

The Coventry Cat

The Newsletter
of the

Jaguar Association
of New England



LIGHT
'EM UP!

Tom Brady (right lane) and Gary Hagopian (left lane) face off for an improbable run down the asphalt at New England Dragway during JANE Drag Night on September 29th. Story and photos begin on Page 6! (Brenda Soussan photo.)

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—EARLY THIS MONTH!
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Business and Pleasure

November 2006

Well, the fall color season is past and it is time to start tapering down on our driving events.

“Wait, wait—it hasn’t started snowing yet!” you say. Have you been watching the weather? Two feet of snow in Buffalo. A foot and a half in Denver. Believe it, my fellow Jaguar enthusiasts—winter is coming.

Okay, so what should we do? Most of us put our babies away for the winter sometime during November. Wouldn’t it be great if the snow holds off so we can have one last car show at our Annual General Meeting and Holiday Party on December 3rd? Let’s make a deal: I will buy a drink (limit one to a customer) for anyone who drives a pre-1987 Jaguar to the party! I would love to see the parking lot full of old Jaguars! Heck, if the weather

holds, I might even drive my 1951 XK120!

Speaking of the AGM and Holiday Party, it is going to be held at a new location. This year, we are moving a few miles north to the Vesper Country Club in Tyngsboro, MA. I believe that this is an ideal location for our elegant Jaguars in a country club environment. Thanks to Vesper member (and JANE member) Avis Mello, we will have a truly great party. Watch your mail for invitations with directions and RSVP right away—we expect a record attendance, and last-minute responders may dine alone out in the hall!

Besides the Holiday Party, we have some serious business to conduct: The Annual General Meeting (AGM) includes the election of Officers and Board members. As I mentioned last

month, we are considering an expansion of the Board. The nominating committee (Chuck Centore, Harry Parkinson, and Adrian Curtis) has given thought to this issue and was ready to present a motion. A change in the Board size requires a bylaw change. However, it turns out that we did not have a sufficient number of Board attendees at the October meeting to vote for the motion to expand the Board—it takes an affirmative vote of 3/4 of the Board to effect a bylaw change, and 13 of the 18 Board members attended the meeting; we needed 14. We can try again in November or even at the AGM. But, in the meantime, our Board size is held at 18 members: 12 General Members, 5 Officers, and the Immediate Past President. If you have an opinion, please let your favorite Board member know how you would like him/her to vote.

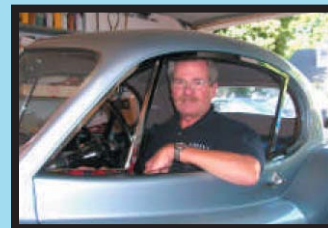
I want to commend Dennis Eklof for his diligent work on improving the JANE website. If you haven’t logged on to it, please do so: www.j-a-n-e.org. I believe that it is the best website in the JCNA, even if we didn’t win a prize. Dennis is working to make it even better for JANE members: special passwords so that members can read *The Coventry Cat* online, get access to Membership Directories, and see pictures of past events. He is going to bring us up into the 21st century, but don’t be alarmed—we will still be here for those of you who prefer to hold our precious *Coventry Cat* in your hands. And non-JANE members will still be able to see what a fine club we are, but not get access to our inner workings!

Last word: Membership renewals are in the mail. Send in your renewal checks right away—it helps the club and it saves you money! See you at the Party! 🍷

Carl

The Pres Sez

By Carl Hanson



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The JANE Annual General Meeting and Holiday Party

Sunday, December 3

Join other JANE members for the gala Annual General Meeting and Holiday Party! Avis Mello has generously agreed to organize this affair for the third year in a row, and if you attended either of the previous two gatherings, you know that Avis will provide a great afternoon!

As in the past, the events will begin with cocktails at 3:00, followed by the business meeting, then a delicious dinner, and finally the traditional Yankee Swap. What will be different this year will



A typical JANE Holiday Party reveler

be the location—and it will be a real treat! The event will be held at the beautiful Vesper Country Club at 185 Pawtucket Boulevard in Tyngsboro, MA. Several JANE members recently previewed the spot, and the setting, facilities, and food were all terrific!

