

The Coventry Cat

The Newsletter
of the

Jaguar Association
of New England



The eagerly-anticipated Jaguar XF is in the dealer showrooms - and JANE pays a visit to the first of several dealer receptions. See Page 10!

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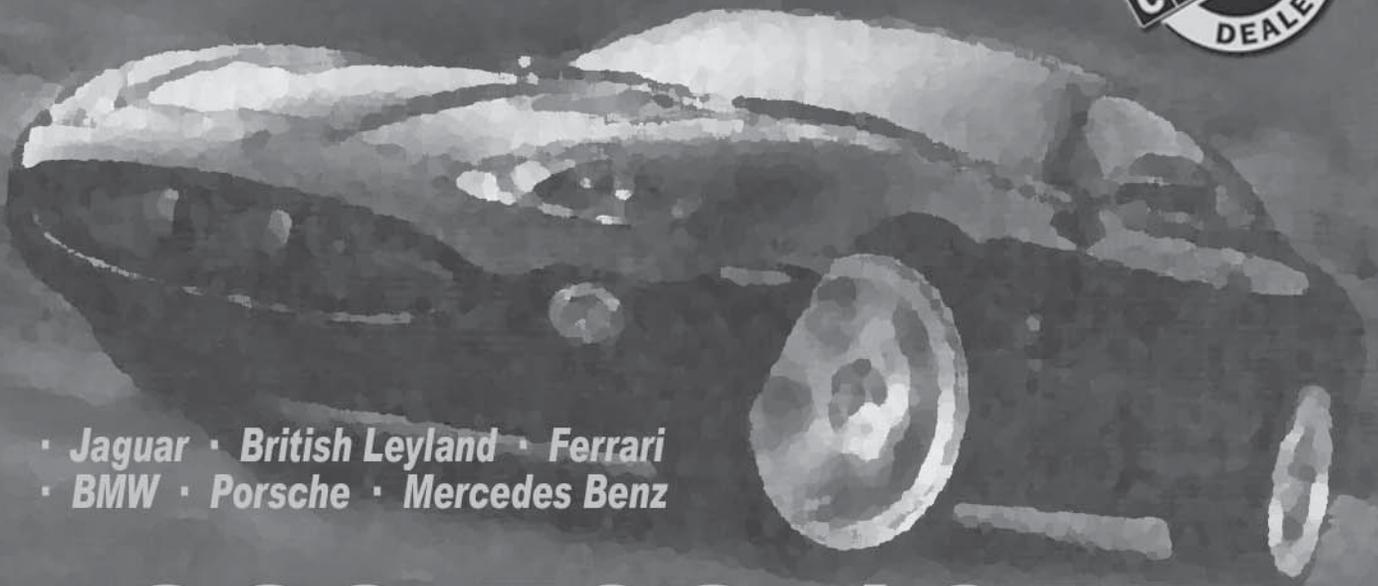
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The Coventry Cat is the official publication of the Jaguar Association of New England (JANE), a non-profit organization of Jaguar enthusiasts that is a regional chapter of the national Jaguar Club of North America (JCNA). JANE is incorporated in the Commonwealth of Massachusetts.

JANE Officers

President: Ray O'Brien, 617-734-5949, raymondobrien@comcast.net

VP/Events: Harry Parkinson, 603-882-9367, harryparksinson@comcast.net

VP/Membership: Tom Moses, 978-580-7416, tmoses@spillcenter.com

Secretary: Dave Herrick, 603-673-1314, DaveAB7Q@aol.com

Treasurer: Don Holden, 603-673-8167, donholden@rcn.com

Concours Co-Chairs: Mike Kaleel, 617-557-4375, mkaleel@kaleelcompany.com; Brenda Soussan, 617-338-8747, ideacounselo@earthlink.net

Head Judge: Aldo Cipriano, 508-473-1435, aldoc.esq@comcast.net

Slalom Co-Chairs: Bill Parish, 978-486-9830, wdparish@verizon.net; Tom Parish, 978-692-8090, tparish@carlisle-co.com

Rally Chair: Steve Thomas, 603-293-4250, srt@anlytc.com

Traveler Contact: Gary Hagopian, 603-763-3093, ghagopian@jcna.com

Webmaster: Dennis Eklof, 978-448-2566, dennis.eklof@verizon.net

Board Members

Margaret Caruolo • Aldo Cipriano • Dennis Eklof
 Stu Forer • Ed Hall • Carl Hanson
 Mike Kaleel • Harry Parkinson • Alan Quinn
 Dave Randall • Francisco Silva • Herb Strachman

