

JAGUAR ASSOCIATION OF NEW ENGLAND

# CO VENTR Y CAT

VOLUME 7 NUMBER 12

DECEMBER 2005



Carl Hanson's beautiful XK120 coupe at it's first outing, JANE's 2005 Concours at Sturbridge

**INSIDE THIS ISSUE:**

<b>FROM THE EDITOR</b>	<b>1</b>
<b>BRUCE CAKE LETTER</b>	<b>1</b>
<b>CARL HANSON RESTORATION</b>	<b>3</b>
<b>ENGINE REBUILD</b>	<b>4,5</b>
<b>DISRIBUTOR TECH SESSION</b>	<b>7</b>



**INSIDE THIS ISSUE:**

<b>SAFETY SEMINAR</b>	<b>8</b>
<b>KTR TECH SESSION</b>	<b>8</b>
<b>PARTY/AGM</b>	<b>9</b>
<b>CLASSIFIEDS</b>	<b>10</b>
<b>OUR ADVERTISERS</b>	<b>11</b>

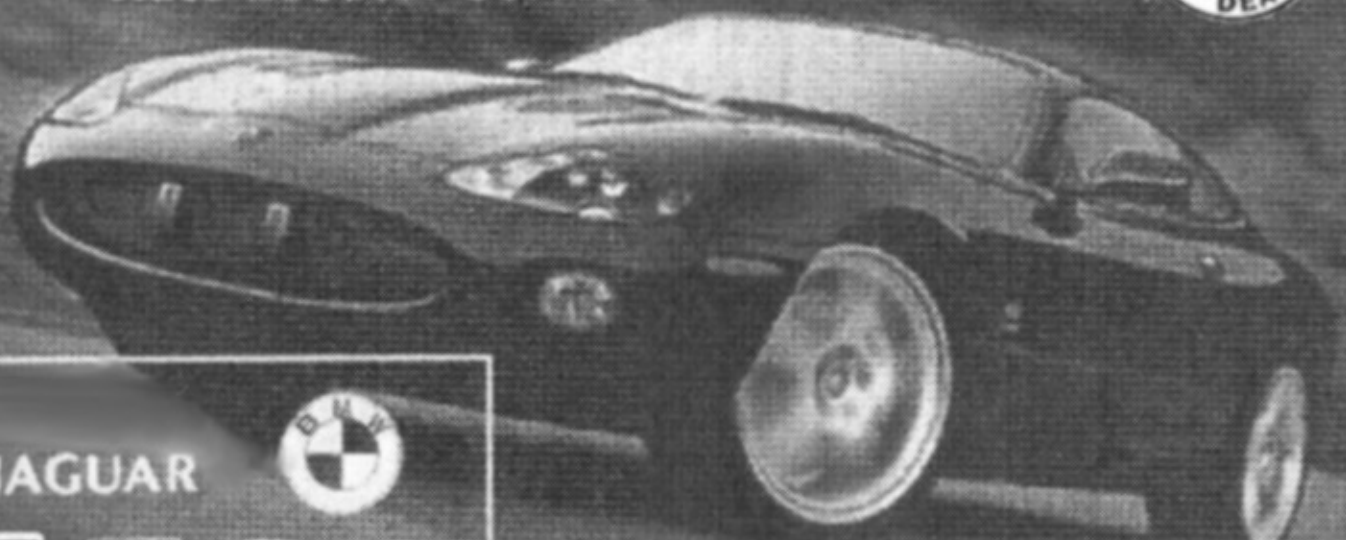
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**Jaguar Association of New England  
2005 Calendar of Events**

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 2006**

**Janet Guthrie, LAAM, Brookline, MA Nov 5**

**JANE TECH SESSION, Lenox, MA Nov 12**

**FEBRUARY 2006**

**JANE CHRISTMAS PARTY/AGM.....Dec 4**

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

From the editor

Another year comes to an end and with comes another changing of the guard. Karen Bates ended a very successful term as our president and Carl Hanson starts another stint at the helm of JANE. Our newly elected officers are tackling their assignments with renewed vigor.

Carl has already started in planning next year's agenda and reports that the events calendar is filling up quickly. He and Dave Randall are scheduled to meet soon to firm up some of the dates so get in touch with Dave (he's leaving on an extended vacation to Arizona, Texas and California).

After three and a half years, I soon will be relinquishing my position as your editor, but it's time to move on ( my Jaguar needs me).

I'd like to make note of David and Patricia Reilly's departure for warmer climates, Tucson, Arizona. Over the years, they have been contributors to JANE and will be missed by us all.. Happy retirement to you both.

