

JAGUAR ASSOCIATION OF NEW ENGLAND

COVENTRY CAT

VOLUME 6, NUMBER 10

OCTOBER 2004



Top Left: Tom Brady's MK IX and the covered bridge at Warren, VT; Top Right: The Chiungos and the Eklofs enjoying the Chauncey Creek outing: Bottom: Three winners JANE winners at the British Invasion in Stow, VT , Tom Brady's XK120, John Sweeney's C type and Tom Brady's MKIX Photos by Carl Hanson and Wes Keyes

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Jaguar Association of New England

2004 Calendar of Events

Events for the year which JANE will host, co-host or participate in as a club. Contact Dave Randall at 978-887-9616 for details

OCTOBER 2004

- JANE/JCNA Slalom. Wilmington, MA.....Oct 3**
Maine Getaway, Tenant's Harbor, ME.....Oct 9-11
Monthly meeting, Skip's, Chelmsford,MA.....Oct 27

NOVEMBER 2004

- Paul Russell tour, Essex, MA.....Nov 13**

DECEMBER 2004

- Holiday Party/AGM, Chelmsford, MA.....Dec 5**

Have an idea for an event ? Give Dave Randall a call

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President:	Karen Bates	(781-963-3657)
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VP/Membership:	Adrian Curtis	(603-293-4938)
	Sue Curtis	
Concours:	Ed Hall	(508 853 8193)
	Carl Hanson	(781 275 2707)
Chief Judge:	Eric Hagopian	(413-821-8987)
Advertising:	Harry Parkinson	(603 882 9367)
Editor:	Harry Parkinson	(603 882-9367)
	30 Coburn Ave.	
	Nashua, NH 03063	

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From the editor

Just when I thought the summer's over and JANE activities would slow down, we had three events in a few weeks on our calendar. All were held in spectacular New England fall weather. We had the auto-jumble at Maxine Gould's , the next day our Chauncey Creek outing and our 2nd Slalom at Wilmington, all on sunny warm days

This time of year is perfect Jaguar weather, not too hot and not too cold. Perfect for a drive through our surrounding countryside in all their gorgeous fall colors. No overheating, no engines that won't start because it's too cold, no slush, ice or snow. Perfect Jaguar weather.

It's also perfect to get out in the garage or driveway to get the car ready for winter, finish up those summer projects not quite done, or line up this winter's projects. It's not as cold.....you're able to pick up a tool or a part without freezing your hands or the frozen ground chilling you to the bone. It's not too hot either.....no sweating brow you can't wipe because of the grease on your hands or the blazing sun beating down on you as you're under the hood changing a part. Perfect Jaguar weather.

I've lined up some work for this month, assembling my MK IV engine up at Gary Hagopian's using his considerable expertise. It's been quite a while since I tore down the engine and delivered it to the machine shop. Now, it's ready to the complete of a major task in the restoration. Patience is a virtue, but I'm anxious (Who said "Patience my ***"!)

Next month, we'll visit Paul Russell's shop in Essex, MA, a real delight and followed by lunch at the Village Restaurant.

And set aside the 5th of December for our AGM and holiday party at the Radisson.

Harry Parkinson

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More XKE/T5 Transmission Swap Pictures from last month's article

Last month, the Coventry Cat had a feature article about the installation of a T5, 5 speed transmission in JACNY member George Parker's XKE. The switch was accomplished at Gary Hagopian's shop in Sunapee over a period of three days, Sunday through Tuesday. George drove it up to Sunapee on Sunday and back to NY state Tuesday night with a new 5 speed transmission in place.

Top left: Gary Hagopian machines the bell housing on the milling machine

Top Right: George Parker's lowering the engine and transmission using a chain hoist

Bottom left: George Parker's happy to have the old transmission out of the cat, the first step

Bottom right: T5 transmission assembled to the engine ready to be installed in the XKE

Tech Talk: Compression Test
Checking your Jaguar's engine health
by Gary Hagopian

One of the basic tests that tells you about the condition of your engine is a compression test. It is a simple test that takes under an hour and it can tell you about the condition of the valves and rings without having to take off the cylinder head.

