

# The **Coventry Cat**

The Newsletter  
of the

Jaguar Association  
of New England



*Stu Forer and his XK120 lead the pack during a heat at the Lime Rock Vintage Festival over Labor Day weekend. Read a full account of the event starting on Page 10!  
Photo courtesy of Ed Hyman.*



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# President's Notes

October 2006

# The Pres Sez

By Carl Hanson

**F**irst of all, I want to thank Dave Pratt for coming forth to be our new Editor-in-Chief! Dave does a fine job of editing the Alfa Romeo club's newsletter, "Velocissima," and will share his skills with us and our "Coventry Cat." Dave is certainly qualified to serve the Jaguar community—he has a nice E Type FHC in the classic colors, BRG and Biscuit. I look forward to working with him in the coming months.

October is our cool-down month. The fall foliage is at its peak. Driving the back country roads of New England in the crisp air and clear blue skies is what it is all about! Other than our "2006 Fall Foliage Rallye" on October 1st, I do not see that we have any organized driving tours scheduled for the rest of the month. Surely one of you wants to plan something! An Owls Head Trip? A jaunt through the countryside? Maybe after all the activities of September, we have gotten worn out. Give Dave Randall a call (978-887-9616) if you want to organize an event.

Speaking of September, it was a great month for JANE! We started with the Lime Rock Vintage Festival over Labor Day weekend—several JANE members

came away with top prizes in the concours, and Stu Forer did well on the racetrack! (September's and this month's "Cat" and the JANE website have the details.)

Then we had a very successful slalom on the 10th—perfect weather, great location, great cars! Thanks again to Susan and Adrian Curtis for their efforts in producing a great slalom season.

British Invasion the following weekend turned out to be another success for JANE members. Besides traditionally being one of the most fun events on the summer's schedule, the "BI" was particularly good this year with almost perfect weather, and lots of British cars (nearly 700, I am told). I risked the judging exercise in the Concours d'Elegance and came in with a second place in the Jaguar group. But it was in the "People's Choice" category where JANE showed up well. In alphabetical order, Tom Brady, John Brady, Barry Breen, John and Carmen Chiungos, Aldo Cipriano, Rod Gilbert, Gus Niewenhous, Brenda Soussan, and Don Tremblay all won trophies in their respective classes. If I left anyone out, please let me know! And, thanks to Brenda, we had a fine JANE banquet on the deck at Ye Olde

England Inne on Friday night. The whole weekend was quite a party!

The next month's meeting will prove to be interesting. There is a movement to change the Bylaws to increase the Board size. The Nominating Committee will present the motion at the October meeting. At issue is the true function of our Board: Is it a responsible, governing body, or is it a pool for participation by active members? A Bylaw amendment requires an affirmative vote by at least three-quarters of the Board of Directors. Since we have 18 Board Members made up of 12 General Members, 7 Officers and the immediate Past President, an amendment requires approval from 14 Board Members. The results will be evident at our Annual General Meeting/Holiday Party on December 3rd.

The Board voted to increase membership dues for the first time in ten years. Dues for next year will be \$60. However, a discount of \$5 applies to those who pay before January 1st, 2007, and a further discount of \$10 applies for people who opt for not receiving a mailed paper version of the newsletter. Dues notices will be arriving in your mailbox this month.

Drive those Jaguars in October! 🇺🇸

*Carl*



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# Events

## October 8 (Sunday) — Owls Head Foreign Auto Festival

Owls Head Transportation Museum, Owls Head, Maine (near Rockland). Over 200 pre-1986 foreign cars, ranging from the exotic to the eccentric, from around the globe! You'll see a spectacular variety of foreign automobiles, from Alfa Romeos to Volkswagen Buses and Beetles, Jaguars and Rolls Royces, MGs and Triumphs, BMWs and Mercedes, the great Italian sports cars, antique Saabs and Volvos, and antique Japanese autos. Oompah and polka music, lots of activities (including a fan belt toss) and events for the kids, an Antique Aeroplane Show, free Model T Rides, twice-daily Engine Room demos, all served up with some classic fall weather and foliage. Gates open at 9:30am. Admission: Adults—\$8.00, Children 5 to 11—\$6.00, Museum Members & Children Under 5—Free, Family Admission—\$22.00.

## October 25 (Wednesday) — JANE Monthly Meeting

Skip's Restaurant, Chelmsford, MA, 7:00pm

## November 15 (Wednesday) — JANE Monthly Meeting

Skip's Restaurant, Chelmsford, MA, 7:00pm

## December 3 (Sunday) — JANE Annual General Meeting and Holiday Party

3pm till ??? — Details to be announced.

