

COVENTRY CAT

VOLUME 8 NUMBER 1

JANUARY 2006



Scenes from JANE's AGM/Christmas party

Clockwise from the top left; Steve & Iris Handler, Prez Karen and her Yankee Swap; our hostess Avis Mello; Chuck gets his appreciation award from Karen, Peggy and Ray Binder and old friend Adam Owens: Pat Reilly gets here award also; Margaret Caruolo; the Herricks; and in the center, Gabriel Miller-Quinn, a boy and his Jaguar

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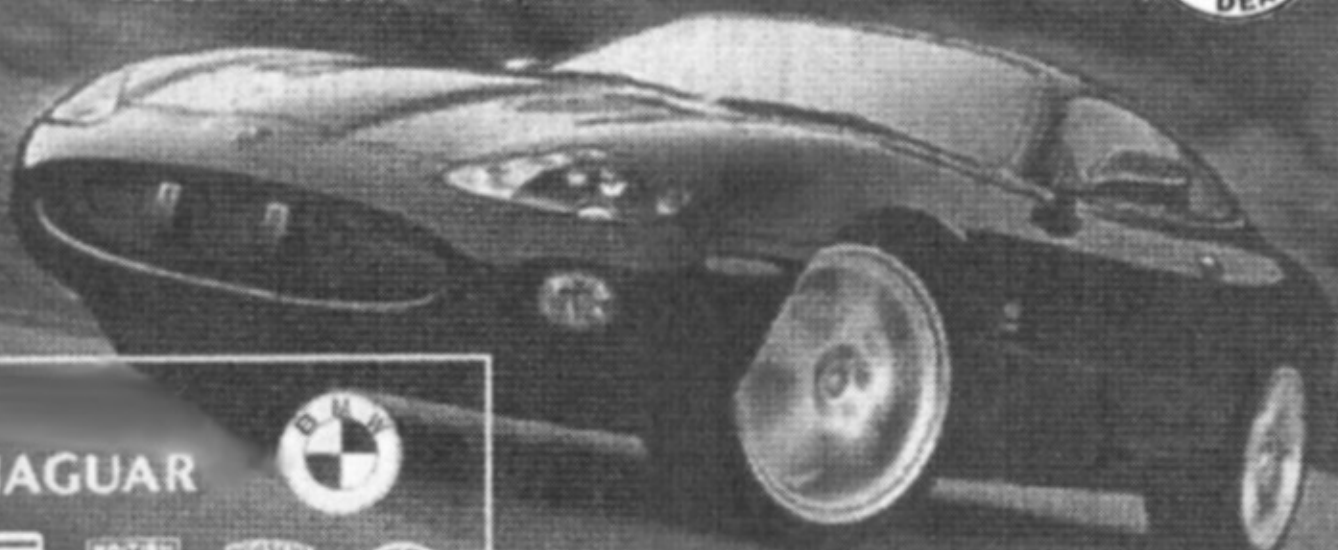
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**Jaguar Association of New England
2006 Calendar of Events**

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

JANE meeting, Skip's Chelmsford, MA.....Jan 25
JANE tech session, KTR, Ayer, MA.....Jan 28

FEBRUARY 2006

JANE tech session, HMS, Peabody, MA.....Feb 11
JANE meeting, Skip;s, Chelmsford, MA.....Feb 22

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

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JANE on the Web

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President's Notes by Carl Hanson- January 2006



Happy New Year JANE Members! As your club's new president, I first want to thank everyone who contributed to a successful JANE Year 2005. Outgoing President Karen Bates, who has served JANE in nearly every capacity since the origins of the club, led us to another outstanding year. Thank you, Karen! And thanks to her "Administration", consisting of Dave Randall (Events), Margo Otey (Slalom), Dave Herrick (Secretary), Don Holden (Treasurer), Adrian and Sue Curtis (Membership), Ed Hall (Concours), Eric Hagopian (Chief Judge), Joei Bassett (Rally), Harry Parkinson (Coventry Cat, Editor and Advertising), Alan Quinn (Merchandise), and Dennis Eklof (Webmaster). Our 12 Board Members met throughout the year and voted their support of most of the agenda items brought by management. Then there were the event organizers to thank, and our sponsors and our advertisers --- there are many cogs in the gearing to make a smooth-running car club. And JANE is the best!

One of the highlights of 2005 was when Harry Parkinson, our fearless editor, was honored by JCNA with the prestigious "Editor of the Year Award!" Congratulations, again, Harry!