Details on menu and costs are still being worked out, but mark your calendars for this eagerly-anticipated event! You'll soon be receiving the official announcement and registration form in the mail. Reply right away to guarantee a spot, since space is limited at the Vesper! 🎉

Directions

The Vesper Country Club is close to Route 3 in Tyngsboro.

From the North: Take Exit 35 (Kendall Road, Route 113) and at the bottom of the ramp turn right on Kendall Road (Route 113). Follow Kendall Road for 1.3 mile until you cross the Merrimack River. Just before crossing the bridge, the road name changes

to Frost Road—just keep going straight across the bridge. Immediately after crossing the river, turn right on

Pawtucket Boulevard. The club is about 2 miles down on your right.

From the South: Take Exit 34 (Westford Road) and at the bottom of the ramp turn right onto Westford Road. In about 0.8 mile, Westford Road merges with Middlesex Road (Routes 4 and 3A). Keep going until you get to Frost Road—a total of about 1.25 mile from Route 3. Turn right on Frost Road to go across the Merrimack River. Immediately after crossing the river, turn right on Pawtucket Boulevard. The club is about 2 miles down on your right.



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.

JANE Officers

President

Carl Hanson 781-275-2707

VP/ Events

Dave Randall 978-887-9616

Slaloms

Adrian Curtis 603-293-4938

Secretary

Tom Moses 978-568-1922

Treasurer

Don Holden 603-673-8167

VP/Membership

Dave Herrick 603-673-1314

Concours

Mike Kaleel and Brenda Soussan 617-338-8747

Chief Judge

Aldo Cipriano 508-473-1435

The Coventry Cat

Editor

Dave Pratt 781-320-8208

Send articles and info to:

dave@dvpratt.com -or-
The Coventry Cat
300 Westfield Street
Dedham, MA 02026-5631

Copy Editor

Prebble Eklof 781-641-3537

Circulation

Ed Hall 508-853-8193

Advertising

Carl Hanson 781-275-2707

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Half page	\$325
Full page	\$600
Inside front cover	\$1000
Back cover	\$1200

Visit JANE on the web at
www.j-a-n-e.org

Wednesday, November 15
JANE Monthly Meeting — Skip's Restaurant, Chelmsford, MA, 7:00pm

Sunday, December 3
JANE Annual General Meeting and Holiday Party — Vesper Country Club, Tyngsboro, MA, 3pm till ???

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 or 978-887-9616.

THE JANE MONTHLY MEETING IS ON NOVEMBER 15TH TO AVOID A CONFLICT WITH THANKSGIVING!

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Name That Member

- Everton Harry Parkinson, Jr.
= Harry Parkinson
- Everton Harry Parkinson III
= Hank, Harry's son
- Everton Harry Parkinson IV
= Evan, Harry's grandson

Evan so enjoyed the JANE Slalom and Drag Night events that he asked if he could join JANE. He's probably going to be the youngest full member! He likes the cars and the people in our club. Evan is a seventh grader, is thirteen years old, and is attending the Pennichuck Middle School in Nashua, NH. Evan's heroes are Gary Hago-pian, Dean Cusano, and Ken Haas (they all have fast cars). He has his own go-cart and is proficient in its use. Lime Rock here he comes!

Mike and Brenda need Evan to volunteer to work at the Concours. "What do you think, Hank & Harry?"

On the Prowl!

