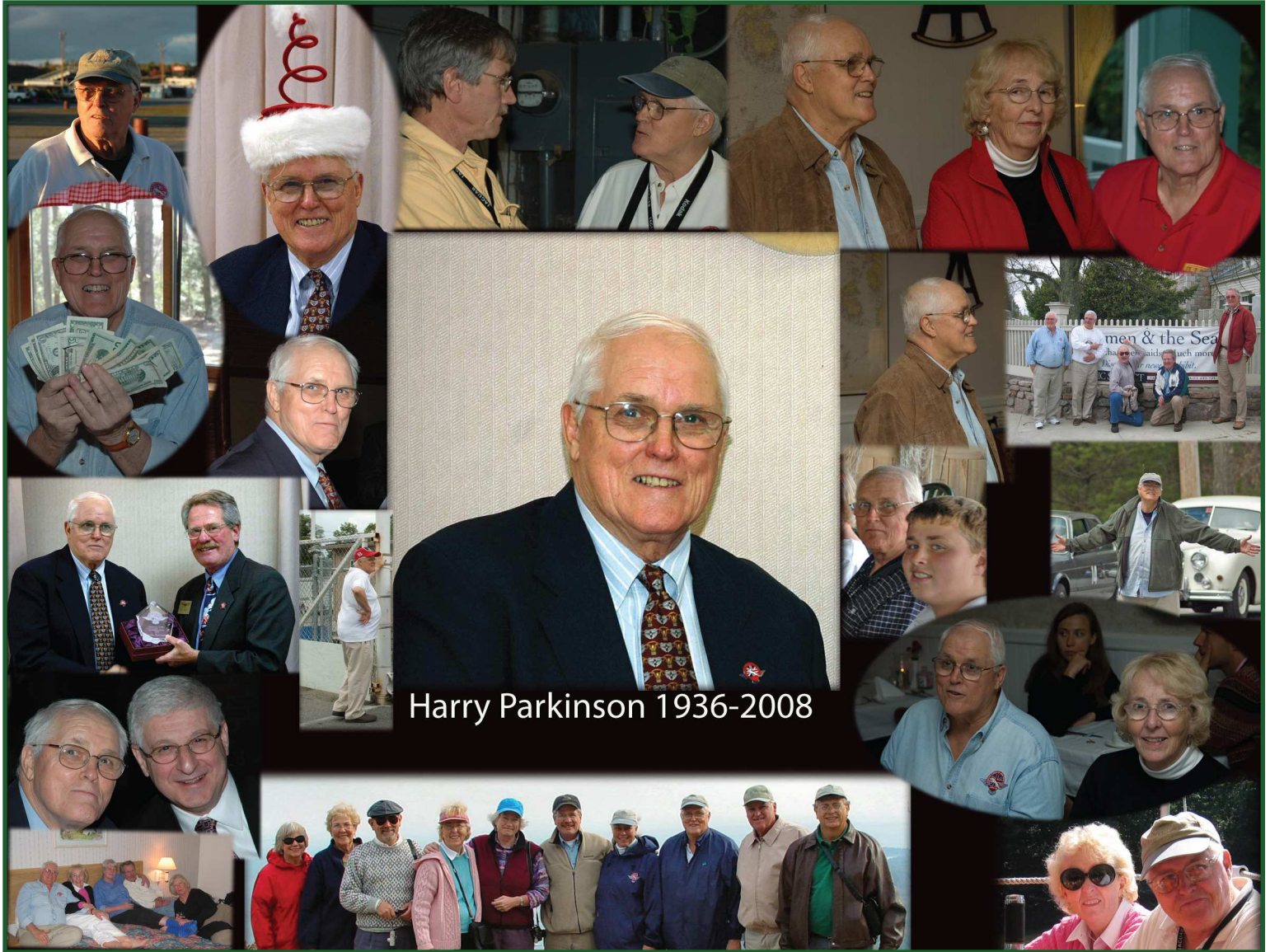


# The **Coventry Cat**

The Newsletter  
of the

Jaguar Association  
of New England



## Harry Parkinson 1936-2008 Friends don't come any better

On Tuesday, July 29, JANE lost a long-time supporter, a devoted Jaguar enthusiast, and most importantly, a great friend when Harry Parkinson passed away. His collapse last Thursday from catastrophic heart failure was a shock to all of us who knew him, and he never regained consciousness.

Harry was at the heart of JANE, serving for many years at the core of the club's activities – on the Board, Editor of *The Coventry Cat*, Events Chairman, organizer of many events, and a major contributor to the club in countless other ways. Since Prebble and I joined JANE five years ago Harry has been for us the personification of JANE – he loved Jaguars, he was devoted to JANE, and he was a joy to be with. He always had a ready smile (often with a hint of small-boy devilishness), a warm greeting, and a story of his trips to swap meets and other adventures during the restoration of his Mk IV drophead coupe. Sadly, he will never enjoy the culmination of his years of effort – the car is nearing completion in England.

Mostly, I will remember Harry as a wonderful friend and companion. For the last five years Prebble and I have joined Harry and Marilyn at countless JANE events and have shared a carafe of wine (sometimes two) with him at almost every JANE monthly meeting. I am sure we will never attend another JANE meeting without missing him terribly.

Final arrangements will be sent out by email and posted on the JANE website.

Dennis Eklof

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# President's Update August 2008



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 Clubs of North America (JCNA). JANE is incorporated in the Commonwealth of Massachusetts.

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### Display Advertising Rates

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Business Card (Members)	\$60
(Non-members)	\$120
Quarter page	\$175
Half page	\$325
Full page	\$600
Inside back cover	\$1200
Inside front cover	\$1000
Back cover half page	\$500

Visit JANE on the web at

**www.j-a-n-e.org**

## Loss of an outstanding member ... New meeting location ... Concours ... 24 Hours of LeMons ... JANE Drag Night ... and more ...

By Ray O'Brien

Unfortunately, I have some sad news to report. We have lost one of our most popular and gregarious members, Harry Parkinson. Many in our membership knew, respected, and loved Harry. A member since 1993, Harry was such a "go-to" guy. He wrote the Newsletter, ran events, became Vice President of Events. He even brought in the youngest member of our club, his grandson, Evan Parkinson. Currently, he was very close to finishing the restoration of a 1947 Jaguar Mk-IV DHC. Harry is survived by his wife, Marilyn, and a loving family. Personally, I will miss him, his laugh, his support, and his spirit. I don't have funeral arrangement information now, but we will send out an email to keep you informed.

July was a very busy month for all of us at JANE, with ten events on the JANE calendar.

We finally have a new location for our monthly meetings -- Longfellow's Wayside Inn, a beautiful and historic inn and restaurant in Sudbury, MA. The Wayside Inn meets all of our requirements. It has plenty of parking, nice grounds, good food, and more. Read the report from Tom Brady in this issue.

At our July meeting we said our goodbyes to our friends at Skip's and thanked them for hosting the JANE meetings for many years. Also we received our new projector. Thanks to Don Holden who took care of this.

