

The **Coventry Cat**

The Newsletter
of the

Jaguar Association
of New England



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"Harry's dream." Look for Harry Parkinson's real Mark IV at events later this year, and check out its current status on page 10.

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Spring Arrives and the Sun Is Shining

April 2008

I'm writing this update a bit earlier than usual, on the first day of spring. Regrettably, Sanda's father just died after a long battle with cancer, and tomorrow we are traveling to Bucharest, Romania, for the funeral.

We'll be back in a week or so and hopefully bring the E-Type out of storage for the 2008 car season. The weather must cooperate, as it has been a long winter. March is typically a slow month for JANE events due to winter still hanging on, and many of our Cats are still in hibernation. Hopefully, you're rolling again on Jaguar wheels.

Sorry to miss the great event set up by Dennis Eklof at J&M Machine Co. in Southborough, MA. I had planned to attend. I'll also miss the March meeting at Skip's in Chelmsford, where Harry Parkinson has invited Bob Stanhope from the Hot Laps Karting Center (www.sugarhill-speedway.com), in Weare, NH. Bob will discuss the finer points of kart racing, and don't forget JANE has our kart event at Hot Laps scheduled for July 12th -- mark it on your calendars now.

This is Prebble Eklof's debut as the *Coventry Cat* editor. She has been working hard to learn new software and trying not to bug Dave Pratt too much. Vivian Pratt had surgery just last week, as you may know, and is now on the mend. So, special thanks to Dave for all of his help and the great job he did as editor of *The Cat*. Although she has big shoes to fill, I'm sure Prebble will be a great editor. Have ideas you would like to see in the *Cat*?


Send them along to Prebble at prebble.eklof@verizon.net.

By the time you read this the JCNA Annual General Meeting in Pittsburgh will have been attended by Carl Hanson and Tom Moses, delegates for JANE, Sing Hanson, Jim Sambold, Gary and Sue Hagopian, and Dennis and Prebble Eklof.

We have eight great events on our calendar for April. Those that are not covered in this issue you can read about on the club website at www.j-a-n-e.org.

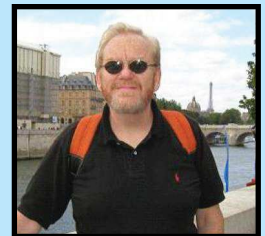
Have you heard about the 24 Hours of LeMons? A somewhat bizarre fun car race. Each LeMons race is for junker style cars purchased for 500 bucks or less (www.24hoursoflemons.com). JANE is planning on entering. Details are still coming together as I write. Check out the article in this issue of *The Cat*.

Planning has begun for the JANE Night on the Lawn at The Larz Anderson Auto Museum in Brookline, MA. It is scheduled for Wednesday, May 28th. This is typically one of our best attended events of the spring season. Last year we had over 60 people. We have a new caterer this year who will be serving us a fabulous dinner. So again, mark your calendars now.

Our next regular club meeting is on Wednesday, April 23rd, an annual event starring the famous Brady brothers with their annual update on their trip to LeMans (the French one with "real" cars), as always at Skip's in Chelmsford. Hope to see you there. 