**Know of something else happening that would be of interest to our members? Have an idea for an event? Want to run an event? Questions about an event? Contact VP/Events Dave Randall at [david.randall1@comcast.net](mailto:david.randall1@comcast.net) or 978-887-9616.**

# Letters

To the Editor:

I want to thank the many contributors to the Coventry Cat while I served as your editor. Over the past years, there were a lot of people who submitted articles and photos that I used in our publication. It has been a labor of love that was topped off by the JCNA Newsletter of the Year Award in 2004 for our club. It was an honor for JANE and for me personally.

The contributors who come to mind are the photos from the following JANE members: Chuck Centore, Dennis Eklof, Charlie Lawrence, Pete Forte, Dave Herrick, Carl Hanson, the Brady boys, and Adam Owens. There were also a lot of other members who contributed by providing photos with their submitted articles.

Those who contributed articles include Carl Hanson (over 50 in his XK120 restoration series),

Gary Hagopian, Adrian Curtis, Ray David, the JANE Snowbirds of Florida, George Jones, Wes Keyes, George Parker, and the JCSNE.

As I write this, I fear I have left someone out, and for that I apologize. Given the 48 issues that I produced during my stint as editor, it's easy to miss one or two people.

I want to personally thank my wife, Marilyn, my assistant editor who proofread articles and helped apply the edge tabs, address labels and stamps on each and every issue.

Your Coventry Cat is now in the very capable hands of Dave Pratt, who, along with Prebble Eklof, Carl Hanson, and Ed Hall will continue the finest club magazine in the JCNA.

Many thanks—

Harry Parkinson



**The Coventry Cat** is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Club of North America (JCNA). JANE is incorporated in the Commonwealth of Massachusetts.

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• **Harry and Marilyn Parkinson** were surprised with a Wedding Anniversary / 70th birthday party (for Harry) thrown by their sons in NJ. Forty people were there to give their congratulations.

• **Margaret Caruolo is expecting**.....a 2007 XKR Jaguar! The due date is January 2007. Samantha, one of Margaret's other Jags, is in the hospital recuperating from a back-end mishap. We all wish her a speedy recovery.

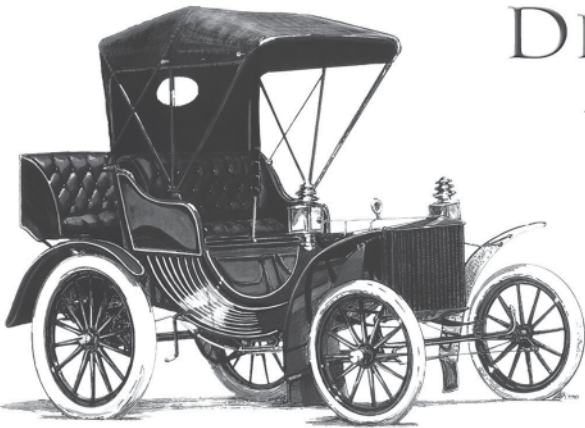
• **JANE overwhelmed the British Invasion** car show in Stowe, VT with nine wins! Considering that there were only nine Jaguar classes and the Concours, we did phenomenally! Next year, our club will have a tent on the field—let's fill it with members!

• **Harry Parkinson has vowed** that there will be the noise of a working engine in his garage before the snow falls. We know you can do it, Harry!

# On the Prowl

By Brenda Soussan

Please submit your news, views, rumors, and scuttlebutt to Brenda at [ideacounselo@earthlink.net](mailto:ideacounselo@earthlink.net) or 617-953-1457



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# Event Report

“  
*It was truly  
a memorable  
day and now  
I can't wait  
for the spring  
slalom!*  
”

## The JANE Fall Slalom

Or, Tales From a Rookie

By Tracey Levasseur

Photos by Dennis Eklof

**Y**es, I'm a rookie. It's been about three years since I last slalomed with JANE. Back then, the course was in an industrial parking lot in Wilmington, MA. Now, not only am I out of practice, but they've changed the venue to Littleton, MA. I'd hoped that I wouldn't get lost so I'd have plenty of time to go over the rules and the course once I got there. I loaded up the car the night before and prayed for good weather.



Slalom Chair Adrian Curtis wields the bullhorn at the drivers meeting

I left my home in southern Maine at 7am so as to give ample time just in case I missed a turn. What a beautiful late summer morning for a drive in New England! Not too cool; the sun peaking through a stubborn cloud cover and very little traffic made the two-hour drive stress-free.