A good bit of time was spent discussing our annual Concours D'Elegance. Mike and Brenda have pulled out all the stops, and this looks like it might be our best Concours yet. There will be stuffed goodie bags, lots of great raffle items, beautiful Jaguars, a Funkana put together by Chuck Centore, and hopefully, great weather. If you haven't registered yet, jump online and get it done. This is an event not to be missed.

Much has been written about the 24 Hours of LeMons. Suffice it to say that Tom Moses and his team have the XJ40 nearly ready to rock. The drivers are lined up, and this should be a fun event.

It wouldn't be August without JANE's Jag Drag, an annual event that is typically well attended. This year the organizer is Tom Brady, last year's winner in his fabulous MK-IX. If you haven't been as a driver or a spectator, go this year. You will have a great time. Contact Tom Brady and let him know you're coming.

Have a great August. See you at the events. And don't forget that our new meeting location is the Wayside Inn in Sudbury, MA. Check it out at [www.wayside.org](http://www.wayside.org).

RAY

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# JANE Calendar of Upcoming Events

## From the Editor

### WHEN

### WHAT

### WHERE

#### August

3 - Sun - 9 a.m.	Tutto Italiano	LAAM, Brookline, MA
7-9 - Thu-Sat	VSCCA Mount Equinox Hill Climb	Mount Equinox, VT
8-10 - Fri-Sun	JANE's 36th Annual Concours d'Elegance	Sturbridge Host Hotel, Sturbridge, MA
17 - Sun - 2 p.m.	Pot Luck Party/Social Gathering	The Eklofs', Groton, MA
21 - Thu - 5 p.m.	Cruise Night at Kimball Farm	Westford, MA
22 - Fri - 6 p.m.	JANE Jag Drag	New England Dragway, Epping, NH
23-24 Sat-Sun	JANE at 24 Hours of LeMons	Stafford Motor Speedway, Stafford, CT
27 - Wed - 7 p.m.	JANE Monthly Meeting	Longfellow's Wayside Inn, Sudbury, MA
29-Sep 1 - Fri-Mon	VSCCA Rolex Vintage Festival	Lime Rock Park, Lakeville, CT
31 Sun	JCSNE Slalom One	Hartford, CT

#### September

7 - Sun - 8:30 a.m.	JANE/JCNA Autumn Slalom	Nashoba Valley Ski Area, Westford, MA
14 - Sun	North Shore Tour to Myopia Polo Club	South Hamilton, MA
18-21 - Thu-Sun	16th Annual British Invasion	Stowe, VT
24 - Wed - 7 p.m.	JANE Monthly Meeting	Longfellow's Wayside Inn, Sudbury, MA

#### October

3-4 - Fri-Sat	VSCCA, Finale Weekend	Lime Rock Park, Lakeville, CT
4 - Sat - 9 a.m.	Bonham and Butterfield Auction	LAAM, Brookline, MA
5 - Sun	JCSNE Slalom Two	Hartford, CT
12 - Sun - 9:30 a.m.	Chauncey Creek Lobster Tour (tent.)	Chauncey Creek, Kittery, ME
18 - Sat - 12:30 p.m.	JANE/JCNA Fall Foliage TSD Rally	
22 - Wed - 7 p.m.	JANE Monthly Meeting	Longfellow's Wayside Inn, Sudbury, MA

#### November


19 - Wed - 7 p.m.	JANE Monthly Meeting	Longfellow's Wayside Inn, Sudbury, MA
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#### December

7 - Sun - 3 p.m.	JANE AGM and Holiday Party	To be determined
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Our beloved friend and JANE member Harry Parkinson passed away on Tuesday, July 29. Services for Harry will be held sometime during the week of August 4th, but arrangements are incomplete as we go to press with the August issue of *The Coventry Cat*. Details will be communicated by email and posted on the JANE website, [www.j-a-n-e.org](http://www.j-a-n-e.org).

*Prebble*



## THE 24 Hours OF LeMons

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### Free to a Good Home

Back issues of *The Coventry Cat* and *Jaguar Journal*, January 1999 to January 2007. Great opportunity for new members to expand their libraries. You pay shipping. Contact Carl Hanson, 781-275-2707, or [chansonjag@aol.com](mailto:chansonjag@aol.com).

# Upcoming JANE Events

## JANE Monthly Meetings Goodbye Skip, Hello Longfellow By Tom Brady



My brother, John Brady, had suggested Longfellow's Wayside Inn, located in Sudbury, MA, just off Route 20, as a replacement venue for our JANE monthly meetings. Ray O'Brien and I (standing in for John) visited the Inn recently to evaluate it. We met the Assistant Innkeeper, John O'Brien, (Ray claims no relation), and were shown two rooms, one on the ground floor accommodating approximately 25 people, the other upstairs accommodating around 50. Both are very quaint, with nice antiques and wide pine floors. The smaller room also has access to the outside, where guests are free to wander the tree-shaded grounds with cocktails and cigars. We will be allowed to park our Jags along the semicircular drive in front of the Inn, an encouragement to actually drive your Jaguar to the meetings rather than driving the "boxmobile." The larger room will accommodate meetings when presentations or social events are held. The function rooms will be free of charge, another huge plus.

The menu includes typical New England fare, steaks and seafood, as well as week-day specials. Ray and I had the specials, which include three courses for \$19.95. The food was excellent. A Revolutionary War Fife and Drum Corps marched through the dining hall at the close of our dinner and then assembled on the front lawn to continue. See details of the Inn and the menu at [www.wayside.org](http://www.wayside.org).

I rate this venue a **10** for our monthly meetings. The wives will enjoy going and wandering the grounds, while true Jagophiles hover around their cars discussing Jaguar minutia before the meetings. The location is convenient and an enjoyable ride for most.

It was decided at the July Monthly Meeting that we should give it a try, so we will hold our August Monthly Meeting, Wednesday, August 27, at the Wayside Inn. The address is 72 Wayside Inn Road, Sudbury, MA. Phone 978-443-1776. 🚗



Longfellow's Wayside Inn

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# JANE's 36th Annual Concours d'Elegance

August 8-10th



JANE Concours Co-Chairs  
Michael Kaleel and Brenda Soussan



## Jaguar Concours or Festival?

Most people cannot tell you what a concours is, but everyone knows what they will find at a festival. On Saturday, August 9th, 2008, you can experience both at the same time and place. The Jaguar Association of New England/Jaguar Festival of New England will be holding their 36th annual Concours d'Elegance at the Sturbridge Host Hotel in Sturbridge, Massachusetts. The event can be whatever you want it to be. It can be a day of anticipation of winning a trophy, or it could be a stroll among gorgeous cars on a beautiful summer afternoon.

At 9:00 a.m. Saturday morning the concours participants will be allowed to drive their Jaguars onto the field. The first sign that they are truly in the right place is the club's red carpet that is being sponsored by Jaguar Exeter. Every car will be professionally photographed next to the lake. Later in the day the pictures will be framed and given to the participants. During the next three hours the field will fill with "maintenance maniacs" who will polish and detail their vehicles to perfection. Their efforts will be helped by a huge selection of donated Meguiar's products. At noon the whistle will sound and all rags must be put away.