Harry Parkinson

**J A N E OFFICERS**

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**Concours: Ed Hall (508 853 8193)**  
**Carl Hanson (781 275 2707)**  
**Chief Judge: Eric Hagopian (413-821-8987)**  
**Advertising: Harry Parkinson (603 882 9367)**  
**Editor: Harry Parkinson (603 882-9367)**

30 Coburn Ave.

Nashua, NH 03063

E-mail: [harryparkinson@comcast.net](mailto:harryparkinson@comcast.net)

**MESSAGE FROM JANE MEMBER IN NOVA SCOTIA**

As a member of JANE, it would again be my pleasure to co-ordinate, in concert with BATANS, a visit to Nova Scotia in 2006. On the occasion of the last visit, it was timed to take in the Nova Scotia Tattoo, a world class event which happens the week around 1 July. (I don't, at this time know the exact dates)

If we follow a similar format as the last visit, we might centre events in and around Dartmouth, use the Dartmouth Yacht Club's facilities for a pig roast or some sort of meal, do some day trips to points of interest, have members of the yacht club take us on a tour of the harbour and have a car show at the club. Good hotel accommodations are nearby.

I am still a member of the club and am still employed as the Office Manager. I'll try not to come down with kidney stones again! I look forward to help in any way I can, I know that yacht club members are still talking about the last trip and the meal.

Regards

Bruce and Anna Cake

(A JANE trip to NS is being planned for this summer...ed)

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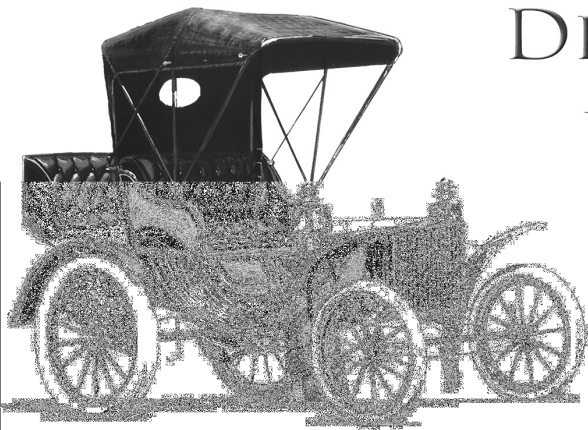
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**Restorations ( December 2005)– by Carl Hanson****On the Road!**

*(After a long absence, we have another article about the restoration of the earliest listed XK120 FHC in the country, Carl Hanson's 1951 car. This restoration has been going on for ten years now. Let's see what he says about his progress.....ed.)*

It is only appropriate that I write an article for this issue of the Coventry Cat. Maybe it is the sense of impending closure? Completion of the project? I don't know. But I feel I owe you all some progress report since the last time I described the restoration of my XK120 Fixed Head Coupe. So here goes....

A lot has happened since the last report. We fired up the engine after finding the correct starter motor – that got reported all right. Then there was a flurry of activity around installing the bonnet, renovating the turn signal switching gear, installing the Bill Bassett interior kit, installing the window frames, and making everything work to get a running machine in time for the JANE concours in August. All that information will be the subject of future articles. But the key piece of information is that the car did appear at the concours – not in competition because the interior was not completed in time—but as a display vehicle. And here is my favorite picture of the car taken on the shore of Cedar Lake, just outside our room at the Sturbridge Host Inn and Conference Center.

To be honest, the car was not driven, but trucked out to Sturbridge, thanks to Ed Hall and his staff. And it garnered quite a lot of interest....experts telling me what was not right, and admirers saying what a beautiful car it is!

So at that time, the car had not been driven more than a few hundred feet from the parking lot to the show field and back again. In the following month, I put on quite a few miles around our hometown of Bedford to start working out the bugs.

One memorable drive was on a day when the temperature hovered around 100 degrees and the brakes were seizing as I drove into John Brady's driveway about a mile from my home. The engine was seriously overheating and the brakes were seized solidly! And it was starting to rain. In a move similar to triage, we bled the brakes to release them and removed the thermostat to restore temperature. I was able to drive home before the deluge. The cures were a bit more involved than the symptoms, however. Someone on XK-Lovers (internet site) suggested that the master cylinder should be looked at – it sounded like the brake pedal was not releasing all the way. Sure enough, the "draught excluder" rubber pad was impeding the full retraction of the brake pedal! After sliding it down the shaft a bit, the brakes released just fine!

