

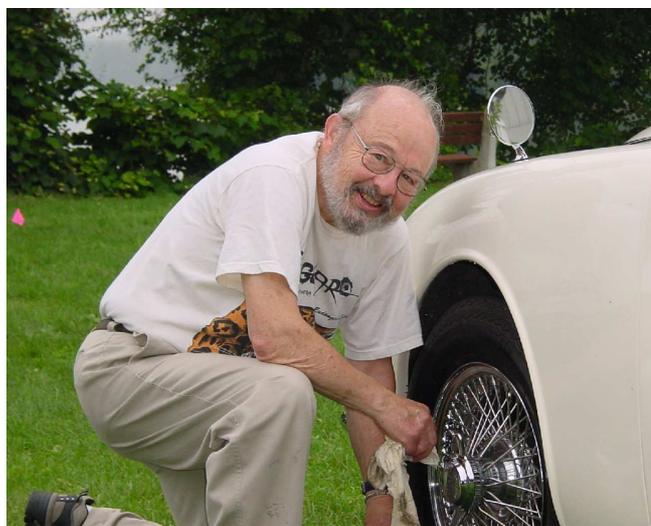
# JAGUAR ASSOCIATION OF NEW ENGLAND

FOR MEMBERSHIP INFORMATION CALL ADRIAN CURTIS 603-293-4938 OR VISIT OUR WEB SITE WWW.J-A-N-E.ORG

# COVENTRY CAT

VOLUME 5, NUMBER 9

SEPTEMBER 2003



Scenes from JANE's 2003 Concours at Sturbridge, MA

Top left Dick Whyte Best in Show Championship Top Right Tom Araujo Best in Class Driven  
Bottom Left Dick Podoloff prepping his 3.4S Bottom Right Bill Bassett readies his boot for the judges

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Faster than those who would challenge me.

I was born strong.  
Full of heart.  
Quiet in confidence.  
And blessed with might.

I was born with instinctive quickness.  
Quick to recognize.  
To adapt.  
To respond.  
Quick to be quick.

I was born to be seen  
by everything but the wind.

I was born at the beginning of the last century,  
but I am undoubtedly of the next century.

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## Jaguar Association of New England 2003 Calendar of Events

Events for the year which JANE will host, co-host or participate in as a club. Contact Wes Keyes 207-363-5338 or Dave Higginbottom 978-683-6278 for details

### September 2003

JANE slalom.....September 14th  
 British Invasion Concours check-in.....September 20th  
 British Invasion Slalom.....September 21st  
 British Invasion JCNA awards, Concours / Slalom, September 21st  
 Monthly meeting, Collings Foundation..... September 24th

**Have an idea for an event ?**

**Give Wes a call**

| J A N E OFFICERS      |   |                       |
|-----------------------|---|-----------------------|
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| <b>Slaloms:</b>       | <b>John Loring</b>  | <b>(508-878-6890)</b> |
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|                       | <b>Sue Curtis</b>   |                       |
| <b>Concours:</b>      | <b>David &amp; Elsa Roth</b>  | <b>(603 465 3787)</b> |
|                       | <b>Ed &amp; Kathy Hall</b>  | <b>(508 853 8193)</b> |
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### President's Notes – September 2003

As we head into one of my favorite driving months, September, I look back on a very successful August. Despite what seemed like weeks of continuous rain, the weather gods favored us with a beautiful day for our Concours. Not too hot, not too wet, a little humid maybe, but we had a great time. The Concours is really one of our finest events. It is held at a beautiful location on the shores of a lake, green grass underfoot, a beautiful gazebo as a center of our activities, and a hospitality room open to the field. Thanks to David and Elsa Roth for organizing another well-run event! And thanks to all who helped make this year's Concours a success: Ed and



Kathy Hall, who served as Assistant Chairs; Harry Parkinson and his judging team; Elsa Roth and the scoring team; Dave Reilly - "the voice of JANE;" the Centores for the hospitality room; the Capocefalos for registration and all around good cheer; and Alan Quinn for helping with the raffle materials. If I have left someone out, it is unintentional -- there were so many volunteers who help, and I thank you all. And

what's more, I am going to ask you to step up to the plate again next year to help. The more people who pitch in, the less work it becomes for any one of us.