The concours judges begin their work of identifying the best cars in each class. Each judge has been tested and is certified by the national Jaguar association (JCNA). Of particular interest is Evan Parkinson, who is a 15-year-old certified judge. Evan is not yet able to drive a Jaguar, but he has the ability to identify the best Jaguar on the field. Also judging will be a husband/wife team, Karen and Stew Jones, of Stew Jones Restorations. Stew is a Jaguar expert and happens to be visually impaired. We are grateful to have this amazing team judging together every year at the concours.

Last year the raffle ticket sales were brisk. This year we have some fantastic prizes. Here are a few examples with their retail values:

- 1 SNG Barratt \$100 gift certificate
- 4 Jaguar mugs (\$8 each)
- 1 \$25 gift certificate good at rockauto.com
- 3 Jaguar leaper baseball caps (\$20)
- 2 folding chairs (\$20)
- 2 tool kits and a large chamois (\$30)
- 1 Jaguar racing tee shirt (\$25)
- 1 large Jaguar racing backpack (\$25)
- 2 huge Jaguar golf umbrellas (\$47)
- 1 Jaguar Parking Only sign (\$37)
- 2 Lofty bears (\$42 each)
- 2 stuffed animal Jaguars (\$20)
- 2 alloy gear knobs (\$73 each)
- 1 XKR model car (\$31)
- 1 women's 3/4-sleeve sparkle Jaguar tee (\$32)
- 1 short-sleeve sparkle Jaguar tee (\$30)
- 3 sets of Ultra luster waterless wash kits (\$25)
- 1 wine basket (\$40)
- 1 Stoner 30 minute shine kit (\$25)
- 1 bottle of Jaguar vodka (\$30)

As the afternoon light fades the entrants await the judges' decisions. Who will be picked Best of Show? Which Jaguar excited the crowd enough to be chosen People's Choice? Who drove the farthest and will take home a crystal award for the effort? It will be only a few more moments 'til all will know. To help relieve the tension, the outside bar will be open. This year's complimentary cheese, crackers, and fruit are courtesy of our sponsor Lincoln Financial Group.

There is a hush as the head judge, Aldo Cipriano, makes his way onto the field and everyone gathers at the trophy table. When each winner is announced the crowd applauds and acknowledges a job well done. The awards ceremony ends with the Best of Show in Champion and Driven classes. These awards have been sponsored and presented by JANE member Margaret Caruolo for several years.

The evening is still young and we will sit down to a banquet under a tent. Our good friends at Woburn Jaguar are helping to sponsor our dinner, which features a DJ playing tunes 'til 8:00 p.m.

What about after dinner? Storyteller Anne-Marie Forer will share her stories and a song or two about our favorite vehicle. Then it will be your turn. Do you remember the day you got your driver's license? Your first time behind the wheel? Learning to drive? Your first accident or close call? Your first or most egregious ticket? Your first car? How about the night you drove your car for the first time on a date? Romantic (or perhaps not-so-romantic) moments in a car? Remember those family road trips? A time you got hopelessly lost? The scariest, hairiest moment you ever had in a car? Dredge up those memories and bring along your stories for a trip down "Memory Road" after our Saturday night dinner. Stories are not limited to Jags! Bring along any pictures and memorabilia to accompany your story. Nothing like an old photo to get the memories flowing.

Sunday morning at 9:00 a.m. we are introducing a new event that replaces the rally. It is called a Funkana. It is the brainchild of JANE member Chuck Centore, and he is keeping the details a secret. I know only that he has requested the following items be bought for use during this event: 25 rubber hot dogs, fluffy ladies' bedroom slippers, a start and finish banner, two clown wigs (protective head gear), and two full-size hot dog costumes. Your guess is as good as mine. Come watch the fun in the hotel parking lot.

All entered cars will receive one canvas bag, one tee shirt, car magazines, Meguiar's car care products, and lots of other items. Early entrants will be given laminated personalized field passes for every pre-registered occupant of their car.

We have a Hospitality Suite, hosted by Ed and Cheryl Avis, where participants can find a restroom, cold drinks, baked goods, club information, a/c, coffee and tea, and with access directly onto the field. The hotel will have a lunch concession under the tent on the field.

There are still sponsor opportunities available. Please call or email for the sheet.

We will have vendors on the field, and we have space for a few more, so if you have a non-food product you would like to sell, call today. 🌸

Event co-chairs: Michael Kaleel and Brenda Soussan, 617 953 1457 or [ideacounselo@earthlink.net](mailto:ideacounselo@earthlink.net)

### 2008 Concours Entry Fees

- Free to the spectator public
- \$45.00 for display and for sale cars
- \$55.00 for cars registered early
- \$65.00 for cars registered after July 29th

## Concours Supporters

The following people/organizations have contributed raffle and goodie bag items

Stew and Karen Jones (Stew Jones Restoration)

Ed and Kathy Hall

Bruce and Jane Murray

Ray and Sanda O'Brien

Michael Kaleel and Brenda Soussan

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## Concours Sponsors



Margaret Caruolo has sponsored and presented the Best in Show trophy for several years



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## Pot Luck Picnic August 17th



How about a leisurely, no-pressure, no-competition Sunday afternoon the weekend after Con-cours? Dennis and Prebble Eklof will host a JANE social gathering at their home in Groton, MA, on Sunday, August 17. Bring your Jaguars -- there's plenty of space on the lawn for viewing and tire kicking. Bring your swimsuits -- the pool will be open. Bring an appetite -- there will be plenty to eat and drink. Bring a contribution to the food and drink spread. Most of all, bring yourselves and your Jags. We will just enjoy each other's company and unwind from the previous weekend's Concours.

We'll gather about 2 p.m. and go until there's no food or drink left, or everyone wears out and goes home. For more information contact Dennis or Prebble at 978-448-2566 or by email at [dennis.eklof@verizon.net](mailto:dennis.eklof@verizon.net). Let us know what category of food or drink you plan to bring, so we can coordinate the food contributions and not have all of one thing! 

## Cruise Night at Kimball Farm August 21st


JANE is again planning a club visit to Kimball Farm in Westford, MA, for the weekly Thursday Cruise Night. Those who attended last year had a great time, and we want to do it again. Tentative date is Thursday, August 21st, at 5:00 p.m. sharp.



For those not familiar with Kimball Farm's "Ultimate Cruise Event," it typically draws 300 to 350 cars of all sorts to the large grass field across from their restaurant. In addition to the cars, it features a live band and includes a barbecue as well as Kimball's ice cream.

This weekly event has truly become an auto enthusiast's happening of major proportions, and this will be a great opportunity to bring out your Jag and hang out with other Jag owners and lots of other car enthusiasts.

It's always crowded, so in order to get a place where we can all park together, we will need to get there EARLY -- 5:00 p.m. at the latest. Mark your calendars, get your cameras ready, and bring someone with you -- it's always a real blast!


Kimball Farm is located at 400 Littleton Road (Route 110), Westford, MA 01886, 978-486-3891. Any questions? Contact Chuck Centore at 978-369-5206 or [cpc@anaconusa.com](mailto:cpc@anaconusa.com) for more details. 

