

# The **Coventry Cat**

The Newsletter  
of the

Jaguar Association  
of New England



*Remembering the British Invasion.  
Bob Doyle composed this beguiling  
photo at this year's BI in September.  
Those of you who were there will be  
able to identify what all the spots  
on this Cat's bonnet were.*

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*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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## Focus on the Year Ahead

December 2007

**F**or my last column of the year, and my last one as your club president, I am not going to recap the past year but rather focus on the year ahead. Let me just say this: It was quite a party this year!

Last month, I recalled the JANE events during 2007, so I need not dwell on those club activities this month. But what I love about JANE is the great people who make up the club. Besides the enthusiastic Board Members and Committee Chairs who spend countless hours keeping things going, we had many others who volunteered their time to help with individual events. I will give you just a few examples: Ed and Cheryl Avis drove their XK120 all the way from central Maine to participate in our annual May meeting at the Larz Anderson Museum, and then followed that up by hosting the tour of Paris (Maine, of course), and further participated in the Concours activities by hosting the hospital-ity room. Then there were the Fishers, Rodney and Linda, from Quechee, VT, who stepped in at the last minute to host JANE's participation at the British Invasion. Another example was set by Ray and Sanda O'Brien, who did a fine job of organizing the May meeting at the Museum. These are examples of the people who make JANE one of the most active Jaguar clubs in North America. The growing number of volunteers is why we can look forward to such a great future. So, as I close out my term as your president, I am confident that we can continue to build participation by more and more club members!

At the same time we are rejoicing over the successes of the club (and no doubt we will celebrate mightily at the AGM/Holiday Party!), I am sad to report the retirement of our esteemed editor-in-chief of *The Coventry Cat*. Dave Pratt took over the editorship last year, and has done a fantastic job of making the *Cat* into a nationally-recognized newsletter (re: *Classic Motorsports* magazine's Club Newsletter of the Month for September). Thank you, Dave, for a job well done! And now it is up to one of you to pick up where Dave leaves off—here is your chance to be the boss! Dave offers to mentor you in the art of desktop publishing, with the format already established, and the contributors at the ready. Please consider volunteering. I would hate to see our monthly newsletter disappear—it is so important to the club.

I am looking forward to the Annual General Meeting and Holiday Party at the Vesper Country Club in Tyngsboro. Cocktails start at 3 pm on Sunday, December 2nd. The Annual Meeting follows, and the banquet this year is in the large ballroom, so there is plenty of room for us all. We now have a full slate of candidates for Board and Officers, so come ready to exercise your right to vote!

In closing, I want to thank everyone for a great couple of years. I have been honored to have been your president! Just remember—those beautiful Jaguars were meant to be driven. See you on the road! 🚗

Carl

# The Press Sez

By Carl Hanson



# Next Events

## JANE Calendar of Upcoming Events

DATE - DAY	ACTIVITY OR EVENT	LOCATION
<b>December</b>		
2 - Sun 3pm	The JANE Annual General Meeting and Holiday Party	Vesper Country Club, Tyngsboro, MA
15 - Sat 6pm	JANE invited to the Rolls Royce Club Holiday Party - see below	The Worcester Club, Worcester, MA
<b>January</b>		
23 - Wed 7pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
<b>February</b>		
27 - Wed 7pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
<b>March</b>		
26 - Wed 7pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA

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

### JANE Invited to the Rolls Royce Club Holiday Party Saturday, December 15th

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 Brenda Soussan at [ideacounselo@earthlink.net](mailto:ideacounselo@earthlink.net) or 617-338-8747.

**The Rolls Royce Club has graciously invited JANE to their holiday party**, which will be held at the Worcester Club on Saturday, December 15th. A reception in the Reading Room (cocktails and hors d'oeuvres) will begin at 6 pm, with dinner at 7. Dinner will start off with Asparagus Bisque followed by Caesar Salad, and then your choice of the following entrees:

- Sliced Tenderloin (\$75)
- Surf & Turf – Sliced Tenderloin w/Baked Shrimp (\$75)
- Broiled Swordfish (\$65)
- Chicken Stuffed w/Basmati Rice & Dried Cranberries (\$65)

A dessert buffet, coffee, and tea will follow. Entertainment will feature a string trio. You are invited to bring a gift for a child of any age, which the Rolls Royce Club will donate to the Home for Little Wanderers. Your gift may be a toy for a young child and/or

a gift certificate for a teenager. Please do not wrap gifts.

The Worcester Club is located at One Oak Street, Worcester, MA, phone 508-755-8611. For directions and more information on this elegant facility, visit [www.worclub.org](http://www.worclub.org). If you're traveling from afar, nearby hotels include:

- Beachwood Hotel (508-754-5789 / 800-344-2589)
- Crown Plaza (508-791-1600)
- Hilton Garden Inn (508-753-5700)

Reservations are necessary on

or before December 7th, and space is limited to 60 people. Please make your check payable to "Yankee Region – RROC" and specify your choice of entrée(s) with your response. Checks should be mailed to Stephen Gordon, 500 Main Street, Worcester, MA 01608, and you can contact him at 508-755-1050 with any questions.

