

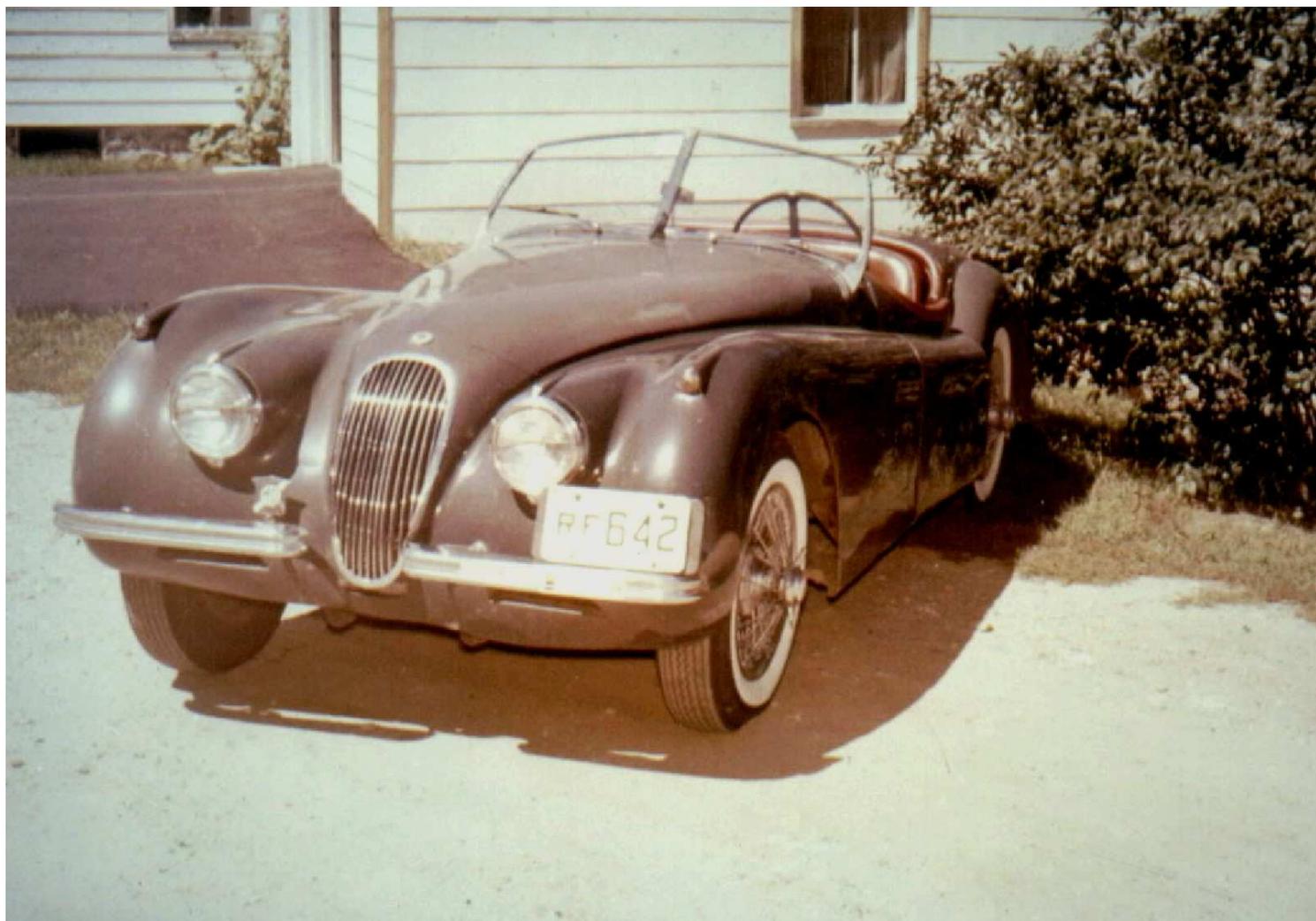
JAGUAR ASSOCIATION OF NEW ENGLAND

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 12

DECEMBER 2003



The picture is my first Jaguar, taken in 1959. It's a XK120 roadster, with factory options for the wire wheels, dual exhaust, high compression pistons and higher lift cams marketed in the US as a XK120 MC, purchased in 1958

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And blessed with might.