A highlight of the Concours was the presentation of the Jim Aldrich Award. This award was initiated last year by Debbie Aldrich in memory of her husband who passed away suddenly a few years ago. Both Debbie and Jim were active in JANE. It is appropriate that an award in Jim's name be given to honor those work to maintain JANE's vigor. This year the award goes to Marilyn and Frank Williams, who have been with JANE from the beginning and have served in every capacity. We appreciate their contributions over the years.

The Concours was not our only event in August. In what is becoming a very popular event, we had a day trip to Chauncey Creek for a lobster lunch and a short driving tour of southeastern Maine. Many people have asked that we repeat this trip again next year - and make it an annual event. OK with me. Lobsters, salad, and beverage of your choice - it doesn't get any better than this!

Our September meeting will be a little out of the ordinary. The day will be the same - the fourth Wednesday in the month, but instead of our usual venue, we will meet at the Collings Foundation in Stow, MA, for a BBQ at 6:30 pm followed by a tour of an extraordinary automobile and airplane museum. Further information will be provided in this issue of Coventry Cat and directions will be made available on our website and by mail. Not to be missed!

Actually the September meeting appears to be out of the ordinary, but it is the first of a new format of JANE monthly meetings.

Continued on page 3

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President's notes (continued from page 1)

At the August meeting, the Board voted a major change in the way we hold our monthly meetings: the Board will hold formal business meetings quarterly; the remaining meetings will be General Membership Meetings with speakers, films, special topics and social events. There may need to be short business meetings from time to time to handle important issues that come up, but the formal business meeting format that we have followed from the beginning of time (JANE-time, that is) will be dropped for most of the meetings of the year. We want to invite all members to come to the monthly meetings! Bring your Jaguars and park them together for a mini car show every month.

In closing, I want to wish a bon voyage and thank you to long time members Jack and Nancy Capocce-falo who are moving to Florida. They have been loyal members of JANE for many years, and we will surely miss them.

That's all for this month - see you at the Slalom on the 14th and the Special Meeting at the Collings Museum on the 24th!

Carl

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.

The Stow facilities include an aviation museum and a vintage automobile collection, which are open for groups throughout the year. The vintage car collection includes over sixty-six American-built automobiles and vehicles from the first half of the century.

The aviation museum is home to a number of the Foundation's smaller aircraft, including an original Bleriot XI (1909), 1911 Wright "Vin Fiz" (replica), Fokker DR-1 Triplane (replica), PT-17 Stearman (1942), AT-6 Texan (1945), UC-78 Bobcat (1943), TBM Avenger (1945), Fiesler FI-156 Storch (1943), and a T-33 Shooting Star (1948).

The Foundation depends solely upon private funding--receiving donations from individual members, as well as the people who visit the aircraft in each city and town. .

Over the past twelve years the Foundation has undertaken and completed more restoration projects than either the Smithsonian's National Air and Space Museum (NASM) or the Air Force Museum. The volunteers who support the Foundation's efforts by hosting the aircraft in their towns, maintaining and restoring the planes, educating the American public about the heritage the planes represent, and financially supporting the Foundation's efforts cannot be underestimated.

For more information about the museum and it's efforts please visit [www.collingsfoundation.org](http://www.collingsfoundation.org).

**COST:**

The fee for this event is \$25.00 per person, which breaks down into a \$15.00 fee per person for the Collings Foundation and an additional donation to the museum of \$10.00. As sponsor of the event, Bruce Ledoux and Merrill Lynch will provide the catering and will also contribute an additional \$15.00 per person for each attendee bringing the total museum benefit to \$40.00 per person.

**DETAILS:**

The event will begin at 6:30 p.m. on the lawn at the Foundation, September 24, 2003. A dinner will be served and then the tour will begin.

Please watch you email for an electronic invitation that will give you driving directions, a place to RSVP, remit payment, and include guests if you choose.