RAY

By Ray O'Brien Presidents's Update



The JANE Calendar of Upcoming Events

From the New Editor

WHEN	WHAT	WHERE
April		
14 - Mon	SCDA Track Day at NHIS	Loudon, NH
23 - Wed 7 pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
27 - Sun 10 am	JANE Judges Training Session	Lee Jaguar, Wellesley, MA
May		
10 - Sat 11 am	JANE Concours Judging Seminar	The Eklofs', Groton, MA
18 - Sun 9 am	JANE/JCNA Spring Slalom	Nashoba Valley Ski Area, Westford, MA
24-25 - Sat-Sun	JANE Magical Mystery Tour	(Postponed until 2009)
28 - Wed 6 pm	JANE Night on the Lawn at Larz Anderson	LAAM, Brookline, MA
30-31 - Fri-Sat	VSCCA Spring Sprints & Drivers School	Lime Rock Park, Lakeville, CT
31 - Sat	Delaware Valley Jaguar Club Concours	Fort Washington, PA
June		
1 - Sun Noon-3 pm	Mid Maine SCC British Car Show	Camden, ME
7-8 - Sat-Sun	JCSNE Concours	To be determined
12-15 - Thu-Sun	VSCCA Watkins Glen Historic Races	Watkins Glen, NY
15 - Sun	German Car Day	LAAM, Brookline, MA
20-22 - Fri-Sun	Spring VSCCA Rallye/Tour	Red Lion Inn, Stockbridge MA
22 - Sun 9 am	LAAM Members Car Day	LAAM, Brookline, MA
25 - Wed 7 pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
29 - Sun 9 am	British Car Day	LAAM, Brookline, MA
July		
12 - Sat	JANE Goes Kart Racing	Sugar Hill Raceway, Weare, NH
19-20 - Sat-Sun	VSCCA Pittsburgh Gran Prix	Schenley Park, Pittsburgh, PA
20 - Sun 2 pm	JANE Pot Luck Party/Social Gathering	The Eklofs', Groton, MA
23 - Wed 7 pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
27 - Sun	Day of Triumph	LAAM, Brookline, MA
August		
3 - Sun 9 am	Tutto Italiano	LAAM, Brookline, MA
7-9 - Thu-Sat	VSCCA Mount Equinox Hill Climb	Mount Equinox, VT
8-10 - Fri-Sun	JANE Annual Concours d'Elegance	Sturbridge Host Hotel, Sturbridge, MA
16 - Sat 9 am	MG/Rover Day	LAAM, Brookline, MA
21 - Thu 5 pm	JANE Ice Cream Cruise Night (tentative)	Kimball Farms, Westford, MA
22 - Fri	JANE Friday Night at the Drags	New England Dragway, Epping, NH
27 - Wed 7 pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
29-Sep 1 - Fri-Mon	VSCCA Rolex Vintage Festival	Lime Rock Park, Lakeville, CT
September		
7 - Sun 9 am	JANE/JCNA Autumn Slalom	Nashoba Valley Ski Area, Westford, MA
14 - Sun	An Afternoon Picnic & Polo (tentative)	Myopia Hunt Club, Myopia, MA
19-21 - Fri-Sun	16th Annual British Invasion	Stowe, VT
24 - Wed 7 pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA

Well, somebody had to do it – so here I go, taking my turn as editor of JANE's *Coventry Cat*.

My thanks to both Harry Parkinson and Dave Pratt, my two predecessors, for the fine jobs they did. They produced some excellent issues that I am now going through for examples and ideas of how to do this myself. I am grateful for their offers of continuing help while I'm still learning, and both of them have set very high standards. Harry was at the helm when the *The Coventry Cat* was named JCNA Newsletter of the Year in 2004. And just last September, during Dave's tenure, *Classic Motorsports* magazine recognized *The Coventry Cat* as their Club Newsletter of the Month.

Thanks also to Carl Hanson for continuing to handle advertising, and to Ed Hall and his daughter, Carrie, for sending out the printed copies.

And special thanks go to my husband, Dennis, for his immense help and patience during my first month on the job, and to my step-daughter Kim for her help with the new software I'm using.

Now let's get the 2008 driving season underway so I have lots of JANE activity to report in The Cat. Don't let the price of gas (see below) keep you from driving those Jaguars. 🇺🇸

Prebble



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

JANE Monthly Meetings

Haven't seen your Jaguar friends all winter? 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. Otherwise, bring a lesser car—the Jaguar people are at least as important as the Jaguars!

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

John and Tom Brady's annual presentation to JANE on their Le Mans trip is always one of the best Monthly Meetings of the year. Don't miss it.

2007 Le Mans Brady Presentation

JANE April 23rd Monthly Meeting

The Brady boys will once again be presenting their annual report of **Les 24 Heures du Mans**. Come and join the fun as they share their unique perspective and humor relating their experiences at last year's race. Learn about the "Brady Camping Rules" and get an update on their relationship with the famous S F Moss.