Compression testers come in various styles, but for about \$20 you can buy the proper tester for an engine. It is a special pressure gauge with a short stem ending at a tapered rubber tip that fits into the spark plug hole. By measuring the pressure in each cylinder, one can tell the condition of each piston and its valves.

Here's the proper procedure, accomplished on a cold engine:

- I. Remove the wire ends from all the spark plugs, and pull the wire out of the coil.
2. Back the plugs out about 3 to 5 turns.
3. Using compressed air (or a soda straw using your breath), blow debris from plug wells.
4. Remove all the plugs, noting the color rich mixture, and condition of the tips. Black and sooty means clean and white means too lean. Medium brown means you won't have to adjust the carbs. Jaguars prefer a slightly rich mixture.
5. Keeping your necktie out of the fan, press and twist the tester's rubber tip against the spark plug seat using about 40 pounds of force to maintain the seal
6. While maintaining that force and with the throttle wide open, have your assistant spin the engine to produce about 4 "pumps". That will usually be enough to attain the maximum reading.
7. Record the reading then release the accumulated pressure by depressing the tire core valve inside the rubber tip.
8. Repeat for each cylinder.

Reference to a Jaguar shop manual will state the normal compression pressure for each compression ratio expected from an engine with stock cams. Your compression ratio may be stamped in the head at the inside front end of the spark plug valley on older engines, or can be found in "specifications" in your owner's manual.

For cylinders whose pressures vary more than ± 10 lbs. from each other, or from published specs, you can determine whether the problem is ring or valve oriented by repeating the above test after squirting about 3 or 4 pumps of lubricating oil into each suspect cylinder to improve the seal, immediately before re-testing that cylinder.

If the resulting pressure takes a jump of more than 10 lbs. it means that the rings are worn, or broken, or more likely that a compression ring is stuck in its groove. If no significant improvement is noted it is likely that the leakage is through the valves.

Your mechanic can now recommend the proper course of action.

Have fun!!

**Paul Russell & Company Tour Scheduled
for November 13, 2004**

Adrian Curtis has arranged for a tour of Paul Russell's restoration shop on November 13. The tour, conducted by Bill Strickland, starts at 9:30 and will be followed by a lunch at the Village Restaurant.

Paul Russell and Company, a renowned car restoration company that features Mercedes, Ferrari and Bugatti marques, has been in business for over 25 years. The company is located in the seaside village of Essex, MA.

If antiquing is your thing, make it a day and visit the area shops after lunch.

More details will be forthcoming next month.

Adrian Curtis, 603-293-4938, ascurtis@metrolink.net

**Browns Lane Production Ends
but Coventry Still Home
By Jeff Booth, OJOA**

It's the end of an era. Jaguar is shutting down production at its fabled Browns Lane facility, in Allesley, Coventry, by the end of 2005. Browns Lane, where the Coventry Cat's emotional heart beats and where much of the Jaguar mystique sprang from, is a victim of the brutal business realities of global competition --as are the 1,150 jobs being cut.

Browns Lane had pulled through industrial dispute, recessions, a disastrous fire and merger mayhem. But, today, it is also a sprawling complex woefully out of date. One area enthusiast who visited there -- it officially opened on Nov. 28, 1952 -- described it recently as "Dickensian"

A report in a recent issue of Cat's Whiskers, the newsletter of the Wisconsin Jaguar Auto Club points out that Volvo produces 29 cars per employee while Jaguar can only manage 14, clearly indicating a need for action of some kind.

The Browns Lane production operations of the XJ salon and XK sports models will now be consolidated into the Castle Bromwich plant, in Birmingham. The basic underlying structural problem is that Jaguar has too much capacity - three assembly plants -- for annual sales of about 125,000 cars.