Bruce Ledoux



**Bruce Ledoux and Merrill Lynch to host the September JANE Club meeting at The Collings Foundation in Stow, MA.**

Some people ask what The Ledoux Greer Group at Merrill Lynch have to do with high performance driving, vintage car collections and shop tours? Well, most importantly, we love it. We are vintage car owners and race a performance Spec Miata, the SCCA's most popular and fastest growing race group. We are also sanctioned instructors for BMW, Corvettes of Massachusetts Club (COMSCC), Sports Car Driving Association and Ferrari Owners Club of New England. It is our passion that has led us to discover that many of our clients have high performance car interests as well. Our daily interactions with clients and the stock market is very similar to the preparation and competition of a road racing event or automobile restoration. We have a fixed amount of assets, time and allowable risk. The trick is to manage those assets effectively to accomplish the specific, end goal. We apply the same energy, thinking and strategy to our client's financial picture. Whether it is owning a classic car, driving a car competitively or just seeing beautifully built automobiles at shows and museums, we love to share that passion.

**BACKGROUND:**

The Collings Foundation is a non-profit, Educational Foundation (501-C3), founded in 1979. The purpose of the Foundation is to organize and support "living history" events that enable Americans to learn more about their heritage through

## RESTORATIONS

By Carl Hanson

### Mounting the Body

Now that the body has returned from the restoration shop, it is time to reattach it to the frame. Easy, right? Just drop it down on the shims and bolt it in place. Just like they did at the factory shown in the historic old photograph in Figure 1. When Harry, Nick and I tried to do it just as they did 50 years ago, we took up the same positions in my garage - as shown in Figure 2.

Well, as I described last month, it was not quite as simple as we had expected. After some creative manipulation, we were able to tip the body forward and slip it over the front bumper bar and rotate it back down past the cam covers and onto the frame. I am not done yet, however; still have to adjust the shims to level the body. Why is that, you ask? It is because the frame and body are made up of many welded pieces and not every one is perfectly matched. In fact, the rear-most frame members on my car were about  $\frac{1}{2}$ " different height from one side to the other. That difference is taken up by the shims, to make the body level and to get the door line gaps even.

Added to the mix is my unusual shimming arrangement. Recall that my early FHC is one of the first 535 with rubber shims between the body and the frame (see June 2000 Coventry Cat for details). The old shims show their age, so I replaced them with new ones sliced from a 3-foot polyurethane rubber tube ordered from McMaster Carr. The tube was roughly the same cross-section - 2" O.D. and  $\frac{3}{8}$ " I.D.-as the original rubber shims on the car. Figure 3 shows the shims for the rear "dog-leg" part of the frame lined up in rows. Three in front are some of the originals, while the four in each of the next two rows are the replacements cut roughly to the right dimension. The "D-shape" is necessary because the mounting holes in the frame are too close to the body to allow a full round shape.

Shimming the body was a two-step process. First, I installed the doors and made the door line gaps equal. Then I made up combination plywood and masonite blocks of variable thickness and installed them as shown in Figure 4. This picture shows the mounting on the rear-most part of the frame. The full job involved placing four blocks on each of the rear dog legs, four sill-mounts and two firewall mounts and shimming each in turn to make the body level and the door lines equal. More than that, it took lots of bending down, crawling around on my knees, getting up, measuring --- not a job to be taken lightly.

After all that was done, I measured each shim and cut the rubber tube to the dimensions required to match the wooden shims. Each rubber shim was slipped in place and anchored with grade 8 hardened steel bolts through the center hole of each shim. An example of the final product is shown in Figure 5. Everything is level and straight. Now I need to install the steering column and send the body back for final painting, but that will be another story.