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To adapt.
To respond.
Quick to be quick.

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by everything but the wind.

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Jaguar Association of New England 2003/2004 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

December 2003

Christmas Party/ Monthly meeting.....December 7th
Election of Officers

January 2004

Monthly meeting at Skip's, Chelmsford, MA.....January 28th

Have an idea for an event ?

Give Wes a call

J A N E OFFICERS

President:	Carl Hanson	(781 275 2707)
VP/ Events:	Wes Keyes	(207-363-5338)
Slaloms:	John Loring	(508-878-6890)
Secretary:	Pat Reilly	(508 839 7464)
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Editor:	Harry Parkinson	(603 882-9367)
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	Nashua, NH 03063	
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JANE on the Web

<http://www.j-a-n-e.org>

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President's Notes – December 2003

It had to come to an end. I am sad to say that this is my last "President's Notes" as the two-year term limit as your President -- your JANE President, that is --- kicks in at the Annual Meeting on December 7th. I want to say that I have really enjoyed preaching from the bully pulpit in this part of The Coventry Cat over the past two years. It has been fun, but you deserve a change. Your next President will no doubt have a different style and message, and that will be good. It keeps JANE alive to have some new perspectives.



Who will take over this spot? Come to the Annual Meeting and Holiday Party and vote for the candidates of your choice! All of the officers and four of the Board Members are up for election.

Seeing that this is my last chance to write in this space, permit me to reminisce over some of the important milestones achieved by JANE over the past two years. For one, our club has grown tremendously so that we are one of the

largest clubs in JCNA, if not THE largest, growing to well over 350 members throughout the Northeast. I am particularly proud of our Activities Program with something for nearly everybody. We have Parties for the social types, Museum and Collection Visits for the curious, Tech Sessions for the mechanics, Road Tours for the drivers, Slaloms for the spirited drivers, Fun Rallies for the observant drivers, and a Concours for the exacting. And although we haven't directly sponsored a track event, some of our really spirited drivers take part in those activities by other clubs. During the past two years we have initiated the Jim Aldrich Award for service to JANE, in memory of one of our most active members who was taken from us prematurely a few years ago. We have updated the club By-laws and have been following them. We have established budgets for each activity and have brought the newsletter costs in line with a manageable budget. We have contributed money to our favorite charity, David's House, in Lebanon, NH. Our merchandise program is strong -- everybody loves the new clothing offerings. Our website has matured into an attractive center for club information. And what may be a far-reaching change, we have modified the format of the monthly meetings to allow for more presentations and time for fun stuff instead of getting bogged down in business meetings every month.

I want to thank all my fellow officers and volunteers who have made all of the above possible during the past two years. It takes a lot of work to keep an active club going and JANE people always seem to be willing to step up to the plate to make things happen. Speaking of JANE people, we are going to miss some of our longtime members who have finally given up on cold New England winters, packed up and moved south.

Continued on page 3

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We wish them well and thank them for their many years of service. Finally, I want to encourage all JANE members to come out of the woodwork and help us to continue to make this club the envy of car clubs everywhere! We thrive on volunteerism, and as your grandmothers used to say, "Many hands make work light." We will have a strong slate of events in the coming year so come out and enjoy them!