The presentation will include a short video and a narrated slide show. They will also cover the support race known as the Legend's Race, where vintage Jaguars actually raced. The Bradys started attending the race in 1990 and saw the V12 JAGUARS race and win that year. Once again, Le Mans trivia questions will be featured, and the winner will receive a Le Mans/Jaguar-related prize. The presentation should last about an hour. 🍷



It's Official -- Jaguar and Land Rover to Tata

Ford Motor Co. announced on March 26, 2008, the sale of their Jaguar and Land Rover businesses to India's Tata Motors Ltd.

Upcoming Events

Know of something else happening that would be of interest to our members? Contact JANE Webmaster at www.j-a-n-e.org. Have an idea for a JANE event? Want to run an event? Questions about an event? Contact Events Vice President Harry Parkinson at 603-882-9367 or harryparkinson@comcast.net.

JANE/JCNA Concours Judges Training Session

Sunday, April 27th

The Concours Judges Training Session will be conducted by JANE Head Judge Aldo Cipriano on Sunday, April 27th, commencing at 10 am at Lee Jaguar, 962 Worcester Road, Wellesley, MA (phone 866-542-8533). Breakfast and lunch will be furnished, and the session will include the annual judges test, seminar, and actual judging of several club members' vehicles. If any of you wish to participate as new judges, please contact Aldo at AldoC.Esq@comcast.net or 508-481-8806. 🇺🇸

JANE Concours Judging Seminar and Lawn Party

Saturday, May 10th



This is a new kind of event for JANE. We regularly have seminars to teach JANE members how to be judges, but this will be a first for teaching JANE concours entrants how to be judged, or more specifically,

what they need to do to their cars to improve their scores, whether they are entering the Driven or Championship class.

This is your chance to get your car judged informally by JANE judges in a relaxed, low-pressure situation, and learn what you can do to your Cat to improve scoring before the real show season begins. We'll meet on the lawn at 11:00 am at the Eklofs' at 31 Ames Road in Groton, MA. We expect plenty of cars and also plenty of

JANE judges, so it will be a real opportunity to learn how to "pimp your ride."

Refreshments will be served and, weather permitting, the pool will be open for those with hearty constitutions, although May 10 may be a bit early for most. Please let the Eklofs know if you plan to attend, either by phone (978-448-2566) or email dennis.eklof@verizon.net. 🇺🇸

JANE Night on the Lawn at Larz Anderson

May Monthly Meeting, Wednesday, May 28th



The Beautiful Larz Anderson Carriage House



Early JANE arrivals at last year's event



Carl Hanson conducting JANE business at the lawn event

Larz Anderson Auto Museum is already known to most JANE members, but if you have never been there, it is located in a beautiful park setting and is a perfect place to bring your Cats for an evening of great food and relaxed company. We will gather

from 6 to 8 pm for a catered dinner (new caterer this year, menu still to be determined) and a lot of casual tire kicking.

The event will be held rain or shine! We all hope the weather cooperates and brings out lots of beautiful Cats, the way it did the last two years, but if it doesn't,

we will still have a great time, as we did in 2005, by moving the venue inside and providing other entertainment.

Cost for the event has yet to be determined. More details will follow. 🇺🇸

SEE PREVIOUS
EVENT REPORTS
ON THE JANE WEB-
SITE AT
WWW.J-A-N-E.ORG

The JANE Spring Slalom

Sunday, May 18



Bill and Tom Parish
JANE Slalom Co-Chairs

As reported last month, the focus for this event will be on making this comfortable for beginners. We want everyone to experience the thrill of driving Jaguars (or other cars) the way they were meant to be driven. If you are a slalom veteran, come and help out those new to the event. If you are a novice, come on out and give it a try. This event will feature informal driver training to help you get more comfortable with slaloming.

Volunteers are needed for set-up, timing, scoring, etc. If you are interested please contact either Tom Parish (tparish@carlisle-co.com) or Bill Parish (wdparish@verizon.net).

SPRING IS HERE – Time to knock the rust off your driving skills and rotors with the JANE Spring Slalom!

Just a quick reminder to join us on May 18, 2008, at the Nashoba Valley Ski Area in Westford, MA, for this sanctioned JCNA championship event.