Officials also announced the sale of Jaguar's Formula One Racing business to fully refocus on Jaguar's core business. Jaguar will exit Formula One at the end of this year. "The actions we are taking today, while difficult, are absolutely necessary to set Jaguar back on the right path," said Jim Padilla, Ford's chief operating officer, during the joint Ford- Jaguar announcement on Sept. 18. One day after, the August Times opined in an editorial that the golden days for Jaguar were over and predicted a long, hard road ahead.

The Times online also reported the F1 decision alone could save Jaguar well over \$200 million a year. The moves are only the first steps in reviving Jaguar, which has suffered from soft sales, especially in the US, the automaker's primary market. American sales were reportedly down 11.5 per cent from expectations in the first eight months of this year. Canadian sales are reportedly just as soft.

Ford also said it will reduce Jaguar's remaining production plan for this year by 15,000 units, to about 120,000 units. "Our bottom line has further deteriorated this year with the weakness of the dollar," noted Joe Greenwell, chairman and chief executive of Jaguar and Land Rover. Jaguar's overhaul is wide-ranging and will extent "over a number of years," said

Greenwell.

"This is a start. It gets the business structure set in the right direction, it aligns the capacity with our sales expectations, but it does not provide a complete answer," Don Leclair, Ford's chief financial officer, said.

A number of problems have hurt the brand according to Mark Yields, a Ford executive vice president in charge of the company's Premier Automotive Group, which includes Jaguar as well as Volvo, Land Rover and Aston Martin.

Fields said Jaguar also did not have enough diesels to meet demand in Europe and luxury demand in the United States has shifted to sport utility vehicles, which Jaguar does not offer. The brand's incentive spending has also put pressure on its profit margins and the weakness of the dollar has significantly eroded the profits of European automakers. "Given the nature of these issues, a quick turnaround in Jaguar's business results is unlikely," he said.

Ford's Premier Automotive Group reported a before taxes loss of \$362 million in the second quarter of this year. The group had posted a profit of \$166 million one year earlier.

Ford chief executive officer, William Clay Ford Jr., wants Jaguar and the automaker's other luxury brands to generate a third of automotive profits by 2006. (While sales across North America were down nearly 12 per cent in the first eight months of 2004, Land Rover's were down even more, at 15.4 per cent, according to Autodata Corp.)

In all, 310 jobs are to be retained at the Coventry site. The Jaguar Daimler Heritage Trust will also remain at Browns Lane. "It is clear that as a result of this plan, Coventry will very much still remain the home of Jaguar and I hope we will see sufficient future investment in up-skilling the current workforce," added Louise Beard, Coventry Chamber of Commerce. Jaguar's design and technology center will also remain, in the Whitley area of the city.

Around 750 white collar workers and 400 production staff will lose their job, the firm tried to soften the devastating blow by announcing it will be creating 300 new' jobs at its Aston Martin plant in Gaydon. Also about 425 jobs are to be transferred from Browns Lane, which employs more than 2,000, to Castle Bromwich.

Jaguar has also confirmed that a new, aluminum-bodied sports car, codenamed X150 will go on sale early in 2006. The XJ range will be extended with the introduction of a diesel engine next year following an increase in demand

Continued on page 11

Gary Hagopian out of the running for Northeast Regional Director

Gary Hagopian is not running for Northeast Regional Director of JCNA after all. In a ruling of the JCNA, directors may only serve for three consecutive terms as a JCNA director. Gary has served the last three terms including one term as President so he's not eligible to run for reelection at this time.

Because no other JCNA member has filed as a candidate for the NE region, Bill Streitenberger, the JCNA President, will appoint the regional director.

As the largest club, by far, in the NE region, JANE should be represented on the JCNA board. Harry Parkinson will submit a letter to Bill Streitenberger asking for consideration as the appointed NE region director for the upcoming term.