Chuck Centore was consistently in the 45's

Nashoba Valley Ski Resort is very easy to find. The streets are well-marked and there is ample signage. Any website offering driving directions will map out accurate information. I arrived in



That's Adrian Curtis's Mark VIII, but it might be John Darack at the wheel.

plenty of time. As I parked and proceeded to the registration table, I could feel excitement everywhere as drivers were either bent over their engines or chatting

all of the cars were parked out in the staging area to wait for their 40 to 60 seconds of run time. I counted 30 names on the board but didn't realize that some drivers had two cars. So let's say there were about 27 drivers, members and non-members, and about as many cars. Since I was absolutely the last driver because of my number, I got to see everyone's performance on their first runs, plus I



Dave Randall (still glowing from his trip to Pebble Beach) with his XK120

with others. After registering with Susan Curtis and Carol Holden and getting my car inspected, Slalom Chair Adrian Curtis raised

the bullhorn to review the day's events. Then we drivers walked as one through the course just to get familiar with the patterns.

could study how they maneuvered their particular vehicles through the cones.

And speaking of particular vehicles, there was a wide range of Coventry's finest to be seen on this day. All three XK models were represented in a rainbow of colors, and in fixed head and open styles. The best time among the

At 10:30am,



Spectators Prebble Eklof, Sue Hagopian, and Patt Centore

XKs, 47.41 seconds, went to the red XK150 owned by John Darack and driven by John and Adrian.

That time is very impressive, considering that the XK150 was the heaviest of the three XK models produced in the 1950s.

Thirty years of XJ models

ran against each other as well. Ken Haas's rare 1975 XJ12C coupe almost got rarer when he (or maybe



Ray Duhaime in his 2001 XK8

the car) decided to enter the finish gate width-wise. Electronic equipment scattered and cones shot off in all directions, but Ken managed to stop the car in the soft shoulder a few feet from the pond. Dean Cusano ran 40.42 seconds in his sleek



John Darack in his XK150

black 1985 XJS coupe. Now I know what they mean when they say "at one with the car." Dean definitely knows how to move his ride through the cones. A 1995 XJS convertible

in soft jade green driven by David Dew was also present representing the newer generation.



Tracey Lavoisier surprised herself and others by running into the 42's with her Porsche

The E Types were out in full force as well. Gary Hagopian drove like a man on fire in his

red 1963 FHC to a best time of 41.62. Jim Roberge's silver 1973 OTS wasn't far behind with 43.63, and Dick Whyte (that's Scottish with a "Y"!) in his blue 1966 FHC clocked 46.76.

Of the late models, new member Ray Duhaime drove



Dick Whyte fought poor tire grip all day - "I need stickier tires!"

his white 2001 XK8 with the top down to a best time of 45.74. And Chuck "Ferrari" Centore decided to take Mrs. Centore's 2005 S Type for a spin to the tune of 45.99 seconds. She must have wondered why it took him so long to pick up bread and the Sunday paper!



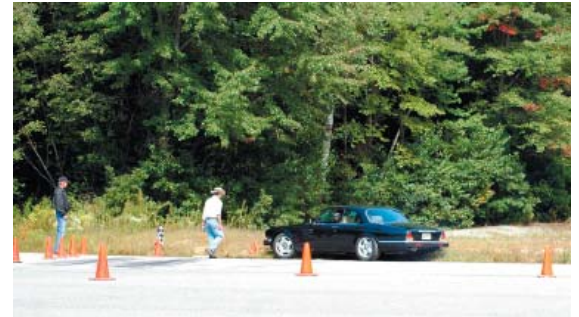
Ken fortunately did not get stuck. Carl Hanson, Margo Otey, and others are gathering up the cones.

what I did it in. My usual XK8 stayed home because I needed practice on my black 1980 Porsche

911SC. That put me in the non-Jaguar Z Class with all the "others." I'd driven the 911 in an autocross two weeks prior, but not a course like this. The JANE course is

much smaller and quicker, with a lot of emphasis on sharp turning and controlled spins (as displayed by my fellow Porsche driver Damon Josz).

My first run lasted 20 seconds until my hand hit the wiper switch, throwing me



Ken Haas almost got the water sports award for the day. The finish gate is on the left and the lake is only about 3 feet to the right of his car. He did get a special award for the most spectacular slide of the day. Note the absence of cones in the finish gate - they're under Ken's car.

completely off course. Humiliated as I was, Damon and "other"

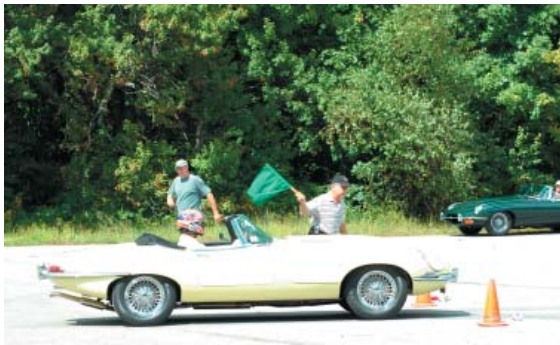
driver Margo Otey assured me that this happens frequently, and pulling the wiper fuse resolved the issue. The next runs were better and I gained a little more speed with each run, but I

didn't think I would get out of the

(Continued overleaf...)