If the JANE Holiday Party whetted your appetite for yuletide merry-making, this affair should help satisfy it. Thank you, RROC! 🎄

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# Resolve to Start Attending the JANE Monthly Meetings

Now that you've had such a great time at the JANE Annual General Meeting, why not make a resolution to start attending the JANE Monthly Meetings? They're scheduled for the fourth Wednesday of every month, starting at 7:00 pm at Skip's Restaurant in Chelmsford, MA. Every third one is a business meeting, which gives you a chance to get involved with the running of our club and the planning of our activities. The ones in between are more social types of gatherings, with just a brief period of time from gavel to gavel.

Skip's is easy to find—it's located on Route 110 just south of

Exit 34 off I-495 on the right. The address is 116 Chelmsford Street, Chelmsford, MA, and the number is 978-256-2631. Bring your Jag whenever weather permits—it likes to get frequent exercise, just like we do! (We do like to get frequent exercise, don't we?)

JANE Monthly Meetings allow you to get together with like-minded Jaguar lovers in a low-key setting any time you choose to. Why not start coming out on a monthly basis, participate in our shorter and longer club meetings, help set the direction for our club, and grab a bite with your Jaguar friends? 🍷



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By Adrian Curtis

## End-of-Summer Driving School

**K**eith Carlson invited Tom Brady and me to join him at NHIS on Friday, October 26th, for the BMW White Mountain Chapter-sponsored “Advanced Driving Skill School (ADSS).” Keith loves to compete in his D Type and has participated with many groups all over the country.

I live nearby and arrived at around 9:30 am in my XK120 to find Keith on the track with Group 1 (the fastest group). When Keith pitted, I located his rig, parked, and settled in for a visit. Keith’s car was unique in this mix but very competitive (I don’t know if he would say he was having a good day, but, under Warren Cossitt’s preparation, Keith finds the car

very powerful and fast.)

I then attended a “Driving Technique” class for novice (Group 3) drivers. The instructor, Ed Valpey, turned out to be an excellent instructor and driver. After the 30-minute class, I spotted Tom Brady’s 1963 Galaxy 500 parked with our cars. Together, the three black cars generated a lot of interest and pictures from admiring BMW drivers!

The NHIS road course is very challenging and has very limited viewing from the infield. Turn 3 (see photo), a challenging slow turn, is about all you can see other than the straight. Keith was using 3rd gear and relying on torque rather than revs to pull him up the hill. The more modern cars

(mostly BMWs) seemed to be geared lower and screamed in the lower gears, but were not particularly faster.

The next novice class, “NHIS Driving Tips”, was at 1:00. After the class, I asked Ed if there was a way to get on the track. “Grab your helmet and meet me in ten minutes at the light blue Mini—we’ll go out with Group 2.” What a blast! Ed is the chapter’s Chief Instructor and has a very impressive résumé, including teaching counter-terrorism driving techniques for the government! (No comment.) If you need to get away fast, see Ed.

Tom scored a few laps at 3:00 pm, was mightily impressed, and grinned from ear to ear. The end

“  
Keith loves  
to compete

in his  
D Type...  
”



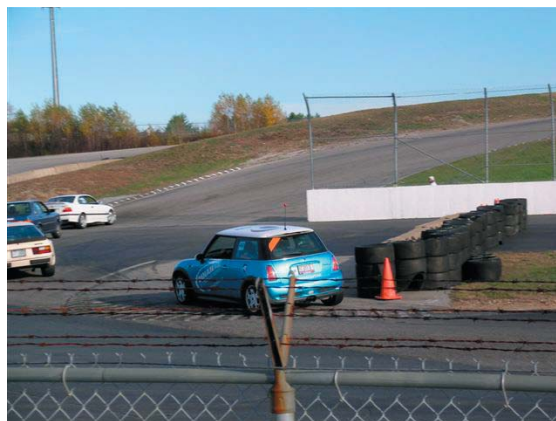
Keith Carlson and his D Type are both clad in classic British Racing Green



Tom Brady and Keith compare notes in front of the garages in the NHIS infield



Ed Valpey speeds down the short straight toward NHIS's sharp, uphill Turn 3



Ed takes the shortcut through Turn 3 to get past the competition, something Minis are good at

of the day came too quickly. For an appreciation of the complexity of driving well at NHIS, go to <http://tinyurl.com/39lwhj>. It's an excellent, detailed article entitled "One Lap of NHIS" in PDF format written by (who else?) Ed Valpey. 🏎️



Keith tops up his tyres with special racing air imported from the factory in Coventry

