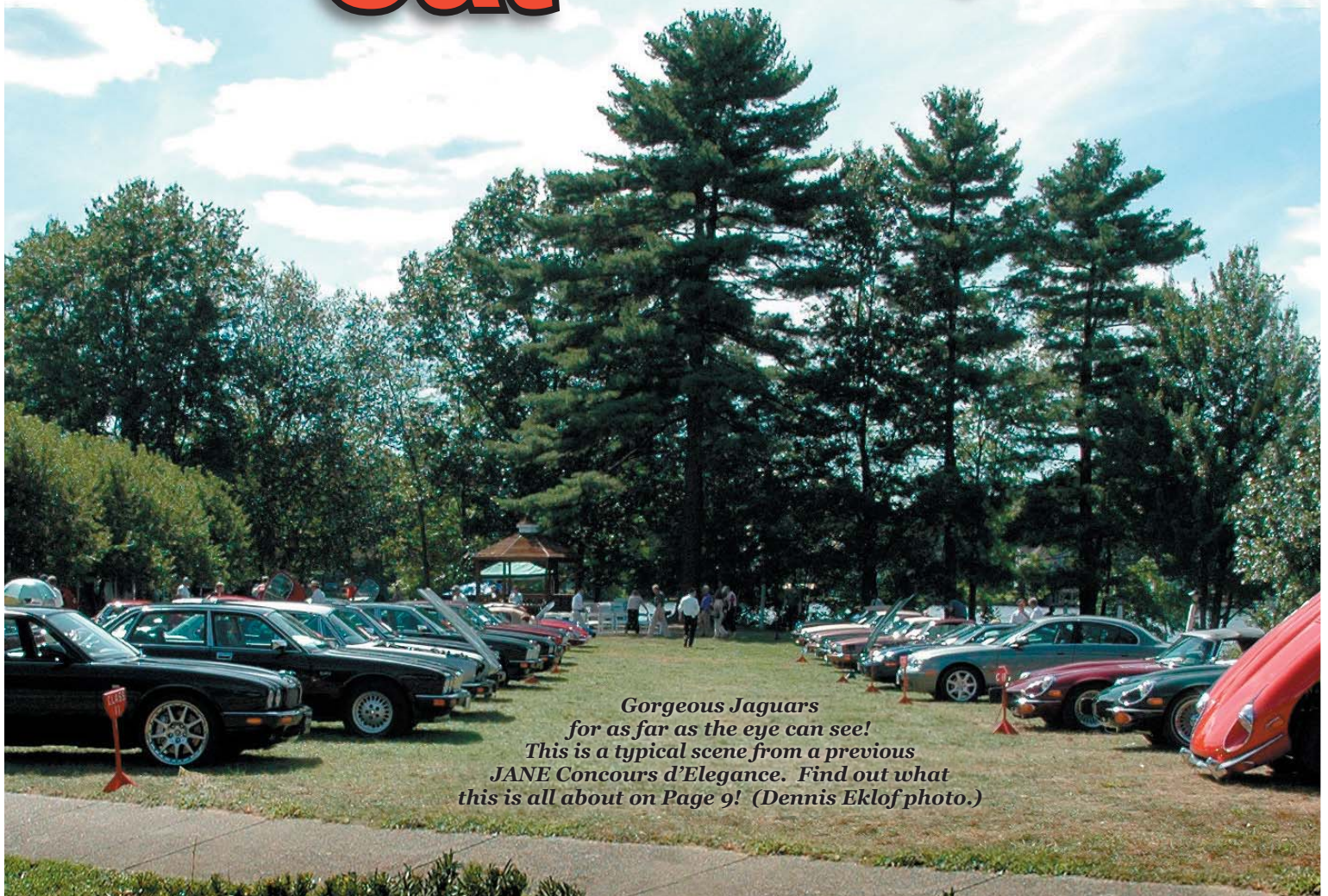


The **Coventry Cat**

The Newsletter
of the

Jaguar Association
of New England



*Gorgeous Jaguars
for as far as the eye can see!
This is a typical scene from a previous
JANE Concours d'Elegance. Find out what
this is all about on Page 9! (Dennis Eklof photo.)*

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Party Time ... and Musing About 2007

December 2006

The Press Sez

By Carl Hanson

My last column of 2006. End of the year. Tidy up the accounts. Put the toys away.