British Invasion XIV 2004 **by Carl Hanson**

Despite the threat of Hurricane Ivan (or Ivan the Terrible, as our friends in Florida called him), the 14th annual British Invasion in Stowe, VT was a resounding success. Rain came during Friday night while we were meant to be sleeping, but Saturday cleared up nicely. And JANE was well represented both on the Stowe Special Events Field and in the winner's circles. This show has become the "Must Attend" event in New England if you have a British car interest. There are 53 classes in the People's Choice category ranging from Aston Martin & Lagonda in Class 1 through our favorite Jaguars, Classes 13 – 20 to Replicars in Class 53. MG was the featured marque this year, and they showed up in great numbers. I don't think I have ever seen so many octagons in one place!

I estimate there were over 700 cars in total – my TR6 was number 642 as a last minute registrant, and there were easily 75 people behind me in line. Most of the entrants are in the "People's Choice" category, filling the huge field with brightly-colored cars. A handful of cars compete for the "Concours" awards --- I guess because most people drive to Stowe from wherever. One person came from as far as Edmonton, Canada! And I thought it was a trek to take 4 hours from Boston.....Of course, that included some time to troubleshoot an unexpected engine stoppage along I-89. (Don't you just love these old British cars?)

The event occurs the 3rd weekend of September every year. But it actually starts on Thursday, with a driving tour. Friday is the day most people arrive for another driving tour of the beautiful Vermont countryside, reception and cocktail hour, and start of the British Auto Jumble Marketplace. (Please don't ask me how much I spent on old tools and pieces for my project car. Some vendors went home happy, is all I can say.) Then, of course Saturday is the big

day of the car show from morning to dusk. Entrants are given ballots to cast for their favorite cars in each class. Frankly, it is difficult to get around to all 53 classes in an afternoon. It means leaving your own car for great periods of time when one should be canvassing votes! Sunday the winners drive by occurs, with ribbons and applause and adulation.

JANE members Bruce and Donna Cunningham are enthusiastic workers every year, helping to lay out the field, position cars, and provide entertainment to the public and friends. Bruce plays the bagpipes and adds a look of the old sod in his Scottish regalia. However, JANE presence was evident throughout the weekend with many class winners. Here are the winners I noted:

- John Brady – first in class with his XK120 DHC
- Tom Brady – first in class with his Mk 9
- Ray & Diane Crook – third in class with S-Type
- Rod Gilbert – first in class with E-type S-1
- John & Carmen Chiungos – second with XJ6C
- John Sweeney – first with C-Type replica
- John Jennings – (not sure which car, but it was among the best in show!)
- Carl Hanson – (Not. Just kidding!)

Photos of some of our club winners are included in this issue on the cover and the next page.

Congratulations to Michael Gaetano and Chris Francis for doing such a great job organizing this event! It is one of the best in the area.

Pictures from the British Invasion XIV, Stowe, VT
September 17-19, 2004



Clock wise top left: The display field. JANE winners Rod Gilbert, Tom Brady, John Brady, John Sweeny, and John Chiungos. And the row of Jaguars

Photos by Carl Hanson

JANE outing at Chauncey Creek



Clock wise from the top:

Wes Keyes enjoying the day;

Dave and Liz Herrick;

Jaguars in the car park at Chauncey Creek;

Joey Donnelly, our tour guide for the day;

Photos by Wes Keyes

Chauncey Creek Luncheon and Tour

Sunday September 12th, 2004

It's that time of year! Time to strap on the lobster bibs, get down and go head to head with Homarus americanus (Maine Lobster) at the Chauncey Creek Lobster Pound, Chauncey Creek Road, Kittery Point Maine. We reserved an area under a tent on the wharf for our lobster and chowdaa.

It was as nice a day as you would want, a beautiful early fall day. Joey Donnelly, of near by York Harbor, took us on a delightful tour. The tour started at the NH State Liquor Store 10:30AM sharp at the Portsmouth traffic circle, at the intersection of Route 16 and I 95 in Portsmouth NH.

After the tour, we were treated to a delightful meal. Even Penn Keyes, Wes' wife, joined us briefly, but she came motoring up the inlet in a power boat!

