

CO VENTR Y CA T

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NOVEMBER 2005



Scenes from the Owls Head Outing: From Top left; Meeting in the rain at Samoset; Chuck Centore at the piano; center; a wet Jaguar; Bottom right Tenants Harbor from the East Wind Inn; Prebble and Dennis Eklof at Saturday night dinner Photos by Chuck Centore & Harry Parkinson

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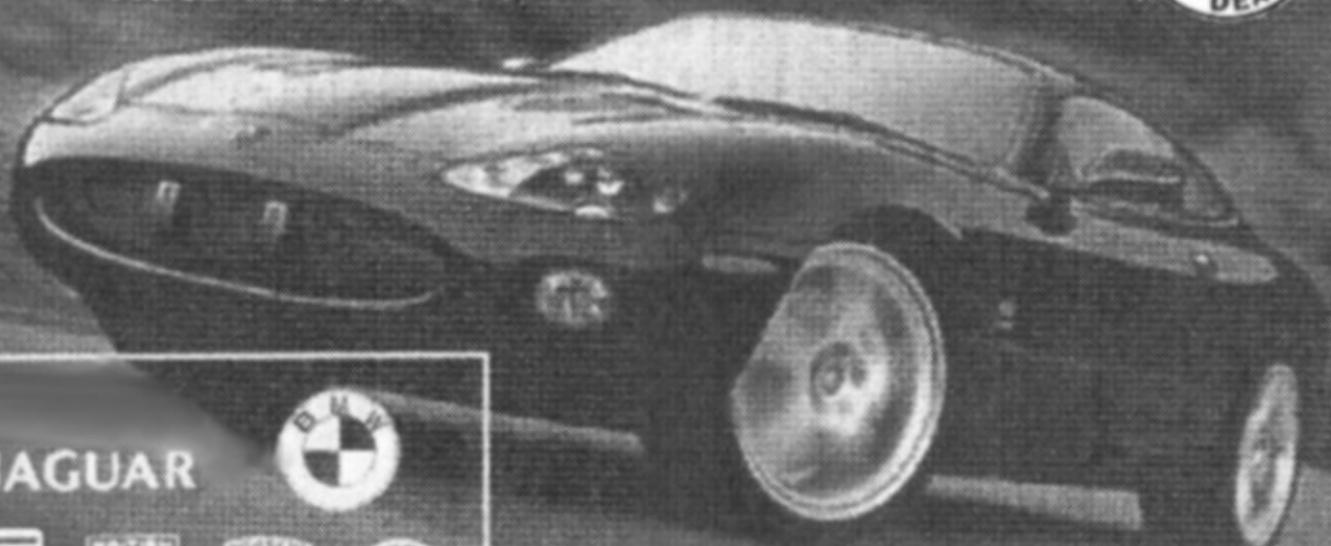
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Jaguar Association of New England
2005 Calendar of Events

Upcoming 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

NOVEMBER 2005

- Janet Guthrie, LAAM, Brookline, MA** **Nov 5**
- JANE TECH SESSION, Lenox, MA** **Nov 12**

DECEMBER 2005

- JANE CHRISTMAS PARTY/AGM.....Dec 4**
- Have an idea for an event ? Give Dave Randall a call**

On the 6th of November, Janet Guthrie will be the guest speaker at the Larz Anderson Auto Museum. The program is sponsored by the North-east regional Porsche Club of America. The evening starts at 7:00PM and will have light faire and a cash bar. Janet is one of the most accomplished female American drivers and has competed in NASCAR, Champ cars, and Indy cars. I'm sure it will an enter-taining night.

Our AGM and Christmas party is set for the 4th of December at the Radisson in Chelmsford, MA. Avis Mello discussed the program a few nights ago at our monthly meeting, It will basically be the same at last year's successful event. It will start off with a cocktail hour reception, followed by a brief meeting for the election of officers. Dinner follows. Then, the event of the evening, our Dutch auction so get those favorite gifts out (around \$20.00). Look for your invitation the mail soon

J A N E OFFICERS

- President:** Karen Bates (781-963-3657)
- VP/ Events:** Dave Randall (978-887-9616)
- Slaloms:** Margo Otey (508-836-3822)
- Secretary:** Dave Herrick (603-673-1314)
- Treasurer:** Don Holden (603-673-8167)
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- Carl Hanson (781 275 2707)
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- Advertising:** Harry Parkinson (603 882 9367)
- Editor:** Harry Parkinson (603 882-9367)
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- Nashua, NH 03063
- E-mail: harrypkinson@comcast.net

DISTRIBUTOR TECH SESSION

There's an old saying that 95% of carburetor problems are caused by the ignition system.....