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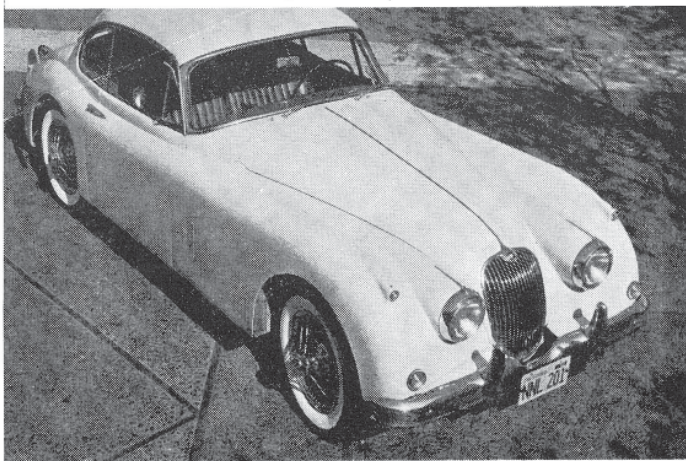
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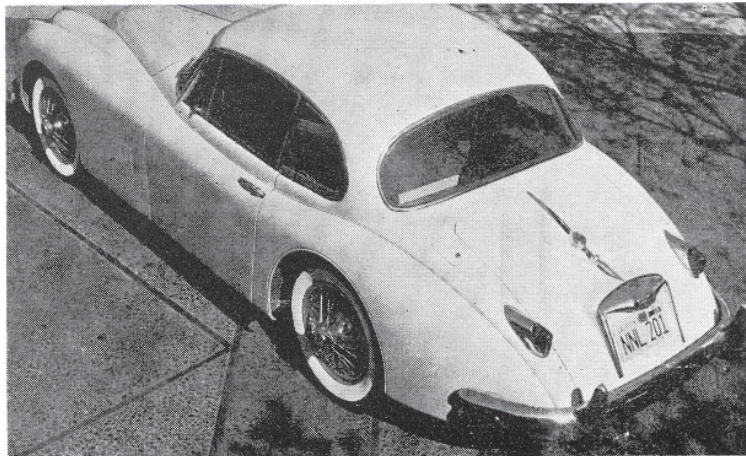


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*Long as ever and even more graceful, the hood now dips lower.*



*Viewed from above, broad rear-window and overall width are evident.*

## ROAD TEST

# JAGUAR XK-150

**I**T IS NOW almost exactly nine years since the 1948 Earls Court Show was laid on its collective ear by the introduction of the XK-120. The interval has been filled with most gratifying sales, both of the original model and of its derivations. The first all-new car in the XK line (for the general public) is the 150; a high-performing personal coupe or convertible—to be joined much later, perhaps, by a new roadster—it is unmistakably a Jaguar, and a prestige car by anyone's standards. What is not so obvious is its newness. Jaguar owners immediately spotted it, but other sports car drivers did not.

Whether this conservatism in the face of the money spent for new dies has been a wise policy, only the years (nine?) will tell. From a distance of 6000 miles, it is easy to say that a little more should have been spent in order to introduce another sensation comparable to the first XK-120. But there is always the chance that an explosion will backfire.

Although observations on a test car's looks sometimes do not sit too well with readers, here goes: The front end, a close examination of which discloses that every component has changed, retains its classic beauty. The "cab" has an appearance of lightness, correctly symbolizing the improved vision through the wider windshield and rear window. Its 4-inch width gain at shoulder height is too evident, reminding one more of a mature mother cat than a lithe young huntress. The rear, heaven help us, needs customizing! Its collection of chrome clutters the excellent basic shape. (Letters will be answered if time permits.)

*Standardization comes to Britain: "Blue Top" engine is that of 3.4.*

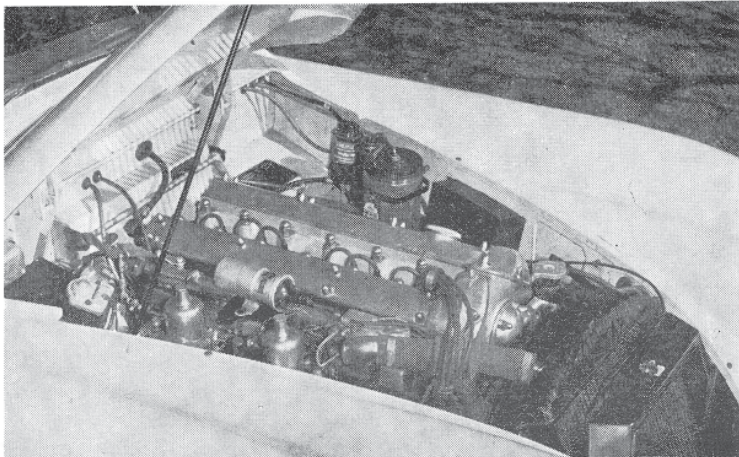
Increased interior width is immediately evident on opening the door, as is replacement of all the wood on window sills and instrument panel with leather. We know it was impractical and we know it contradicts what we said in our second paragraph, but it was handsome as all get out and we're sorry it's gone. The panel layout, though not the finish, is now that of a 3.4, with a sponge-rubber-padded brow over it.