Scenes from recent JANE Slaloms



Slaloming is a spectator event, too!

Come on out for the Spring Slalom. You can run what you bring!

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What Are the Odds?

By Mike Kaleel and Brenda Soussan

JANE CONCOURS

August 8 - 10, 2008

Know your
concours
classes.



**JANE Concours Co-Chairs
Michael Kaleel and Brenda Soussan**

Have you ever wondered if you had gone to the Concours would you have taken a trophy home? Sometimes showing up is all it takes. When was the last time you won just for showing up?

**These classes had no entrants in 2007
(You are thinking I could'a been a champion)**

Special Division S4
Championship Division C1A, C1B, C4, C10, C16B, and C18
Driven Division D6, D9B, and D11

These classes had one entrant

Special Division S1
Championship Division C2, C3, C5, C7, C9, C11, C12, C14, C15A, C15B, C17, and C19
Driven Division D3, D5, D9A, and D10

These classes had two entrants

Special Division
Championship Division C6, C8, C13, and C16A
Driven Division D7 and D8B

See the Concours section of the JANE Website for a list of all classes.

Concours Sponsors



SNG Barratt has sponsored the JANE Concours for several years.



Jaguar Exeter



Woburn Jaguar

Jaguar Exeter and Woburn Jaguar were both Concours sponsors in 2007. They each also hosted JANE members for their introductions of the new Jaguar XF in March.

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MAY**

24 Hours of LeMons

By Tom Moses

You Heard It Here First



I don't know exactly how this got started –well, yes I do. Our long-time rally master, Tom Letourneau, sent around an email describing a fantastic 24-hour race. He also sent pictures of the ideal car, a TWR XJ-S from the early 80's European Sedan Series. The car sported "leaper" graphics and everything Jaguar. Tom's call to action was simple, "What do you guys think?"

The race is called 24 Hours of LeMons and is scheduled for August 23-24, 2008, in Stafford Springs, CT. Not to be confused with LeMans in France (which is sponsored each year by John and Tom Brady), this tongue-in-cheek event is run with cars whose value cannot exceed \$500.

The official organizer's website for the event is www.24hoursoflemons.com, and I think they say it best:

"Each LeMons race is for cars purchased, fixed up, and track-prepped for a total of 500 dollars or less. But before reaching the grid, you'll have to survive trials like the Personal-Injury-Lawyer Anti-Slalom, the Marxist-Valet Parking Challenge, and the Wide Open Throttle Rod-throw-apalooza. Twelve hours into the race, the car voted People's Choice is called in and awarded a cash prize; simultaneously, the car voted People's Curse is called in and summarily destroyed. At the end of 24 hours, a gala awards

ceremony plies the survivors with trophies, plaques, and four-figure purses in canvas bags full of nickels. What's not to like?"

They say \$500, but reading between the lines -- they mean you better be prepared to part company with your lemon.

With the beautiful TWR XJ-S from the early 80's European Sedan Series no longer a contender, club member response was at first a trickle until Adrian Curtis suggested the venerable XJ40 and Tom Letourneau agreed.

A trickle became a steady stream. Aldo Cipriano thought he might know where a couple good XJ40s might be found, Dean



Cusano had parts, and Brenda Soussan knew that marketing this would be fun.

The stream became a flood. Aldo's friend delivered a strong running, good looking FREE XJ40 to Ed Hall's garage in Berlin, MA. (Surprise, Ed!) Alan Quinn arrived and measured the car for a roll cage and estimated the materials. Chuck Centore took the photographs, Bill Parrish found a fuel cell, Harry Parkinson became race day Accommodations Captain, and Mike Kaleel volunteered to help organize drivers. Tom

Letourneau dusted off a racing seat, a 5-point harness, and even affixed the massive JANE decal to the hood.

Off to a good start? I'd say so. The Alfa Club teams were impressed. There is still plenty to do, but we have enough time and we have unlimited talent and enthusiasm in our club. So watch for more articles and information on this new adventure or email Tom Moses at tmoses@spillcenter.com.