With the brakes operating properly, I have been able to drive around the county in ever-widening circuits. Temperature is holding steady while driving, and climbing while idling, so back went the thermostat. All is working fine to date (knock on wood!).

My goal is to drive enough to gain confidence in taking longer trips... like to the famous Brigadoon rally in May, and to our planned Nova Scotia run next July!

So there is the current situation ... still some bugs to work out (like why doesn't my radio work? And why is there a gas smell in my garage?) and the interior needs to be installed by next spring. In all, I am happy with the outcome of my project. There is no more beautiful car than the XK120!



**The interior of Carl's XK120 coupe**



**Carl's coupe just home from the paint shop**



I have been working on an engine rebuild article. Well here is my stab at infamy. What follows are a series of articles about XK engine rebuilding. It is geared to be more for the techy crowd that knows some engine basics. As some of you may know I am making an attempt to make a living at what I love that is messing about with Jags. Ok enough introduction lets get down to business.

The engine I will be using as an example is a 3.8 Liter engine from a 1964 series 1 "E" type. The car had roughly 70K miles and spent it's early life pampered in Carmel California. My client bought it there and drove it east to subject it to less sublime conditions. None the less the car and engine are in relatively good shape. I will skip the disassemble stage as in Jag manual terms assembly is the reverse of disassembly.....

Once the engine is broken down into individual parts the task of assessment is done. In this engine's case the crank was determined to be out of spec in the con rod journals. Upon measuring the gap between the piston rings and the groove in the piston it was determined that the pistons were toast. As far as the head was concerned both the valves and the valve guides were worn beyond spec. So at this point the major players in the engine are exposed and scrutinized. These are very normal conditions in an XK engine rebuild. So it is off to the machine shop we go. The block will be bored out to accept new pistons which are .020" oversize. In this case I was able to get AE pistons and rings. They come with rings installed and separate wrist pins. The pistons come with instructions on what bore diameter the block is bored to, the pistons being aluminum expand at a higher rate to the iron block. When the engine is running and up to temperature the clearances are all correct and everything is right with the world. The piston company takes on this burden and tells you what bore diameter to bore. So the machine shop bores a bigger hole than what is there and then uses honing device to put cross hatching in the bores. Cross hatching is used to wear in the rings. Another story here.

I started with the block and installed new core plugs (see pic) The original ones are removed to help to clean out the water jacket. With a wire and some compressed air one can remove a lot of crud. Another option is to have the block ultrasonically cleaned or dipped in caustic solution. Another option is to have the block baked. I have heard of blocks being warped so badly they needed to be line bored. Not recommended at least for a street engine. This engine had the dished type plugs. Some call them Dorman plugs named after one company that makes them. Later engines used cup shaped plugs called welsh plugs. It is imperative to thoroughly clean the counter bore area. Then use a good quality sealant like anaerobic gasket maker by Permatex. Work the plug (concave side out) down into the counter bore by taping the perimeter of the plug not the middle. Once the plug is fully seated use a mandrel about 1" in diameter and hammer the mandrel. Never hammer the plug directly, there is a chance you'll crack the block. I hammer until the plug is nearly flat. Careful not to dish it the other way as this will trend to loosen it. At this point I clean out the main oil gal-

lery with a brass gun brush followed by a lint free rag. Now the main gallery plugs can be installed using sealant and the block is painted with high temp engine paint.

Next on the list is the rear main seal. This operation is fussy but very satisfying to get right and is the key to a leak free engine. It helps to have a seal tool but plenty of folks have done it without one. The seal is called a rope seal and is a tube of rubber surrounded by a weave of some kind of material. The manual informs us to press the seal into the seal holder groove and work it in so that in the end the seal is flush with holder. This is easier said than done but take your time and don't be afraid to start again. I find with the black seals which are coated with something it is best to not soak them in oil as the manual states. Do this for both the upper and lower halves. Try each halve on the crank and you can tell whether or not you are close to the right diameter. If you have a tool fit the rearmost main bearing carrier to the block and to torque to 83 foot pounds. Now install the seal carrier. Next lube the seal and tool and insert the tool working the tool back and forth until the tapered part of the tool has push the seal further into the groove. If it resists work the seal into the groove more and try again.

Well, you get the idea, The first installment is on the next page.

Wes Keys



**Above Measuring the crankshaft with a micrometer**

**Below: The connecting rod with bearings and pins**



## Rebuilding the XK engine

### Wes Keyes

This is the first in a series of articles about rebuilding the Jaguar straight six double overhead cam (DOHC) engine commonly referred to as the XK engine

The engine I will be using as an example is a 3.8 liter engine out of a 1964 series I "E" type which I am rebuilding for a customer. The car has roughly 70K miles and spent it's early life pampered in Carmel, California. My customer bought it there and drove it east to subject it to less sublime conditions. None the less the car and engine are in relatively good shape.