Jim Roberge on the course with his potent Series III



Dennis Eklof in the starting gate with "Elizabeth."  
Dennis also ran his BMW 540i.

happened. Trying to recall run five, I remember keeping my eyes one move ahead of the car and giving ample gas as I came out of each turn into the limited straightaways.

confirmed it but I still didn't believe it. 42 seconds! That was .67 faster than the little Spitfire also in the "other" class with me. Even Margo's best time was .88



Don Holden has a go with his XK140

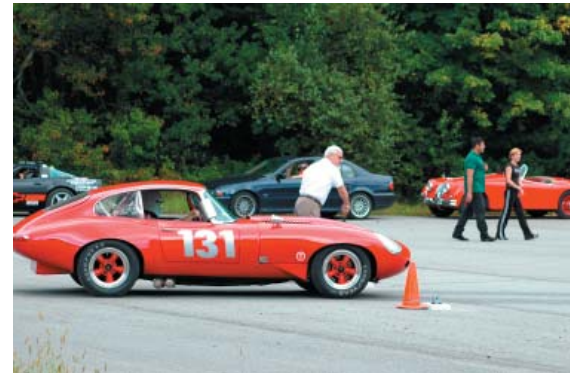
50-second range. However, by run five, something happened. Call it luck, call it skill finally kicking in or whatever you care to call it, because I don't even know how it

Nothing out of the ordinary, or so I thought. I jab the brakes down as I enter the exit gate and the bullhorn bellows "42." Was that my time? The whiteboard

behind mine, and she knows how to drive not only her 1995 Eagle Talon but her father Gary Hagopian's scary-fast silver E Type.

slalom! I'll plan to run my XK8 then, and see if I can try for 42 seconds or better. Be at one with the car.....

Not bad for a rookie! But, since I couldn't duplicate even close to 42 seconds again, I cut my losses and headed home. It was truly a memorable day and now I can't wait for the spring



Gary in his race car. The Silver Hammer sat this event out.

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## A New Coventry Cat Feature Is Announced

**D**ana Lee, the owner of Lee Imported Cars in Wellesley, MA, has graciously offered to write an "Ask the Experts" column for Coventry Cat. Well, actually he'll be doing half of the writing—the other half will be written by you! All JANE members are encouraged to submit their queries on any topic related

to Jaguar—technical and service issues, new models, Jaguar past and future—anything goes, as long as it's Jaguar (or at least automotive) related!

Here's how it works: Submit your questions to Coventry Cat Editor Dave Pratt via email to [dave@dvpratt.com](mailto:dave@dvpratt.com) or on paper to 300 Westfield Street, Dedham,

MA 02026. He'll compile them and forward them to Dana in batches, and Dana and his staff of knowledgeable sales and service professionals will provide the answers in time for each issue, starting next month. All questions and answers will be published as space permits, with subjects of general interest to all of our members given preference.

So take advantage of this chance to learn more about our favorite subject from the pros! Send in your questions and look for the responses in the next issue of the Cat! 🐾

# Ask the Experts



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## JANE & Jaguar Make Their Marque at the 2006 Lime Rock Vintage Festival

By Stu Forer

Photos by Ed Hyman and George Jones

**H**urricane Ernesto threatened the Vintage Festival, but remarkably missed it almost completely.

The event is a four-day annual gala, with Vintage Racing, a large national Concours d'Elegance,



Bob Paltrow in his XK120

motorcycle and race car demonstrations, booths featuring and selling everything from magazines and T-shirts to new Rolls Royces, a flea market, and many other attractions. This year, the main feature was a recreation of the Trans-Am races from 1966-1972. Some of the original drivers were present and included George Folmer and Sam Posey, among others. The event is organized by Steve Earle, who has a C Type and an XK120 OTS. He also organizes the Monterey Historic Races. A special parking Corral was available for all Jaguars that registered in advance. Corral parking included a 20% discount for admission to the event.

I was entered in both the Vintage Races and Concours with my XK120 OTS. Friday was devoted to practice for the nine classes of vintage racing cars. Circulating

around the paddock area but not entered in any events was Rob Mooney of Connecticut in his alloy XK120 #LT24 (the 24th of 120 built). The mechanicals have been restored to its racing specifications as it was raced in the fifties.

It has triple SUs, which necessitated cutting the inner fender wells. It also has a fairing behind the driver's head. It was mechanically restored by Tivvy Shenton. The body and inte-

rior, however, are original and it has the factory 120 racing seats. It has a removable roll bar. Rob also has an XK120 FHC.