I hope to keep JANE at the forefront of car clubs during the next two years. I look forward to working with our new "Administration" and the Board of Directors. Here are the new team members: Dave Randall will continue as Events Chairman, Adrian Curtis will be the new Slalom Chairman, Tom Moses will take over the Secretary duties, replacing Dave Herrick who will be the Membership VP. Don Holden has agreed to continue as Treasurer. Ed Hall will continue as Concours Chairman. Alan Quinn (Marketing) and Dennis Eklof (Webmaster) will both continue doing their great jobs. However, we still have some openings for a few positions: Chief Judge, Editor and Advertising. These are very important positions for the functioning of JANE. Volunteers will be welcomed!

(continued in page 3)

Ultimate Wilwood Brake Set By Bassett's Jaguar



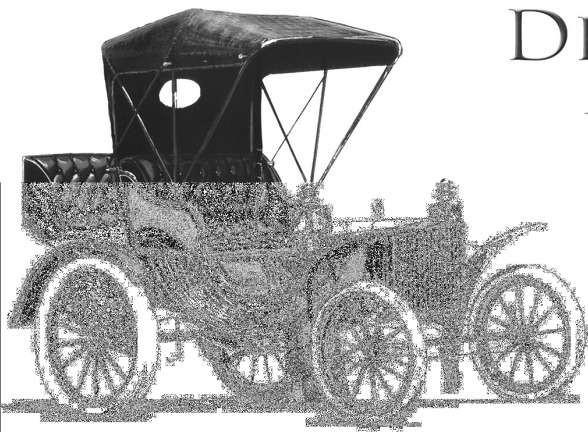
The kits are available for 4.2 E Type Series I and II at the present.

WWBK Ser1 Wilwood Brake Kit Series 1 E Type: \$1395.00 (plus shipping)

WWBK Ser2 Wilwood Brake Kit Series 2 E Type: \$1495.00 (plus shipping)

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And this brings me to the most important role that you might play in the upcoming year. Our program of events is the key to our club's strength. This year we have a preliminary outline of a number of terrific events. Dave Randall, Harry Parkinson and I will be meeting early in January (before Dave runs off to the annual classic car auctions in Arizona) to schedule the events for the coming year. But we need your help in sponsoring, planning and participating in the program. We, the club's officers and chairpersons, cannot do all the work. The more you participate, the more fun we all will have.

Here are some of the highlights of the coming year, and if you can help on any of them, just contact Dave Randall and he will put you in touch with others on the team.

- ?? Tech session and visit to KTR Racing and Restoration Center (January 28th – firm date).
- ?? Safety equipment seminar (February 11th)
- ?? Mille Miglia presentation by JANE Member Bruce Murray (February meeting)
- ?? LeMans presentation by the Brady Brothers (March meeting)
- ?? JANE picnic at Larz Anderson Auto Museum (May meeting)
- ?? Slaloms (Spring and Fall)
- ?? JANE trip to Halifax, Nova Scotia (end of June)
- ?? Concours at Sturbridge (lots of help needed for August 11 – 13)
- ?? Rally in NH (Fall)
- ?? Holiday Party and AGM (December 3rd)

If you have any other events you would like to run, or meeting topics you would like to suggest, please let us know and we will be happy to work with you!

Our January Board Meeting at Skip's will be the usual 4th Wednesday (January 25th). A business meeting is planned that will focus on budgets and the year's events. Please note that I hope to have one full business meeting and two social/presentation meetings per quarter. OK, there may be a short business meeting attached to one or two of the socials, but we will strive to keep the length of those meetings at a minimum.

In closing, I want to wish a bon voyage and thank you to long time members, David and Patricia Reilly, who will be leaving cold New England for a considerably less-cold Tucson, AZ, in February. That is a place where they can drive that original S-Type all year round!

Keep warm!

Carl

How to Buy a Classic Jaguar for a Bargain

by Wayne Estrada

If you are considering buying your first Jaguar, a second Jaguar--or your tenth Jag, following are some buying tips that may help you to more wisely choose your next classic car. With foresight and forearmed, you will hopefully land a future collectible Jaguar--and do so at a good price.

One thing about Jaguars, is that you basically can not go wrong in buying one. Often admired by even the non-enthusiast, Jaguars are beautiful to look at, drive, and own. Like any car, some models are more desirable than others. However, the primary goal is to spend your money wisely on a model(s) that will either give you the most pleasure both now and in the future, while also being a pleasure to share with other enthusiasts as time goes on.