Wait, wait—there's more! As great as this year has been, we can look forward to even greater things next year. A committee is forming to plan our club's events for 2007, including ways to increase participation in our activities. You can help out by organizing an event—or just by volunteering to work an event. Give us your ideas—for example, do you want another extended driving event like this year's "Tour of Nova Scotia?" If so, put together a plan and bring it to our Events VP. The reason why JANE is such a vibrant club is that we have enthusiastic volunteers and we have fun. Let's keep it up!

Once again, I want to remind people that our Annual General Meeting (AGM) and Holiday Party will be held at a new location—the beautiful Vesper Country Club in Tyngsboro, MA. You

should have received an invitation in your mail with directions, and please RSVP right away. More information is included in this issue of *The Cat* and on our website, www.j-a-n-e.org.

The AGM includes the election of Officers and Board members, reports on the "State of JANE", and our annual awards ceremony. The Nominating Committee has met and has come up with a slate for Board members and Officers. The list is included on Page 5 of this issue.

As I mentioned last month, we have been considering an expansion of the Board as part of a general review of the bylaws. It has been five years since the bylaws were last updated, and it is clear that several of the Articles are inconsistent, and some are unnecessary. A core group of interested JANE Board members met recently to discuss the bylaws and concluded that we should convene a study committee to meet several times during the next few months to update the bylaws. If anyone in the General Membership wishes to be a part of that committee, please let me know. I expect the first meeting to occur just after the first of the year.

Last word—we have included a questionnaire along with our membership renewal notices in the mail. Please fill it out thoughtfully and send it in with your renewal checks right away. We would like feedback on what your interests are and what kinds of activities you want in the coming year. It helps your club with its planning. By the way, if you send your renewals in before the end of the year, you will receive a discount in your dues!

See you at the Party! 🍷

Carl

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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

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 have previewed the spot, and the setting, facilities, and food were all terrific!

You should have received the official announcement and registration form in the mail. Reply right away to guarantee a spot, since space is limited at the Vesper! Dress is “country club casual”, so **no blue jeans**, and don't forget that **Yankee Swap gift!** See you there! 🎁

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.



A typical JANE Holiday Party reveler



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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(Non-members)	\$120
Quarter page	\$175
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

Event Calendar

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.

CHECK WWW.J-A-N-E.ORG
FOR LATE-BREAKING NEWS
ON ALL EVENTS!

JANE Nomination of Officers and Directors

Club Business

By Chuck Centore

Jaguar Association of New England is organized under a formal set of bylaws that govern most aspects of our Club. At the end of each year, usually at our Annual General Meeting, a slate of new Board members and Officers is proposed by a Nominating Committee. According to our bylaws, the Nominating Committee comprises members of JANE's current Board of Directors.

The Nominating Committee has offered the following nominations for Officers:

President: Carl Hanson
Vice Presidents:
 Events Brenda Soussan
 Membership Tom Moses
 Secretary Dave Herrick
 Treasurer Don Holden

According to our bylaws, the Board of Directors will have a maximum of twelve members and

they each serve a three-year term. Normally, we would elect four new Board members each year. If there are resignations, then the number can increase to fill the vacated positions.

This year, there are five openings for the Board of Directors. The Nominating Committee has offered the following nominations for the Board:

Aldo Cipriano
 Dennis Eklof
 Ed Hall
 Mike Kaleel
 Dave Randall

Voting will take place at the AGM and, if unopposed with no additional names offered at the meeting, they will be declared elected by proclamation of the President. 🇺🇸

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The Death of the British Auto Industry(?)

...and a Brit-Speak Contest!

Feature Article

By Tom Letourneau

“
*The Brits
produced
world-leading
cars in racing
and luxury*
”

While looking through an automotive industry aftermarket trade publication recently, I was surprised to see an article dedicated to the “Death of the British Car Industry”. Needless to say, as we approach the end of 2006, I was curious as to why such an article would be appearing. I read the article and thought that I would paraphrase and quote from it for my fellow British Car enthusiasts.

I think that many of us (especially us older ones) would agree that one of the saddest footnotes to the history of 20th century auto production was the decline and fall of almost all British automakers. In the early part of the century and especially into the 1930s, Brits produced world-leading cars in racing, luxury, and everyman appeal.

Unfortunately, World War II changed all that!

As in the United States, manufacturers ceased domestic vehicle production to build much-needed military vehicles—jeeps, tanks, and planes. However, unlike the United States, where such manufacturing had created titans, the British economy and industrial base were ruined. From 1946 onward, British manufacturers turned a profit the only way they could, and that was by relying on 1930s-era designs and the use of available parts and production materials.