By Brenda Soussan

Please submit your news, views, rumors, and scuttlebutt to Brenda at ideacounselo@earthlink.net or 617-953-1457

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JANE Drag Night at New England Dragway

By Brenda Soussan and Michael Kaleel
Photos by Brenda and Chuck Centore

As dark clouds slid past our window, I wondered just how many members would brave what appeared to be an imminent rain storm to drag race



Cooling off before hitting the drag strip

at a real drag racing track. A few people called to ask if the event was still on, and we said that we'd be there. The worst that could happen would be that we'd have a wonderful dinner together, but no problem if you don't want to chance the weather. We were about to go out the door when I mentioned to Mike that it may be cold at the track. I told Mike that I thought I should take my mink coat. Mike said, "Are you out of your MIND? It's not that cold." I selected another jacket and thought, "I will regret listening to him." We filled the car



The munchies are getting ignored

with hosting items, stopped to pick up the shrimp cocktail and turkey sandwiches that would feed the troops, and then hit the long road north. At each stop, the sky got darker, and the lightest drizzle threatened to give us an impromptu car wash.

We arrived at the track to find a line of cars waiting at the gate and a somewhat clear sky. A few minutes

later, the line was populated with Jags, and the look on the non-Jag owners' faces was AWE. Some ventured over and asked if they would get a chance to drag against one of these beauties! I felt bad telling them that we were here to drag against each other. As promised by Joe of New England Dragway, we had a corral for the club where we set up the munchies and parked the cars while waiting for the practice trials to begin.

Sue Hagopian gathered up all of the names and matched them with the cars, along with the numbers assigned by the track, and headed to the tower to have the latest racer data put into the computers. Matching some cars

to their owners was a little tricky, since we had two new members and a prospective member, and they had wandered off (welcome, Dan and Mark!). The Larz Anderson Auto Museum sent a representative: Jim Cypher in his 1995 Caprice. He wanted to borrow one of the Museum's beauties, but the MOT board just wasn't open to this kind of activity involving their museum displays.

Our club was given its own lane, which was occupied by a wide variety of cars. For example, Tom Brady brought his stunning 1959 Mark IX, Dan Duhaime and his daughter Caitlyn were in his 2001 XK8, and Jim Roberge's two



Mike and Buddy explain Bracket Racing

1972 E Types were driven to the track by Stew and Karen Jones. Some chose to race a Jag while others brought the family station wagon; all of these vehicles were met with thunderous applause.

There were lots of spectators from JANE who tolerated the chilly low temperatures while sitting on the cold, hard, steel benches and cheering each racer on. Hearty souls Sue Hagopian, Patt Centore, and Kathy Hall were busy shivering and chatting. Harry Parkinson, Jr., his son Hank, and grandson Evan promised to

“
Great races,
close finishes,
and hard to
beat for \$29!

”



The tire kicking begins

faster is called “breaking out” and will eliminate you. This system equalizes racer ability and vehicle performance limits; it also prevents racers who run slowly in the trials and then hit the gas during the eliminations from

be back next year with a car. David and Liz Herrick, with their son Jen, tried to stay warm while calculating the winner. Craig Fitzgerald from Hemming’s Magazine was a passenger with Mike Kaleel. Steve Stanley, a prospective member, was

stealing the win. Craig Fitzgerald, with his ex-



Staging

referred to the event by Dana Lee of Lee Imported Cars in Wellesley.

tensive car knowledge, was invited to the tower to announce the drivers and their cars to the stadium audience. Round one of the eliminations race was a learning experience for most of the drivers.

Round 1

- Ed Hall in his ‘68 E Type had the

quickest reaction time of the evening at .034, which helped him to best Richard Whyte in his



Where’s the gas tank, Gary?

For those wishing to run the elimination races, the chore of picking your car’s dial was expected at the end of your trials. You base this dial number on the average of your times in the trial runs; in the elimination runs, you must get as close to that number without going faster to win. Going



Ed and Kathy Hall arrive in style



Well, it is Drag Night, right?

Mark Cioffi in his ‘03 S Type to the steel benches with his quick reaction to the green light.

- Karen Jones in Jim Roberge’s ‘72 E Type had the fastest run of the night at 112.91 MPH, but by hitting the gas before the light she

‘66 Series I E Type. Look out,

was eliminated.

Ed—Dick will be out to get you next year!

- Jim Cypher in his ‘95 Caprice won the elimination with Chuck Centore in his ‘05 S Type. Chuck hit the gas before the light turned green (this is a foul).