This article describes some tips in buying ~a possible future *collectible* Jaguar. It is written not only for the first time Jaguar owner, but also for those that looking to add to their collection. Whether these cars are to be used as transportation, for displaying at car shows, or as a fun weekend car for an occasional Sunday drive, this article was written to help you make the best, most informed choice on deciding on that perfect car. For the sake of brevity, I'll forego the obvious classics like the SS 100, aluminum bodied XK120s early E-types, etc. These are expensive cars and beyond any hope of getting at a reasonable price.

First and foremost—with only a few exceptions—most 'classic cars are not really an investment, but rather, a hobby. Therefore, do not try justifying to your spouse that your reason for purchase of another Jaguar is financial gain! Only unless you bought a particular classic model at a rock bottom price years ago, your chance of realizing a sizable financial appreciation on a car are not as great as popular misperceptions or endless rationalizations to yourself or your mate may indicate. Those of us that have been in the car hobby (of all types) have come to realize that it is not the price, but the pride of ownership that means the most. Owning a car that you like and want is more important than its current, or even future value.

Obviously capital outlay is usually the primary variable in determining what 'classic' Jaguar you may be able to buy. This means that in addition to the initial purchase cost, that one must also consider the maintenance, and future repair or restoration costs, along with storage and insurance. However it is also wise to consider another sizable but often-unseen expense. Namely, the time it will take to get your new classic to the point you want it.

Those of us that have been actively involved in this hobby understand and have experienced the unusually large time commitment that is (and will be required) to the care and feeding of your classic kitty. This is especially true if you are purchasing a car that needs replacement and/or original parts. It can take literally months of looking, asking, and searching to find that perfect part. And even on cars that are Concours or excellent drivers, there is always the time to clean and maintain the car so that it is reliable and enjoyable.

Having these things in first in mind are important consideration before making that purchase, but there are additional simple guidelines in selecting that perfect Jaguar for your growing stable of cars.

The first rule is the 4/12-14 rule of automobile depreciation. That is, most new automobiles hit their first low price plateau when they are four years old. For example, I bought a 1989 Vanden Plas in like new condition in 1993 for \$20,000 — significantly less than the new price of over \$50,000. It was an easy way to get into the prestige of a Jaguar without either high initial outlay, or the worry that I was buying a questionable 'used car'. Of course, four years is not a hard and fast cut off line. The deals get better as the years from new increase, however your chance of finding a pristine, one owner, dealer serviced car start to greatly decrease after the first four years.

The second part of this equation is the twelve to fourteen year mark. Cars of substance, like Jaguars, Rolls Royce, Ferrari, etc., usually tend to hit their

Continued on page 9

Rebuilding the XK engine

2nd Installment

Wes Keyes

Note: The pictures contain details which are better viewed on the *J-A-N-E.org* website. In addition there are more of them than can be included here. Look for a new link on the home-page. Thanks to Dennis Eklof.

In the first installment we assessed the lower end of the engine. This time we examine the cylinder head. It is normal to find that the valves, valve guides and valve seats are worn. Normally it is cost effective to buy new valves and guides and have the valve seats reground. I have the machine shop hammer out the old guides and hammer in new bronze guides (the original ones are cast iron) (see picture) I supply him with standard and oversize guides so he can choose which fits the best. He bead blasts the area around where the guide protrudes through the head to minimize damage to the hole as the guide is hammered out. The new guides come with two grooves cut in the top (see Figure 1). The lower one accepts a snap ring, which locates the guide depth wise in the head. The upper groove accepts a valve seal. I use seals on the intake valves. Once the new guide is in place he reams the ID of the guide to the proper clearance for the new valve. The new hole in the guide will then pilot a cutter that regrinds the valve seat. Finally the valve is inserted in the guide and valve-grinding compound is used to lap the valve face to the valve seat. I will talk about the new parts which need to be used with the new guides in the 3rd installment.