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## North Shore Tour September 14th



The North Shore Tour is confirmed with Biff Michaud for Sunday, September 14th, leaving from the Salem Witch Museum and traversing north through the Salem Sound area, Beverly Farms, and Manchester by the Sea. The tour will end at the Myopia Polo Club, which opens at 1:30 p.m. for picnicking and socializing, with the polo matches being conducted between 3:00 and 5:00 p.m. JANE will be the complimentary guests of the Polo Club, with a reserved area for our Jaguars.

Aldo Cipriano is organizing this event. Stayed tuned for many more details, including route instructions, in the September *Coventry Cat* and on the JANE website. 

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# Friday Night Jag Drag

## August 22nd

Jag Drag night is held at New England Dragway, located in Epping, NH. It is a professional IHRA quarter-mile track that features Bracket Racing on Friday nights throughout the season. Bracket Racing, which is also known as ET racing, is a competitive drag racing sport that allows just about anyone with any kind of vehicle to competitively drag race against another, even if one car is inherently faster than the other and has quicker quarter-mile times. Bracket Racing favors more consistent and reliable drag racing cars/drivers and doesn't require fast cars to win. As proof of that, I won last year's event with my bone stock 59 Jaguar MK IX automatic, with consistent quarter-mile times around 17.5 seconds at around 78 MPH. This format allows for a wide variety of cars racing against each other. While traditional drag racing separates cars into classes based on power and weight, Bracket Racing classes can be simpler, and can accommodate any vehicle with basic technical inspection. Race events organized in this way are sometimes called "run what you brung."

Each driver is allowed to take a few practice runs down the track to get an idea on how the car is performing with the given track and weather conditions. Using the practice runs, also known as time trials, you will estimate what your car will run in the quarter-mile drag race, and a track employee will mark it on your side and rear window. This estimate is known as the car's dial-in.

These contests are started by means of an electronic device commonly called a Christmas Tree because of its multicolored starting lights. On each side of the Tree are seven lights: two small amber lights at the top of the fixture, followed in descending order by three larger LED lights, a green bulb, and a red bulb.

Two light beams cross the starting-line area and connect to trackside photocells, which are wired to the Christmas Tree and electronic timers in the control tower. When the front tires of a vehicle break the first light beam, called the pre-stage beam, the pre-stage light on the Christmas Tree indicates that the racer is approximately seven inches from the starting line.

When the racer rolls forward into the stage beam, the front tires are positioned exactly on the starting line and the stage bulb is lit on the Tree, which indicates that the vehicle is ready to race. When both vehicles are fully staged, the starter will activate the Tree, and each driver will focus on the three large amber lights on his or her side of the Tree. The three bulbs will flash consecutively, half a second apart, followed half a second later by the green light. Two separate performances are monitored for each run: elapsed time and speed. Upon leaving the staging beams, each vehicle activates an elapsed-time clock, which is stopped when that vehicle reaches the finish line. The start-to-finish clocking is the vehicle's elapsed time (e.t.). Speed is measured in a 66-foot "speed trap" that ends at the finish line. Each lane is timed independently.

The first vehicle across the finish line wins, unless it runs quicker than its dial-in, or index. If a driver leaves before the green light comes on, he is red-lighted and is disqualified from the race. The red light appears on the scoreboard at the end of the track. The elapsed times of both cars are also displayed. Here is a tip: launch your car as soon as you see the

third yellow light and your reaction time will be decent. You may even find that you can launch after seeing the second yellow. This can be determined in the trial runs.

When both cars are staged at the starting line, the dial-in numbers are posted to the track's scoreboard for the drag racing fans to see. The car with the higher dial-in time will get a head start in the race. The amount of the head start is calculated by subtracting the lower dial-in time from the higher one. For example, if two cars are staged with 12.51 and 13.51 dial-in times, the car with the 13.51 dial-in will get the green light one second before the other car. This is essentially handicapping the cars to make the race more dependent on the driver and the car's consistency rather than which car is actually faster.

The winners of bracket drag races are determined by which cars cross the end of the quarter-mile finish line first, without running quicker quarter-mile times than their dial-in times. If a car ends up running quicker than their dial-in time, it's known as a breakout, and that car automatically loses the race unless both cars breakout. If both cars breakout, then the car with the smallest difference between their actual run and their dial-in wins the race.

Bracket Racing is heavily dependent on the driver's reaction time at the start of the race and how consistent the car is with regards to launching and running down the quarter mile. The Bracket Races continue until all competitors are eliminated and there is one winner for each class.

This night is really a spectacle, with seriously fast cars and motorcycles. The JANE group is kept together so we race only against each other. It is a whole lot of fun, especially if you bring a Jaguar. Some members choose to bring modern cars, which is OK, too. It just made it sweeter when I won against a Lingenfelter Corvette in the final round last year, and the crowd loved it, too. Visit [www.newenglanddragway.com](http://www.newenglanddragway.com) for directions and more details, or feel free to contact me at [tbrady312@aol.com](mailto:tbrady312@aol.com) with any questions. 🏆



Tom Brady after his win with his 59 Jaguar MK IX against a Lingenfelter Corvette at the 2007 Jag Drag. (That's not a football Tom's holding in his right hand!)

# On To the Finish

By Tom Moses

The August 23-24 LeMons race at Stafford Motor Speedway is approaching fast! JANE's Jungle Cat Racing is making its final preparations. And all the pieces -- the car, the drivers, transportation, and logistics of the 24-hour race -- are coming together.

The 1994 XJ40 VDP is barely recognizable as the 'luxobarge' it once was. Removal of chrome, grille, lights, and glass give the 4,500-lb. sedan a lean and purposeful look. The interior is removed and the once opulent dashboard cut to accommodate the custom roll-cage. The roll-cage, hand bent and welded from 1 7/8" steel tubing, consists of a main hoop behind the driver's seat from the left-side floor, up to the roof, across the car as near to the roof as possible, and back down to the right-side floor. There are two rearward supporting main-hoop braces, two braces extending from the top of the main hoop to the top of the windshield area, and two main members extending down the A-pillars to the floor at both sides. A bar at the top of the windshield area connects the two forward braces. There is one driver's side door bar and appropriate cross-members and braces -- all in all, a work of art by JANE member Alan Quinn.

A one-piece, SFI-rated, competition seat has been added. During installation, drivers Tom Moses and Adrian Curtis sat at the wheel so that Alan could measure and weld in the appropriate square-steel tube stock so that the seat back would reach above the middle of the driver's helmet or higher.


The driver team consists of Chuck 'Chuckie-Baby' Centore, Adrian Curtis, Dennis Eklof, Gary Hagopian, Matthew Hagopian, and Tom Moses. Drivers must wear Snell-approved helmets and fire-retardant clothing. Single-layer 3.2/A1 or 3.2/A3 suits are accepted when worn with fire-retardant long johns. Multilayer suits rated 3.2/A5 or higher are always acceptable. FIA- or SFI-rated racing gloves and shoes are required. Five-point harnesses are mandatory, including fifth "anti-submarine" belt. All harnesses must be SFI or FIA approved, dated within four years of the race, and properly mounted.