Tom Brady draggin’

- Gary Hagopian’s ‘63 E Type took his elimination round with Mike Kaleel after Mike went faster

Round 2

- Gary bested Jim C.
- Jim Savoie took out Steve.

• Ed did not eliminate himself.

Round 3

- Gary’s foot was quicker and his car faster, so Ed took a seat.
- Jim Savoie hung in there with a run just over his dial.



Chuck Centore and his S Type make a striking pair

than his dial by 1/1,000 of a second.

(Continued overleaf...)

- Jim Savoie in his ‘52 Henry J took out Ken Haas in his ‘75 XJ12 when Ken broke out of his dial by 4/1,000 of a second.
- Steve Stanley in his ‘02 XK8 sent



Dick Whyte ready for a run



They're at the line!



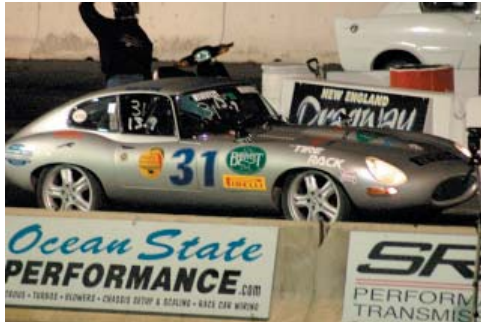
Tom Brady and his wonderful Mark IX



The winning Henry J!



Ed Hall stages his E Type



Gary is ready to rumble



Set to launch

Round 4 (Final)

- Jim (our newest member) was closest to his dial and the winner. Gary took an admirable second.

The participants and spectators then packed up and headed for the local Applebee's, where we ate, drank, laughed, and rehashed the evening.



Post race woulda, shoulda, couldas. Is that Gary's purse in honor of Drag Night?

We are negotiating with the Dragway to allow our club to have its own exclusive night next summer; to obtain this, we will need to have far more Jaguars and maybe another British club to participate. We'll keep you informed as to the results of our talks.

The track provided a winning trophy to Jim Savoie (who also gets bragging rights till next year).

Great races, close finishes, and hard to beat for \$29! 🐾

JANE Drag Night

By Sue Hagopian

T'was the night of the drags and cold as could be,
The cars lined up to pay their entry fee.
Some old, some new, and not all were Jags,
Hostess Brenda Soussan unloaded the car with all the bags.
She and Mike Kaleel had brought a feast for all to enjoy,
Making sure everyone had a good time was their ploy.

As the cars were counted and passed inspection,
Several ladies took their husbands' suggestion.
To the stands they went, Alice Haas, Pat Centore & Kathy Hall,
Joined by Sue Hagopian they gathered close to make a warm ball.
They huddled together, laughing and joking,
While cars and motorcycles went by with tires smoking.

We saw Karen Jones & Jim Roberge drive the "beast",
Ken Haas's XJ6 and Tom Brady's MK-IX for our eyes to feast.
Chuck Centore in silver & Mark Cioff in blue with their S Types flew by
Not to mention the speed of all those E Types, Dick Whyte in Blue,
Gary Hagopian in Silver, Ed Hall's roadster all shiny and red.
None of those cars looked ready to be put to bed!
Ray Duschne in white, Steve Stanley in black drove XK8's.
Not to be outdone, Mike Kaleel raced his red XK-R.

Spectators from JANE were the bravest of them all,
No car did they run, but they had heard the call.
Come one, come all, let's have some fun, no matter the weather
They came through rain and cold to give support and be together.
At the end, all the drivers had smiles on their faces,
They had come to put their cars through their paces.

But the car and driver that came out at the top of the list,
Was Jim Savoie in his white "Henry J", who accepted the task.
Men and their machines, some brought their ladies too,
To have fun and enjoy what the cars were meant to do.