At Donovan's in Lenox, MA 12:00 AM, November 12th
More in the on page 5.

JANE on the Web

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

Regalia on the web Order on line, pay by Pay Pal
New inventory! Shirts, hats, pins, key rings and more

Ultimate Wilwood Brake Set By Bassett's Jaguar



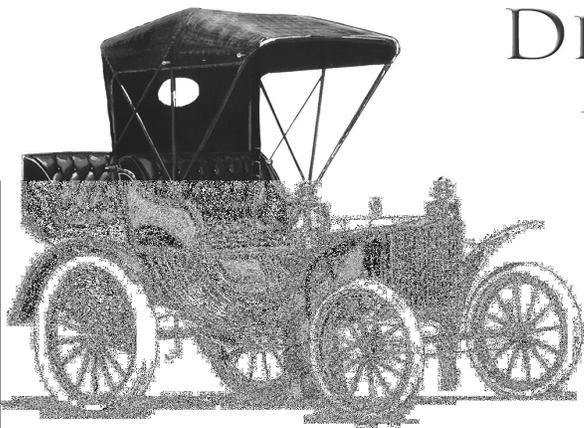
The kits are available for 4.2 E Type Series I and II at the present.

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WWBK Ser2 Wilwood Brake Kit Series 2 E Type: \$1495.00 (plus shipping)

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The MKVII Jaguar Victorious in the 1966 Monte Carlo Rallye by Tom Letourneau

Time is getting close to the 50th Anniversary of one of Jaguar's more momentous (in my opinion) racing successes, and that would be its "Victory in the January 1956 Monte Carlo Rallye!" While much praise and glory was heaped upon her LeMans winning cars - and drivers - of the 1950's era, it seems to me that while those successes are also in the 50th Anniversary timeframe(s) and will probably get lots of press coverage and recognition, winning the most prestigious Rallye of them all - Monte Carlo - should also be recognized, and proper coverage given to that epic event, and victory!

In looking through my magazine archives, most of which provided excellent write-ups and coverage of these, now vintage, events I thought I would take a few moments to extrapolate, and a little bit plagiarize, some of this coverage into a short overview for my fellow Jaguar Club members and enthusiasts!

For those of you that may watch the current FIA Rallye events on the Speed Channel, wherein most of the rallye legs are today contested on closed roads (sectors) with million dollar factory prepared "Balls to the Wall" rallye cars, the Rallyes of old, such as the 26th running of the Monte Carlo, were run on the "Open-Roads" of Europe. (and elsewhere) More often than not, the cars were basically equipped with analog and mechanical Halda Rallye Equipment; the cars were also your average run of the mill street vehicle, as was the winning Jaguar Mark VII.

As to the 1956 Monte Carlo it could easily have been divided into three separate events: the first consisting of a long and tiring drive about Europe which was, by most accounts, relatively easy and within the capabilities of the rawest amateur Rallye driver. The second part of the Rallye involved a steady run from Paris (I love Paris!!) to Monte Carlo, during which the conditions and schedules (checkpoints) got increasingly more difficult. And in which the driver and his (her) timekeeper (today a navigator) had to keep in constant touch. The third and final part of the rallye would have to be considered the all out "Balls to the Wall" "Targa Florio" type of run over the 150-mile mountain route, in which driver and car had to give all they had. (NOTE: It was also along this same stretch of road that Princess Grace would tragically be killed in automobile accident, many years later.)

All told, 351-cars were prepared to leave from various control points spread about throughout the European continent, wherein they would depart to follow set routes which converged at Reims and then followed the same route to Paris, where the reliability and the road section of the Rallye, which was fairly simple and straight-forward, terminated.

For most of these early participants the imposed schedules were easily maintained, there being ample time

for quick meals, brief naps, pauses by the way side, (Actually sight-seeing) and, (I hate to bust-up all of the British Car Fans here) for a rather alarming proportion of the British cars entered, to make repairs, fit replacements, and generally "Bodge-Up" the accessories!