All enjoyed the day. A special thanks to Joey, our perennial tour guide, and to Wes Keyes for all their efforts.

Autojumble on 11 September at Maxine Gould's

Maxine Gould has some older Jaguar parts as well as MKIX that she doesn't need. It was suggested the JANE hold an autojumble (garage sale) to help find a good home for the parts.

It's been a number of months since JANE has had an Autojumble so at her invitation, she hosted the event on Saturday, the 11th of September at her home.

It was a beautiful fall day and the vent was attended by 20 to 30 JANE members as well as few others. Steve and Barbara Ring drove up from Long Island with an SUV full of memorabilia, Tom and John Brady brought period XK/ Mk stuff, Dave Reilly brought models, paper goods, Steve Handler brought some parts, Bill Parish brought an Austin Healy on a trailer, and Maxine leaned out the drawers in the back of her garage (she also provided refreshments including beverages of your choice - thanks Maxine).

Proceeds from the sale from Peter Gould's parts were generously donated by Maxine to JANE! She also volunteered to hold another autojumble next spring (thanks again Maxine).

To a bigger and better autojumble next year!

Jaguar set to quit F1 racing

by Gordon King, OJOA

JAGUAR is set to pull out of Formula One racing from the end of the season and is putting the Formula One businesses, the Jaguar Racing team, along with engine manufacturers Cosworth, up for sale.

The news comes as a severe blow to the Jaguar Racing team since earlier in the same week, Managing Director David Pitchforth suggested that the team expected to receive an increased budget for the 2005 season!

Providing Jaguar with the resources required to continue against teams like Ferrari and Renault would have required a major cash injection that would be difficult to justify at a time when it is cutting 1100 jobs. World champions Ferrari spend around \$600 million a year while Jaguar's 2004 budget was estimated at around \$180 million and their performances reflect this limited funding.

Jaguar came into the sport in 2000 after taking over the Stewart team. Since then they have seen only limited success and currently lie seventh in the 2004 constructors' championship standings.

The sale of Cosworth could also have a major impact on the Minardi and Jordan teams, both of whom are powered by the company's engines. Minardi recently announced a deal

Annual Holiday Party & AGM Scheduled

JANE's annual holiday party and AGM is scheduled for December 5th at the Radisson in Chelmsford, MA. Avis Mello is in charge of the arrangements and reports that it will be essentially the same as last year's successful event.

The schedule is:

3:00 PM	Cocktail reception
4:00 PM	Meeting/elections
4:30 PM	Dinner
After dinner	Yankee Swap

More details and a flyer will be forthcoming in a few weeks

Avis Mello

For Sale: 1986 Jaguar XJ - 6 to strip for some parts . The car was running . The car had been restored(minor rust) and re-painted in the 1990's Call and/or email for what you need. Great pricing on everything, BUT you must come and take off the parts yourself. This car has only 76,400 original miles, dark metallic gray and four pristine deep red door panels. Engine and transmission supposed to be perfect. 1st come 1st served, Tom Letourneau, Cumberland, RI, 401-334-3315 of AlphaRacer1@cox.net 1204

For Sale: 1965 Jaguar Mk2 3.4 Saloon: RHD. Royal blue/light gray leather; Imported early 80's with paperwork. 42000 original miles. All metal body, no rust. Show quality interior wood. Professionally modified for drivability. GM T351 o/d auto transmission, XJ6 pwr steering. Same owner 20 years, \$17,000. call 603-563-7762 (Dublin, NH) 1004

For Sale: 1958 Jaguar XK150 OTS - Olde English White, Red Interior, 4 speed with OD; Chrome Wire wheels; Original, numbers matching; unmolested early 150 roadster. \$29,500, 603-588-4237 1004

For Sale: 1990 Jaguar XJS V12 Coupe: Show car, 99.97, best in show at 1997 JCNA Biennial. Rare silver blue metallic color, sunroof, CD player, custom factory cover. Stored winters. \$10.,000; call Bob Ferro (413) 533-2009 1104