The newly curved windshield makes vision effortless and broad despite the long hood, now more sharply sloping. There is no Detroit-type distortion, and no dangling corner post to dodge while entering. Individually adjustable seats provide lasting firm comfort around town and promise the same for a trip. The steering wheel, of traditional four-spoke design, continues adjustable for different drivers or just for pleasant variation in arm position.

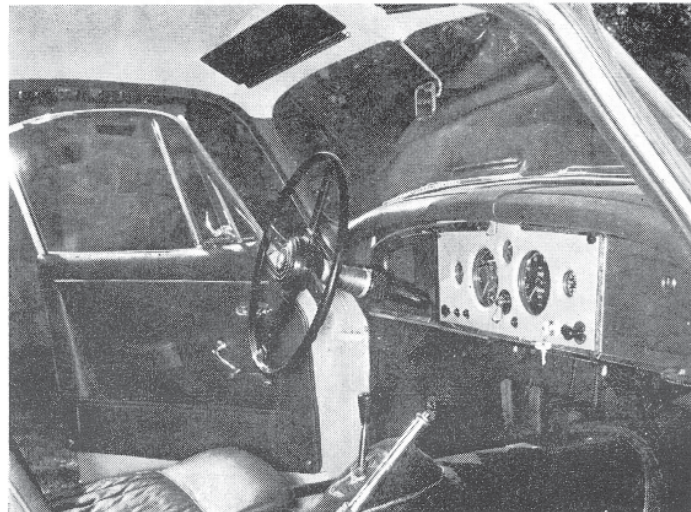
A touch, and no more, on the starter button hurls the engine into life, the starting carburetor audibly sucking in air until the thermostat shuts it off. Engine warm-up is neither fast nor slow, and running temperatures were indicated as comfortably cool.

The test car's clutch demanded too much stretch by comparison with the cramped throttle foot position, and gives us an opportunity to voice a loud warning: This was one of the prototype cars, reportedly No. 2, and there are other such around the country. A number of bugs in the prototypes will be absent from production models. Among them are the awkward accelerator and the absence of a rest for the left

*With all its changes, this is still a top spot for trips of any length.*

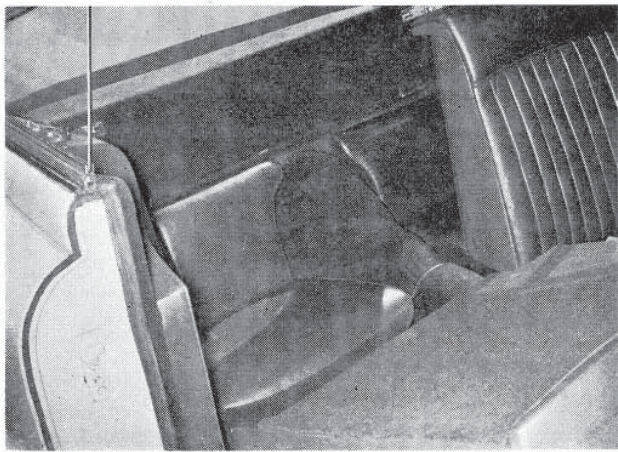


PHOTOGRAPHY: POOLE



*(Reprinted from November 1957 Road & Track.)*





Above the seats is a door to the trunk, so long loads can be carried.

## a sports car turns into a Gran Turismo

foot, the latter to be remedied by a convenient-sounding support from which the dip switch can be reached by rocking the foot.


Some clutch slip marred our more rapid take-offs, as did a particularly recalcitrant shift into second; neither should be considered characteristic, for the components are those used in the 3.4, which gives no trouble in these respects. The closely spaced third and fourth ratios come nicely into their element at higher touring speeds, with shifts back and forth just as positive and easy as they should be. The fact that the car is contented in third gear until close to the 100-mph mark can, of course, keep the whole matter theoretical in many localities.

The 150 is available with either the Borg-Warner automatic, in which a manual over-ride switch prevents engagement of the top ratio when the driver wants more acceleration or engine braking; or with the overdrive added to the manual gearbox, in which case selection of overdrive is by means of an electric toggle switch and possible on fourth gear only. With overdrive—to our mind the obvious choice for this car—the 4.09:1 rear axle replaces the 3.54 axle of the test car or the automatic version, and the possibilities of sheer driving pleasure become even more apparent. Not only does the top ratio (overdrive fourth) promise an advantage in lower piston speed with its 3.19:1 ratio; acceleration times will also improve, though shifts will have to be made at lower car speeds.