Figure 1. Mounting the XK120 FHC Body at the Factory

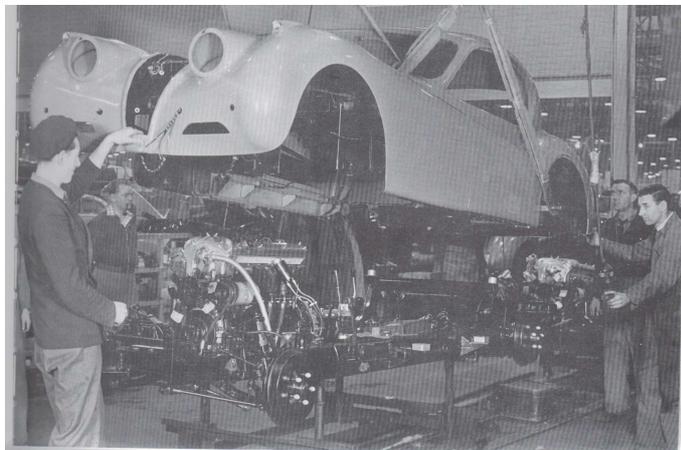


Figure 2. Mounting the XK 120 FHC Body in Carl's Garage



Figure 3. Rubber Shims



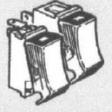
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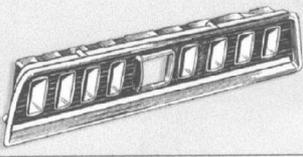


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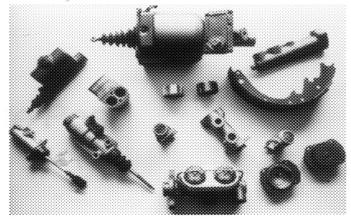
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### JANE ANNUAL CONCOURS

August 8th, 9th and 10th

JANE's annual JCNA Concours d'Elegance was held on the 9th of August at the Host Inn in Sturbridge, MA. The exhibition field is on a beautiful lake just behind the Host Hotel and Conference Center. This year's show field, laid out by Chuck Centore, had cars along side and behind the Host Inn had 60 pre-registered cars.

The weekend long event started out on Friday night with registration and a hospitality reception center that was until 10:00PM. We had a group of JANE and JCSNE members that got together for dinner at the Italian restaurant in the Host Inn, a great meal and time to meet and greet friends, new and old,

Saturday's events started with registration at 8:00 AM and continued 'til noon, staffed by Elsa Roth and Nancy Capocéfalo. The judges met at 10:30 in the morning for last minute assignments and lunch before the judging started at 12:30 with the "rags down" announced at 12:00. 60 cars were pre-registered, but 13 "no-showed". 13 cars registered on Saturday morning offset the pre-registrations so the field was a total of 60 in the end. The judging ended at 3:30 with Elsa Roth and her scorers tallying the results. The raffle winners were being drawn from 3:30 until 4:30. The awards are made as soon as the scores were tallied. The awards were presented with Dick Whyte getting Best In Show in the championship classes and Tom Araujo taking home the trophy for Best In Show in the driven classes.

There was break from 5:00 to 6:00 until the lakeside dinner served under a tent.. Dinner was particularly good this year, perhaps atoning for last year's. The Jim Aldrich award was presented to Marilyn and Frank Williams, long time members who have held numerous offices and positions in the club> Records show that they joined JANE in 1989 and have been very active until recently when they started spending more time in Florida. Marilyn still maintains her tax business here in NH and is here during the "tax season".

The hospitality suite, organized by Patt Centore, on Saturday was open from 7:30 AM until 11:00PM with a break from 5:00PM to 8:00PM as well as Friday night and Sunday morning. As usual, it was the central place to meet and take a break from the scheduled events.

David Roth, Ed Hall, Elsa Roth, Chuck and Patt Centore, the Capocefalos, Harry Parkinson and the judging teams headed up by Eric Hagopian, Ray Crook, Dean Cusano, Ken Haas, and Hal Kritzman all pitched in to make the event a huge success. Thanks to all.

#### Some of this year's Concours PIX



Julien Brousseau brought his XK140 from Canada

An XKE FHC in the line of XKE cars



Carmen Chiungos sells Bill Longstreet raffle tickets



### Pictures from JANE Concours



Joie Bassett and her E type waits to be judged  
Line of E types with judge Eric Hagopian