For Sale : Jaguar D Type Replica - Built in 1994 by Predator Performance, 3.8 motor, 5 spd trans, right hand drive. All Jaguar through-out with upgraded brakes, suspension. Consistent Concours winner; red fiberglass body with black leather, real head - turner. Great car for slalom or autocross, less than 11,000 miles. \$ 45,000; Call Ray David (813)-996-7690 or e-mail: ray@birdingbusiness.com 1004

For Sale: 1999 Jaguar XK 8 Coupe - Silver w/Black interior. 30K miles. This is a very nice car. Must Sell ! !; \$26,000 or best offer. 413-734-4544 or 413-531-7580 Ask for Chris 1004

For Sale: 1988 XJ6 (XJ40) Van Den Plas Sedan: 75000 original miles; Black/Camel, quick starter & runs smooth as silk. Does need some minor body & paint. Can be seen at Morton Jaguar Service, 2 Oak St, Chelmsford, Ma, call Brian or Craig @ 978-256-9882 ...leave a message or email: hombre@ll.mit.edu asking \$2,500 1004

For Sale: 1973 Jaguar XKE Roadster Series III V 12, with 46,525 miles, 2nd owner, purchased 16 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. \$39,650 firm. Don Fitzgerald 603/383-9243 (For E-photos contact pete4t@ncia.net) 1004

For Sale: 1986 XJS V12; - 2dr coupe that starts right up; no rust but could use a paint job, great interior; only 97,000 miles; tan body with tan interior and beautiful wood enhanced dashboard; new owner should be Jaguar mechanically inclined as it needs a tune up, some brakes , ball joint replacement and a new headliner, etc. The right owner could put it in A1 condition and have one of the sweetest Jags on the road. Priced to sell at \$3,500. Call Bob Jacobs at 508-420-6875 1104

For Sale: 1959 MK IX Jaguar - complete engine rebuild by British Auto; complete car for either restoration or parts car; \$5000 OBO, call Maxine Gould at 978-369-1709 1104

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@charter.net pd

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Ford puts COSWORTH up for sale

From "The Ontario Jaguar", by Gordon King

COSWORTH, a part of Ford's Premier Performance Division which includes Jaguar Racing and PT Research, is now 'For Sale', along with its compatriots. Its main base is just a few miles down the road from Silverstone in the town of Northampton with another three manufacturing facilities located in the UK and the USA. In total it employs around 1,000 people.

Cosworth was founded as an independent company back in 1958 by engineers Keith Duckworth and Mike Costin (the name being taken from an amalgam of their surnames). It made a big reputation producing racing engines based on production car units - especially those of Ford. Its biggest racing success was the Ford Cosworth DFV, a Formula 1 engine that debuted in 1967 and made all other F1 motors seem obsolete. Incredibly, it powered 13 of the 15 world champions between 1968 and 1982 and it remains by far the most successful F1 engine of all time. All but two British Grand Prix winners between 1967 and 1982 were powered by the Cosworth DFV engine. Jim Clark, Jo Siffert, Jackie Stewart, Jochen Rindt, Emerson Fittipaldi, Peter Revson, Jody Scheckter, James Hunt, Clay Regazzoni, Alan Jones, John Watson and Niki Lauda all contributed towards the score.

Ford has used Cosworth to design and build its F1 engines ever since - and much more besides. One of the more famous fruits of the liaison was the Ford Sierra RS of the 1980s, and its Escort RS Cosworth successor, but it is only in the last four years that Cosworth has come to be owned by Ford and prior to that there were road car partnerships with other companies, notably Mercedes. Cosworth in fact continues to design and develop high performance road and competition car motors for a wide range of manufacturers. The current Audi RS4, for example, features much Cosworth technology. Cosworth's part in these projects is, however, usually confidential. The company is also at the cutting edge of research and development of new fuels and materials.