There were numerous British makes entered in this, the 26th running of the Monte Carlo Rallye, many of the them "Work's " entries; Austin, M.G, Ford, A.C., and Standard, all of which suffered totally unnecessary troubles with electrical components, batteries, shock-absorbers, wheels, brakes, and so on up to and including an A.C. Aceca which completely threw its suspension away, consumed its shock-absorbers, swallowed its overdrive unit and destroyed it wipers!

And so the complaints went on as to the magnitude of vehicle component failures on the British cars, but fortunately the time allowed to reach controls before Paris was ample and most of these malady sufferers were able to visit the various agents and have the cars rebuilt, and all of this in less then 2000 miles of driving! I would assume that by now, most readers have recognized the fact that Jaguar was not among those British "Works" and independent teams that suffered these frequent breakdowns, which is definitely a reflection on not only the quality of the car(s) but also in the preparation.

A good selection of British cars left Glasgow, Scotland, there being 21-Fords, 10-Standards, 8-Jaguars (including the winning Mk.-VII of Adams, Bigger and Johnston) 7-M.G.'s, 6-Austin's, 5-Sunbeams, three each of Riley's and Bristol's, 2-Vauxhalls, and one each Humber, Allard, Daimler, Rover, Jowett, Aston Martin and Wolseley.

The "Works" entered and sponsored cars were well equipped with all of the latest aids to navigation and comfort for on and off-duty occupants, and a number of new fittings were also noticed in some of the privately-entered team cars.

The route for entries that left from Glasgow took them by Stranraer to Carlisle and then on down to central England to Barnby Moor, where lay the first control, then on to London, where a police escort took them through the City, and finally the last British control at Dover. There a brief respite was possible as papers were checked and all of the cars on to the British Railways steamer *The Lord Warden* for transit to Boulogne early on Tuesday morning.

Of the 73-starters that left Glasgow only two of them failed to make Dover in time for the scheduled control-point check-in and later departure, one of whom was well-known sprint cyclist, Reg Harris, who was delayed due to adjustments having to be made to the brakes of his Jaguar. (NOTE: Although missing the departure from Dover Reg was able to continue, but unfortunately was later forced to retire from the Rallye!)

Also, accompanying the competing cars on the boat were two A.E.C. coaches, one - the "Pajama Express" - was detailed to carry strictly baggage, and the other - the "Wive's Special" - took the wives, family and friends of the competi-

tors to Monte Carlo.

Of all of the departure points in the that year's Rallye the starters from Glasgow probably had the simplest of the lot, the only real difficulty being fatigue from continued motoring, but this, again, of course, applied to all of the routes.

Finally, after arriving in Paris, the competitors were then given the average speeds they were required to maintain on the remaining 600-miles down to Monte Carlo, by way of the Maritime Alps. (Again, remember, unlike today where much of the route is done on closed roads, (stages) back in 1956 this rallye was, for all intents and purposes, conducted on open roads!)



A MKVII leaving Paris on the second section of the Rallye

The first part of the trip was fairly easy, the time allowance to Chambéry being within the capabilities of all of the Rallye's "Sunday Dodders!" However, on the final 600-miles there were absolutely no breaks in the journey, it being accomplished non-stop apart from signing-in at the control-points. From Chambéry to Grenoble things became much more difficult for the road went over a very narrow mountain pass during the hours of darkness and to add to the hazards the competitors also had to battle some periodic fog. This section of the route was but no means impossible, for 58 competitors, including the winning Jaguar, kept to perfect-time and lost no points.

Immediately following came another mountain run from Grenoble to Die, which was not quite as difficult providing that the driver kept his foot in it. Then, in the early morning hours, as dawn broke, there came a fairly easy section from Die to Var, where most competitors arrived in bright sunshine. All this was taking place on the fourth day on the road, after missing three nights in bed.

However, despite real difficulty, there was great urgency in the way the cars were going and most of them were pressing on. The warm sunshine and damp roads, slippery in many shaded parts, were keeping the drivers

busy, but most passengers and navigators seemed to have time to sleep.