I will start the story at the end of the engine disassembly process. The engine is broken down into individual parts and the task of careful measuring begins. All bearings are saved and labeled as to original location. Bearings contain information which may need to be scrutinized later.

Starting with the crankshaft I found the connecting rod journals were worn and out of spec by .0005". One can usually accept that much wear on the main journals but the con rod journals take more of a beating and should be in spec. With 7 main bearings to distribute the load the XK crank is robust and is usually in fine shape. Most times it is in spec and simply needs the journals polished. This particular engine was very dirty inside and no doubt contributed to increased wear. Always remove the 6 plugs(see picture) in the crank and flush out the oil passages after the polishing or grinding is done and before installing new plugs. You will find a lot of "crud" hidden there waiting to be released and ruin new bearings. The plugs can be a bear to remove. I heat the plugs to an orange glow, and when cooling down, melt some paraffin in the threads. Do this a few times and usually they will come out. You may have to drill them out. Be sure to stake the crank around the new plugs. You don't want them coming out.

The wear on the main bearing shells was consistent from journal to journal, and in no place was the wear through the first layer into the second, copper-colored layer.. This is a good sign. If the block were warped, you might see uneven wear in the bearings as the axis of the crank had become curved. Severe overheating may cause the block to warp, but I haven't personally experienced it. If you suspect a warped block, have the machinist check it. It may need to be align honed, or if warping is severe, align bored. This crank will be reground .010" under and new oversized bearings ordered.

On to the pistons. I am measuring the gap between the top

piston ring and the groove in the piston. (see picture) The gap should be .001" to .003". This piston had a gap of .014". It is rare that old pistons will be in spec. Best to replace them. Simply putting new rings into old pistons is not recommended, as most of the wear is in the softer aluminum piston, not the harder rings. Original style pistons are available .020", .030" and .040"oversize. The cylinder bore wear in this engine is not excessive and there is no pitting so we will bore the cylinder only enough to fit the next size bigger pistons, roughly .020" bigger than original. I say roughly because the new replacement AE pistons state exactly in the instructions what diameter to bore the hole. The machinist will first bore the hole with a rigid tool that cuts a round hole perpendicular to the axis of the crank. Then a hone will be used to finish the hole and cut the all important cross hatching. More on that in the next article.

The connecting rods need to be checked for out of round in the big end. If they are out of round the machinist can rebuild them. They take a little material off both mating surfaces of the rod and the cap, torque the con rod bolts, and bore and/or hone the hole to the correct diameter. These con rod bores were actually a little small and left the factory that way. The machinist brought them into spec by honing them. The small end has a bushing pressed into it and can be replaced. The machinist can hone the bushing to accept the new gudgeon pin (or wrist pin in US terminology) that comes with the new pistons. My machinist liked the fit of the new pins in the old bushings so he left them in. The con rods will also be measured for big end width and the center to center length.

OK, we will haul the block, crank, con rods and new pistons to the machine shop and let him do his magic. Next time we will assess the head and start rebuilding the lower end of the engine.

### Measuring the ring groove; the old piston is on the left and the new one on the right



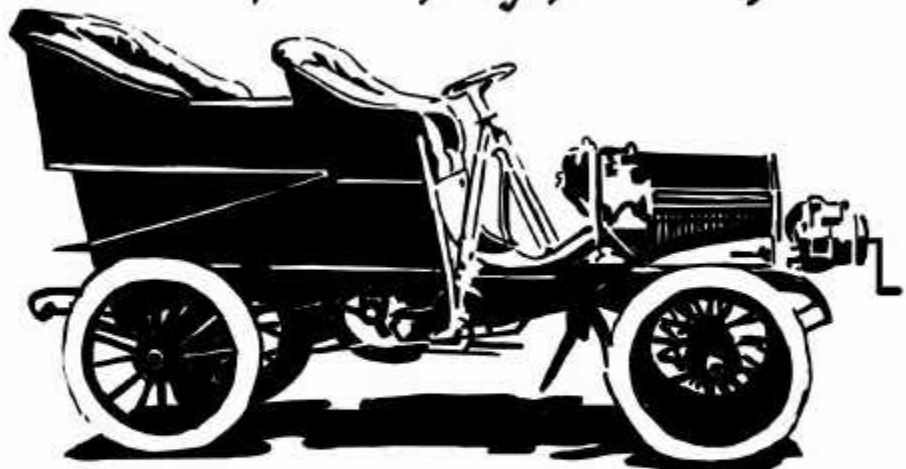


Left: Paul Rikert shows of his auxiliary cooling system, FANTastic". Right: A really neat installation, removable for Concours competition