Figure 1 Valve guides, old new and with seals installed

Another common malady is corrosion around the water jacket ports. With dissimilar materials (Iron block, Alum. Head) and water, often w/o antifreeze is southern climes a battery is created. In batteries one metal sacrifices itself for the cause. In the XK engine it is the aluminum head that corrodes. Luckily in

most cases the corrosion can be cut out and aluminum welded back in. The head was welded 20K miles and 18 years ago and is still in great shape. I had the machinist "deck the head". This process cuts the surface of the head flat and smooth making for an airtight mating surface with the head gasket. If the head is badly warped it is best to take it to someone who can straighten it rather than deck it. In this process the head is heated up and clamped down to a flat plane and allowed to cool. The camshaft saddles should be checked for alignment they may require line honing. Some decking is still required but the amount of material removed is greatly reduced. I'll talk more about the head in the next installment. Let's get back to assembling the bottom end.

OK, we have the parts back from the machine shop and are ready to start assembly. The crank has been reground to accept .010" oversize main and connecting rod bearings. All 13 journal bearing surfaces are checked with a micrometer to assure they are in tolerance. I also check the finish on the thrust faces in the middle main bearing journal. Any thing other than a mirror finish could prematurely wear out the thrust bearings. The main bearing shells are snapped into the block bathed in engine oil. Now the crank is lowered into the bearings. I don't spin the crank until all the 7 bearing caps are in place and torqued. The crank should be able to start spin freely, without any resistance or binding when it first starts to spin. I temporarily remove the real seal housing, otherwise the rotational resistance the seal creates would mask any subtle binding of the crank in its bearings. Next I check the crankshaft end float. (see Figure 2



Figure 2 Checking for crankshaft end float

Use a dial indicator but feeler gauges can also be used. Thrust washers come in standard size and .004" oversize. This engine needed one standard and one oversize to bring it into the .004" to .006" tolerance. I use Plastigage the check the bearing clearances.

Plastigage is basically a precisely made tube of plastic whose diameter is slightly more than the bearing clearance. One cuts a piece of Plastigage approximately the width of the journal and places it on the journal in the middle and replaces the bearing cap and torques to the proper amount. This squashes the Plastigage. Using the gauge provided one can determine the clearance (see Figure 3)

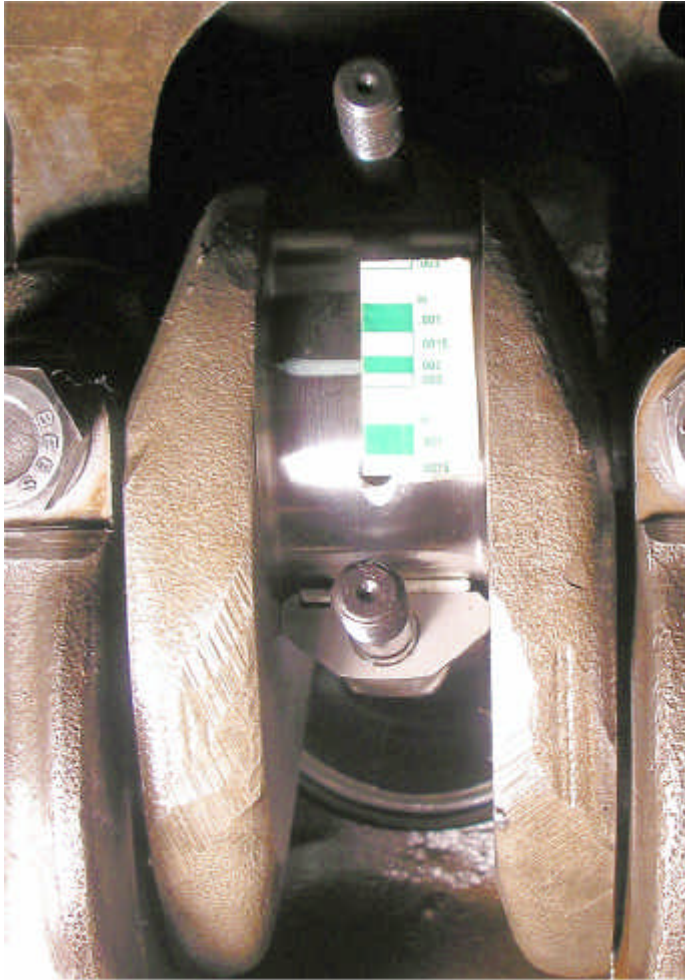


Figure 3 Using Plastigage to check bearing clearance

In the case of the con rod journal the clearance range is .0015" to .0033". Here the clearance measures .002". Once I am convinced the crank is OK I take it out and install the real seal and reinstall the crank. This engine needed new pistons, which come with rings installed. The piston ring end gap is very important and needs to be checked. (see Figure 4) Too little and the ring could bind in the cylinder when it heats up and expands. At the very least this scruffs up the cylinder walls or worst seizing the engine. If the gap is too big combustion gases "blow by" the rings. With AE pistons I have never had the ring gap be out of spec but I check at least one complete set of rings just to be sure. Notice the cross hatching in the cylinder wall. This acts like a fine file to wear in the new rings so that after running the engine for a while the rings more closely match the cylinder. Over time the crosshatching wears away.