Group 2, my group, had the largest number of Jaguars and included:

1. Bruce Male of Swampscott, MA – XK120 OTS alloy
2. Robert Paltrow of Armonk, NY – XK120 OTS
3. Robert Millstein of Briarcliff Manor, NY – 1953 Hansgen Special (a 120 with a special body built by famous race car driver Walt Hansgen)
4. Tom Jaycox, Jr., of Stony Brook, NY – XK120 OTS
5. Stu Forer of Warwick, RI – XK120 OTS.

Group 5 had Michael Silverman racing the ex-Briggs Cunningham Lister with a D Type motor. Briggs Cunningham had also been a Jaguar distributor in the 50s and 60s and entered and raced Lister Jaguars and light-weight XKEs.

Group 8 also had Jaguars. These were the former Select Edition XKEs entered by JANE member Brian Donovan and driven by Bob Hebert of Monterey, MA, and Jack Bosch of Torrington, CT.

During practice, my pressure plate malfunctioned, causing my clutch to slip when shifting. Since I have a Moss gear box (many of my competitors have replaced



The Donovan Jaguars

their Moss boxes with T5s), I elected to run the course in fourth gear rather than third and fourth. This was a handicap, but not as much as I expected, since the Jaguar motor has so much torque.

After practice, there was a cocktail party and banquet. The featured speaker was Chris Economaki, "The Dean of Automotive Journalism." Chris, who is 86 years old, regaled us with tales of pre-war (WWII) and early post-war racing, and of the drivers and

“  
Three JANE  
members  
were directed  
to bring their  
cars up to the  
podium...  
”



Four Jaguars in the "Circle of Excellence," including Stu Forer's XK120, George Jones's Mk 2, and Jim Roberge's E-Type race car. The XK120 DHC is not a JANE car, but won "Best Foreign Car" in the show.

other characters he knew. Also in attendance was John Fitch, who, at 89 years of age, is still very sharp. John, who was the only American on the Mercedes factory team, also drove Jaguars and Lister Jaguars.



George and Janet with their "Best in Show" Mk 2

During the entire event, there were tours of the paddock with knowledgeable enthusiasts and former racing drivers telling spectators about the various cars. KTR



Carl and Sing with their award-winning XK120 FHC "Blue Moon"

of Ayer, MA, who does the race preparation for my car and Robert Paltrow's XK120, brought fourteen cars to the event. Many of these were significant cars that were included in the tour. They included the only

unrestored Ferrari Series 1 GTO, a famous Chevron sports racer, and a Cooper Monaco that is owned by Herb Wetanson, who also owns an XKSS. Also in the paddock area (not entered in the races but entered in the Concours) was Tom

Jaycox, Sr.'s C Type. His son Tom Jr. was racing an XK120. The cars are both painted the same shade of British Racing Green. Both Tom Sr. and Jr. and Tom Sr.'s brother David were pictured

in the most recent issue of the Jaguar Journal next to their two XK150s.

Saturday was a perfect Jaguar and racing day, fair and cool.

We had more practice and qualifying races. I concentrated on learning to drive Lime Rock with just fourth gear. I finished seventh in my qualifying race. Many JANE and other JCNA members

were in the paddock area. Gary Hagopian, Tom Moses and his uncle (an excellent photographer, Buzz), Tom Letourneau, and Dean Cusano are the ones I remember seeing. After Saturday's racing and during lunch, a motorcycle stunt rider rode various BMWs and did wheelies and other fantastic tricks. He has the world record for a wheelie (128 miles on public roads). He is the stuntman who jumped over a helicopter in the James Bond movie. He even did a wheelie on an 842-pound touring BMW with a passenger.

On Saturday evening, we had a small dinner at the house near the track where we keep our race cars. The house is owned by Bruce MacInnes, senior Skip Barber racing instructor and former Can Am winner. Bruce's girlfriend, Vicky, and my wife, Anne-Marie, cooked. Tom Jaycox, Sr. and Jr. (XK120 and C Type owners) came, as well as did some heathens (non-Jaguar owners).

The Elite Concours presented by *Road & Track* was on Sunday. It started at 10:00am with a very slight drizzle that stopped shortly thereafter. The JANE member entrants, other than me, had to drive through pouring rain to get to Lime Rock. JANE entrants included our leader (JANE President), Carl Hanson,



Michael Silverman and his Lister Jaguar

in his beautiful early XK120 FHC, George Jones in his beautifully restored MK 2, and Ed Hall's XKE. Jim Roberge was entered in his beautiful, highly-modified V12 XKE. Bob Alexander had his HK Special on display, but he was not entered because he was not preregistered. It was an honor for him to be allowed to display his car, because usually non-preregistered cars are not allowed to be shown.