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Top: Brian Donovan demonstrates the distributor machine: Middle: Henry fires up an engine showing the effect of ignition advance. Bottom: Mike Eck explains his solid state ignition system and had a demonstration as well. Photos by Adrian Curtis

### JANE Distributor Tech Session Wrap-up at Donovan Motorcar Service 4 Holmes Rd., Lenox, MA

Brian Donovan and his staff hosted over 30 JANE "home mechanics" to a great session on Jaguar distributors. Brian covered distributor models for the MIV Jaguar all the way up through modern electronic systems.

Brian emphasized the range of distributor model types, faults, maintenance, centrifugal advance, vacuum advance, and the setting of dwell. His SUN Distributor machine (pictured) was perfect for displaying cam "wobble" due to worn bushings and for showing a "smooth" dwell path when the distributor is in good shape. He set the machine up with a reconditioned point-type distributor, set the dwell angle to factory-spec 38 deg. (for XK120, anyway) and ran the RPMs from 1000 up thru 4000 with no appreciable movement of the needle.

Henry, Brian's engine man, started a rebuilt 3.8L on the test stand to show its timing marks and demonstrate their use using a modern "dial-back" timing light. He over-advanced the engine by rotating the distributor by hand causing a noticeable increase and then fall-off of the power curve.

Mike Eck drove from NJ to show his Point Savers Deluxe electronic module which he has designed for Neg Gnd points-type distributor systems. Mike's PSD keeps the spark at an optimum power level for any engine speed, helping the points to last longer w/o requiring adjustment or replacement. Mike's module is easily installed, can be by-passed, functions as a rev-limiter, and provides many safety features for our ignition systems. Mike also brought examples of his Jaguar clock upgrades (I'm a satisfied customer!) and showed his new laser timing system for JCNA slaloms.

Thanks to Paul Rikert for driving his beautiful XK140 from White Plains to Lenox on a cool day so that we could see his FANTastic, remote controlled, auxiliary cooling fan in action. Paul has done a great job designing a separate, easily removed, unit for those hot, traffic-stalled type days that scare can us.

Several Jaguars made the trip (not too many top down) for a good November turn out. There was lots of food, complimentary copies of Classic Motorsports' excellent article on distributors, and Jaguar Select Edition T-shirts for everyone, courtesy of Brian. Several of us made the quick trip to Stockbridge, MA and the Red Lion Inn pub for a debrief. Good times!!

### JANE's tentative events calendar

Event	Place	Date	Contact
JANE monthly meeting	Skips, Chelmsford, MA	Jan 25	Carl Hanson
JANE tech session	ATR, Ayer, MA	Jan 28	Stu Forer
Safety Equipment Seminar	HMS Motorsports, Peabody, MA	Feb 11	Margo Otey

Adrian (Curtis):

I am forwarding this email to Joe Marko at HMS Motor Sport. I am setting up a Safety Equipment Seminar with Joe for those interested in racing. I think Joe may be able to help with the helmet question as well.

The date of the seminar is February the 11th, 2006, Saturday. The location will be at HMS Motorsport, 3 - 1st Avenue, Peabody, Mass. They have lots of free parking. We will start the seminar at 11:00am but encourage people to arrive any-time after 10 am to see some of the displays beforehand.

The seminar will consist of discussion of seats, harnesses, helmets and rollbars. It will include some video on sled tests. Joe will also cover instructions for proper installation of safety equipment, and end with a Q&A. We will probably take a break at noon for pizza.

Joe is one of the advisors to the National Safety Council Advisory Board. He wrote the General Competition Rules for SCCA 2005 Proracing. I had originally spoken to Joe last spring about this seminar, but decided that people were more likely driving or racing in season and that this time would be better for a seminar. It also should allow folks time to install whatever equipment they decide on before the season begins.

I will get you more information, but I wanted to get this announcement out so that we can have people save the date, have Harry get it in the newsletter and have Dennis get it on the Website.