My best to all of you,
Carl

**Restorations
by Carl Hanson**

Installing an Anti-Blow-Back Valve

Here is a short article on a little gizmo that could save your XK120, 140 and MK VII. As you know, I have a rebuilt engine mounted on the chassis, all ready to go when the body returns from the paint shop. If you don't know – then I would suggest going to JANE's terrific website and read the back issues of the 'Cat. As I was saying, when everything was ready – gas tank installed, engine and gearbox in place, wheels at all four corners – I couldn't wait to give it a start. Yes, it started and ran beautifully. Oh, there were a few glitches (see March 2003 issue for installation of tappet hold-down kit), but in general everything worked. So I shut off the engine. Then a friend came over, and I wanted to impress him, so I worked the starter switch – and there was a gigantic backfire and gas came blowing past my nose, out the top of the starting carburetor. (See, the early Jags had a special carburetor just for starting.) What the hey?! But I got it going again and didn't think much about it until I tried to start it again. Same thing. Blow-back, it's called. Raw gas shooting back out the starting carburetor. Not good, I think. Could result in a fire. Burn the car up rather quickly. What to do? Install an anti-blow-back valve.

The anti-blow-back valve is a curious little thing. It looks like a miniature tea-table with a tornado on top! The picture shows it. The picture also shows where it goes – in the starting pipe where it attaches to the flange to the underside of the intake manifold. This odd-shaped

little valve is spring-loaded (the tornado) to remain closed unless there is a flow of fuel/air mixture from the starting carb to the manifold. Then it opens to admit the charge. If there is a backfire, or "blow back", the valve slams shut and prevents the hot gas from traveling down the starting pipe and the wrong direction into the body of the starting carburetor.

I ordered a valve and spring from XKs Unlimited – they are different catalog numbers – the spring is something special. Then I unbolted the starting pipe flange from the manifold and removed the starting carburetor. The valve just plops into place in the pipe and the whole process is reversed.

When I start up the engine, and it threatens to blow back, I am confident that it isn't going to blow raw fuel all over the engine and maybe catch fire!

Photo: Anti-Blow-Back Valve next to the Starting Carburetor on my Workbench.



Anti-blow-back Valve

My First Jaguar by **Harry Parkinson**

I had just completed college and had started at a job in industry in the engineering profession. I had my first "real" car after a series of hot rods, the rage in the late 50's and early 60's. My first car was a Model A Ford coupe, purchased for \$7.50 from a barn in Chester, NH followed by a 1934 Chevy coupe, and then a 1931 Chevy coupe. I repaired/rebuilt all of them to make a decent profit as pre-war coupes were in demand. In my senior year in college, I purchased a 1940 Ford Deluxe convertible for \$20.00 which I sold to a college friend for a profit. My next car was a 1938 Chevy business coupe with a 6 cylinder 302 GMC truck motor that was modified with a high compression head, cam, dual exhaust, Mallory ignition and some other mods. It was a nice car, but it wasn't a "foreign" sports car which was becoming the rage. MG's, Austin Healey's, and Jaguar were the rage with some Italian marques (Alpha Romeo, etc.)

I found an Austin Healey 100 LM, a 1954 BN1, 4 cylinder LeMans model, with a three speed overdrive at a dealer, Merrimack Street Garage of JOMAR fame. The car needed some minor work, but was in great shape. The overdrive wasn't working, the exhaust needed repairs, and it didn't have a radio, but all that was quickly fixed and I had a great road car. It was early fall so I went back to my college for my first homecoming as an alumni driving my AH100.

My room mate wanted to try out my car (he had a brand new Chevy convertible) so out we went for a short ride. Well, we came back, but the car didn't. Another car sideswiped us on a narrow, curved Vermont road and totaled the car.....no injuries to either of us or to anyone in the other car, but the AH was damaged on all four sides, front, rear, driver side and passenger side. Back to square one and temporary transportation, a 1948 Chevy coupe with another modified 302 Jimmy motor.

One of my co-workers had a Jaguar for sale, a 1954. The price was right, \$1200.00, for a low mileage original owner car. The car, a XK120MC OTS, was purchase in Texas and had only spent one winter in NH, and had been well cared for. At last, I had another British sports car, a much more powerful car than my AH100, and a much more stylish car (the AH100 was also a very stylish car, low and streamlined). The XK120 had only 32,000 miles on the clock and the car was only four years old!