Lousy-Driving is not allowed. Lousy-Driving includes unnecessary contact, overly aggressive driving, chopping off other cars, unsportsman-like conduct, or lack of car control, any of which will result in a black-flag penalty for Lousy-Driving. For the first Lousy-Driving offense there is a mandatory driver change and the offending driver can't return to the track for three hours. For the second Lousy-Driving offense the driver loses his wristband for the rest of the day. And for the third, the driver is out for the rest of the season, beginning immediately. Finally, Section 6.3 (no joking) is the Why Am I Upside-Down? Rule: You're upside-down because you have no business being out on a racetrack. Any driver who puts a car on its roof is out for the rest of the season, beginning immediately.

The XJ40 VDP will be on display at the August 8-10 JANE Concours in Sturbridge, MA. Special edition Jungle Cat Racing decals will be available. For information on the Concours visit [www.j-a-n-e.org](http://www.j-a-n-e.org).

Anyone can be on the Jungle Cat Racing crew and we want everyone to join the fun. Register online at [www.24hoursoflemons.com](http://www.24hoursoflemons.com). Crew registration is \$75 dollars (\$35 more than general admission), but includes pit access, a shirt, and other goodies. Be a part of the action. Nearby hotels include the Rodeway Inn, 327 Ruby Rd., Willington, CT, 860-684-1400. Email [tmoses@spillcenter.com](mailto:tmoses@spillcenter.com) for more information.

Don't miss out! See you there.



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Adrian Cutis removing the rear door window



Alan Quinn cutting steel for mounting the racing seat



Alan Quinn, Tom Moses, and Adrian Curtis fitting the driver's seat

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# Fall Slalom

## September 7th



Bill and Tom Parish  
JANE Slalom Co-Chairs



**September is Fast Approaching!  
It's Time To Go Racing Again**

### JANE Slalom Program for 2008

**W**e want all JANE members to give slaloms a try. You'll quickly learn the course and how to best your times. We'll describe the course layout below. Slaloming is FUN, EXCITING, and SAFE. JANE provides new Bell helmets and the latest timing gear. Get out and drive your car! Or just come to watch! Nashoba Valley is a great place to watch the cars. Bring a chair, a picnic, your friends and family. Enjoy the noise and excitement of competition.

**What is a slalom?** A timed run through a field of cones.

**Why compete?** Because Jaguars are fun to drive at all levels.

**What's required:** A highway-safe car with a driver's seatbelt. Non-Jaguars are welcome, too.

**Are there classes?** Yes. You'll compete with like cars.

**Experience required:** Heck no!

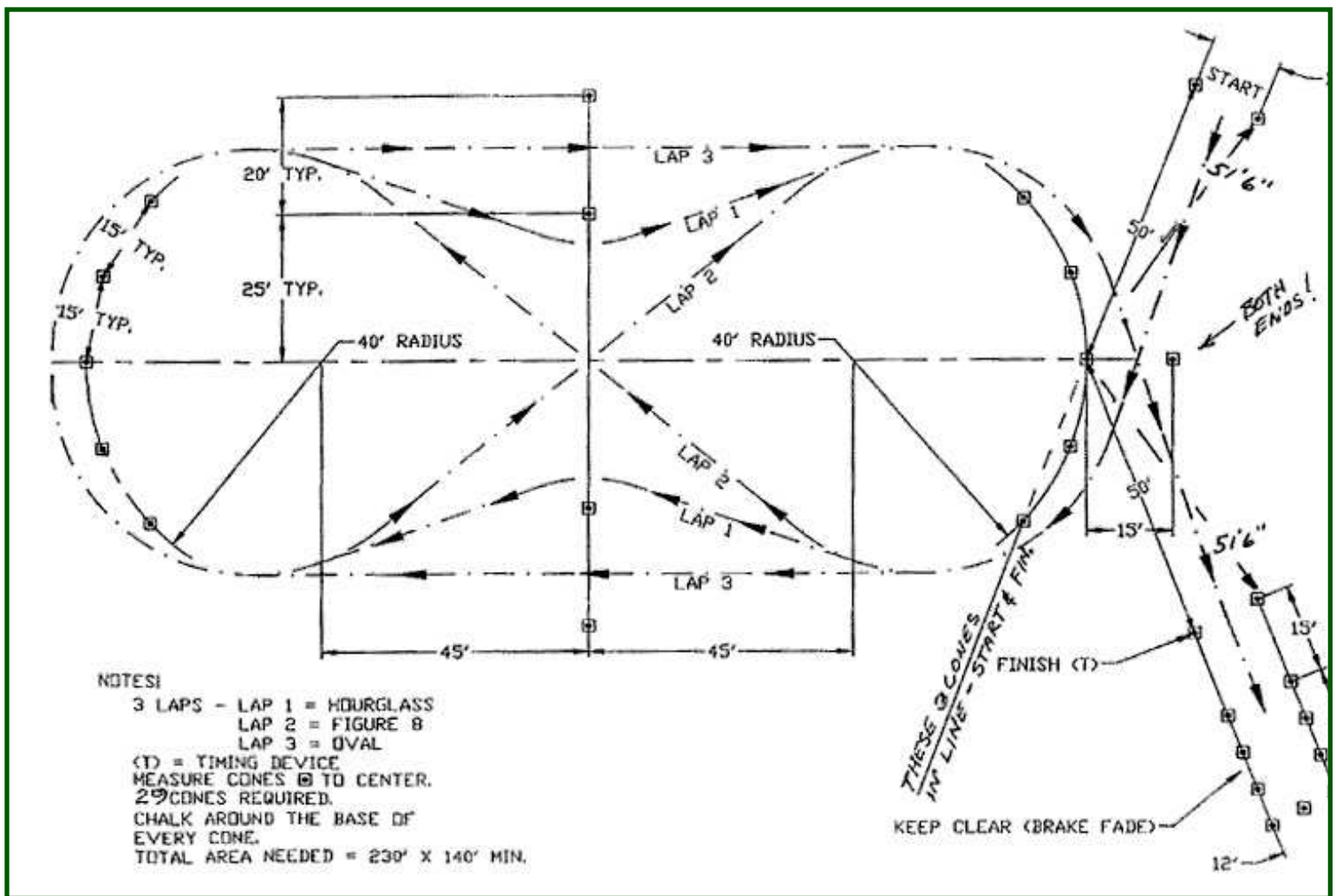
**Course Description:** The slalom depiction on the following page may be a bit confusing, but can be simplified by following through with a pencil. Each run consists of three laps around the course in different configurations. The first lap starts at the timing gate (marked 'Start' on the diagram). This lap is shaped like a peanut, or dog bone. Start in the upper right 'Start' gate. The wheels of your car trip the electronic timing. Run your pencil along the peanut-shaped course line. You have now completed the first lap.

The second lap is a continuation of the first lap, and is a figure eight. For the second lap you will complete the big, right-hand turn. Therefore, trace the figure eight-shaped lap across the center of the course to the only left-hand turn and then back toward the starting gate. You have now completed the second lap.