Other Jaguars included Tom Jaycox Sr.'s C Type, an XK120 DHC owned by Anne and Joe Trotta, and an E Type owned by Michael Stott. Malcolm Pray had a beautiful jewel-like SS100 entered.



The XK120 of Tom Jaycox, Jr.

There were a tremendous number of other beautiful cars entered. For example, former Formula One driver and Lime Rock owner Skip Barber had both

(Continued overleaf...)

a Ferrari 340 Mexico and a Chip Foose 1950 Ford Custom. Malcolm Pray (SS100) also entered a Figoni & Falaschi Delahaye that was a previous Pebble Beach class



Some of the concours cars

winner. There were special displays of Rileys, Shelbys, and Trans Am cars, and a Mercedes 300SL Gullwing. BMW had a number of their racing and production cars



More of the concours cars

and motorcycles on display. A number of other fantastic and rare cars were entered including a Type 55 Bugatti, a Type 35B Bugatti, a Ferrari Tour d'France Berlinetta,



Stu Forer ready for action at the Lime Rock Historic Races. Stu was 5th in his race despite a slipping clutch.

and a Ferrari Interim Berlinetta, among others.

At the end of the event, three JANE members were directed to bring their cars up to a podium.

On a large sign was "Circle of Excellence." George Jones was asked to place his car in the center. Jim Roberge and I were asked to place our cars next to George's at an angle. We were flabbergasted. George won Best of Show and, of course, his class. Jim won Best Hot Rod and his class, and I won Best Raced Car and my class. None of us was expecting this.

Another Jaguar, an XK120 DHC owned by Anne & Joe Trotta, was also in the "Circle of Excellence." Of the six cars in the "Circle of Excellence," four

were Jaguars. JANE President Carl Hanson won Best in Class for his beautiful early XK120 FHC. Perhaps the most surprised was JANE member Ed Hall, who won third in class in his E Type. It was a fantastic day for JANE and Jaguar. Remember that George Jones, Carl Hanson, and Ed Hall drove to Lime Rock that day in heavy rain.

That evening, JANE's social director Brenda Soussan found a terrific restaurant in Great Barrington, MA. It is an Italian restaurant (as I remember, called Adriana's). All the food is cooked to order "al dente." JANE members in attendance were Brenda Soussan and Mike Kaleel, the Joneses, the Halls, the Hansons, and my wife Anne-Marie and me. Joining us were Bruce MacInnes and Vicky, and some friends of mine from Rhode Island.

The next day, Labor Day, had the nine feature races. There were brief warm-up sessions in the morning. Jaguars did very well. In my race, the second race, I was lucky enough to finish fourth, driving the entire race in fourth gear. Bob Paltrow, in another XK120 OTS, drove a great race to finish second to a 6390cc Allard. Tom Jaycox, Jr. (XK120 OTS) finished 11th, and Bruce Male in



Bruce Male's alloy 120

his alloy 120 finished 13th out of twenty-five starters.

In the fifth race, Michael Silverman, in the ex-Briggs Cunningham Lister Jaguar, finished 11th. In the eighth race, Bob Hebert in his XKE drove a splendid race to win over much larger-engined Corvettes, Cobras, and Shelbys.

After the races, KTR took my XK120 back to their shop for a new clutch so that I can be ready for my next race on October 6th and 7th at Lime Rock. All Jaguar owners are invited to attend. Admission is free. All the Jaguar owners I spoke with had a great time. I hope that we have as good an event next year with even more Jaguars attending! 🇺🇸