The Jaguar Rallye team adds chains for the mountains

With Monte Carlo now almost in sight there began a short sharp very tricky part of the Col du Rochette, a very narrow winding mountain pass on which the schedule called for flat-out driving from all drivers, no matter what type of car was being used. This 45-kilometre winding road brought competitors to the top of the Mont des Mues hill that descends into Monaco and it was here that they had a braking test. On the timed sections, since leaving Paris, the average speeds were varied for the class of car, divided into two groups, standard and non-standard touring cars, with four different capacity classes. It was then pretty obvious that it did not pay to be running a "Gran Turismo" or a souped-up normal saloon, especially if you were baulked on the final section, which was very, very narrow.



The Jaguar Rallye team at speed in the mountains

Upon finally arriving in Monte Carlo a quiet trickle though the streets of the Municipality took the competitors down onto the harbour from, where every part of the car was checked over and points were lost for anything not working, damaged or missing.

By Thursday evening all of the finishers were in and they numbered 233 out of the original 351. The missing were made up of 42 failing to start, 71 retiring for various reasons, ranging from mechanical breakdowns, accidents, sheer tardiness, and 5 were disqualified for regulation infringements. Taken then as a whole the first two parts of the 1956 Monte Carlo Rallye could not be considered difficult, especially for a reasonable driver with an semblance of a good motorcar.

During Friday, the results of the foregoing were analyzed and the best 90 were moved from the closed impound park to another one preparatory to tackling the rather super special-test on Saturday wherein each team had to present themselves at a given time wherein they would depart at different intervals to set off on the test of regularity around a pre-determined course through the mountains behind Monte Carlo.

The results of the first two parts of the Rallye had given first place the Adams, Bigger and Johnston in their Jaguar Mark VII. It should be noted that out of the final 90 qualifiers that 24 of the teams were British, but with the exception of the Jaguar Mark VII Team all of the British finalists were near the end, but at least there was gratification in their having qualified, of which four were also Jaguars, and of those four, three of them completed the final test.

Although the route for this mountain test was known beforehand the average speeds required for the various classes and categories were kept secret until immediately before the start. Taken generally the weather conditions appeared to be pretty fair, but even so it was obvious as soon as the competitors received the time-schedules that this 150-mile drive through the mountains was going to be a miniature "Mille-Miglia!" It should then be noted that these circumstances created a situation wherein if everyone could keep on time at the various check-points, around the course, then the classification from the end of the already completed road section would stand, but naturally the possibility of that happening was pretty remote.

It then seemed all but impossible for Adams to drive and be able to control his large unwieldy Mark VII Jaguar around the narrow mountain roads quick enough to keep up with a more nimble D.K.W. for example.

Watching on the Col du Braus descent, just before a series of tight hairpin turns, the impression of a Targa Florio -cum-Mille Miglia was heightened by the appearance of the first seven competitors;

(continued on page 7)

JANE Distributor Tech Session

Donovan Motorcar Service

Saturday, November 12, 12 Noon

4 Holmes Rd., Lenox, MA

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What is a dial-back timing light? Why use it? This will be a real "hands on" Tech Session that will teach us all something. For those with a more modern "bent", Brian will demonstrate an electronic ignition system and talk about the advantages and pit-falls of that system for our classic Jags.

ARRIVE AT NOON.....explore the shop, socialize, look at cars. Box lunch and beverages provided. The Tech Session runs from 12:30 to 2:30 which will allow us all an early start home. Cost....\$12.00 covers lunch, coffee, beverages.

MAIL cash or check made out to JANE to Adrian Curtis, 39 Curtis Rd., Gilford, NH 03249 by 11/5. (I'll try to set up some car-pooling once I see who's coming and where you're coming from). Contact me at (603)293-4938 with questions.

FLASH.....Mike Eck will join us from the Jaguar Touring Club with his new "PSD Electronic Ignition System" which has been developed for use in any NEG Gnd foreign or domestic car with a 12V, points-type ignition system. The benefits of Mike's PSD system are numerous. Steve Weinstein wrote it up in the new Jaguar Journal and this peaked my curiosity..... Want a rev-limiter in your Jaguar? This can be it!