The third lap is a continuation of the second lap. This lap is an oval. Trace the oval shaped lap. You complete the course by exiting through the 'Finish' gate to stop the timer. There is a cone at the end of the exit. You must stop without knocking the cone over.

You'll learn this course quickly. Our friends in Seattle, Tulsa, and Tampa use this exact layout; thus the national trophies are presented to the fastest car in each class by JCNA.

Our goal in 2008 is to increase the number of JANE participants and get everyone behind this exciting and fun activity. This course description and slalom depiction will get you started. For other questions, contact your Slalom Chairmen or check out *The Coventry Cat* or the JANE Website. JCNA.com and the *Jaguar Journal* are also chock full of great slalom information. See you on the Slalom course! 🏁



## VOLUNTEERS ARE NEEDED!

- Four volunteers to help with timing and scoring
- One excellent announcer (Tom – bring your daughter, Abby, again; she was great at the May Slalom!)
- Four volunteers to set up the course
- Four volunteers to help with clean-up at the end of the day
- Two volunteers to do the final tallying at the end of the racing
- One excellent calligrapher to fill out the awards

Any and all suggestions are welcome to make the fall event even better or more fun than the spring event. Please contact:

- Bill Parish at [wparish@verizon.net](mailto:wparish@verizon.net) or 978-486-9830
- Tom Parish at [tparish@carlisle-co.com](mailto:tparish@carlisle-co.com) or 978-692-8090

# Other Happenings

There's nothing like the perfect late summer afternoons that the Northwest corner of Connecticut produces, and with a breathtaking collection of cars taking to the track, there's no better way to spend Labor Day weekend. Discover the glamour, glory, and style of historic and vintage sports cars, the focus of the event both on the track, in the open paddock, and during the prestigious Sunday in the Park Automotive Extravaganza.



The dates of this year's Rolex Vintage Festival, presented by BMW, are August 29 - September 1. JANE has fared very well at this event in the past. Check out previous event reports on the JANE website, and look for more information on the Festival in the Events section of [www.limerock.com](http://www.limerock.com).

## JCSNE Slalom One August 31st

Jaguar Club of Southern New England will hold their JCNA-sanctioned slalom on Sunday, August 31st, at 360 Market Street, Hartford, CT.

**9:00 a.m. Registration and Tech Inspection**  
**9:30 a.m. Drivers' Meeting**  
**9:45 a.m. First Car Off**

**Registration: \$20 for JCNA members**  
**\$25 for non-JCNA members**



Contact Kenneth Haas at 860-345-0015 for more information.

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# The British Invasion

Stowe, Vermont September 18-21, 2008

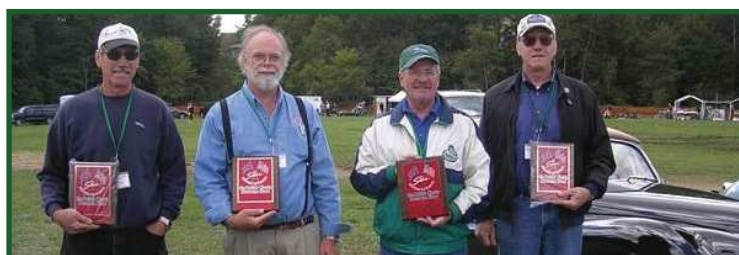
The British Invasion has evolved to become one of the top ten events in Vermont, and it is the largest all-British car show on the East Coast. Beautiful Stowe, Vermont, is the perfect setting for this event -- rolling hills, spectacular fall foliage, and wonderful winding roads in the surrounding countryside. There will be driving tours in the area on Thursday, Friday, and Sunday; a registrants' reception on Friday afternoon; a British pub tent; a British Car Corral; the Concours d'Elegance, of course, on Saturday; and some fun, gimmick events on Sunday. You must be pre-registered for the Saturday show or you will not be allowed to enter the show field. Pre-register by mail before September 5th, or at the Stowe Special Events Field on Friday, September 19th.

This year's featured marques are Jaguar and Morgan. JANE is planning a big turnout with a fine line-up of Jaguars on the show field, which we hope is dry this year! Dennis and Prebble Eklof have made arrangements for the JANE dinner at Ye Olde England Inne on Friday evening, September 19. Please let them know by Tuesday, September 16, if they can count you in on dinner -- 978-448-2566, or [dennis.eklof@verizon.net](mailto:dennis.eklof@verizon.net). JANE will also have a tent on the show field all day on Saturday.

For more information on the car show itself, go to [www.britishinvasion.com](http://www.britishinvasion.com). And look for more news about JANE's British Invasion participation in the September *Coventry Cat* and on the JANE website.



Carl Hanson in the Winner's Circle to claim 2nd Place in the Concours Jaguar Class in 2006



JANE People's Choice winners in 2007. Tom Brady, John Fuller, Carl Hanson, and John Brady.

# Event Reports

## Karting with JANE

by Gary Hagopian and Margo Hagopian-Otey

Oh yes! There were “Hot Laps” at JANE’s Karting Event on July 12th! It was certainly HOT! But it wasn’t just the blazing sun! Eager drivers of all ages took their best shot at the .2-mile course, complete with banked ovals and an S-turn infield. A total of 19 drivers and 5 spectators enjoyed this very exciting event.

Located in Weare, NH, the well-equipped Hot Laps facility offers picnic or restaurant dining, spectator seating in the grandstands, groomed grassy areas, clean facilities, and safe equipment – a good thing considering the black flags collected by the drivers! Hot Laps offers a very professional racing atmosphere. It has been at that location for about 30 years, 15 of which have featured a paved surface incorporating both an oval track and a mini-road course. Everything needed for racing was provided by the track, including drivers’ suits and helmets of all sizes.

You know if there’s gasoline involved, Hagopians will show up! With Sue’s relatives visiting from Oklahoma, there were 16 of us, making the event a mini-family reunion. What better entertainment than a day at the track? Our Oklahomans were no longer skeptical of our addiction to speed, and they took the adrenaline bug back West!

We had the track for most of the afternoon and enjoyed close competition with Evan Parkinson, Tom Parish, Dennis Eklof, and Jim Ashworth, formerly a Formula Ford race driver. The ages of the drivers ranged from Sue’s brother-in-law Andrew, age 71, to Olivia Hagopian, age 10. There’s something really special about launching a new generation of drivers. Olivia

was the youngest and raced her sister Holly, age 12, culminating in Olivia’s explosive launch over the tire wall – love that desire to come in FIRST! Olivia and Holly ran in separate races with less-powerful karts, and both of them were awarded medals for their excellent driving efforts.

The adults (and we use that term loosely) were divided into two groups, which included new drivers Dean Otey (14) and Blake Otey (17), and they were the better-behaved drivers of the day! In the evenly prepared 49cc karts, most drove like “Mario what’s-his-name”! The twitchy little karts demanded precise handling, much of which was lacking, as evidenced by the many spins and minor collisions among the competitors. Still sporting a few bruises, but “Rubbin’s Racin’,” if you know what we mean.