“It was 1953 before the British finally caught up to modern auto technology,” said Dick Lunney, a member of the Austin Healey Club of America. And simply catching up, as it was to turn out, wasn’t

enough to save the British industry. The great second war had cost the British precious manpower, from which they never fully recovered. “British companies didn’t have the kind of management that they needed to stay competitive. The great managers, thinkers, and visionaries who could have led the industry were gone—either dead or the war had destroyed their minds,” continued Lunney.

As the article then went on, the British car industry then limped along for two more decades, producing the much-loved roadsters that we all admire and treasure today—Jaguar XKs, Healeys, MGs, Triumphs, etc.—but delivering them with, in most cases, substandard engineering and dubious reliability. (Lucas, Prince of Darkness?)

By 1980, almost all British automakers had closed their doors or were in the process of doing so. Of the big-name manufacturers (not including those affiliated with the US brands GM and Ford), only Jaguar remains, and it does so, rescued from the British Leyland debacle, as a part of Ford Motor Company—itself not in the greatest of shape today, due to some of the same maladies that afflicted the Brits.

Ironically, some of the very same forces that helped kill the British car have kept alive the progeny that remain. Maintaining a British car has long meant performing more work than the quarterly oil change. (I’ve been through three DG automatic gearboxes on my 1961 Mark IX.) Many XK roadster owners, and others, have learned vehicle repair and restoration as a way to keep their treasured little British jewels on the road. This learning has helped fuel a passion (and it is a passion!) that keeps thousands of these vehicles running (while pouring millions of dollars into the parts and restoration aftermarket industry).

Speaking of the automotive aftermarket and parts industry, it is also interesting that “Brit-speak” is still somewhat alive today, especially among many of the purists, which often means us older-guys. But what about the young’ns among us? Do our children and grandchildren have a clear understanding when we speak Brit-speak? (Example: “Dig out the spare nave plate. It’s in the boot beside the spanner. We can get a new silencer later.”)

Playwright George Bernard Shaw once described England



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Win a “Rallye Grip” glove for your steering wheel! Be one of the eight entrants with the greatest number of correct American equivalents to the Brit-speak terms below! The eight winners (and the answers!) will be announced in next month’s *Coventry Cat*, and the prizes will be sent to you. Photocopy or clip out this entry form, jot in your answers, and mail it to:

Tom Letourneau • 24 Old Reservoir Road • Cumberland, RI 02864-1633

And don’t forget—the deadline is December 15th!!!

Ammeter = _____	Fuel Filler = _____	Off Side = _____	Tappet = _____
Big End Bearing = _____	Fuel Contents Gauge = _____	(Penalties will be assessed for the wrong answer!)	Thrust Bearing = _____
Bonnet = _____	Gearbox = _____	OTS = _____	Top Gear = _____
Boot = _____	Gear change = _____	Paraffin = _____	Torch = _____
Bootlid = _____	Grubscrew set = _____	Prop Shaft = _____	Track rod = _____
Botched = _____	Gudgeon Pin = _____	(See “Layshaft”)	Venturi = _____
Bottom = _____	Halfshaft = _____	Quarter Light = _____	Wheel Nut = _____
Bush = _____	Handbrake = _____	Retread = _____	Windscreen = _____
Cam Follower = _____	Header tank = _____	Revolution counter = _____	Wing = _____
Catch = _____	Indicator = _____	Rocker Cover = _____	
Damper = _____	Interior Light = _____	Sidelight = _____	And now for the tie-breaker. We are all familiar with the British term “Spanner” (= “Wrench”), which is often defined as a wrench having a hook, hole, or pin at the end for meshing with a related device on another object. What you may not know is that the term for “Spanner” originally came from a Middle High Ger- man word. What was that Ger- man word and what did it mean?
Dash Pots = _____	Layshaft = _____	Silencer = _____	
Dipper = _____	(NOTE: No vulgarities on this one, please!)	Sill Panel = _____	
Drop Arm = _____	Lash = _____	Small End/Little End = _____	
Exhaust = _____	Nave Plate = _____	(See “Layshaft”)	
Fault Finding = _____	Near Side = _____	Steering Arm = _____	
		Sump = _____	



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On Jaguar Concours Events

By Aldo Cipriano
Chief Concours Judge

Concours

Concours d'Elegance or **Concorso d'Eleganza** ["Elegant Competition" in French and Italian] *n.*
— "A public exhibition and competition in which automobiles are judged chiefly on the basis of elegance and beauty." — *Webster Dictionary of the English Language.*

Sound intimidating?
— It really isn't!

