pennsylvania, J.C. Taylor is licensed to write collision and comprehensive coverage in every state (and the District of Columbia), except Hawaii, and licensed for liability in every state (and the District of Columbia), except Hawaii and North Carolina. We have been involved in the collector auto hobby even longer than we've been insuring vehicles, and even the current president of the business owns several antique autos.

The best way for J.C. Taylor to stay connected is through the many clubs that we support and often insure. A "sister" company, J.C. Taylor Agency, has been insuring auto clubs for nearly 50 years as well- including the Jaguar Association of New England. We understand that clubs and the gatherings and events they develop are the lifeblood of the hobby, and they (you) keep the passion alive.


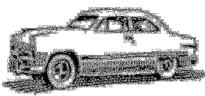
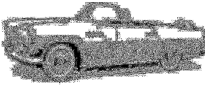
Some companies may be high-tech and some may be flashy; we at J.C. Taylor know that the most important things are *the cars!* We work hard to protect each and every vehicle and driver with the best coverage available, and we have the experience to back it up. So all you have to do is Drive Through Time... With Peace of Mind.

If you have any questions about antique auto insurance, please feel free to visit our website, or give one of our representatives a call. Whether you are interested in the terminology, benefits of different levels of coverage, or standard underwriting regulations, we can provide you with the information. Visit [www.JCTaylor.com](http://www.JCTaylor.com) or call 1.888.ANTIQUE (1.888.268.4783).

J.C Taylor's ad is on page 2 of this issue

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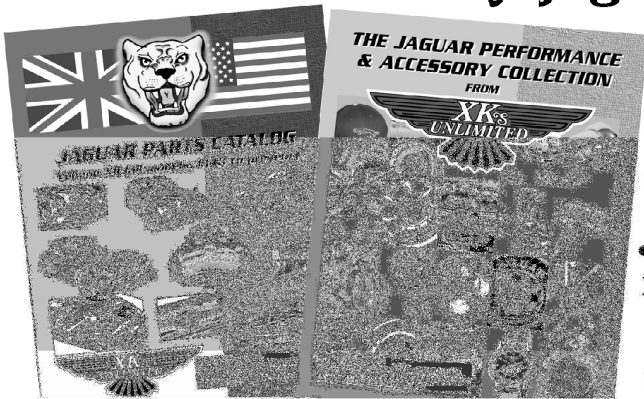
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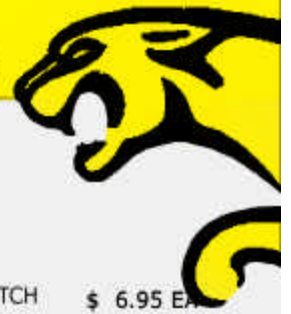
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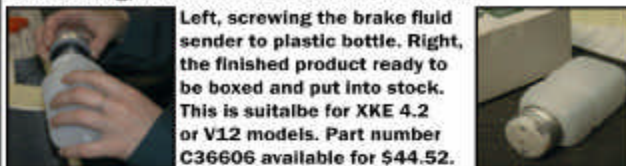
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**SOVY UK** : When S.N.G Barratt Group acquired Sovy UK during the early 1990's it was due to close and cease production. This would have been a severe blow for the Classic Jaguar movement as all models from late 1950's to the mid 1980's had SOVY braking components fitted. Many of our electrical products are produced and manufactured by the highly trained staff who work in SOVY UK at our headquarters in Bridgnorth, Shropshire.

#### Brake Fluid Reservoirs



Above, Component parts for the brake fluid reservoirs waiting for final assembly. Adding the rubber washer to the aluminum shell before fitting, this ensures a secure fit and no leaks.



Left, screwing the brake fluid sender to plastic bottle. Right, the finished product ready to be boxed and put into stock. This is suitable for XKE 4.2 or V12 models. Part number C36606 available for \$44.52.

#### XKE Indicator Switches



Pictured above is a box of XKE indicator switches waiting to be tested and boxed before going into stock. Below each switch is being thoroughly checked on a testing rig to ensure they are fully operational before being sold. In order to maintain the highest possible standard of quality control, all parts made by SOVY UK are subject to strict checks and controls. This particular switch is for the XKE Series 1. Part number C25254 available for \$198.87.

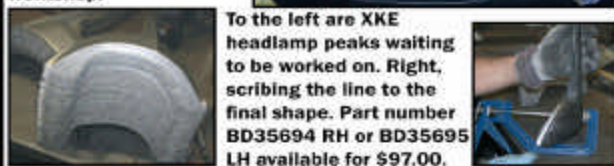


#### XKE Brightwork

Above XKE Series 3 rear bumpers bumpers ready to be worked on. Left, the process of finishing to take off the excess weld, before being polished, copper plated and chromed. Part number BD36794 RH or BD36795 LH available for \$335.62



A large proportion of the XKE Brightwork we sell is manufactured in our workshop.



To the left are XKE headlamp peaks waiting to be worked on. Right, scribing the line to the final shape. Part number BD35694 RH or BD35695 LH available for \$97.00.

#### XK Jacks



Part of the process that goes into turning the above jack handles into the finished product on the right. This jack is for use on XK models. Part number C2953 available for \$154.71.



### S.N.G Barratt Engineering

The S.N.G Barratt Engineering Department is our own onsite engineering and fabrication facility. Here we manufacture a huge range of parts for various models, including petrol tanks, expansion tanks, over-riders, the list is endless. We not only manufacture parts for your Jaguar, but also some of the tools you require to work on your car, for example timing chain adjusters, scissor jack handles as well as jacks for XK models (see above).

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