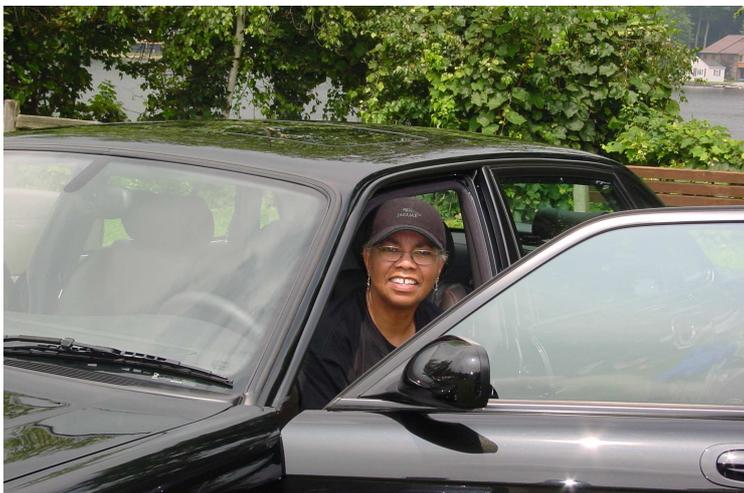
Registration for the Host Inn  
John Nocera towed his camper from Canada



Margaret Caruolo and her XJR



The detailing of the bonnet of an E type



## Activities Calendar

| Date                                  | Event                           | Location                              |
|---------------------------------------|---------------------------------|---------------------------------------|
| September 14, 2003                    | JANE Slalom @ Site              | Wilmington, MA                        |
| September 18-21, 2003                 | British Invasion, JCNA Concours | Stow, VT                              |
| September 24, 2003                    | JANE Monthly Meeting/ Barbeque  | Collings Foundation Museum, Stowe, MA |
| September 29, 2003                    | Castle Hill Concours            | Cancelled                             |
| October 4-5, 2003                     | Maine Museum Tour, Coastal Tour |                                       |
| October 22, 2003                      | JANE Monthly meeting            | Skip's , Chelmsford, MA               |
| 4 <sup>th</sup> Wednesday, each month | JANE monthly meeting            | Skip's, Chelmsford, MA                |
| 2 <sup>nd</sup> Tuesday, each month   | JCSNE meeting                   | Olympia Diner, Berlin CT              |

Wes Keyes, Activities Chairman

westonkeyes@hotmail.com

207-363-5338

Combined JANE/JCSNE/JCNA events

### Briggs Swift Cunningham passes away at 96

Briggs Swift Cunningham died last month in Las Vegas at the age of 96. He was a major factor in car racing and more specifically Jaguar racing during 50's and 60's. He was born into a family of great wealth, but the myth that the family fortune came from the Swift Meat Packing Co. is just that, a myth. His father was involved with a meat packing company (not Swift) and had a bank and a telephone co and was on the ground floor of Proctor and Gamble (where the real wealth came from). Educated in the East, at Groton and Yale he was better at most sports than academics. In fact by the time he was a junior at Yale and he was through. He loved sailing and automobiles.

He not only fielded racing teams but he drove up till the age of 58. He preceded Carrol Shelby , in that he put American engines in foreign built cars. He built Cunningham cars in Florida in the fifties producing C-1, C-2R, C-3, C-4, C-4RK (these are the Cunninghams that most know with the large oil cooler placed on the hood), C-5, C-6 .He stopped building cars as a result of an I.R.S. ruling. The Cunninghams used Cadillac and Chrysler engines and the bodies were made both domestically and by such designers as Vignale and Touring from Europe. They were super looking but were very expensive and heavy.

In 1954 Briggs got together with Sir Wm. Lyons and they made a deal that if Cunningham would stop making his cars, that Jaguar would supply him with 3 "D" types a year. He was also appointed the Jaguar distributor of the northeast, too. He was the first to get racing lightweight "E" types even before they were really ready. And his drivers were people like Fitch, McCluggage, Brabham, Moss, McLaren, Hansgen, Bennett, Johnson and himself. While all this was going on he also captained the winning entry of the America's Cup in 1958. (I was at Watkins Glen watching his cars race when they announced he had won the America's Cup...his cars were leading the race and won...ed)

I saw his collection at Costa Mesa before it was sold to the Collier's in 1986. The collection included Bentley's, Bugatti's, his own cars, Delage's, Jaguar's (he had a XK-100 engine, the 4 cyl engine that was never put into production) Porsche's, Packard's, Hispano's, Alfa's, Ferrari's, Mercedes, Lagonda's, and Astons's. His cars were great ...and so was his life.