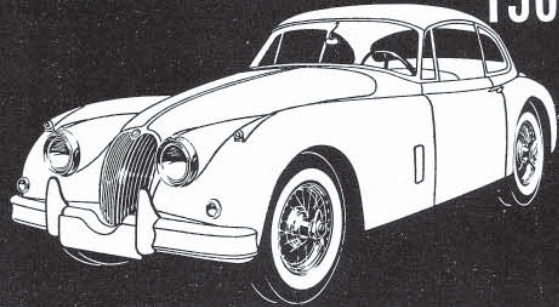
Referring back to the manual-shift car we had, it seems likely that fine tuning and optimum conditions could have given us up to 10 mph better than we recorded. The 150 was deliberately designed as a 130-mph car, and buyers will undoubtedly record that figure, if not on every try.

At the all-important other end of the scale, the Girling discs (described in the August R&T) were the subject of some controversy among us at first. Pedal pressure even with the power booster is so high as to make necessary a preliminary warning to a first-time 150 driver. The boost is proportional to pedal pressure, yet it took us the better part of a day to adjust to the sheer push that was so unexpected after driving other recent Jaguars. It was certainly no strain after that, and the outstanding record of the new brakes in resistance to fade made the inconvenience well worth while. The booster, by the way, is now mounted in the left front fender.

We should like to see various minor changes incorporated in the 150. Among them are a larger shift knob (and, some day, a synchronized low gear); larger glove boxes; doors lockable from the interior; instruments mounted in front of the driver; door checks, and better-placed ash trays.

The price given is intended only as a guide. Shipping, land freight and crating will vary it from city to city. 

## ROAD & TRACK ROAD TEST NO. 150



### JAGUAR XK-150 COUPE

#### SPECIFICATIONS

List price .....	\$4530
Wheelbase, in. ....	102.0
Tread, f/r .....	51.6
Tire size .....	6.00-16
Curb weight, lb. ....	3090
distribution, % .....	50/50
Test weight .....	3410
Engine .....	6 cyl, dohc
Bore & stroke .....	3.27 x 4.17
Displacement, cu in. ....	210
cu cm. ....	3442
Compression ratio .....	8.00
Horsepower .....	210
peaking speed .....	5500
equivalent mph .....	127
Torque, lb-ft .....	216
peaking speed .....	3000
equivalent mph .....	69
Gear ratios, overall .....	
4th .....	3.54
3rd .....	4.28
2nd .....	6.16
1st .....	10.6

#### CALCULATED DATA

Lb/hp (test wt) .....	16.2
Cu ft/ton mile .....	92.7
Engine revs/mile .....	2600
Piston travel, ft/mile .....	1810
Mph @ 2500 ft/min. ....	83.0

#### PERFORMANCE, Mph

Top speed, timed .....	121.6
3rd (5700) .....	109
2nd (5750) .....	76
1st (5750) .....	47
see chart for shift points	
Mileage range .....	16/21 mpg

#### ACCELERATION, Sec.

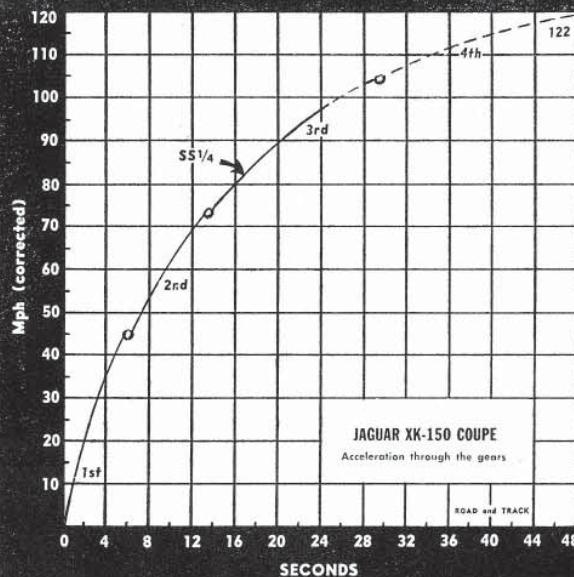
0-30 mph .....	3.2
0-40 mph .....	4.8
0-50 mph .....	7.3
0-60 mph .....	9.5
0-70 mph .....	12.0
0-80 mph .....	16.0
0-90 mph .....	20.2
0-100 mph .....	25.8
Standing start 1/4 mile .....	17.1

#### TAPLEY DATA, Lb/ton

4th .....	270 @ 57 mph
3rd .....	335 @ 50 mph
2nd .....	480 @ 40 mph
1st .....	off scale
Total drag at 60 mph, 113 lb	

#### SPEEDOMETER ERROR

Indicated	Actual
30 mph .....	31.8
40 mph .....	41.7
50 mph .....	51.6
60 mph .....	61.5
70 mph .....	70.9
80 mph .....	80.8
90 mph .....	90.1
100 mph .....	99.5
122 mph .....	121.6



Thanks to Stu Forer for supplying this reprint and securing permission from the publisher. As space permits, we'll be including more of these *Road & Track* articles on classic Jaguars from years gone by in future issues.