Thx greg

Dear Fellow Racing Enthusiasts:

For all racing events (ie. HPDE's) taking place next year, participants will be required to wear helmets rated Snell 2000 or better. New helmets rated Snell 2005 are now available. I am curious as to how many in our group might be interested in purchasing a new helmet? I think it may be possible to purchase at a lower price if we order enough helmets? There are some logistical problems to consider: the helmets would have to be distributed at the May slalom, or perhaps picked up from my home in Westboro, MA? I imagine we would all have to order the same style helmet, just in different sizes? My own recommendation is to purchase a full-face helmet, in white, with a clear visor. I'm looking for a head-count (ha!). Please email me if you would like to participate in a group purchase.

Margo Otey

KTR Tech Session scheduled for January 28

A JANE Tech Session is scheduled at KTR on Saturday, January 28th, 2006 at noon at KTR in Ayer, MA.

KTR has two divisions, a high end import performance center with a four wheel chassis dyno and, a vintage racing restoration and preparation center. They will demonstrate the dyno and show us all of their capabilities. KTR also services race cars at the various track events throughout the Northeast. They provide trackside service for my XK120 at the timed events at Lime Rock. We can also see the cars that they are working on and that they have in storage. To get a idea of KTR on their web site; [www.ktrperformance.com](http://www.ktrperformance.com).

The cost will be \$12.00 per attendee for the food.

The directions to KTR are as follows:

Directions from heading East or West from Boston.

1. Take Route 128 to Route 2
- 2' Take Route 2 west
3. Take MA-110 E/ MA-111 N via exit number 38A or B toward AYER / GROTON.
- 4: Travel to rotary and take 3rd exit onto MA-2A W/ MA-111 N towards Ayer and Groton. The exit is the first one past the McDonalds.
5. Continue on this road through downtown Ayer to a Mobil station on your left and Sovereign Bank on your right.
- 6: Turn RIGHT onto MA-2A/ PARK ST/ MA-111.
- 7: At fork in the road bear LEFT onto MA-2A. Travel past Route 2a Auto Sales, continue until you go over a set of railroad tracks.
- 8: Take the second RIGHT after the railroad tracks and then the first left. KTR is the tan building directly in front of you.

Stu Forer  
 160 Medford Street  
 Warwick, RI 02889-6432  
 Phone (401) 739-4171  
 Email: [dbmkiii@hotmail.com](mailto:dbmkiii@hotmail.com)

If you have any questions or comments, please contact me.  
 Stu Forer

### JANE Christmas party & AGM

JANE's annual Christmas party, at the Radisson in Chelmsford, MA on December 3 was a festive occasion with over 50 members and wives in attendance.

Avis Mello hosted the event which opened at 3:00 PM with a cocktail party and reception. A few members traveling longer distances arrived a little late as it had snowed earlier in the day, but once there, there a warm reception and holiday cheer to warm them up.

As the time approached 4:30, Karen Bates, our outgoing president called the meeting to order ( it took a few minutes to get everyone settled down). Karen presented several people with appreciation awards for their service to JANE during the past year before the nomination committee took over the proceedings. Ballots were handed out and the voting of officers was held.

The results were Carl Hanson was elected as our new president with Tom Moses as secretary, Don Holden treasurer, Dave Randall as events VP and membership VP Dave Herrick.



**Our host Avis Mello**

A delicious meal followed and as dessert was served, the Dutch auction followed. In the Dutch auction, JANE style, members bring gifts of approximately \$20.00. Each draws a slip with a number and the lowest number picks first. Alan Quinn had the lucky number one. He picked a wrapped gift from the selection. He opened the gift and showed it to the crowd. Then number two picks and opens his or her gift and shows it to the guests. Number one can exchange his gift for number two's if they like it better...and so it goes until all the gifts are exchanged and all the numbers are taken. Then, number one has the last pick of all. In Alan and Jessica Miller-Quinn's case, they picked a lovely stuffed Jaguar which delighted their son Gabriel.

As the members and their guests departed all agreed it was a great party. Thanks Avis, well done.

### This Was Supposed To Be Fun, Remember?

Don't spoil the fun you'll have restoring a car by taking on more than you can handle at first.

The result could be a bad case of burnout. The embarrassment of not finishing is bad enough. But it's also downright expensive when, after spending a lot of time and money, you end up with a disassembled car that's of use only to a used parts dealer.