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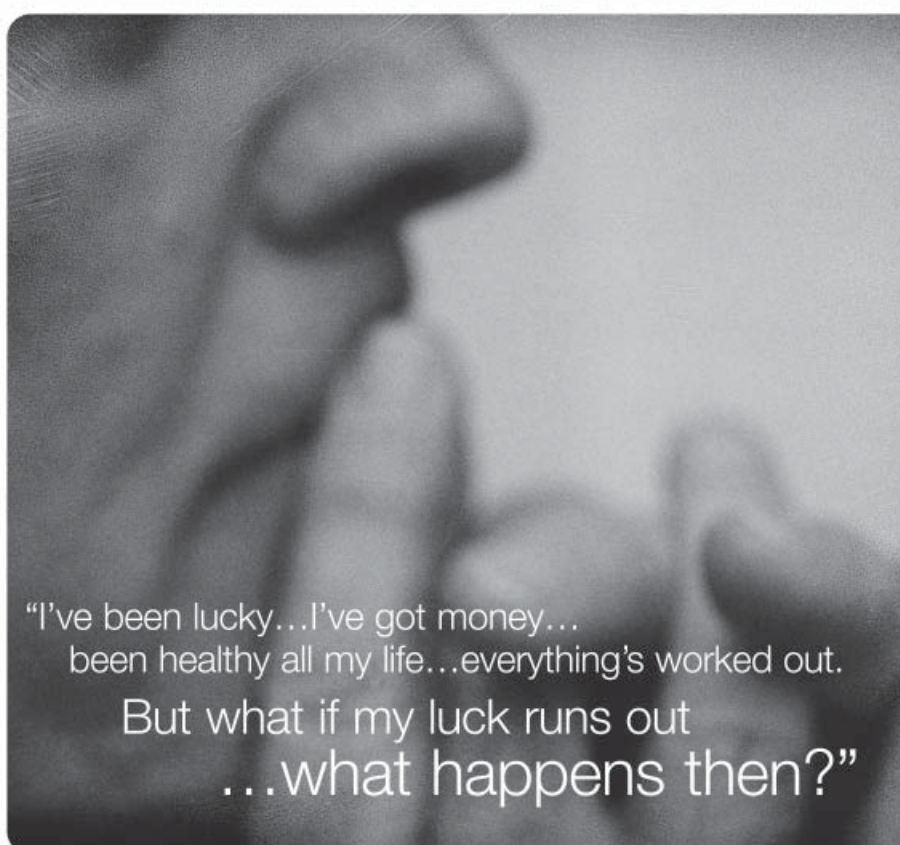
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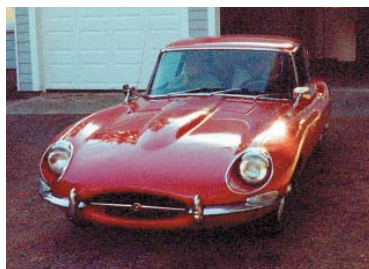
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**1968 E-Type 2+2** - Signal Red with Black interior. 68,000 miles, automatic transmission. VIN# 1E79048BW. Exterior is in good condition, interior very good. New battery. Dash top is cracked but have new one included. I had A/C and ducts removed last year since it wasn't working but all parts are included. Has rear brake fluid leak, small dent in right front of bonnet and small hole in exhaust from a speed bump! Major work completed by Warren Cossitt in June '05 included front brakes, carbs rebuilt, new U-joint. Losing storage in October and not enough time to enjoy.

Custom fit car cover. Asking \$11,500 ono. John Maloney, Concord MA, 978-618-1162, [jacobsbuteau@earthlink.net](mailto:jacobsbuteau@earthlink.net)



**1973 E-type (XKE) Series III Roadster** - Azure blue with biscuit interior, 32,771 miles, manual transmission. \$25,000 spent in the last 5 years. Nine times winner (driven division) at JCNA concours with an average score of 9.962. Twice voted "Best In Show - Driven". Ranked third in nation in 2005. Framed JDHT certificate guaranteeing authenticity. \$49,500 ono. Visit [www.iansjags.com](http://www.iansjags.com) for additional details and an extensive picture gallery, or call Ian Hart at 860-487-5301 to be sent details. (6/06)



**1973 XKE Roadster Series III V12** - 46,525 miles, 2nd owner, purchased 18 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, [p4t@adelphia.net](mailto:p4t@adelphia.net) (10/06)

**1986 XJS Coupe** - V12, tan w/maroon leather interior; Wood (signed) steering wheel; 75K miles; new Pirelli tires; always garaged; \$6500 or best reasonable offer. 617-568-9258 (10/06)



**1996 XJS6 Convertible** - White with tan leather and tan top. In excellent condition. 60,878 genuine miles. Stored during winters and meticulously maintained by Jag technicians. Asking \$16,000. Can be seen in Acton, MA. Photos available. Harold, [shandhh@comcast.net](mailto:shandhh@comcast.net) (7/06)



**1997 XK8 Coupe** - Jaguar Racing Green with tan interior, 82,881 miles, automatic transmission, all the expected extras. Regularly serviced and maintained, paintwork gleams, excellent all-round condition. If you have never experienced the comfort and power of an XK8, give yourself a treat and try this one. You will not be disappointed. \$17,900 ono. Visit [www.iansjags.com](http://www.iansjags.com) for additional details and an extensive picture gallery, or call Ian Hart at 860-487-5301 (e-mail: [ian@iansjags.com](mailto:ian@iansjags.com)) to be sent details. (6/06)



**1988 XJS V12** - Red with black top, interior & boot, all original, wire wheels, Italian headlights. Body in great shape; always serviced by Jaguar mechanics. Nardi touring package. Everything works. New Pirelli tires; heated leather seats; power antenna. H & E version one of 800 built, only 300 left; 67,000 miles; original manuals & books. Asking \$16,000; appraised for much more. Russ, 603-666-0737 (11/06)