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Winter Battery Maintenance Considerations

Q *I have a 1995 XJS that is stored all winter in a garage without access to electric outlets for a trickle charger. What can I do to maintain the battery so it will start in the spring? I have thought about taking out the battery but I don't have the tools or the knowledge. If the battery dies over the winter and I jump-start it in the spring, will driving the car for a while bring it back to its full potential or does this damage the battery? Should I drive it for a specific period of time?*

—Waiting for Triple A

A The question was, what can you do for the car's battery when storing the car for the winter if the battery may not be able to be taken out or charged. We will start with the ideal scenario, even though that might not be an option. When storing a car for the winter, the best approach is to disconnect the battery and connect it to a battery tender or automatic charger, not a trickle charger. A trickle charger will continue to charge the battery even if it does not need it. This is not good for the battery. The automatic charger or battery tender will only supply a charge if it is needed.

If there are no outlets in the garage and no tools to take the battery out, see if it is practical to

run an extension cord to the car from some other location. Beyond that, let us (Jaguar Wellesley) know where you live and we will let you know the cost of sending someone out to remove the battery.

To answer the initial question directly, if the battery is just left connected for the winter and jump-started in the Spring, there is an outside chance that it will be okay. If the car is jump-started and the battery is still in good condition, just driving it may bring it back to life. But, again, it depends on the condition of the battery, and numerous repetitions of that scenario will cause it to fail eventually. If that is the only option, then the car should be driven as long as possible, two hours or more, to try to recharge it.

—The Amp Champ

SEND IN YOUR QUESTIONS
FOR NEXT MONTH'S
ASK THE EXPERTS
COLUMN!



Ask the Experts

By Dana Lee

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! Submit your questions via email to dave@dvpratt.com or via US Mail to Coventry Cat, 300 Westfield Street, Dedham, MA 02026. We'll compile and forward them to Dana Lee, the owner of Lee Imported Cars in Wellesley, MA, and he and his staff of knowledgeable sales and service professionals will provide the answers. All questions and answers will be published as space permits, with subjects of general interest to all of our members given preference. 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!

The JANE Fall Foliage Rally

By Rallymaster Steve Thomas
Photos by Steve and Dennis Eklof

*Thirteen Jag lovers, they scoffed at the weather!
Thirteen Jag lovers challenged the rain and the winds!
On with the Rally, exclaimed the Thirteen!
Through the sodden forest in powerful Cats!
The Thirteen Jag lovers have proved once again:
Camaraderie over Adversity, a Challenge and Friends
Will pull it together, a good time in the end!*

Really, folks, despite the fact that the rain started two hours before the rally, poured constantly, and then ended two hours after, the rally was enjoyed by all who attended. The whole point was to have fun, and we did. The route through the Monadnock region was ablaze with color and scenery.

A 1970 E Type OTS piloted by Jim and Carol Ashworth came in first in the Time Speed Distance portion of the rally with a time of 5 minutes and 21 seconds (5:21) off of perfect in the almost three-hour-long rally. Their patiently-restored car and performance were truly magnificent!

cautious route, after trying to best Coventry's finest in a parent company pickup truck. Their score was 13:34. All of the winners



Everyone gathered for registration under the mandatory tarp

The course was challenging, but not too difficult, and everyone managed to stay pretty much on track.

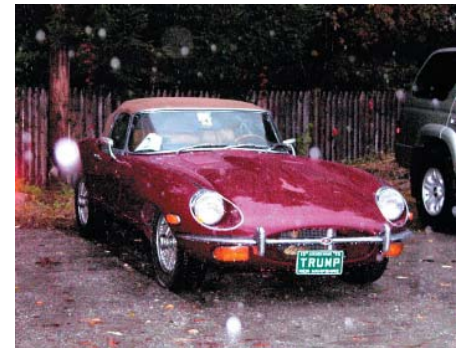
The Ashworths were followed by second place winners Bill and Nancy Pratt, in their 1997 XK8, with a score of 8:19.

That was it for the Jaguars. Prebble and Dennis Eklof drove their 2001 Bimmer in for third with a score of 10:25 despite two bogies

(5-minute leg maximum). Carl Hanson, with navigator Dave Randall, earned the coveted "Broken Spoke Award" for the most cir-

walked away with New Hampshire Maple Syrup and bragging rights for having completed what had to have been one of the wettest rallies in JANE's history.