F1 is only one part of Cosworth's competition program. It is also the standard engine supplier to the American CART series and it is at the center of Ford's assault on the World Rally Championship with the RS Focus.

The Cosworth DFV fulfilled a vital role in the growth of F1 in the 1970s and early 80s in that it provided off-the-shelf horsepower for any aspiring F1 team. Frank Williams, for one, owes his team's existence to the engine. It is a role that Cosworth is increasingly coming to play again. Not only does Cosworth supply the Jaguar team exclusively with its CR-6 90-degree V10 engine, but it also provides the engines for two customer teams: Jordan and Minardi. These engines are based on the 72-degree V10 that Jaguar used until 2004 but

are continually upgraded with their own development programs.

An F1 engine supply usually involves around 100 engine 'lives' per season. Such are the incredibly tight tolerances to which an F1 engine is built, it has to be completely rebuilt after around 350 miles. Thus, a two-car team needs around 100 engines per year to cover testing, practice, qualifying and races. Typically, teams have around 25 engines, each of which will be rebuilt an average of four times.

A dedicated crew of engineers is assigned to each of the three programs. The application of lessons learned there is not just confined to competition. Much of the study of reducing losses in order to release yet more horsepower from the engines, for example, is also directly valid in improving the economy and efficiency of customer car motors. Engine technology impacts on every single aspect of operation and Cosworth is one of the very best examples of the dictum that racing improves the breed.

Gordon King

Continued from page 7

Brown Lane to shutdown

or luxury diesel saloons in Europe. An X Type Estate is also to be launched in the US, to broaden the X-Type range in this key market.

In addition to Browns Lane, in Coventry, and Castle Bromwich, in Birmingham, Jaguar also produces cars at Halewood, in Merseyside.

Castle Bromwich, which currently employs 2,300, manufactures the S-Type while Halewood employs 2,500, building X-Types.

Jaguar began its association with Coventry in 1928, when the Swallow Side Car and Coach Building Co. moved from Blackpool to Foleshill. The Ford Motor Company purchased Jaguar Cars Limited in 1990.

It is possible that the surplus -- and very valuable -- redundant properties at Browns Lane will be sold off.



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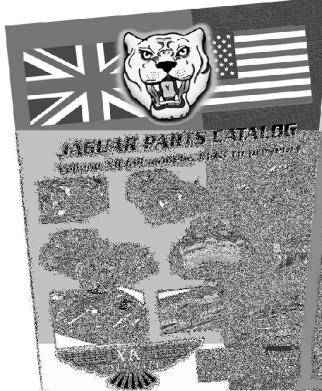


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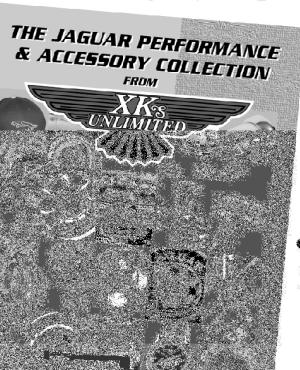
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Many of you may remember responding to an email I send about 10 months ago offering this publication. I apologize for loosing all you names. They were on my computer at work and were lost during a layoff. Over the winter Bill and Adrienne republished the work and I am helping to distribute them. The price is \$17.00 and includes shipping to anywhere in the country at the "Book Rate" of the US postal service. This is distributed on an at cost basis.

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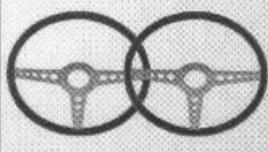
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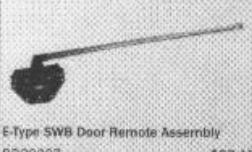
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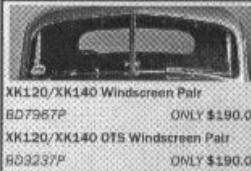
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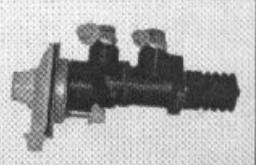
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