To settle a often debated question, the XK120 model had two

sets of options in 1954.....the XK120M had factory wire wheels painted silver and a twin exhaust while the XK120MC had high compression pistons and a higher performance set of cams as well as the XK120M features. I don't know what the factory called the models, but that's how they were marketed in the US

All this was in the fall of 1958 and I had only one car to get through the NH winters, a twin cam Jaguar not known to be good starting in extreme cold weather. Another plus was that the XK120 roadster has side curtains and a non-lined top(hood) and a heater that was only good for only either defrosting or keeping one's feet warm (not hot). That's the bad side....the good side was that I wasn't going to spend my first Jaguar winter in NH. Along with my diploma, I got an Army Reserve commission and that obligated me to active duty in the Army. I had to report to active duty in January in New Jersey, some relief from NH winters.

My first of many adventures came on my trip to the NJ for active duty. I stopped at the beginning of the Massachusetts Turnpike, then Route 128 in Weston, to put on my car coat....it was cold. I, foolishly, removed the trunk key from the key ring to keep the engine running. I put the key ring on the rear boot lid while I was putting on my coat.

Then, I got in the car and drove off into the sunset, the keys someplace on the highway.

Next stop was Hartford, Connecticut to visit with my sister. The trunk (boot) was now locked with all my clothes inside and I was only 120 miles from home. Thank goodness for AAA... a call got me to a locksmith who was open on Saturday and I drove to Binky, the Locksmith in a seedy part of Hartford. Binky had a small shop in the first floor of a run down tenement. It was very dimly lit with a kerosene heater that smelled of kerosene, but Binky knew his stuff. He picked the lock and made a new key just by feeling the tumblers in the lock. He cut a key that worked first time out. Crisis solved I now had keys for the boot and the ignition as well as the locked gas lid, a standard feature on XK120.

On to Ft. Monmouth, NJ and school Army style.

It was an uneventful stint in the Army except for an episode with the local fire department in Monmouth, NJ and my assignment after training. First the fire department episode.

Continued on page 8

My First Jaguar



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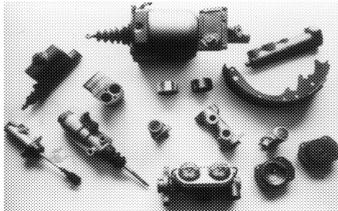
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Annual Membership Dues Reminder

Just as a reminder, the annual renewal is due to membership chairs Adrian and Sue Curtis by December 31 2003. Dues paid by that date will be registered in our club directory as well as submitted to the JCNA for 2004. Checks should be made out to JANE in the amount of \$50.00. Please mail to:

Adrian and Sue Curtis
39 Curtis Road
Gilford, NH 03249

Pictures from JANE events



Above Gary Hagopian's coupe open for inspection at the slalom

Below David Reilly's S type with JANE members



**Gabriel Quinn, new member to JANE
Chuck Centore at last year's Party
The White Mountain Tour**



Picnic on the lawn at the MOT, strickly Italian cusine



Continued from page 4

I met the fire local department on the way home from the Army base to my apartment. XK120's, at the time, mounted the coil on the intake manifold above the front carburetor. Well, fatigue caused the coil mounting to break and the primary wire to the coil, not fused, shorted to the engine. The engine sputtered to a stop in a residential neighborhood, the wires smoking and the car disabled. After calling the volunteer fire department, I waited impatiently for the firemen to arrive. I knew the fire was electrical and the harness was toast. I even had the sense to have the battery box, behind the seat, open to disconnect the battery, the only way to stop the harness from more meltdown.

The firemen arrived and were determined to get at the fire and were about to take their fire axes to the hood (bonnet). All I had to do was pull the release to unlatch the bonnet and raise it. There were a few tense moments until I won out. The fire was put out and the firemen went on their way. But I had no car and my poor Jaguar, my buddy and prized possession, was in sad shape. I surveyed several repair places, crossed my fingers and had the car towed to get the harness replaced and the paint repaired. I had another car while it was in repair. All went well with the repair so I had my Jaguar back.