Jaguar Concours d'Elegance *n.*
— "A primary club event designed as a gathering of Jaguar enthusiasts to proudly display their Jaguar motor vehicles, honoring the marque, promote lively discussions of one of the world's finest motorcars, and socialize with other Jaguar owners within the common bond of friendship."

What is our club's **Concours d'Elegance** all about? JANE's Concours uniquely features a relaxing social gathering together with the show-and-shine aspect of presenting your "cat" in friendly competition, or just for display as part of a field of superb examples of Sir William Lyons's vision of style, elegance, and spirited motoring. There is nothing intimidating about that! It's our goal to make this event very enjoyable and not an event filled with pressure.

For the club member who has debated on coming to such an event, rest assured that there is nothing snobbish or aloof about JANE events. The bond of pride in Jaguar ownership will be evident to all who attend. The degree of expertise of club members who are willing to share their information abounds in the event, and the tips they offer can only enhance Jaguar ownership.

There are three primary categories in the Jaguar Concours event:

• **Champion Division:** This is the top level of "elegant competition", requiring inspection of the engine compartment and boot (trunk), together with interior judging and exterior scrutiny of paint, fit, and finish. The hallmarks of this competition are authenticity, condition, and cleanliness. Even the most devoted and knowledgeable Jag enthusiast can learn from this level of judging about how to make his or her Jag better. Vehicle operation (e.g., verification of lights and horn) are also part of this.

• **Driven Division:** This is the moderate level of "elegant competition". No worries here—the engine and boot are not exhibited or judged. The exterior and interior are viewed for condition and cleanliness and, to an extent, authenticity, but with allowable variations. For those who contact us, we can set up a session with tea, crumpets, clotted cream, and jam to discuss these variations with Brenda Soussan and Michael Kaleel, who are co-chairing the event. This is the division that I started in several years ago. The key here is a clean car in reasonably good condition, whose lights and horn work. In the future, I may even share detailing tips I have gathered since age 12, starting with my dad's 1950's and 1960's Cadillac convertibles.

• **Display:** This is not really a judged division; it is simply the ability to show your prideful Jaguar amongst some of the finest Jaguar show cars in the country. Many models in this great group of classics have been seen only in movies. Remember "Vertigo" with Jimmy Stewart? Kim Novak drove a MK VII saloon. And "Play Misty for Me"? Clint Eastwood drove an XK-140 Roadster. A clean car is all that is needed for display. Now, come on—we can all accomplish that!

So do not be fearful, and motor your Jaguar to the Concours event next year, pre-registered for Driven or Championship if you choose, or just easy-going Display. In place of anxiety, you will be treated to an exceedingly fun event with knowledgeable and friendly people! Who knows—you may then decide to participate in club road tours, slaloms, or even tech sessions.

As Chief Concours Judge, I invite you to attend and participate in the JANE Concours of August 11th, 2007. You may even take home a trophy, but if not you will feel rewarded by attending the event, and your new Jag friends are only an email or phone call away.

So step forward, club members! JANE is more than a great monthly magazine and a membership card. Those are only the tickets to leisurely adventure. 🏆

“
An exceedingly
fun event with
knowledgeable
and friendly
people!”

Road Trip

By Adrian Curtis

This Car Climbed Mount Washington

“
*I was warmly
greeted with
words I like
to hear:
“Howdy—
antique cars
climb free!”*
”

Okay, I didn't make Drag Night—too much going on. I felt bad about missing it, 'cause I like different JANE events, plus I'd been challenged to a drag against one special Mk IX. That'll have to wait.

One of the advantages of being retired is that there are few demands on your time and every plan you make is a “great idea.” Want to sleep in? Great! Want to hop in a Mk VII and drive 230 miles on a brisk, windy, fall day? Great! I chose the long drive, with a side goal of somehow making



up for missing Drag Night. That meant I'd have to do something special besides log miles.

I chose to drive north on Route 16, climb the Mount Washington Auto Road, and circle back to Gilford over the Kancamagus Highway and south on Route 93. This roughly retraced in reverse the route JANE

members followed on a tour orga-



nized by Pete Forte in June 2003.

I checked the Auto Road web site. The road's open through October. The summit weather forecast was for low 20s, sunshine, and

winds gusting to 35 MPH. No worse than Drag Night, I figured! After I made the 'GO' decision, my reaction time

(number of minutes until I was buckled in and hitting the start button) was

2.445. I won't describe the drive north: Conway's a mess. I was



warmly greeted at the Auto Road base with words

I like to hear: “Howdy—antique cars climb free!” My time to 330 feet was 20.282 (seconds). My speed at 660' (1/8

mile) was 16. By now I was in 2nd gear, where I stayed throughout the climb. My speed at 42,240' (the entire eight-mile length) was still 16, and I rolled into the parking area at a crawl.