Owls Head trip photos by Chuck Centore: From top left; Chuck as the milkman; the Phillips with the Curtis's before dinner; Bottom left; Dinner at the East Wind Inn; The Halls relaxing at the cottage; Patt tends to her knitting



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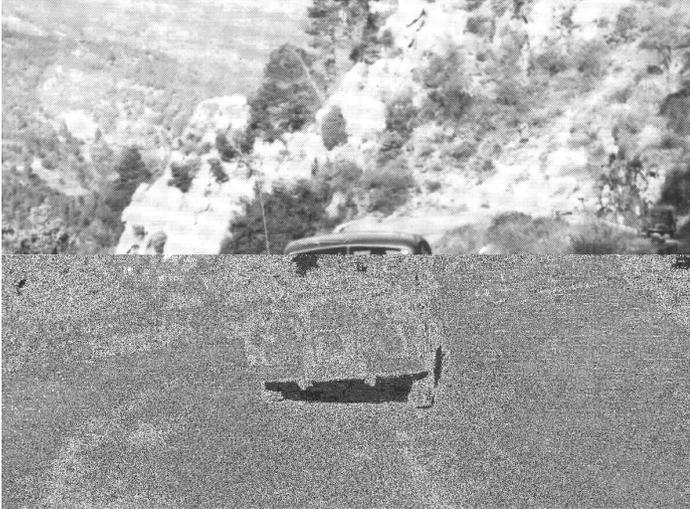
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(continued from page 5)

The first was a 1900 Alfa Romeo, followed by Lancia Aurelia GT, a Mercedes Benz 300SL, a Zagato, an Alfa Romeo Sprint, a 2.3 litre Salmson and finally a Lancia GT, all of whom were flat-out downhill at just about the limit.

Just about when it appeared that the British Teams, and cars, were all to be left behind along came Adams in his Jaguar Mark VII, along with a couple of "works" Austin Westminsters, driving all but out of control, but going at a tremendous pace, getting around the corners by sheer skill alone and doing absolutely wonderful things with his Mark VII.



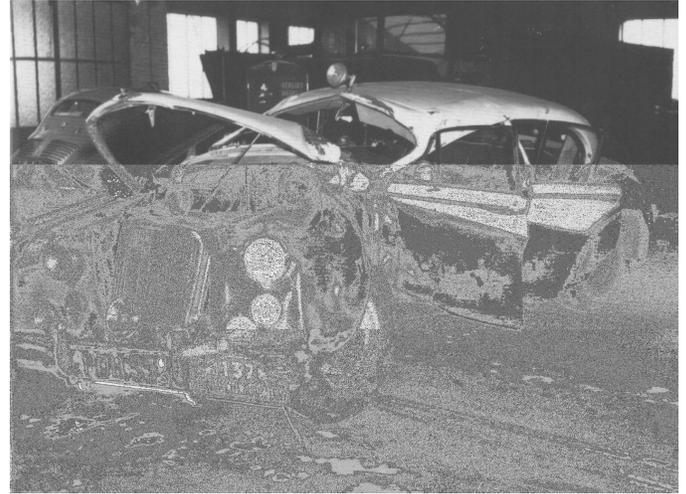
A MKVII in the mountain section

On the far side of the mountain circuit the roads were covered with frozen snow, while on the highest points the clouds were down on the roads, reducing visibility to 20-yards where the course then began a sharp descent through numerous, treacherous, hairpin bends. How drivers like Adams, in his huge unwieldy Mark VII Jaguar, ever managed to hurl these cars around these blind corners, with rocks on one side and stone parapets on the other, is one of those skilled mysteries of fast motoring driving skills that is born in a driver.

Of the 90-cars that had spent the two nights in the closed park, to compete in this final section, only 70 returned and many of them were bent and battered beyond recognition, while around the just completed mountain circuit others just lay derelict, here a Skoda with a rear wheel broken off, there a D.K.W. crushed into a wall, somewhere else a Riley in a ditch. Thankfully, no one had been hurt, everyone had enjoyed an almighty dice, which after all is the whole purpose of motoring competition.