Next the pistons are installed using a ring compressor to compress the rings so that the piston can enter the cylinder bore (see Figure 5)

Figure 4 Checking ring end gap



Figure 5 Piston ring compressor with rubber protecting rod bolts

Note the black rubber tubes on the con rod bolts. This prevents the threads scratching the journal as the piston is installed. I use new con rod bolts and nuts. A full set is about \$80, a small price to pay for piece of mind. I check the end stretch of the bolt

The spec for these bolts is .003" to .006". I got .004" stretch at 55 foot pounds torque. As each piston is installed I check the big end clearance and that the con rod moves freely back and forth within that travel. OK enough work for now. Next time we will continue with the lower end and install the valves in the head.



Incoming Officers and Directors surround Karen Bates, our outgoing president and incoming president Carl Hanson on her left

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Restorations – January 2006

By Carl Hanson

Door Handles

The original door handles on my 1951 XK120 FHC were pitted and ugly. No two ways about it – they needed a re-chroming job by our friend Mickey at D& S Custom Plating in Holyoke, or a complete replacement by a new set. I spied a bargain offered by Bill Tracy in his folksy “catalog”. Remember that great piece of ephemeral literature sent out now and again by Bill from his home/shop in Florida? Those hand-drawn figures were a work of art! Regrettably Bill has ceased his mailings and offers his bargains over a website. Another sign of the times....

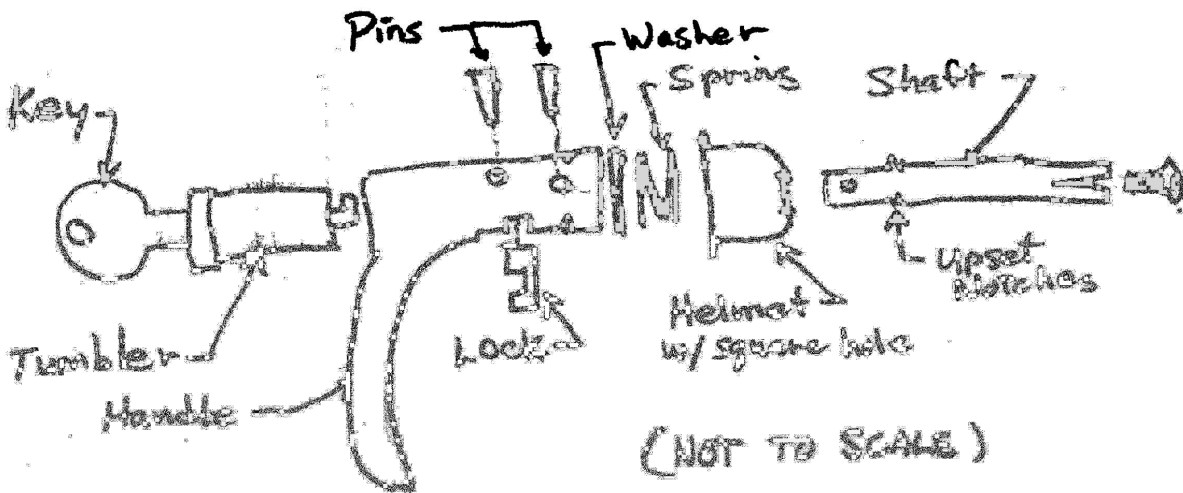
Anyway, back to the subject at hand. I ordered a new set from Bill. They were perfect and came with a new tumbler lock and key set. There was a problem, however. The shaft was straight, whereas my original shafts have a 30 degree twist to make the handles point straight ahead. Somehow I needed to twist the shaft, a 3/8" square steel bar. Not an easy task, I guessed.

JANE member John Brady came to the rescue! He knew how to disassemble a door handle to remove the shaft and the lock tumbler, so I could replace those elements in the new handles with my original pieces. That way I could have the right twist in the shaft and use my original key set, the same as my ignition key. One less key to worry about!