This cautionary list is presented in no particular order of importance:

1. Buy the right car -one you are personally interested in, one you won't lose interest in or lose your shirt to the cost of repairing.
2. Make a financial forecast - add up the cost of what you think it will take to restore the car, then double it. Even if you plan on doing most of the work yourself, you'll have to call on a professional at one time or another, so don't underestimate costs.
3. Join a club. A lot of help and advice can be obtained by association with members who have been down the restoration road before.
4. Find an empty two-car garage and get organized. Space to tear down a car and to work on it is essential. Organizing parts as you go will help you find them again when it's time to put things back together.
5. Take lots of photographs. Pictures provide a record of how a clutch linkage, for example, went together before you took it apart. Shoot all details of the car before you disassemble.
6. Research your car. Get hold of old workshop and repair manuals that cover your vehicle. Many reproductions of these manuals are available today Also, check with "Classic Motorbooks" for books covering your car.
7. Face reality. A common myth is that you must strip a car to the bare frame and rebuild it for a proper restoration. Depending on the car's condition, just making it serviceable again is often a giant step in the right direction.
8. Start small and take frequent breaks. Work one part of the car at a time, rather than risk getting lost in every area at once. Complete one section, then take a break and enjoy what you have accomplished. Then move on to your next challenge.

A pro can restore your car in a lot shorter time span, but at a much greater cost.

If you like a challenge, do it yourself. It is going to take longer, but the satisfaction of doing it yourself is worth it.\*

-- *Classic Auto Restorer*



**For Sale: 1999 XK8 Coupe** - Silver exterior with Black Interior. 37,000 miles. Very nice condition. Must sell! \$17,000 Chris Kielb  
advance-welding@comcast.net or 413-734-4544 or 413-531-7580

0306

**For Sale 1989 XJS V12;** 68,000 miles. Starts right up, British Racing Green, Tan interior, Moon roof, New tires. New owner should be Jaguar mechanically inclined. Jag has been stored under cover indoors for 4 years while owner traveled. Photos can be emailed to serious inquiries. Asking \$3500. Call Richard Munson at 1-866-644-1502 or email [uniquelyk@tidewater.net](mailto:uniquelyk@tidewater.net), web site [www.uniquelyankeeofmaine.com](http://www.uniquelyankeeofmaine.com)

0106

**For Sale 1995 XJS12 Convertible:** 87K miles, BRG, Oatmeal leather, Tan top. More details-- call Bill Read at 508 945 6022. Asking \$11000.00

1205

**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](mailto:AlfaRacer1@cox.net)

1105

**Wanted: Good used, complete automatic transmission:** To fit a 1961 Jaguar Mark IX. Mine just died (no reverse or drive) and I want to find another one, to completely rebuild, before pulling this one out and replacing it. Will supply my old one, as a core, if necessary, upon completion of rebuild. Tom Letourneau - 24 Old Reservoir Road - Cumberland, RI -02864 - E-Mail [AfaRacer1@cox.net](mailto:AfaRacer1@cox.net) - Home (401) 334-3315

0106

**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: 1988 Vanden Plas 4.2:** Drive train excellent, Frame excellent, Body fair - some rust; one small dent; Interior fair; Brakes - good; needs front shocks; needs an expert in Lucas electrical system; \$2,250.00 or will swap; 508-798-2101 or 508-767-0064

0106

**For Sale: 1998 Jaguar XJR:** 89,803 miles at 11/08/05. Flawless silver with charcoal leather interior, 4 door sedan, supercharged V-8, big wheels and low profile Pirellis. A like new car with XJR élan. \$16,500. Tom Cashel, 27 Main Street, Walpole, NH 03608 (603-756-2909).

0306

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Their parts business include parts for routine service, maintenance, upgrade or restoration. They have a line of accessory items, parts for performance upgrade and racing applications. Jaguar specialty items include clothing, collectibles, gifts, books, manuals, and art.

Their web site supports all their array of product and services including an on line catalog for secure on-line ordering of stock items.

XK's Unlimited also has a restoration shop which builds Jaguars to customer specifications (Jay Leno has several from their shops). They support Jaguar clubs with parts discounts for club members and sponsor activities at the club level and the national (JCNA) level.

Check out their web site and order their 470 page catalog. The web site is [www.xks.com](http://www.xks.com)

**Bassett's Jaguar**

Bill Bassett, a long standing member of JANE, is also the owner/manage of Bassett's Jaguar in Wyoming, RI. Bassett's business is a combination of a restoration shop, parts business, service, and trimmer/upholstery supplier. Several JANE tech sessions at Bill's shop have demonstrated the depth and knowledge of Bassett's.




Bill sells performance parts as well as restoration metal made in the on site shop by Bassett employees. Similarly, Bassett's has a self contained upholstery shop who makes parts not only for on site customer restorations, but for kits as well for the hobbyist.

Bill is a frequent contributor to the Jag Lovers chat line where he lends his considerable expertise and knowledge in advising fellow Jaguar owners.