The outcome of this wonderful day of dicing, and also of this entire event, was that most competitors had managed to, what had initially thought to be somewhat impossible for some teams, retain their positions in the general classification, which resulted in the British cheering

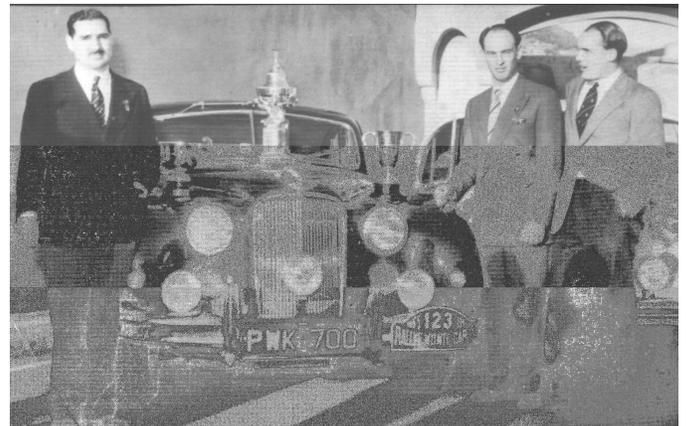
loudly as a result of another Jaguar competition victory! (the first and only in the Monte Carlo Rallye) The Irish and the world in general acclaimed the skill of Ronald Adams for the way he handled his Jaguar, which had run flawlessly throughout the event.



Not all MKVII's made it to the finish

The final classification of the whole Monte Carlo Rallye was sorted out on marks (points) lost during the three parts of the event and the system used was somewhat complicated, however these computations that resulted in some teams dropping a number of places in the final standings, while a few also climbed further up the final ladder, nothing affected the overall result of the Adams/Bigger/Johnson Jaguar Mark VII taking both the Class 1 and the overall victory!

As history would have it, due to reasonably good weather and an absence of any real serious ice or snow the 26th running of the Monte Carlo Rallye turned out to be, in some respects, comparatively easy and one's success, or failure, depended on accurate time-keeping during this 600-mile test from Paris to Monte Carlo, also aided and abetted by extremely skillful driving during the final Mountain Circuit trial.



The winning driver, Ronnie Adams, left, in 1955 and 1956

JANE's tentative events calendar

Event	Place	Date	Contact
JANE Ignition Tech Session	Donovan Cars, Lenox, MA	November 12	Adrian Curtis
JANE holiday party	Radisson, Chelmsford, MA	December 4	Avis Mello
JANE tech session	KTR, Ayer, MA	Jan 21 or 28	Stu Forer

The Owls Head Outing

This year's trip down Maine was a wet one as it rained hard on Saturday and Sunday, washing out the Owl's Head car show. It started off with a greeting under the umbrellas in The Samo set Resort parking lot (see the front cover photo) followed by a delicious lunch. A trip to some local wineries was postponed and we all headed of in different directions for the afternoon. The Halls and Centores had a rented cottage on Tenants Harbor for the week so they went shopping for provisions and to warm up their weekend home.

Saturday night's dinner was a delight as we were joined by Joe Phillips and Dixie Stedman from Bath, just a few miles down the coast. We also met Betsy Fitter, a JANE member who was also spending the weekend at the cottage at the East Wind. Betsy joined us for wine and cheese after dinner at the annex lounge

Sunday started off with breakfast as the East Wind is a B & B as the Herricks joined us driving up from New Hampshire. Then, it was off to the Owl's Head Museum. The exhibits are a mix of early airplanes, cars and trucks. A full size replica of the Wright Brothers airplane is one of the more dazzling displays, but there are lots of other interesting exhibits as well.

We all headed off to different locales to complete a delightful weekend in spite of the weather.

British Invasion 2005

The British Invasion is an annual fall event and probably the largest car show in the northeast outside of Hershey. It draws over 100 Jaguars and regularly has over 700 cars. It coincides with the start of the "leaf peeking" season when the northeast has beautiful weather and beautiful scenery. But not this year! Fall foliage was later due to warm weather.

Some JANE members make the trek to Stowe, Vermont an annual event so John Brady and Bruce Cunningham organized cocktail hour and dinner at the Ye Olde English Inn after a day at the display field. The Bradys, Tom and John, Ray Crook, Joohn Jennings and Bill Bassett (fro a motorcycle) took home trophies. Photos are posted on the JANE web site.