A couple of notes: I ran the heater and blower

full hot with the sunroof open.

That kept the car and me cool, but felt pretty weird with the outside



temp at 24 degrees. On descent, I alternated between 2nd and 1st gear for the steeper sections. When I looked in my rear view mirror, all I could see was granite, clouds, and brake dust! (Just kidding—my brakes stayed cool.)

The Auto Road was jammed with traffic, even in October, and the Summit House was full of tourists who had arrived by Cog Rail. I know that other Mk VII Jaguars have climbed to the 6,288' summit, but it's probably been a while. I'm sure the trip has never been described in drag rac-



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

ing terms. Sorry—I had to do it.

Plan ahead if you make the trip. The summit's in clouds 60% of the time and the wind exceeds hurricane force (75 MPH) 104 days per year. My "world famous" bumper sticker is stuck to my tool box. It just didn't look good on my bumper. 🇺🇸



• **Aldo Cipriano buys Jaguar for his father** - It's a stunning 1986 XJ-6 Series III, sable black with biscuit interior. The 194K car was about to be orphaned, but was saved by this dutiful son. When Aldo's dad called a few days after he received this gift, Aldo was ready to accept the many thanks from his grateful dad, but what he heard instead was, "Please come over here and explain this car to me!" Mr. Cipriano has not had the pleasure of experiencing the interesting quirks that Jags are given to, because he had been driving a Cadillac since 1954. Life should be very interesting in the Cipriano garage from now on.

• **Alan Quinn and family** - They'll be visiting the old sod soon. This will be Gabriel's first trip.

• **Those jet-setting Hagopians** - Eric Hagopian just got his private pilot's license in his 1977 Cessna Skyhawk XP. And Sue Hagopian has been seen driving around Florida topless. "I mean in her new convertible!" Sue has acquired a brand new convertible MX5 Mazda Miata with retractable hardtop.

• **Speaking of topless** - Dave Pratt showed us his newly-acquired 2000 XK8, BRG with tan interior ("of course", he says), at the November JANE meeting. She is so elegant and just about flawless. She'll be sharing the garage with Dave's 1970 E Type FHC, BRG/biscuit ("of course").

• **Question of the day** - What is a scrutineer? Watch next month's column for the answer! 🇺🇸

On the Prowl

By Brenda Soussan

Ultimate Wilwood Brake Set By Bassett's Jaguar



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

As some of you know, Michael Kaleel and Brenda Soussan are in charge of the planning and execution of our 35th Concours d'Elegance to be held next August. We will be offering items for sale to benefit the event. All profits from the sales will be used to make our 35th anniversary an event to remember! More items will be added in the near future.

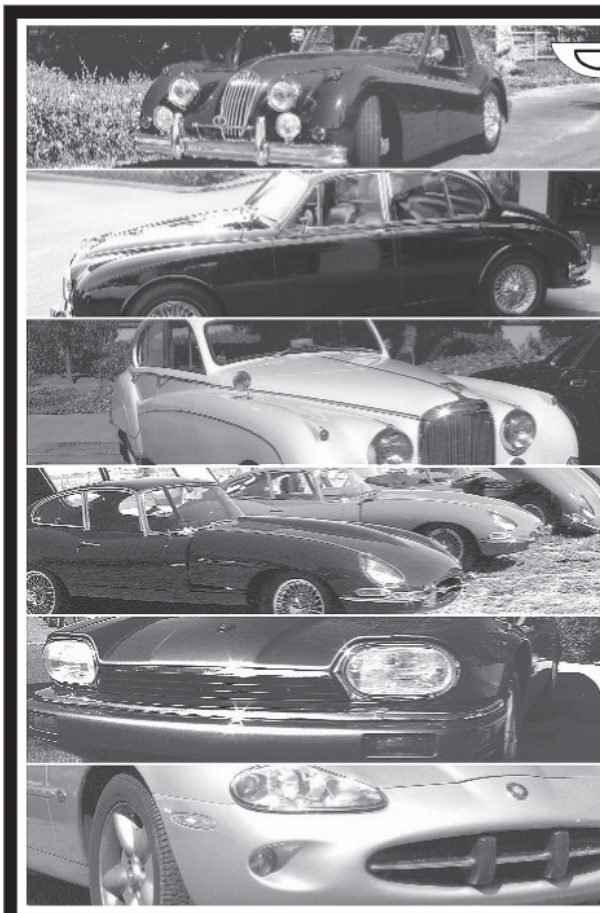
Our first offering is this fabulous bejeweled tee shirt! It comes in either white or black, adorned with the Jaguar logo and leaper in clear crystals. It is a 95% cotton, 5% spandex blend with cap sleeves, in sizes S-M-L-XL-XXL. Brenda says, "I own this shirt and have worn it at least twenty times. I've thrown it in the washer and dryer without incident. These