Bassett's supports JANE and JCNA through ads and contributions such as rallye trophies, much appreciated by members. His wife Joie actively campaigns in her XKE and last year won the "Fastest Lady" trophy for her national slalom performance. Joie also is JANE's rallye chairperson and shows her car at Concours, always finishing as a high points total car.


Contact Bassett's at either 401-539-3010, web site [www.bassettjag.com](http://www.bassettjag.com), or email [jagwillie@ids.net](mailto:jagwillie@ids.net).

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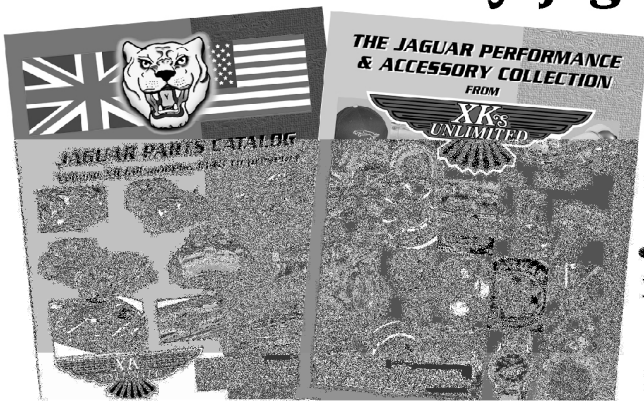
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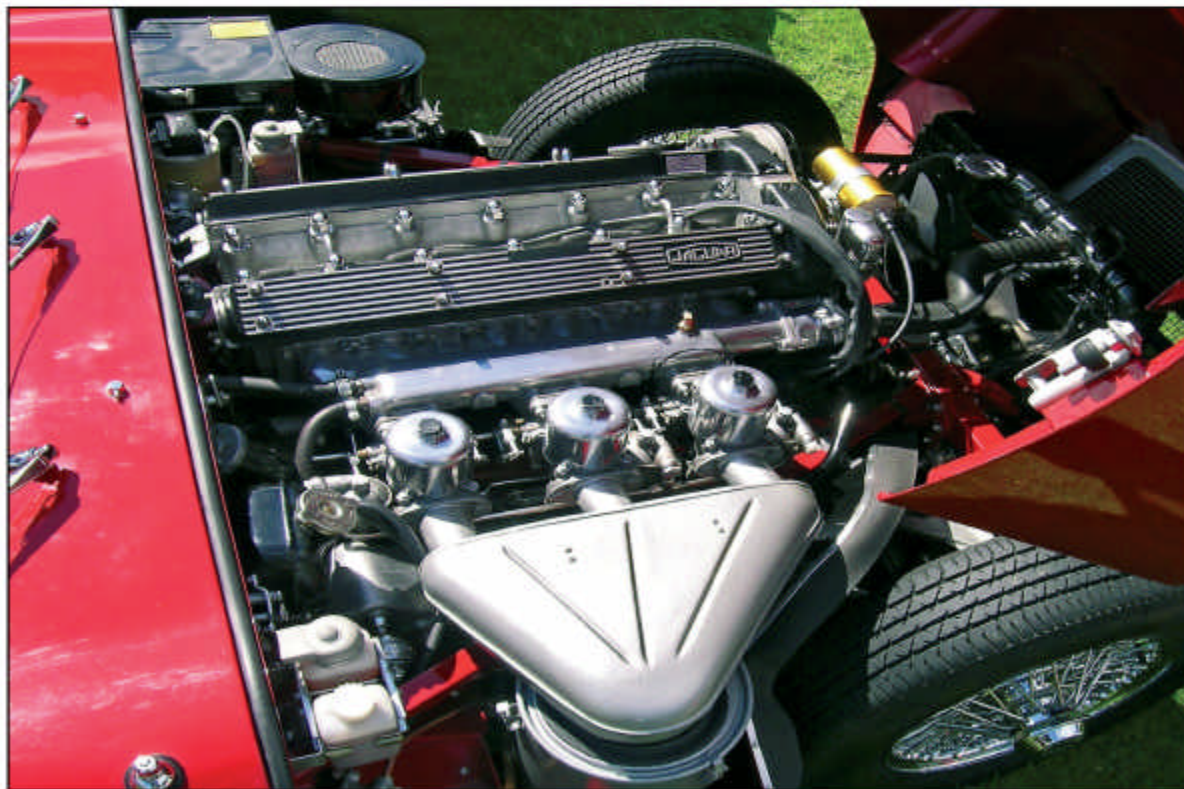
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