# JANE Returns To...



**B**esides being a fun event, this year's Fall Foliage Rally had a surprise hidden meaning! Some of you are old enough to remember the 1956 pot-boiler, *Peyton Place*. That was the sensational best-selling book that shocked the country with its straight language and sexy scenes set in a "proper" New England village.

Well, that "village" was the site of our rally route! Laconia, Gilmanton, and Gilford, NH—all were featured in the book and the TV series that followed. (The movie version of *Peyton Place* was actually filmed in Camden, Maine.)

But here is a piece of history relevant to JANE. Bernie Yurt recalled that the second-ever meeting of New England XK Association (NEXKA), the forerunner of JANE, was held in the house featured in the 1964-65 TV series as "Rodney Harrington's house". Rodney was the good-looking hero played by Ryan O'Neal as the love interest of nearly all the young ladies in the show. The "Harrington" house was owned at the time by Dick Mayo, a NEXKA member in Gilmanton.

Feel free to draw your own conclusions.....

—Carl Hanson

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# JANE History Sought for JCNA Publication!

**J**CNA is 50 years old! To commemorate the occasion, Steve Kennedy from Colorado is working on a publication to be released at the Annual General Meeting in March. Each of the 64 clubs in JCNA will get two pages in the book—one with the history of the club and the second with captioned photographs showing both early and current activities.

Carl Hanson is researching the early days of the club for the JCNA and is looking for any early photographs that you may have. Time is short, however, as Steve Kennedy needs our information before Christmas!

Among the early members of JANE, perhaps the best-known resource is Bernie Yurt, who founded New England XK Asso-

ciation (NEXKA). NEXKA started in September 1968, and eventually became JANE. Bernie's 11-year-old daughter was the one who named our newsletter "The Coventry Cat". The first meeting of NEXKA was a picnic held at West Hill Dam (anybody know where that is?) with eleven members. The second meeting was held in November at a member's house in Gilmanton, NH, previously made famous as one of the locations seen in the TV series, *Peyton Place* (see the opposite page).

Bernie is trying to locate a photo scrapbook with many early photos. It is reputed that Warren Cossitt is partially responsible for including all Jaguars in the club, not just XKs. But when did the name change to Jaguar Association of New England, Ltd.? If anyone can contribute

# Club Business

this and any other information that could help us represent JANE in Steve's publication, please contact Carl at 781-275-2707 or CHansonjag@aol.com—he will appreciate it.

But before mid-December, please! 🇺🇸

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# Letters to the Editor

## A Change in the Wind

Dear Editor (oh, wait—that's me),

After a tenure of somewhat more than a year, I'm afraid I'm going to be resigning my post as editor of *The Coventry Cat*. I had hoped and believed that it wouldn't be that much of an extra burden on top of my Alfa Romeo club duties (newsletter, website, treasury, etcetera), but adding the *Cat* turned out to make the overall effort a little more than I can handle. Since my involvement with Alfas goes back over thirty years, alas, it's the *Cat* that has to go.

Naturally, I'll continue to compile our newsletter for a few issues or until a replacement is found, and I'll gladly help with the transition. This means any combination of: guidance in the use of publishing software, doing page layout, and editing images, if required; transferring my working files and other material; collaborating with the new editor to put out a transitional issue or two; or generally whatever it takes.

So there will be a change in the wind. (And, with luck, the windiness of the next editor won't approach the windiness of the current one.) Look at it

this way: At least Rupert Murdoch didn't swoop in, buy up our publication, and start reporting on Porsches...

It's been a pleasure getting to know so many of the wonderful members of the JANE clan. The club is terrific and holds a commendable number of assorted

events each year so that everyone, with interests ranging from touring to concours to rallying to tech sessions to racing to just plain socializing, can all have some fun. Hope to see you on the circuit!