So we set about the task. Refer to the figure showing the exploded diagram. The photo also may be instructive.

1. File off the “upset notches” on the shaft so that the “helmet” can be slipped off.
2. Spring and washer come off as well.
3. Look for two tapered pins on the handle – the lower one holds the square shaft, the upper one retains the tumbler lock piece. Punch out the pins.
4. Pull out the shaft.
5. Pull out the small lock piece from the side of the handle.
6. Pull out the tumbler from the top of the handle.

That’s all there is to it, folks! We replaced the tumbler and the shaft with my original components and I was back in business!



JANE's tentative events calendar

Event	Place	Date	Contact
JANE monthly meeting	Skips, Chelmsford, MA	Jan 25	Carl Hanson
JANE tech session	KTR, Ayer, MA	Jan 28	Stu Forer
Safety Equipment Seminar	HMS Motorsports, Peabody, MA	Feb 11	Margo Otey
JANE meeting, Mille Miglia	Skip's, Chelmsford, MA	Feb 22	Bruce Murray

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 anytime 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-

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.

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

Please contact me at the above email address or telephone if you plan on attending so we can get a count for food and drinks

How To Buy a Jag (continued from page 3)

low price point at this time. Then, prices for collectible models of particular marques have a tendency to rise gradually. Knowing what car (Jaguar) and what model to consider as prime collectibles is therefore important element that can be timed to your advantage.

Therefore, the next guiding rule is doing your homework! Reading up on a particular car(s), can help you locate the most desirable year Jaguar models. Knowing the differences, strengths — and weaknesses — of a particular model is an important step in selecting your car wisely. For the extremely well prepared, being able to identify unusual or rare production characteristics can give you a big advantage in identifying a car that can possibly have a higher future financial or historical value.

There are several excellent Jaguar history books that can help you to this end. "The Jaguar File" is a superb book that describes in keen detail every automobile produced by William Lyons and his company to present. It was first published in 1998 and written by Eric Dymock and printed by Dove Publishing (UK). Another exhaustive reference is "Jaguar — The Definitive History of a great British Car", by Andrew Whyte, published by Patrick Stephens Ltd., also a subsidiary of Haynes publishing. These and other books will provide excellent commentary and production statistics, discrepancies, and model spotting tips to help differentiate the characteristics of certain models. Many 'coffee table' Jaguar picture car books can visually give you an idea of what cars you may want to consider. Your local bookstore should have several examples in stock.

Of course, emotion, feelings, or memories also can play a big part in tugging at your heart strings (and your wallet) in buying that car! All of us make emotional decisions, and a car is one of the biggest emotional purchases that we make. And while certain model Jags may be more collectible than others, the real decision comes down to what you like, and what you want out of your next car. Making a 'logical' selection is fine, but after all — you have to like the car too!

Keeping the 4/12-14 rule in mind, as well as brief overview of Jaguar history, following are some models that are prime targets for immediate consideration for avid Jaguar enthusiasts.

Witness the current prices for XJ-S convertibles. These cars, widely considered to be both the most beautiful and collectible of the venerable XJ-S run, are at all time low price levels. It is possible to find a decent 1989 XJ-S for \$12,000-\$16,000. While it is too early to see an appreciation of "S" convertibles, their collectibility is not in question. Many recent magazine articles are showing interest and excitement about the XJ-S in general and convertibles in particular for good reason. The XJ-S is the last twelve-cylinder model that Jaguar sold — and may possibly sell again. The V12 is a magnificent engine in and of itself, and the feeling of smoothness and power of a twelve-cylinder car is not a common experience for most people. Combine this with the somewhat limited run of factory XJ-S convertibles of only six years over an entire production run of twenty-one years, and the formula is ripe for a future collectible car.

Also, another model to seriously look at in the XJ-S family is the rare and unusual Cabriolet. Imported to the US for only two years from 1986-1987, these were made in very limited numbers. While not a true convertible, this removable hard top model had the benefits of open air motoring with a fairly stiff body structure. Not attractive to some, but beautiful to others, the Cabriolet is on track to being a future star. Bridging the gap between Cabriolet and the factory convertibles of late 1988 are the Hess & Eisenhardt "factory authorized" convertible conversions of 1987-1988. These are considered by certain Jag enthusiasts to be rare and desirable due to their rarity of numbers and cleaner styling lines over the later factory convertibles. Be forewarned that they are not true "Brown's Lane" products, suffer known mechanical and build quality problems, and lack the rigidity of the later factory convertibles. None the less, the H&E cars seem to be attracting a small but dedicated group of fans.