The Gimmick part of the rally challenged the participants' observation skills, perception, and ability to randomly associate our



The bravery award goes to new JANE members Jim and Carol Ashworth, who turned out in this beautiful Series II E Type that was only one month out of a lengthy ground-up restoration by Jim

RALLYMASTER STEVE THOMAS WORKS AT TALLYING THE TSD RESULTS.....



....WHILE CO-CHAIR TOM LETOURNEAU WORKS ON THE SCORING OF THE GIMMICK PART OF THE RALLY.



“
...had to
have been
one of the
wettest rallies
in JANE's
history...
”



Dinner and kibitzing over who missed which questions on the route. Around the table from the left are Tom Letourneau, new members Jim and Carol Ashworth, new members Nancy and Bill Pratt, Adrian Curtis, Dennis and Prebble Eklof, Carl Hanson, Dave Randall, and (unfortunately out of the frame) Sue Curtis. Rally hosts Steve and Diana Thomas seem to have been at the wrong end of the table.

sometimes inane questions to objects along the route. Once again, the Ashworths proved they were up to the challenge and got the most correct answers for the win.

After the Rally, we met at Patrick's Country Restaurant in Goffstown, NH (603-497-4800)

for a fine meal and the awards. Andrew Pfeifer and his staff put on a delicious meal for us and were very helpful when coordinating this event. I highly recommend them to anyone wanting a good meal in that area.

Things broke up around 7:00 pm and everyone headed home feeling good about the day. Thanks to all who helped with this event, and especially: Tom Letourneau, my co-chair; Adrian and Sue Curtis; and, of course, my beautiful wife, Diana. 🍷

The Fall Foliage Rally Winners' Circle



First place - Jim & Carol Ashworth



Second place - Nancy & Bill Pratt



Third Place - Dennis & Prebble Eklof



Broken Spoke - Carl Hanson & Dave Randall



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The JANE 2006 Slalom Season Report

By Adrian Curtis
Slalom Chairman

Slalom

The JANE 2006 slalom season is complete, although there are a few more sanctioned slaloms still to be run in warmer parts of the country. This was my first year as Slalom Chairman. I want to briefly report on the two events that JANE held in May and September, in hopes of attracting new drivers to next year's slaloms.

As one of nearly 60 JCNA chapters, we provide our members with diverse Jaguar-related activities that include Concours, Rally, and Slalom programs. JANE is allowed two official "sanctioned" slaloms each year. The driver's fastest time is entered in a Jaguar Club of North America database

so that his or her score competes with entered times from around the country. Awards are made at the JCNA general meeting at year's end.

Our two slaloms this year were held at the Nashoba Valley Ski Area in Westford, Mass. We'll be at Nashoba again in 2007. I chose this location because it is central to most of our members. We attracted over sixty drivers, broke even dollar-wise, had nice weather on both dates, and produced good course times. Ten JANE members will be awarded 1st, 2nd, or 3rd place national trophies this year, and that's outstanding! Just as important, the 2006 slalom program attracted several

"rookie" drivers and six new JANE members, brought JANE families to Nashoba to enjoy the day with friends, and helped many, many JANE members to get involved in running an event for the first time. It takes a lot of people to make a slalom work.

Whether you drive, flag cars, reset cones, or post scores, being involved is fun and makes you feel vested in JANE and the success of our national programs. Jim Coull has already volunteered to serve lunch at our May slalom, and he says it's not to be missed! Keep an eye on the national standings at jcna.com/standings, bring your favorite drive to Nashoba next year, and GO for the GOLD! 🏆

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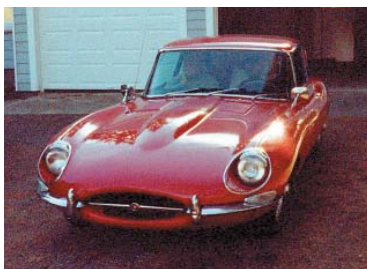
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CARS FOR SALE