Pictures from British Invasion, Stowe, VT
Photos by Pete Forte & Carl Hanson



Mary Jane & Pete Forte among the crowd at the awards



John Brady gets his trophy



Ray Crook takes home his as well



Tom Brady picks up his trophy

Chris Francis hosts the cocktail party and dinner Saturday night



Tech Tip

Low Cost Rotisserie

By: George Jones JCSNE

Having endured the discomforts of doing all of the under car stripping and re-undercoating laying on my back in the restoration of my Mk2, I was determined to find a better way when I needed to do the same in my current restoration of a 1966 FHC "E" Type.

Having seen a variety of different designs for a rotisserie, most of which were bulky and fairly costly to fabricate, and having concluded that the rotisserie was in fact the only alternative I could think of for turning the " E" tub upside down, I set about designing such a device which for me had to meet these criteria.

One, it had to incur minimal cash outlay.

Two, it had to be simple but sturdy.

Three, it had to occupy minimal space when knocked down, or it had to double for some other service in its knocked down configuration.

Looking around my workshop and garage I noticed that the folding engine stand I had purchased for \$86.00 from Western Auto had a lot of down time in between engine rebuilds. And the second lighter version, given to me by a friend, but which retails at automotive parts stores or from Northern Equipment in their catalog for under \$70.00, was not used at all. With these engine stands in mind, it occurred to me that with some ingenuity, minimal dollars for materials (\$70.00 in fact) and just a few hour of fabrication, I could have a rotisserie which met all of my criteria. .And so it was born.

The accompanying pictures show the folding engine stand with extensions removed, with a fabricated adapter to raise the height from the floor, attached to a channel cross piece bolted to the window frame. And the lighter engine stand with similar adapter, bolted to the number plate panel on the rear of the tub. I used a sheet rubber gasket behind a steel plate for the rear attachment with 1/4" holding bolts through the number plate holes in the panel. I made the rotating trunnions extra long on both ends to guard against them sliding out from their bearings as I found with this arrangement it was not necessary to tie the front and rear units together.

The proof of the pudding was seen in the faces of



friends and family when I spun the whole tub rapidly, much to their amazement. By fitting the front unit in line with the rear unit which had its location fixed by the placement of the number plate holes, I found the center of rotation to be amazingly close to its center of gravity. The whole assembly rolled on the engine stand casters, and unwanted rotation was prevented by the strategic placement of a vise grip which gripped the rotating and stationary tubing sections together.

With a liberal application of grease where the trunnions run in the stationery tubing attached to the engine stands, I had a rotating device which allowed me to completely restore the underside of the "E" IN COMFORT

If anyone would like additional details I would be happy to provide them if you e-mail me at georgejones123@earthlink.net .



For Sale: 1973 Jaguar XKE Roadster Series III V 12. 46,525 miles, 2nd owner, purchased 17 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 p4t@adelphia.net) 0905

For Sale 1989 XJS V12; 68,000 miles. Starts right up, British Racing Green, Tan interior, Moon roof, New tires. New owner should be Jaguar mechanically inclined. Jag has been stored under cover indoors for 4 years while owner traveled. Photos can be emailed to serious inquiries. Asking \$3500. Call Richard Munson at 1-866-644-1502 or email uniqueyk@tidewater.net, web site www.uniqueyankeeofmaine.com 0106

For Sale 1995 XJS12 Convertible: 87K miles, BRG, Oatmeal leather, Tan top. More details-- call Bill Read at 508 945 6022. Asking \$11000.00 1205

For Sale: 1961 Jaguar MKII Dark Blue/Grey, ground up restoration completed by the Vicarage Classic Car Co in England. The car took over one year and \$100K to rebuild to US updated standards. Looks and runs beautifully. It has been updated to include air condition, power windows, five speed and a sun roof. Will consider trade of E type, XK, or \$45K cash. Bob Ritz 617 308 0709 or bob@ritzinc.com 1105

Wanted: An XK-150 or an XK-140 Convertible/Roadster: Looking for a car (must be running with no major issues) not a Concourse "Ga-Zillion \$\$\$ Restoration!", a Jag that I can, over time, set-up for Vintage Car Racing and still drive on the street And what I need to find someone with one of these models that would be willing to take a very nice 1977 Corvette (Pace-Car type scheme in Dark Blue and Silver) and/or (Both) an impeccably prepared 1988 Alfa Romeo Spider "SCCA ITB" (Prepared for Road Racing) in trade and/or as prices dictate, partial trade?? The Alfa has been being built over the past 12-years and all work was done by two of the top Alfa Specialty Shops here in New England and no expenses were spared! If this appeals to anyone and you want to pursue it more, E-mail me for pictures, more info, etc. and/or call. Tom Letourneau - Cumberland, RI - (401) 334-3315 and E-mail is AlfaRacer1@cox.net 1105