Try as we did, we were unable to beat our friend Damon Josz. We have renamed Damon “The Stig,” after the silent and precise driving star of “Top Gear” on the BBC Channel. Unstoppable, even when launched from dead last, Damon won the feature race by a substantial margin over grandson Matthew Hagopian (2nd), and Margo Hagopian-Otey (3rd).

Eric Hagopian earned the title “Designated Hitter,” having successfully “rearranged” the tire walls and punted many of the other competitors on the track. As his trophy, Harry awarded Eric the 4-inch-long screw that had punctured his tire the morning of the event!

Thanks go to Harry Parkinson for providing us a very enjoyable and unique outing! Plan to come next year and knock “The Stig” out of the Winner’s Circle – we’ll be there, too! 🏁



Ready to roll



Which way were we supposed to go?



Here's the Hagopian clan before the racing began



Holly and Olivia Hagopian were both awarded medals for their driving efforts



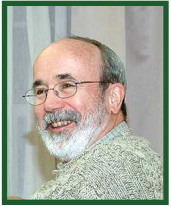
Eric Hagopian with his "Designated Hitter" trophy, the four-inch-long screw that punctured Harry's tire that morning



Matthew Hagopian (2nd), Margo Hagopian-Otey (3rd), and Damon Jozs (1st) with their trophies

## The Collings Tour A Private Showing of Hidden Treasures

By Dave Pratt



It was one of those midsummer days when the air was thick, hot, murky, and motionless. But that didn't dampen the spirits of the crowd that gathered for our private visit to the Collings Foundation car and airplane collection on Sunday, July 20th. At around 11:30 a.m., the cars started to roll in, one right after another, and what cars they were! The first to arrive

was a Maserati Quattroporte, followed by an Alfa Romeo Duetto, a Bentley Continental, a Jaguar XK 120 fixed head coupe, a Triumph TR6, a 1947 Buick convertible, several Harley-Davidsons(!), and many more Jags, Alfas, Porsches, Triumphs, and other marques. This was great—the participants brought their toys!

In the end, there were well over 50 cars arrayed in the field and upwards of 100 visitors—a terrific turnout! The Alfa Club was the host for this event, and JANE joined in, along with members of several other car groups.

As the various cars arrived, the tire-kicking began, and then our crowd unloaded its picnic coolers, collapsible chairs and tables, blankets and pillows, and sought the shelter of a nearby row of trees to provide some shaded relief from the heat. It was pleasant chatting with some long-time friends as well as some folks from the other clubs whom we hadn't met before, while consuming and sharing the food and drink we'd brought.

At around 1:00 p.m., we were summoned to the entrance of the collection's main building (an attractive wood and stone structure that doubles as an aircraft hangar), where we were greeted by Bob and Caroline Collings, co-founders of the Collings Foundation. There isn't room here to go into all of the nifty things the Foundation does, so we urge you to visit their website ([www.collingsfoundation.org](http://www.collingsfoundation.org)) to learn more. In brief:

*"The purpose of the Foundation is to organize and support 'living history' events that enable Americans to learn more about their heritage through direct participation. The original focus of the Foundation was*

*transportation-related events such as antique car rallies, hill climbs, carriage and sleigh rides, along with a winter ice-cutting festival. During the mid-eighties, these activities were broadened to include aviation-related events such as air shows, barnstorming, historical reunions, and joint museum displays."*

It turned out that Bob was prepared to give us much more of a guided tour than we were expecting! Not only were we taken around to see the many airplanes and dozens of cars, but we also learned a lot of aviation and automotive history. Bob is a fountain of knowledge and an interesting, entertaining speaker—everyone greatly appreciated the time he spent with us and the enthusiasm he shared. The hangar is filled with aircraft dating back to 1909 as well as Indy, Formula, and Midget race cars. Also on display are military vehicles from World Wars I and II and several micro-cars built by aircraft manufacturers in the 1950s, such as the BMW Isetta and one of the earliest Subarus!

The second part of the tour was held in a colonial-style building adjacent to the hangar that houses the antique car collection. On our way between the buildings, however, the skies opened up, and all of the owners of top-down roadsters made a mad dash to their cars to raise their tops, returning to the tour soggy but grinning. Notwithstanding that, the Collings antique car collection is a well-rounded one, boasting some of the greatest American cars from the brass era up to the classics of the 1930s, such as a Mercer Runabout, Stutz Bearcat, coffin-nosed Cord 810, and a Cadillac V-16 owned by Al Capone, all of which are beautifully restored. Also on display are some vintage trucks, such as an early Walker Electric and a Diamond-T flatbed.

While most of us were touring, some of the spouses spent time wandering through the beautiful gardens on the grounds, where Caroline answered questions and gave pointers. This was certainly a great event that we hope to do again. Our sincere thanks go to Bob and Caroline Collings for being such gracious hosts!



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# iRacing

## Practice in the Virtual World. Win in the Real One.

By Tracey Levasseur



iRacing's philosophy is "Practice in the virtual world. Win in the real one." What this means is the company was created on the belief that to be a truly safe and successful motorsport driver one must achieve a lot of seat time. But as many of us know, this is not always possible. So co-founders Dave Kaemmer and John Henry (Boston Red Sox owner) created iRacing in 2004 on the premise that their online racing simulator would be the most technologically advanced, using specs from actual tracks and actual vehicles. This would enable subscribers to "drive" actual tracks that they might never get to physically experience as often as they would like and to use vehicles they may never get to physically drive. Also, subscribers to iRacing can improve their driving skills, which they can use in the real world, on the real tracks.

It starts with advanced simulation technology. A high-tech laser surveyor is used to scan every square inch of a racetrack or road course. Every bump, vantage point, even the billboards on the walls are scanned into the software. This scanning process is one of the things that separates iRacing from the video games on the market. In iRacing you drive on a 'bump map' of the surface, an exact reproduction of what exists in the real world. The software was written by racing simulations guru Dave Kaemmer. Currently iRacing has over 40 ovals, road courses, and kart tracks scanned, including Watkins Glen, Daytona International Speedway, and Mazda Raceway Laguna Seca, to name a few.

With all those exciting venues, iRacing must replicate some fine driving machines. Actual specs and vehicular dynamics are downloaded into iRacing's virtual cars, which include late model stock cars, Formula cars, and even a Pontiac Solstice. The result is a more real world feel in steering, braking, turning, etc. The software even factors in the tires heating up and wearing as laps and speed progress.

The tracks are scanned, the cars are ready, now it was time to send iRacing live and get subscribers. In June 2008 iRacing was launched into Cyberspace and invitations were sent out to a select group of people. The invitation pointed potential subscribers to the new site, <http://iracing.com/home.html>, which explained the subscription rates, computer hardware and software requirements, and of course the iRacing rules. Since the iRacing community would comprise serious drivers, and not just recreational sim gamers, there had to be a set of rules just like other sanctioning bodies have, i.e., NASCAR, SCCA, IMSA, etc. As of July, when I visited iRacing headquarters, there were a few thousand subscribers from around the world racing each other every hour.