Please get involved, a little or a lot, we need everyone -- because on August 23rd it's "Drivers! Start Your Lemons!" 🇺🇸

JANE's 2008 LeMons Entry



Clockwise from lower left:
Tom Letourneau, Ed Hall, Chuck Centore,
Tom Moses, Aldo Cipriano

Check here monthly to watch the craziness grow.

The Top Ten Reasons Why I Sent My Mk IV to England

The question I get asked most frequently about my sending the Mk IV to the UK is: **Why?** I'd thought about it for quite a while before I shipped the car. There were several reasons, so I thought I'd form them into a list. Here they are, David Letterman-style.

Reason Number 10

I thought the shipping costs would be much higher. I don't know what I expected, but after I got quotes, it wasn't that bad. \$3250, one way, was a small price to pay.

Reason Number 9

The exchange rate isn't that bad. It really was at its worst when I shipped the car, so it had to improve. And, lo and behold, it's come down by \$0.10 per pound and looks like it's headed lower. That will save lots of dollars.

David Davenport, the restorer, has a car that's in limbo because the owner thought the exchange rate was the opposite of what it really is, a mistake of 4 to 1—what he thought was \$15,000 was really \$60,000 (30,000 British pounds). The car had been shipped from the US before the customer realized his mistake, and it sits in the UK awaiting resolution. The restorer works in pounds, pays his suppliers in pounds, bills in pounds, and is paid in pounds.

Reason Number 8

The suppliers are the same anywhere: some good and some bad. One supplier I used in the UK had some parts to be rebuilt "in process" for over two years; US suppliers were also good and bad. Some work on the body and chassis had to be done over, but the quality of work on the

fenders (wings), trunk (boot), and hood (bonnet) by the same shop was first-class. (See Figures 2 through 5.)

Reason Number 7

Wood is available around the world. Due to a less-than-reliable supplier whom I had trusted with my wood restoration, I lost the complete set of wood for my car—some 14 pieces, counting the dash and cubby box doors. It's not as easy as one would like to think to find wood for a 1948 car. A LHD DHC is different from a RHD DHC. Most LHD cars were exported, particularly to the US, so finding the right wood in the UK was a problem. After searching the world (literally, via the Internet), I finally found a RHD dash -- in Wales. But Dave Davenport came to the rescue. Between him and his wood supplier/restorer, they came up with a complete wood set for a LHD DHC. (See Figure 6.)

Reason Number 6

I don't have all the parts. When I bought two Mk IV's, they had been partially disassembled, so I had two cars and a pickup truck full of boxes of removed parts. The obvious parts, like the front and rear fenders (wings), were there, but (as an example) what about the nuts and bolts that hold on the chrome trim? There are literally hundreds of fasteners, a lot of them special. I couldn't count them or the hours it would take me to find them. (See Figure 1.)

Reason Number 5

The USA guys are good, but the UK guys aren't exactly chopped liver. The shops in the US are just as good as the ones in the UK. I

think one advantage that the UK has is a better network of support services. By the way, the shop rates are pretty much the same: 38 pounds per hour, which is \$75 per hour.

Reason Number 4

The expertise on Mk IV Jaguars isn't too far from Coventry. Most US restorers, with a few exceptions, know XKs and E-Types, but when it comes to Mk IVs it's difficult to match the experts in the UK, such as David Davenport of Davenport Cars. He's the restorer of choice for the Jaguar Daimler Heritage Trust (JDHT) and the Jaguar Museum. On my two visits there, there were always five to ten cars in the shop, from SS1s to Mk Vs, including some that are very rare (and expensive). And there are at least 25 cars in storage—customers' cars that are registered and roadworthy.

Reason Number 3

I need a better skill set. I'm a klutz. I don't have the fine motor skills and I also have short, stubby fingers. Those equate to a lousy outcome when detailing work has to get done. So I've hired a better set of hands to finish up the car.

Reason Number 2

I'm too old. I'd rather screw up my back (or other parts of my body) hitting a golf ball, as opposed to lying under a car on the concrete in the cold. I'm not that good at golf either, but it's fun and good exercise. Working on the car is fun, but I don't know about the exercise part.