The next chapter of my XK120 and Army life came a few weeks later when I got my assignment for a permanent duty station. It was Fort Drum NY in northern NY near the Canadian border and it was late winter. Back to the cold northeast in a Jaguar roadster. When I arrived on post, it was still winter. The snow banks were so high that my Jaguar couldn't be seen at intersections (I put on a dune buggy flag to help), but somehow I survived until spring. The Jaguar still was running well, started every morning and got me to work. At the time, a classmate of mine and his girlfriend lived in NYC. On weekends, I drove the NY Thruway from Rome, NY to NYC. I parked the Jaguar on the street in lower Manhattan on weekends with only side curtains and the ignition lock for security! Cruising the Thruway at night in a XK120 certainly made the trip shorter and I only got pulled over once. Turns out the trooper had a MG and raced in SCCA events. He appreciated the car and it's performance so I got a warning.

Soon my Army stint was over and I was back in NH. The Jaguar was running well with little or no extra maintenance except for topping up the dash pots and the usual oil/lube changes. The usual tune-ups consisted of new plugs and points with reset the timing. There were virtually no repair

and all work was done by the book

The XK120 was one of the most reliable cars I ever had. I ran it thru two more winters as my every day car before I sold it to the third owner who ran it for another 10 years, but as a spring/summer/fall car. More early Jaguar exploits next month.

The JONAT is Coming! The JONAT is Coming!

JANE members, get ready for the arrival of the "Jaguar Owners North American Tour (JONAT)." What is JONAT, you ask? It is an informal, rather ambitious Jaguar driving tour around the whole country with legs up into Canada as well. Not everyone will do the whole tour – it has been set up in about twenty sectors so that Jaguar owners can jump in when the tour comes to their area. Details are given on a website <http://jonat.org>. Each sector has a volunteer organization, including an all-important "sector coordinator." The sector organizers lay out a route of between 120 to 300 miles per day with a common start and stopping point. They provide a list of candidate accommodations, meal locations, interesting stops for shopping, views, historical sites, etc., but do not make any reservations. Each tourist must make his own reservations, but the planners hope that enough bonding takes place such that people will tour together. According to the website, the tour arrives in New England from Quebec on Sunday, June 20, with an over-night stop in the Stowe, VT, area. Then on Monday, June 21, it progresses to the Boston area, with a rest day on Tuesday June 22. On Wednesday, June 23, JONAT goes on to Mahwah, NJ, former home of Jaguar North America.

Here is where JANE members might be interested in helping. JONAT does not have a sector organizing committee for the New England sector. It would be a good opportunity for us to be good hosts to Jaguar owners from other parts of the country and to enjoy touring along with them for one or more sectors. If you are interested, the website has information where you can volunteer to help. Maybe we should make this a JANE event? Let the Activities Chairman know your thoughts on the idea!

Carl Hanson

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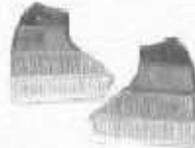
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For Sale: 1948 3.5 Litre Saloon (MK IV) Rolling car with suprisingly straight and not too rusty body. No engine or trans. Several other missing pieces. Has all wood, and P100s (in pieces). \$2200.00 Call Greg at 508-655-0117 eves / wk ends or e-mail to cbgg@comcast.net 1003

For Sale: 1997 Jaguar Vanden Plas Sedan 4D, gorgeous car in superior condition; jade w/tan interior; Owned by Jaguar enthusiast, 6 cylinder, 4.0 litre automatic; 63,000mi, \$18,500, 508-697-2712, Wayne Phillips, 12 Beechwood Circle, Bridgewater, MA 02324 1203

For Sale: 1971 XKE V12 2+2; Automatic, wire wheels, A/C, Sable, \$11,000 or make an offer; Dave Owens, 401-294-4634 kanesguns@mindspring.com 0104

For Sale: 1974 XKE V12 Roadster. 2 tops, only 6500 miles, 4 speed, wires, Regency Red/Biscuit, no hits; \$53000.00 Call Ara at 782-643-1463 or 978-369-4004 0104

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Advertising Rates, 2003: An ad in the *Coventry Cat* currently reaches over 350 households with very high demographics. Unless otherwise specified, rates are on a annual basis(12 issues)Business card and classified ad rates are as follows:

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Models For Sale:

Patricia and I have collected Automobilia, satisfying our eclectic interests, for over 50 years. We are now offering the following models to JANE members in advance of advertising them in Jaguar Journal, eBay and other outlets. We will soon be cataloguing and offering prints, manuals, books and other items as the year progresses.