Dave Randall

**British Invasion XIII and JCNA Concourse/Slalom**

September's a full month for JANE members.....one of the special events for me is the British Invasion in Stowe, Vt. Sept. 19,20, 21. This year, the featured "Marque" is Jaguar with a special celebration to commemorate the 50th Anniversary of the XK120 DHC.

The Jaguar Owner's Association of Montreal, moreover, is hosting **on site** a JCNA sanctioned Concourse on Saturday afternoon and Slalom Sunday morning, awards following. Between visiting JANE friends in the Burlington area, enjoying the Fall foliage in Vermont, displaying my 1953 Drop Head Coupe, and slaloming the car on Sunday morning, this is going to be one great weekend for Sue and I!

We have several XK120 Drop Head Coupes in JANE. Two that I know of are planning to attend and support the Montreal Club's Concourse. JANE could put together as many as five 120 DHCs, which would be quite a showing from our club for this 50 year old car.

Several of us in JANE are good friends of XK120 DHC owner and historian Charles Bishop. Charles is a past JANE member who lives in Burseson, Texas, just a few miles south of Ft. Worth. Charles maintains the XK120 DHC registrar and is an every day contributor to the Jag-Lovers XK list. Charles' experiences with his car over 30 years, his expansive knowledge of Jaguar mechanicals in particular, and his willingness to communicate at length via E-mail have endeared him to XK owners everywhere. We made an attempt to get Charles to the British Invasion this year, but he just didn't want to leave the heat of Texas for the cool of New England.

I often spend time in Dallas or Ft. Worth on my job. On one trip I met Charles at the hotel and we drove 150 miles roundtrip to Dennison, Tx. to visit a new friend who had just acquired a '54 120 DHC. Charles and I spent several hours looking over this car, talking Jaguar, and discovered some things (as you always do) that we didn't know. Charles is a true Texan, Jaguar nut, and good friend. Since he couldn't be at the British Invasion this year, I hope some other Jaguar happening will get him to the Northeast to meet more JANE members.

Stowe's closer than you think, September is (to many) the nicest month of the year, there's British cars galore, and a great effort has been made by our sister Montreal Club to make this year's celebration of Jaguar a real happening. Registration forms are available on the Web. Sue and I will meet any JANE members at the intersection of I89 and I93 in Concord, NH at 7AM on Sat, 20th or anywhere en route. E-mail me. Adrian

Restorations (continued from page 4)

Figure 4. Temporary Wooden Shim



Figure 5. Rubber Shim in Place



**JANE membership at 354**

Adrian Curtis, our membership chair, reports that our membership is at 354 as of the 1st of September. Adrian had set a goal of 350 members when he took over the membership chair from Sue Hagopian at the beginning of the year. Now we're at 354 and still growing.

Great job, Adrian and Sue



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**For Sale: 1973 Jaguar XKE Roadster Series III V12**, with 46,525 miles, 2nd owner, purchased 15 years ago, excellent condition, 4 years in Glen, NH museum. Signal Red with Black interior, hand carved mahogany dash, all original interior, radio, trim, etc. Have original title, and all service record since new. Don Fitzgerald, 603/383-9243 (For E-photos contact pete4t@ncia.net) 0703

**For Sale: Jaguar 1986 Vanden Plas Series 3**, gorgeous car in excellent condition; antelope paint w/magnolia leather; Owned by Jaguar enthusiast, Southern car, no winters; Runs perfect, many updates 81,000mi, \$8,900, 508-366-5844, Ansoft Corporation, Bill Powell, 25 Burlington Mall Road, Burlington, MA 01830(781)229-8900 x121-office,(508)361-0066-mobile, (781)229-8624-fax,wpowell@ansoftcom 0803

**For Sale: XK Engines 1** is a 3.4 w/o crank-Best offer, 1-3.8 complete @ \$650 ea or bo, David Roth, 180 Wheeler Road, Hollis, NH 03049, tel 603-465-3787, RothHollis@AOL.com 0803

**For Sale: 1986 Series III XJ6**, with 64K miles. Blue with Tan interior. Very good condition. Runs great, A/C cold! Asking \$9,000, negotiable. Auto and/or motorcycle trades considered! E-photos available, contact J.A.N.E. member Matt Everson, bluefields@aol.com, 603-355-4898. 0803