Reason Number 1

As the Cable Guy says, "Git her done!" The Mk IV restoration has been a series of fits and starts.

“

As the

Cable Guy

says,

'Git her done!'

”

2002 was a great year for progress; 2003 was less so; 2004, 2005, and most of 2006 were lost. 2002 was the year of the body and chassis. In 2003, most of the bodywork was complete. 2004 and 2005 were the years for the engine, transmission, and drive train work. 2006 didn't show much progress, although late in the year my son, Hank, volunteered to help and I got a big lift from that. 2007 started out on a good note, but I looked at what still had to be done and made the decision to have someone else finish the car. I had estimates for cost-to-complete from shops in the US and the UK, and had visited several of them. I picked Davenport Cars in the UK as the shop to do the work. (See Figure 7)

Now I had to ship the car there (see my "Back to the Future" article in the February 2008 *Coventry Cat*). The months of August, September, and October were spent preparing the car, going through the inventory, and packing for shipment. I had most of the bolt-on body parts in storage, so I had to retrieve those. I thought I had the wood parts in storage at the restorer but, alas, no parts could be found. (That's another story that I won't ever publish.) We temporarily put the bolted-on parts on the car to consolidate the shipment. The rest of the shipping prep went well—some 19 boxes and 15 loose parts later, the car was on its way to the UK.

I have a number of events in the summer and fall of 2008 already scheduled for my Mk IV, including my wife, Marilyn's, niece's wedding, the 2008 JANE Concours, and the British Invasion. So, besides the Cable Guy, Marilyn also says, "Git her done!" 🍀



Figure 1 - The Mk IV drophead as I bought it, partially taken apart. At least the price was right...



Figure 2 - The frame being painted in 2002



Figure 3 - The frame being painted again in 2007



Figure 4 - The rear of the car ready for paint in 2002



Figure 5 - The rear area of the car ready for paint again in 2007



Figure 7 - The body is painted again in 2007, this time its proper color (Olde English White)



Figure 6 - Some of the missing wood - the dash (left) and the interior (right)

Event Report

By Tom Brady

JANE Tours Bill Binnie's Race Shop

Binnie Motorsports invited VSCCA and JANE members to an open house at its 30,000 sq. ft. facility located in Portsmouth, NH, on Saturday, February 23, 2008. Bill Binnie, race team owner and driver, graciously hosted the event, which included lunch, a one-hour talk about Le Mans style endurance racing, and a shop tour.

After the talk, Bill answered seemingly endless questions about his racing experiences, covering his two LMP2 Class wins in 2004 and 2007 at the Le Mans 24 Heures Du Mans race, and also discussed driving his impressive



Bill Binnie

collection of eighteen or so vintage vehicles.

Included in his stable are a late 20's Le Mans Bentley, an early alloy bodied Bugatti racer, a 65 Ford

GT40, a 56 Ferrari Testarossa, a 56 Maserati (ex Fangio driven works car), a 51 Jaguar C-Type (XKC-006 purchased new by Ecurie Ecosse Racing), a Ford Cobra, an Aston Martin DB4, and many other unbelievable automobiles of significance. See the photos for more information.

Bill is an accomplished race car driver who is living the dream that most of us have had for our entire lifetimes. He races internationally at the highest level and also participates in the American Le Mans Series and vintage racing events.

Many thanks to Bill for treating all who attended to a very special visit. 🇺🇸



Bentley with 3-row seating



Aston Martin DB4



A real C-Type



Ferrari 250 Testarossa Prototype



2004 Le Mans Winning Inter-sport Lola Judd



A lot of interest in the Lola



Lola Zytech run by Binnie in P2 class at 2007 Le Mans

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Event Report

By Dennis Eklof

And Then JANE Tours J&M Machine

Brothers John and Mike Gulbenkian have run their J&M Machine Shop in Southborough, MA, for well over 20 years, and they specialize in one-stop-shopping for engine rebuilding. Their fully equipped facility has everything in the way of skills and equipment that could possibly be needed to rebuild virtually any engine, whether modern or antique -- including such out-of-date things as poured babbitt bearings. They handle disassembly, cleaning, machining, dynamic balancing, and reassembly all under one roof.