Recent history has also given us a couple of other under appreciated Jaguars. The supercharged six cylinder AJ16 XJR of 1996 is another example of a future collectible. Both admired at the time for its brilliant performance, it was

quickly overshadowed by the introduction of the all new XJ8, Jaguar's first eight cylinder engine, the successful S-Type, and it's immediate successor, the supercharged eight cylinder XJR. Prices continue to drop for this fantastic car, and hindsight is always 20/20! Especially be mindful of looking out for the brilliant metallic turquoise color XJRs. While ugly to most, this is the rarest XJR color of all, and to some, the most handsome.

Other neglected kitties are the 1994-1995 XJ12 sedans. In the same "boxy" body style as their XJ40 sisters, the V12 adds an extra bit of Jaguarness and exclusivity to a generally unloved body style. Again, Jaguar Cars are no longer producing the V12, so a future rarity factor enters in. With such a short production run, and the added refinement Jaguar had added at this point to the maturing XJ40, these big powerful sedans are just coming close to hitting that twelve year low. Finding a good, clean, low mileage car is paramount, as the mighty twelve is expensive to rebuild. The cost to do so can in some cases exceed the cost of the whole car into which to place it! Several excellent examples are currently available if you are patient and look around. Prices around \$10,000 to \$15,000 are not uncommon — if you can find one.

Although well beyond twelve years old, Series 3 XJ6s are still readily available. While some older model years may have been restored, many are in original condition, and it is not uncommon to find a one owner, "little old lady owned" special in your local want ads. Prices vary wildly from just over a thousand dollars up to almost \$10,000. It is not uncommon to find a clean, solid, relatively rust free XJ6 for around \$5,000. The last years of production (up to 1987) are the best built, with the nicest amenities, and are the most reliable of the series.

Also often neglected, and surprisingly still under priced, are the XJ6C and XJ12C coupes of the mid to late 1970's. These cars have everything going for them as far as collectibility goes, and if you take the plunge, you could snap up what may be the next great Jaguar collectible. With unique, beautiful styling (the only coupe Jaguar has offered since before W.W.II!!), a very limited production run (and with the magnificent V12 engine in the XJ1 2C) these coupes are, in this writer's opinion, the most under appreciated of future Jaguar classics. Prices again vary wildly, but 100 point JCNA cars have been known to go for less than \$20,000.

After this, prices for affordable Jaguars start to diminish, however, there are a few bargains available. While V12 E-types have continued a steady and strong price increase, Series 2 E-types are still available at prices that are not out or reach—at least not yet. Unlike the "flat floor" early 3.8 Series 1 coupes (and especially convertibles) that are fetching ever higher prices, 1968-1970 E-types are still relatively inexpensive compared to the later V12 and early 3.8 cars. A non Concours solid 'Sunday driver' car in presentable shape can be had in the high teens to 20's. While ungainly to some, the 2+2 with automatic transmissions are available, often for far less than \$20,000. Many of these cars are available for general sale, even outside of Jaguar enthusiast circles. Often times, a better price can be had from a non-rabid Jaguar owner that is not selling a piece of his life and soul! Look around, as great buys are still available on these models.

Keep in mind too that Jaguar ownership does not have to cost a tremendous amount of money. Compare an \$18,000 '69 E-type to a new Honda Civic. The Honda will never be collectible or rise in value. For the price of a new minivan, you could own a classy collectible Jaguar sports convertible!

Naturally, your final purchase decision ultimately will be an emotional one. Perhaps years ago you saw, or even owned, a particular Jaguar in a certain color, and you long for another. Indulge yourself! Enjoying life is what it is all about, and if you~ have the time, money, energy, and enthusiasm, another future classic Jaguar can be yours more easily than you may think.

Reproduced, Wayne is an active member of both the Nation 's Capital Jaguar Owners Club and the Virginia Jaguar Club. Visit his web site at www.britishcarlover.com for a plethora of British Car related material.

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, web site 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

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 - 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--

For Sale: 1969 Series II 2+2: 90% complete. Needs total restoration. Has two 4.2 litre engines, A/C, automatic transmission. All instruments. Good front end & rear; \$4000; Don Factor, 207-947-3925

0406

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He buys and sells these items as well as offering appraisals.