Respectfully,  
Dave Pratt

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## CARS FOR SALE

### 1964 Jaguar 3.8 S-Type Project Car -

This S-Type is a 4-speed with overdrive, wire wheels, less than 30,000 miles. Virtually rust-free body. Wood has been professionally refinished (\$2300), chrome replated (\$5500), 5 new Dayton wire wheels, 5 new Avon radial tires, 5 new knock-offs (\$2000). Front end all rebuilt with new parts. Thousands of dollars worth of new parts including 4 sill plates, rubber kit for the entire car, all aluminum parts polished. Pick your color combination, car needs interior and paint and lots of assembly. I have spent over \$10,000 in new parts. Asking \$12,000 or best offer. Robert Alexander, Allston MA, 617-783-1196, rina3344@hotmail.com (7/07)



**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. E-photos available. \$39,650 firm. Don Fitzgerald, New Hampshire, 904-461-5758, p4t@adelphia.net (2/07)



**1987 XJ6** - The last year for the Series III. This is an entirely ORIGINAL two-owner car that has always been garaged and well-maintained. I have owned her for 17 years. Total mileage is less than 41K. Dark metallic grey with medium grey interior. Excellent in every respect. All documents and car cover included. Pictures are available via email. \$10,500. Phil LaCasse, Boxford MA, 978-887-8655, plsamfam@aol.com (11/07)

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**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 (8/06)



**1996 XJS6 Convertible** - NEW PRICE 3/07! White with tan leather and tan top. In excellent condition. 60,878 genuine miles. Stored during winters and meticulously maintained by Jag technicians. Asking \$15,000. Photos available. Harold, Acton MA, 978-263-9978, shandhh@verizon.net (4/06)

## 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 (6/06)

**Windscreen** - For XKE Series III Roadster. This is an aftermarket windscreen. There are no pits or cracks. It is used, though. \$80. Ray, Norwell MA, 781-659-4024, crookjag@comcast.net (2/07)

**Mystery Driveshaft** - I have a driveshaft, maybe from an XJ6, left over from a lot of parts that came and went years ago. It is a two-piecer with a square mounting plate in the middle. If you would like it, I'll accept any offer, especially a Dunkin Donuts gift

(Continued overleaf...)

# Classified Ads

Dates in parentheses indicate the issue in which the ad first appeared. Classifieds are also available on our website at [www.j-a-n-e.org](http://www.j-a-n-e.org), where they are updated as they come in, so check there often for new arrivals! Classified ads are free for JANE members and \$15 per insertion for non-members. All ads will expire after three issues unless renewed!

You can easily place, change, renew, or remove your ad online at the JANE website! Or contact Carl Hanson, 40 Springs Road, Bedford, MA 01730, phone 781-275-2707, email [chansonjag@aol.com](mailto:chansonjag@aol.com).

Send text and photos via email, or by mail for free scanning service. Non-members can make checks payable to "JANE, Ltd." at the address above or remit via PayPal to [sales@jcna.com](mailto:sales@jcna.com).

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card in any denomination, to make it go away! John, Wayland MA, 508-653-5094, dpisland@galapanet.com (2/07)

**Coco Mats** - A set of blue Coco mats for a Series 3 E Type, nearly NOS, from the 70's, slightly used, in great condition, \$25. Ray O'Brien, Brookline MA, 617-734-5949, raymondobrien@comcast.net (7/07)

**E-Type Series I Radiator** - When I rebuilt my '67 E-Type 4.2, I replaced the radiator with one of aluminum, so the original is surplus. Previous owner said it had been recored, but I cannot vouch for that. I never drove the car prior to the conversion to aluminum, so I have no experience with this radiator. The sale includes a high-quality aftermarket fan that is attached to the front of the radiator. Photos on request. \$400. Dennis, Boston area, 781-641-3537, dennis.eklof@verizon.net (7/07)

**E-Type Restoration Parts Left Over** - Four 15" chrome wire wheels, fair condition, serviceable, rust mostly on spoke nipples, some spots on rims. AMCO boot lid luggage carrier, excellent condition, straight, no rust, chrome good. AMCO front & rear bumper guards, fair condition, a few minor dents, scrape marks on bottom of front bottom bar. Make me an offer. I want the parts to go away, but don't want to throw them

away. Rod, Quechee VT, 802-295-5659, rodfisher@mac.com (7/07)

**1.8HP Gear-Reduction Starter** - Fits ONLY XK 150 Automatics, Mk VII, VIII, and IX Automatics, and Mk I and II Series 2.4, 3.4 and 3.8 Automatics. Does not fit any 4.2 liter cars, or any manual transmission cars. Custom made by Gustafson Engineering of Gloucester, MA, and used on only a few occasions for testing. You will be amazed at how much faster your Jag will turn over and start with one of these starter motors! Cost \$245 plus shipping; asking \$195 plus S&H, or will deliver if close by. Tom Letourneau, Cumberland RI, 401-334-3315 (home), 401-651-3346 (cell), AlfaRacer1@cox.net (8/07)



**Snow Tires and Wheels** - 5 Pirelli Sotto Zero Winter 240, 255/40R19 tires mounted on Jaguar wheels. Purchased for 2006 Jaguar Super V8. Used less than 1000 miles. New cost over \$10,000, sell for \$5,000. Linda McCabe, Weston MA, 781-891-5382, lindabillmccabe@comcast.net (9/07)