Wanted: Good used, complete automatic transmission: To fit a 1961 Jaguar Mark IX. Mine just died (no reverse or drive) and I want to find another one, to completely rebuild, before pulling this one out and replacing it. Will supply my old one, as a core, if necessary, upon completion of rebuild. Tom Letourneau - 24 Old Reservoir Road - Cumberland, RI -02864 - E-Mail AfaRacer1@cox.net - Home (401) 334-3315 0106

For Sale: 1973 XKE Series III V12 roadster: 50,000 miles, 4 spd . excellent condition, recent paint, new tan Connelly leather interior & rugs, new canvas top; runs great, 6 CD player, trunk mounted, dark blue; beautiful car; \$37,000 OBO; John Pardee, 508-366-0424 1205

For Sale: 1988 Vanden Plas 4.2: Drive train excellent, Frame excellent, Body fair - some rust; one small dent; Interior fair; Brakes - good; needs front shocks; needs an expert in Lucas electrical system; \$2,250.00 or will swap; 508-798-2101 or 508-767-0064 0106

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Donovan Motorcar Service

Donovan Motorcar Service should be a familiar name to all JANE members. Brian Donovan has hosted several tech sessions for our club and once again is hosting the Distributor Tech Session on November 12th.

Donovan Motorcar Service does it all, consignment sales, service, restoration, and race car prep. Brian runs the Jaguar Select Racing team which promotes Jaguar Select used cars for Jaguar North America. He campaigns Jaguar E types at the national level. He also does work on several club member cars including the XK120 twins of Stu Forer, John Fuller and Jim Roberge' light weight competition E types. He has rebuilt engines as well including Carl Hanson's XK120 FHC motor.

Located in Lenox, MA, Donovan Motorcar Service has a large garage area and a showroom which always has a wide range of cars. And it's not limited to Jaguars. I've seen a cycle fendered Allard seem in his shop.

Whatever your needs, give Brian a call at 413-499-6000 or send email to donmotorcars@aol.com or his web site www.donovanmotorcars.com

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Mostly British has a very complete inventory of new ,used, and NOS parts for most Jaguars. Over the years, Fred Petroske has accumulated thousands of parts removed from British cars and has them sorted by type, He has almost any part you want off the shelf.

When Adrian Curtis needed an axle for his MKVII, a particular 2HA Salisbury part, a call to Fred solved his problem. It was packaged and shipped to Gilford, NH.

Mostly British is a an accurate description fro Fred's business. Located in Chaumont, NY on Lake Ontario, it is a store front on the main street, But behind the store front is a very large two story building which has bits and pieces of everything from Alfa to Zagato. One of the bays has a twin screw boat that measures at least 20 feet across the stern. In one of the several out buildings (I think there are three) are Ferrari body shells that had engine fires or some kind of major body damage.

If you're looking for a hard to find part, please give Fred a call at 317-649-2861. If it's a Jaguar, chances are good he'll have it

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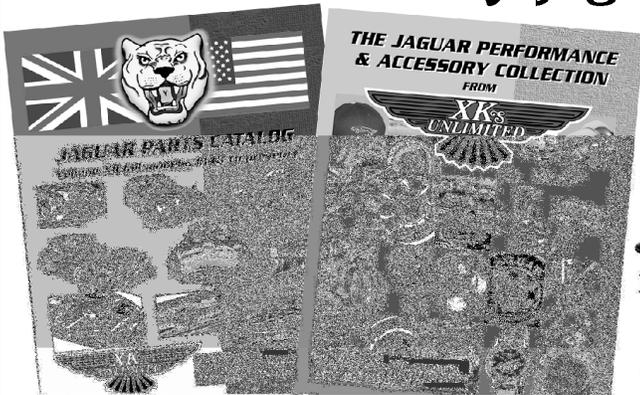
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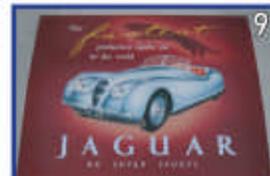
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