Steve and his wife Barbara are active in JANE and have two Jaguars, an XK140 FHC and an XK8 convertible.

B.A.S.I.C has moved from Jamaica to Southampton so he can be best be reached at his email address BASICnyc@aol.com

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Mike is an active member of JANE and currently owns an XK8.

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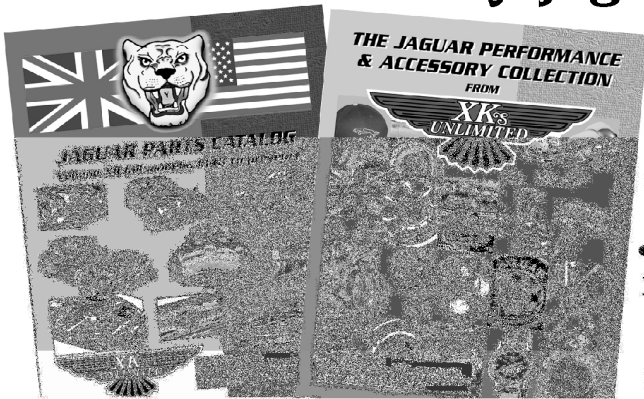
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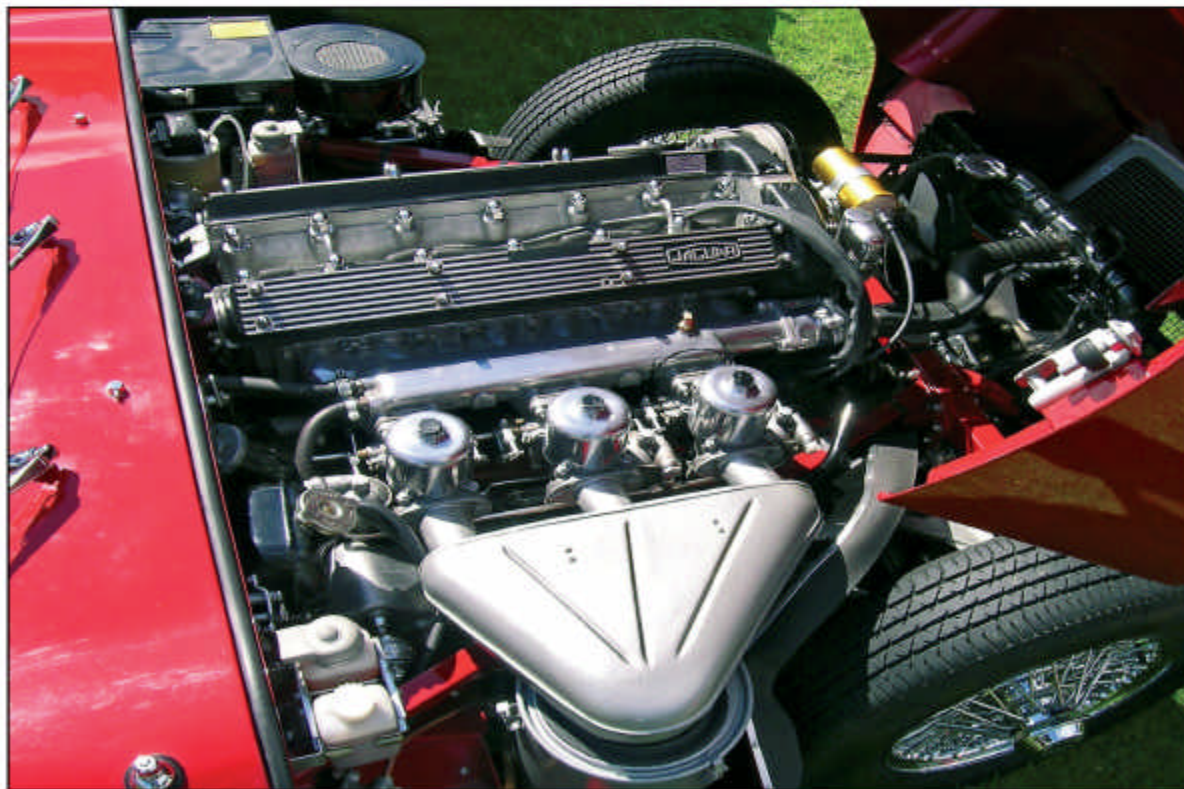
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