## WANTED

**Owner's Manual** - For a 1988 XJS, XJ-SC, any sales literature for a 1988 XJ-SC. Also a brochure for the 2003 XJ8 sedan line; of special interest anything pertaining to a 2003 Super V8. Thanks! Bruce Whitmore, Bedford MA, 781-275-9747, whitmorebk@comcast.net (12/07)

**XK140 Roadster** - In good condition and a good driver. David, 617-332-6400 X14, 617-232-9595 (6/07)

**LH Camshaft Cover** - I have a 1986 XJ6 with a 4.2 liter XK engine. My left hand valve cover is cracked. I am looking for a used one. I believe all the XK valve covers are the same. Please let me know location

and price. Greg Elevich, Marblehead MA, 781-631-5678, gelevich@yahoo.com (12/07)

## SWAP

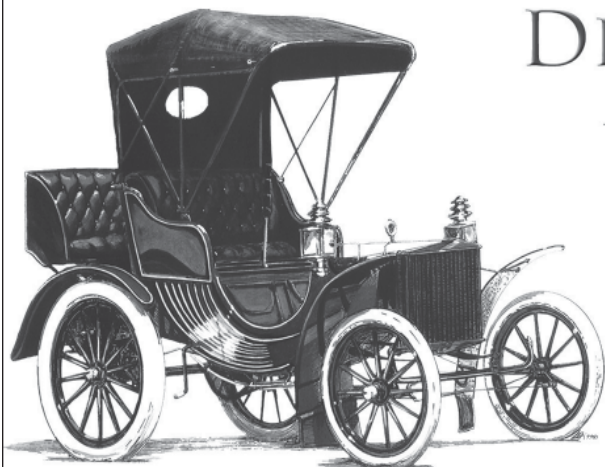
**Car to Swap** - 1988 BMW 735i. Will swap for a Jaguar 420G, MGA, or Mercedes 280SE (W108/109). I have replaced my very fine 1988 735i (E32) with an X5. I'd like to swap the 735i for a Jaguar 420G or E-Type, an MGA or a Mercedes 280SE (1970-73), of similar or equivalent value. I have a Jaguar Mk II so Mk IIs are excluded. Car must be in good running order. More details and photos at [mysite.verizon.net/vze7bvou/bmw735i](http://mysite.verizon.net/vze7bvou/bmw735i). Vinoh, Brookline MA, 617-734-3270, rentalroom@hotmail.com (2/07)

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from Bridgnorth



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As winter is upon us and the joys of motoring are reduced to simply getting there in one piece and hopefully keeping warm, a neglected heating system will soon have you shivering! Not to mention the steamed up windows and a windscreen that ices up on the move!

If you have doubts based on your experience from last year you may be surprised to learn just how inexpensive it might be to get a little

warmth back into your life. Here are a just a few prices of the parts that might stop you seeing your breath as you drive!

#### HEATER MATRIX

E-Type S1/2	£40	€54	\$65
E-Type S3	£53	€72	\$86
MK2/V8	£42	€58	\$68
XK150 late	£90	€123	\$146
MK10 3.8	£89	€122	\$144
XJ6 S3/XJS early	£59	€80	\$95
XJS late /XJ40	£69	€93	\$111

#### HEATER VALVE

XJ6 S1	£35	€47	\$56
MK2/V8	£37	€51	\$60
E-Type S1/2	£21	€28	\$34
E-Type S3	£53	€73	\$86
XJ6 S2/3	£33	€44	\$53
XJ40	£26	€36	\$42
XK150/MK1	£28	€39	\$46

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Meanwhile, back on the spanners, the simplest of jobs can prove to be the hardest to do if you haven't got the right tool for the job. Here are a few of the ones that we get asked about all the time....

Genuine Thor copper hide hammer	£13	€18	\$21
Steering rack bush removal tool	£29	€39	\$46
Tool kit Garrington adjustable spanner	£29	€40	\$48
Tool kit feeler gauge set	£15	€21	\$25
Grease gun	£28	€39	\$46
Wooden 2 eared spinner removal tool	£13	€18	\$22
Three eared spinner removal tool	£30	€41	\$48
XK jack	£94	€128	\$152
MK2/ XK jacking ratchet	£39	€53	\$62
XK/3.8E budget lock key	£4	€6	\$7
Battery conditioner charger	£42	€58	\$68
XK engine timing chain tensioner tool	£14	€19	\$22
XK engine cam gauge	£15	€21	\$25
AJ6 engine cam gauge	£24	€32	\$38
Carb balancing tool/gauge	£26	€36	\$42
Stromberg carb adjusting tool	£6	€8	\$10
Massive steel oil drip tray	£18	€24	\$29
Wire wheel cleaning brush	£7	€10	\$12
XK tool roll*	£13	€17	\$20
E-Type S1/2 tool roll*	£20	€27	\$32
E-Type S3 tool roll*	£24	€33	\$39

\* No tools included

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