Several JANE members and guests gathered between 9:30 and 10:00 am on Saturday, March 22, at J&M's and started with coffee courtesy a local Starbucks (thanks to Aldo Cipriano for the arrangements) and Dunkin Donuts that I brought. Following a bit of social chitchat, we launched into the tour. We split into two groups, one led by Mike and the other by John. Both John and Mike know every piece of equipment in the shop and display enormous knowledge of the techniques of top-class engine rebuilding, including arcane facts about differing metallurgy across different engine types and manufacturers.

In their shop there is everything: Model T Ford engines, Model A engines, a big-block V8 destined for a drag racer, flathead Ford V8s headed for retro rods, and an enormous Seagrave fire truck engine with a 6" bore and a crankshaft that is nearly 5 feet long! All are there for quality rebuilds.

The tour lasted a couple of hours, with lots of questions on almost every aspect of rebuilding, and John and Mike had answers for everything. I think all of us walked away knowing a lot more than we walked in with.

After the tour, about half of the attendees adjourned to Kennedy's Pub in nearby Marlborough for more car talk, some good English brews, and a delicious lunch before calling it a day at about 2:30 pm.

Many thanks to John and Mike for a very enjoyable and informative Saturday morning!



John Gulbenkian welcoming the group to the shop



Cylinder head from Dave Randall's XK120 ready for attention



John explains the use of special grinding stones



Mike Gulbenkian leading half of the group on the tour



Tom Moses and Harry Parkinson comparing notes over lunch at the pub



Mike Axford and his daughter, Kate

“...one-stop shopping for engine rebuilding.”



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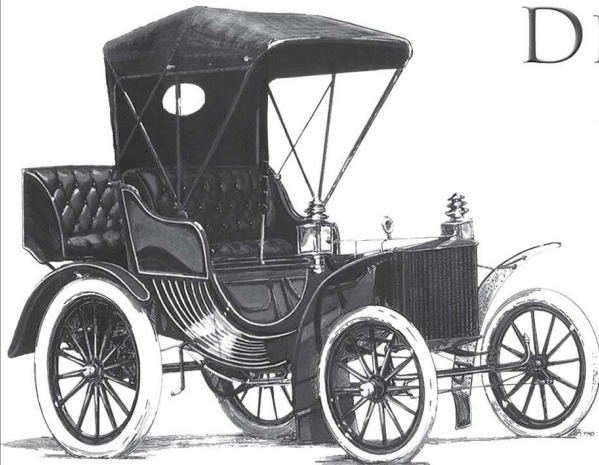
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1961 Jaguar Mark IX - BRG & cream. Totally rust-free. Stripped to bare metal and re-sprayed its original color. Restored as daily driver, with new brake & fuel systems, front suspension, wiring harness, SS exhaust, and much more. Transmission replaced with rebuilt GM 700-R4 w/overdrive (original DG-35 gearbox included). New carpets (not yet installed). Factory bucket seats. Acceptable interior, restoration/dye kit included. \$18,000 firm. Tom Letourneau, Cumberland RI, 401-334-3315, AlfaRacer1@cox.net (3/08)

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, rmina3344@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 (winter number), 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)



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)

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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 card in any denomination, to make it go away! John, Wayland MA, 508-653-5094, dpisland@galaplanet.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)

(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, 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!

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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.

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)

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XJ-S Engine & Trans - FREE! 5.3-liter HE V-12 engine and transmission available to anyone who wishes to pull it out of my XJ-S. The car is in an enclosed 7-car

garage, with lots of room to work. Tools are also available, including air tools, compressor, and a new engine hoist. Tom Letourneau, Cumberland RI, 401-334-3315, AlfaRacer1@cox.net (2/08)

WANTED

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)

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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
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MK2/ XK jacking ratchet	£39	€53	\$62
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E-Type S1/2 tool roll*	£20	€27	\$32
E-Type S3 tool roll*	£24	€33	\$39

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