1964 Mark II 3.8L - Automatic with wire wheels. 100,000 miles. Runs well. Body rust. Could be a parts car. Needs a loving home. \$3,000 or best offer. Dan Mosley, 508-364-9939



1968 420 - Opalescent silver-grey with navy interior. Fully refurbished to original condition and ready to drive. The leather has been renewed, new headliner, carpets, and rubber seals have been installed. The wood has been refinished to its original splendor. The exterior paint was chemically removed to bare metal and a primer, base coat/clear coat applied. Bright work, good but not excellent. New rear end bearings, seals, rotors, shocks and springs installed and calipers rebuilt. New front end bushings, ball joints, mounts, front rotors and brake calipers rebuilt. Silicone brake fluid. Steering box rebuilt and new bushes installed in steering linkage. New tires, on good wire wheels. Engine compartment clean but not detailed. Unknown mileage on engine (original replaced with a Daimler 420 engine). Good oil pressure and compression and runs strong. Automatic transmission is good. Boot redone with new boot mat. Spare tire, jack, tool kit and knock off hammer are all there. Drivers handbook too! Grant Edwards, 613-254-5611, grantedwards@rogers.com



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



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 (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)



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)



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 (7/06)

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 (06/06)

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)

16" Wire Wheels from XK140 - Four chrome and one silver painted. All five are in good shape with no dings or bangs. The chrome wheels need a good cleaning. Spokes have surface rust. I don't have any idea how true they are or the condition of the spokes otherwise. \$500 for the set. Buyer pays shipping. JPEGs on request. Adrian Curtis, Gilford NH, 603-293-4938, ascurtis@metrocast.net (1/07)

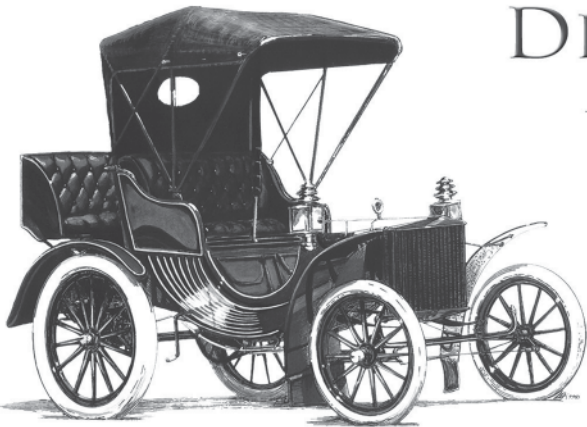
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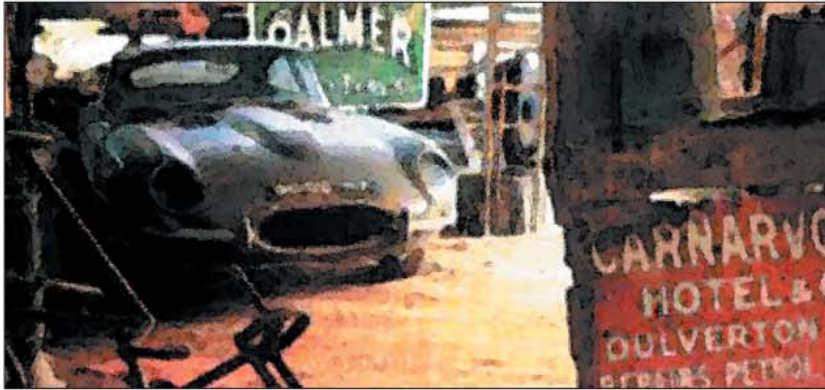
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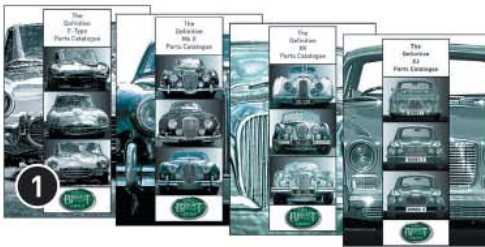


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