## PARTS FOR SALE



**1969 Series II Jaguar Bonnet** - "Brand New". This front end sheet metal was purchased over twenty years ago from a parts dealer in RI. It is new and in near perfect condition aside from a couple of dings from being in a garage for so long. I have plenty of photos to share upon your request. Serious inquiries only please. Best fair offer takes it. Chris Kielb, 413-734-4544 or 413-531-7580, [advance-welding@comcast.net](mailto:advance-welding@comcast.net) (06/06)

**Five Pirelli Cinturato Radial Tires** - 4 each 185SR16 and 1 each 185S16. I bought these 3 years ago as New Old Stock, and used them on my XK150. They look great and perform well on sports cars and sedans of this era, but are not suited to slalom driving, as three such events have demonstrated to me. Since I have recently replaced them with "stickier" tires, they are available for only \$50 each. They are in great condition, with almost full tread and no sidewall damage. I also have 8 nearly new tubes to fit them, four of which were used for only a couple of hundred miles, at \$50 for the lot (they cost me 20 bucks each). John Darack, 508-653-5094 (home), 617-721-9366 (cell) DPisland@gmail.com (9/06)

**Free Jaguar XJ-S V-12 HE Engine and Transmission** - As far as I know it once ran, but did need some work! The car, owned by the wife of a RI Doctor, who did not want to spend any more money on it, donated it to a local charity who were then going to have it fixed and sell it. The charity's BOD decided to sell it as is, which is how I obtained it. The car is garaged and the engine bay is directly under a steel beam. There is a complete set of tools, including air tools and compressor available. All you need do is pull it out and it is yours for the taking! Tom Letourneau, Cumberland RI, 401-651-3346 (cell) or 401-334-3315 (home) AlfaRacer1@cox.net (10/06)

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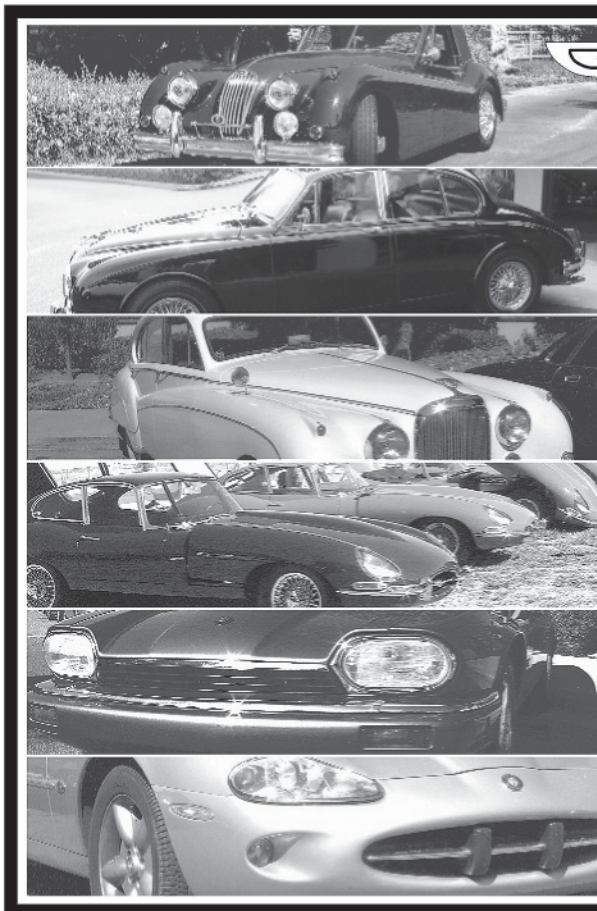
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Three eared spinners (on wheel in photo)  
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XK120/140	C6020/21	\$158
XK150	C12928/29	\$145
MK1	C13411/12	\$206
MK2/V8/E6 etc	C19225/26/1	\$116
V12E	C33707/08/1	\$116

### Rear Splined Hubs (price per hub)

XK120 ENV Axle	C6022/23ENV	\$196
XK120/140	C6022/23	\$158
XK150	C12933/34	\$145
MK2/V8	C13094/95	\$116
All IRS models	C20889/90	\$116

### Knock On Spinners

Jaguar two eared	C1102/03	\$39
Daimler two eared	C1102D/03D	\$45
Jaguar continental	C28684/85	\$39
Daimler continental	C21270/71	\$45

### Spinner Hammers

Copper Hide	C27290	\$33
Lead	C992	\$23

### Spinner Tools

Wooden [2 ear]	SBS9306	\$20
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Pouch for above	AC1016P	\$18
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