stones stay on! The color does not fade."

The cost is \$35.00 (S-M-L-XL) and \$37.00 (XXL), including shipping and handling. Please send your orders with size and color indicated on your check (made out to Brenda Soussan) to:

Brenda Soussan
65 East India Row #14F
Boston, MA 02110

Please allow three weeks for delivery. Brenda notes that these shirts are, uh, more suitable for the gentler gender, meaning that they'd make a great holiday gift for that lady you love more-or-less as much as your Jaguar. In fact, orders received by December 6th will arrive in time for Xmas! 🎄



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Jaguar Body Colours and Ethanol in Carbureted Jags

Ask the Experts

By Dana Lee

Q I'm currently considering the purchase of a pre-owned Jaguar, and I have a favorite colour in mind. But I'm not sure which colours were available in which model years. For example, it seems that British Racing Green was available on earlier XK8s, but the green on later XK8s is metallic. Is there some reference (printed, internet, or otherwise) that would tell me what I need to know?

—Colour Conscious

A I would have thought that the paint question would have been easier to answer, but there is no reference that we

know of to research past colours. Our factory rep did not know, and directed me back to headquarters in New Jersey. They have not been able to get back to me with an answer, as they say that the information may be archived but not easily accessible.

—Colour Blind

Q The other day, I gassed up my late-model Volvo from a pump marked 'Ethanol added'. I know that ethanol is taking the place of MBTE in New Hampshire. Is this gasoline additive okay for my low-tech (comparatively) 3.4L XK engines in my XK120 and

Mk VIIM? Should I follow any precautions in using gas spiked with ethanol?

—Spike

A Ethanol is okay to use in older carbureted cars. There was talk that the fuel-injected cars may present a problem, but we have not seen any adverse effects and believe that ethanol will only become even more prevalent in the future.

—Al Coholisfein



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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



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)

Five Jaguar Wire Wheels - Three are chromed (two 54-spoke, one 60-spoke), and two are silver painted (one 54-spoke, one 60-spoke). All need a serious cleaning, although the chromed rims do shine up nicely. Some surface rust on spokes, especially the chromed spokes. No dings or dents. Condition unknown otherwise. \$500 for the set. (Will sell as a set only.) Buyer pays shipping. JPEGs on request. Adrian Curtis, Gilford NH, 603-293-4938, acurtis@metrocast.net (1/07)

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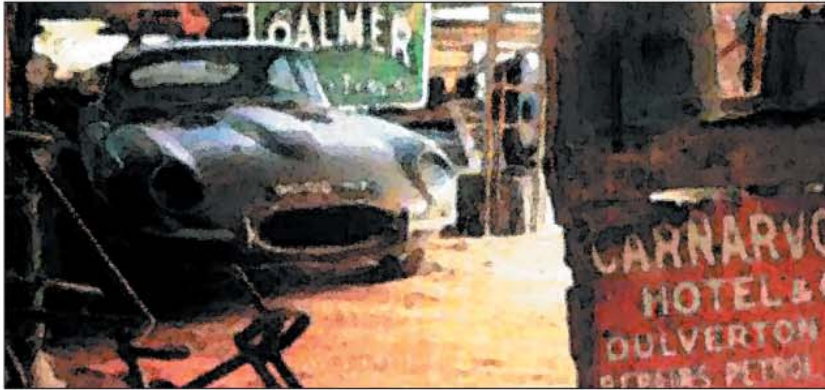
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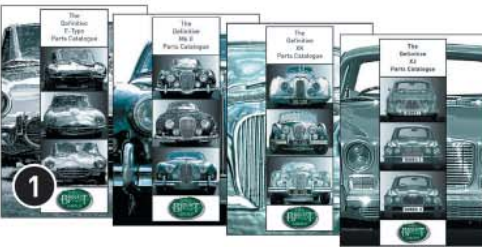


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