**For Sale: I am the original owner of a 1968 XKE FHC with 24,000 miles.** This vehicle, which is kept in a heated garage, is in excellent condition. If you or anyone that you know is interested in this vehicle, please, contact me at [crbloom@jbgllc.com](mailto:crbloom@jbgllc.com), Thank you, Chuck Bloom 0803

**Wanted: Looking for a series 2 E-type roadster** in excellent condition. No black, red, white or silver color. Contact Ron at "ronsaff@aol.com" or call (850) 893-3028. Ron Saff, Thanks 0803

**For Sale: Jaguar XK120,140, & 150 new sheetmetal:** front and rear wings (patch panels or complete), spats, rear inner wings, fuel tanks, doors, door skins, boot lids, boot lid skins, sills, shut pillars, battery boxes, stainless steel side curtain frames and more! Rebuilding service for your doors, lids and door hinges. All parts fabricated by WES PARTS - over 30 years experience. Call or write Wray Schelin, WES PARTS, 508 347 7749, PO Box 652, Charlton City, MA 01508. For a free catalog. E-mail: wesparts@hey.net pd

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Dear Editor,

Patricia and I want to thank the organizers of last week-end's Chauncey Creek event for a wonderful day. Wes Keyes planned it well and Joe Donnelly executed with a pleasant drive over Jaguar-roads along the shore, past beautiful houses, through lovely 'could have been English' villages and to the always great Chauncey Creek Lobster Pier.

We also must thank the JANE pit crew, especially the 'jack ladies' who were so supportive as we changed the right front wheel of the 'S'-type which had gone flat in front of the oldest house in Maine (1640). Although we did not have a stop watch - and we had less than the 20+ mechanics that the Jaguar FI team has, it was surely an unofficial record for a Jaguar wheel change!

As you enter Chauncey Creek there is a sign asking that you not dawdle and finish your lunch and depart within two hours. Well! We may have set a record there also as this happy group enjoyed nearly three hours of conversation, *chowdah*, tall stories, steamers, showing pictures, corn-on-cob, telling lies and yes, *Lobstah* - all with various beverages! Kudos to all who participated.

BTW: We have just watched the video, "Hard Day's Fight", many copies of which were given out in the raffle at the Concours. This is a documentary of the 1969 Le Mans 24-hour race. If you want a wonderful evening of classic motor racing, gather a group of your friends, with snacks and beverages of choice, and watch it - followed by Steve McQueen's "Le Mans". Steve was actually at the 1969 race preparing for his film (filmed the next year), and the two together provide a most enjoyable - and exciting - contrast and compliment.

Cheers,

Patricia & David Reilly



Dave Reilly's pit crew for the tire change, Kathi Hall, Bonnie Getz, Patt Centore and Patricia Reilly



Above : Joe Donnelly, our host, and his S type

Below: The crowd gathers for lobster at Chauncey Creek

Left:: View of Chauncey Creek



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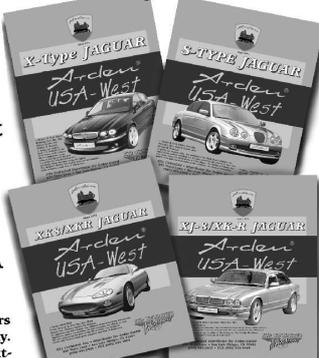
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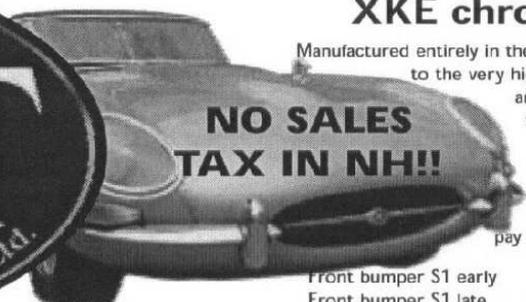


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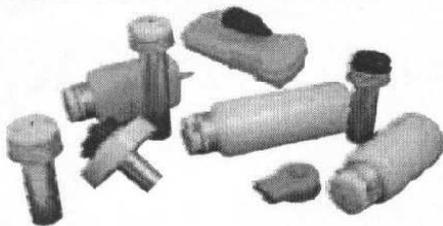
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