Marketing team Kevin Bobbitt and Jay Gratton want to have iRacing available to the general public by September 1. For what it costs to subscribe to those premium movie channels, you can enjoy driving a Radical SR8 at Virginia International Raceway at 2 am in your jammies. You can pay by the month, or for reduced rates pay by three-month, six-month, or one-year contracts. When you subscribe, the name on your credit card is what will appear as your screen name so other drivers will know you're driving with them and vice versa. That means you may at times be competing with some well-known racecar drivers. But don't panic. iRacing levels the playing field and everyone starts as a rookie. It's up to you to practice and move up the levels.

Any JANE members who are interested in visiting iRacing headquarters in Bedford, MA, for a "test drive" before the official public launch can contact me at 207-247-3385 or [sharpei@sacoriver.net](mailto:sharpei@sacoriver.net), and I'll be happy to accompany you or set you up with an appointment with Kevin and Jay.



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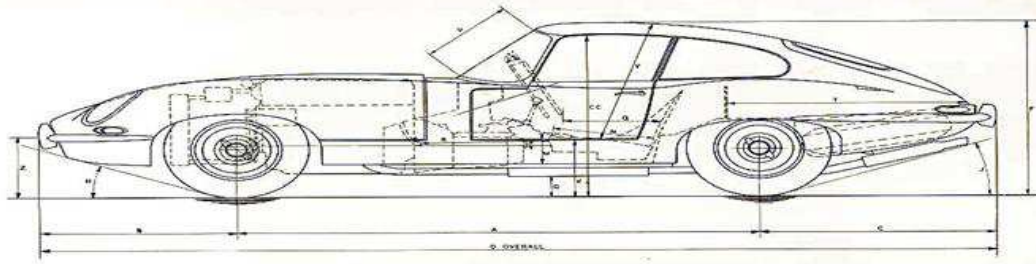


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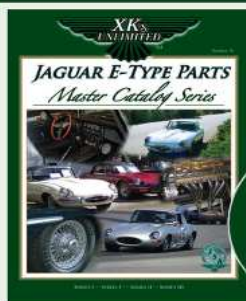
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## CARS FOR SALE



**2001 XKR Convertible** -- Red with black interior and top, mint condition, every option, stunning look, always garaged, driven summers only, maintained by the book at Jaguar dealer. Jaguar club concour winner. Exciting automobile, driven only 39K miles. Cost new \$89,000. Location: Boston, MA. Price: \$29,900. Ad placed by MKaleel. Phone: 617-557-4375. E-Mail: [mkaleel@kaleelcompany.com](mailto:mkaleel@kaleelcompany.com) (8/08)



**1969 E-Type Series 2** -- This is a nice, driveable E-Type, purchased by the present owner 15 years ago. Mileage is 58,603. The car is very original and could be considered a "driver." To make it show quality it would need a re-paint, interior carpets, seat covers, and some weather stripping. The engine has been fitted with triple Webers, but the original dual Strombergs have been retained. Location: Bedford, MA. Price: Appraised at \$39,500. Ad placed by CHanson. Phone: 781-275-2707, E-Mail: [chansonjag@aol.com](mailto:chansonjag@aol.com). (8/08)



**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. Phone: 401-334-3315. E-Mail: [AlfaRacer1@cox.net](mailto: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, Phone: 617-783-1196. E-Mail: [rnina3344@hotmail.com](mailto:rnina3344@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. Phone: 603-383-9243 (summer number). E-Mail: [p4t@adelphia.net](mailto: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](mailto:plsamfam@aol.com) (11/07)

## PARTS FOR SALE

**1969 Series II Jaguar Bonnet** - "Brand New". This front end sheet metal was purchased over twenty years ago from a parts dealer in RI. It is new and in near perfect condition aside from a couple of dings from being in a garage for so long. I have plenty of photos to share upon your request. Serious inquiries only please. Best fair offer takes it. Chris Kielb, 413-734-4544 or 413-531-7580, [advance-welding@comcast.net](mailto:advance-welding@comcast.net) (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](mailto:crookjag@comcast.net) (2/07)

**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](mailto:dennis.eklof@verizon.net) (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](mailto:AlfaRacer1@cox.net) (8/07)

**Miscellaneous Parts from XJ-40** - Entire interior of this car has been stripped. Decorative items, chrome pieces, door seals, many pieces of wood trim, including the luxurious wooden Vanden Plas Picnic Tables, the front lights (markers and headlamps), the rear red marker lens, taillamps, interior lights, interior seats and seat belts, A/C compressor and air injection pump, both with clutches intact. Call or email Tom Letourneau (401-334-3315, or [alfaracer1@cox.net](mailto:alfaracer1@cox.net)) with your best offer. Proceeds to fund JANE's 24 Hours of LeMons project. Anything that doesn't sell will be put on eBay. (6/08)

## WANTED

**Tires** - Two new or used, reasonably priced Pirelli 225/60x16 P-400 touring tires. Tom Letourneau, 401-334-3315 or [AlfaRacer1@cox.net](mailto:AlfaRacer1@cox.net) (6/08)

THE LATEST CLASSIFIEDS ARE ON THE  
JANE WEBSITE  
[WWW.J-A-N-E.ORG](http://WWW.J-A-N-E.ORG)

# BULLETIN

from Bridgnorth



**WHEN THE WEATHER GETS COLD, THE TOUGH GET BLOWING!!!**



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

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

**FOUR GREAT REASONS TO CALL SNG BARRATT....TODAY!!!**



If you haven't already received a copy of our brand new catalogue for your Jaguar then call our sales department now or order one by e-mail today! Every area of each model is covered in great detail from engine and transmission through to body panels & trim, complete with a full price list. But best of all, they're totally **FREE!!!**

**WINNERS OF OUR JAGUAR PHOTOGRAPHIC COMPETITION**



1st prize of £250 worth of SNG Barratt Vouchers goes to Tom Nelson from London, in second place was Chuck Goolsbee, Washington, USA who receives \$275 and the third prize of £75 goes to Richard Colton from Stanwick, UK. Above are the stunning winning entries....



**TOOLS OF THE TRADE AT BARGAIN PRICES!!!**

One of the greatest tools that you have for maintaining your Jaguar isn't in your tool box! Your computer mouse allows you to access the full range of parts and facilities on the SNG Barratt website. Catalogues, special offers, help and advice are all available on-line 24 hours a day!

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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Buy Jaguar parts on-line 24/7 at [www.sngbarratt.com](http://www.sngbarratt.com)

All prices exclude shipping and are correct at time of going to press. Special offers expire 31.12.07. GBP includes V.A.T. € excludes tax. \$ No sales tax to pay in NH, E & OE.

# The Coventry Cat

Jaguar Association of New England

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Aug  
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Mailing Label

"Most of my life was spent  
fulfilling responsibilities...

now I spend it  
pursuing my passion...

I don't want it to stop."

Many of us are fortunate enough to arrive at a point in life that always seemed like a distant fantasy. Now the question is, how long can it continue? At the Kaleel Company we use our CFAR<sup>SM</sup> system to create strategies that solidify and potentially improve your financial position as you experience life-changing events. Whether it concerns your family or business, when you need specialized advice on retirement, estate, or investment planning, call us to make sure that you're well prepared to deal with the changing financial needs that come with a changing life.



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