Jaguar Models For Sale:

Jaguar 3.4 Mkl - Grand Prix Model Modsports Car Kits No. 708. 4 1/8" long. This model was built at one time. The chassis shows solder points where it was assembled. Now apart. The body is nicely painted in opalescent silver green. Plastic window insert is perfect. Seats have not been painted and chassis is fine with axles, wire wheels and rubber tyres. No instruction sheet, but in original box. \$50

XK120 OTS - Beautiful model in BRG (4 7/8" long) with opening doors and bonnet (nice chrome engine). Made in China - perfect. \$60

Jaguar 3.4 litre Mkl - old Lesney toys No. 65. 2 5/8" long. Opening bonnet. Played with so some chipped paint. Tyres and 'glass' in tact. Trailer hitch. \$25

1997 Jaguar XK8 - Matchbox #71 of 75 'Street Cruisers'. 2 7/8" long, blue with Jaguar striping. In original package. (Backing has been bent). \$15

Jaguar D-Type - Hot Wheels by Mattel. #6 of 40 cars in 1998 First Editions. Dark blue, 2 1/2" long. \$15

XK120 Roadster - Old Tootsie Toy, Chicago, USA. 3 1/16 long. Cast metal. Played with so green paint is about 75%. Axles and rubber tyres very good. \$35

XK120 Roadster - Fully assembled Grand Prix Model. 4 3/4" long, medium green. Version of XK 120 TT (Tourist Trophy). RHD with tonneau cover over passenger compartment. Perfect condition including numbers (7) racing windscreen, interior details and trim. \$75

XK120 Roadster - by Western Models. Very good condition. 4" long, red with brown interior, no paint chips, wire wheels, good detail. Missing steering wheel. 450

Jaguar XK120 'Montlhery' - The legendary Jaguar XK120 Coupe. The car to own in 1953 if you were rich, young and beautiful. Stylish beyond belief, fast and reliable as sports cars went in those days. THIS

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XK8 Roadster - 1996 Maisto Special Edition. Looks like BRG. In original box. Never out. About 9 1/1" long. Perfect. \$75

1961 XKE Roadster - by Franklin Mint Precision Models. BRG, tan interior, opening bonnet, doors and boot. Perfect condition. The details you would expect from Franklin Mint. \$150

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Digital photos of any item are available, by email or fax - just contact us and tell us what you are interested in.

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4:00 PM Meeting/Elections

4:30 PM Dinner

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After Dinner Yankee Swap

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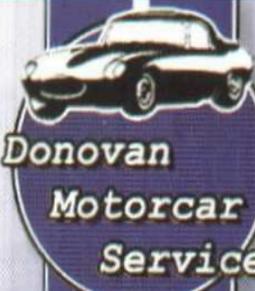
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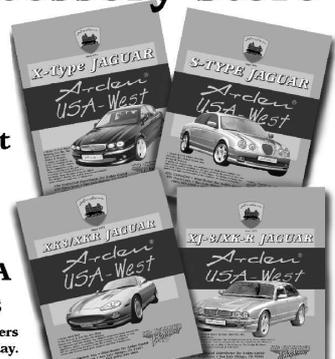


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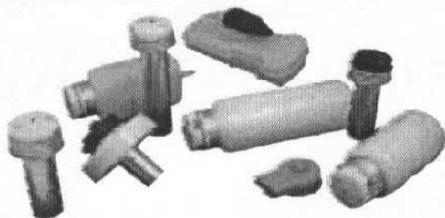
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