The Coventry Cat

Editor: Dave Pratt, 781-320-8208, dave@dvpratt.com

Copy Editor: Prebble Eklof, 978-448-2566, prebble.eklof@verizon.net

Circulation: Ed Hall, 508-853-8193, eahall@charter.net

Send articles and info to: dave@dvpratt.com -or-
 The Coventry Cat, 300 Westfield Street, Dedham, MA 02026-5631

Advertising: Carl Hanson, 781-275-2707, chansonjag@aol.com

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Visit JANE on the web at

www.j-a-n-e.org

The JANE Calendar of Upcoming Events

WHEN	WHAT	WHERE
March		
22 - Sat 9:30am	JANE Tech Session at J&M Machine	Southborough, MA (see page 4)
26 - Wed 7pm	JANE Monthly Meeting (see page 4)	Skip's Restaurant, Chelmsford, MA
28-29 - Fri-Sat	JCNA Annual General Meeting	Pittsburgh, PA (see page 5)
30 - Sun 10:30am	JANE Maple Sugar Tour	Chelmsford, MA (see page 5)
April		
10 - Thu	SCDA Track Day at Lime Rock Park	Lakeville, CT
14 - Mon	SCDA Track Day at NHIS	Loudon, NH
23 - Wed 7pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
27 - Sun 10am	JANE Judges Training Session	Lee Jaguar, Wellesley, MA (see page 7)
28-29 - Mon-Tue	SCDA Track Day at Watkins Glen	Watkins Glen, NY
May		
10 - Sat 10am	JANE Concours Judging Seminar	The Eklofs', Groton, MA
18 - Sun 9am	JANE/JCNA Spring Slalom (see page 6)	Nashoba Valley Ski Area, Westford, MA
24-25 - Sat-Sun	JANE Magical Mystery Tour (tentative)	To be determined
27 - Tue	SCDA Track Day at NHIS	Loudon, NH
28 - Wed 6pm	JANE Night on the Lawn at Larz Anderson	LAAM, Brookline, MA
30-31 - Fri-Sat	VSCCA Spring Sprints & Drivers School	Lime Rock Park, Lakeville, CT
31 - Sat	Delaware Valley Jaguar Club Concours	Fort Washington, PA
June		
1 - Sun	Mid Maine Sports Car Club British Car Show	Camden, ME (see page 7)
3 - Tue	SCDA Track Day at Lime Rock Park	Lakeville, CT
7-8 - Sat-Sun	JCSNE Concours	To be determined
12-15 - Thu-Sun	VSCCA Watkins Glen Historic Races	Watkins Glen, NY
15 - Sun	German Car Day	LAAM, Brookline, MA
20-22 - Fri-Sun	Spring VSCCA Rallye/Tour	Red Lion Inn, Stockbridge MA
22 - Sun 9am	Members Car Day	LAAM, Brookline, MA
25 - Wed 7pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
29 - Sun 9am	British Car Day	LAAM, Brookline, MA
July		
12 - Sat	JANE Goes Cart Racing	Sugar Hill Raceway, Weare, NH
14 - Mon	SCDA Track Day at NHIS	Loudon, NH
19-20 - Sat-Sun	VSCCA Pittsburgh Gran Prix	Schenley Park, Pittsburgh, PA
20 - Sun 1pm	JANE Pot Luck Party and Social Gathering	The Eklofs', Groton, MA
23 - Wed 7pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
27 - Sun	Day of Triumph	LAAM, Brookline, MA
August		
3 - Sun 9am	Tutto Italiano	LAAM, Brookline, MA
7-9 - Thu-Sat	Mount Equinox Hill Climb	Mount Equinox, VT
8-10 - Fri-Sun	JANE Annual Concours d'Elegance	Sturbridge Host Hotel, Sturbridge, MA
16 - Sat 9am	MG/Rover Day	LAAM, Brookline, MA
22 - Fri	JANE Friday Night at the Drags	New England Dragway, Epping, NH
27 - Wed 7pm	JANE Monthly Meeting	Skip's Restaurant, Chelmsford, MA
29-Sep 1 - Fri-Mon	Rolex Vintage Festival	Lime Rock Park, Lakeville, CT

UPCOMING EVENT DETAILS START ON PAGE 4!
 VISIT WWW.J-A-N-E.ORG FOR EVENTS LATER
 IN THE YEAR AND FOR LATE-BREAKING NEWS!

Upcoming Events

JANE Tech Session at J&M Machine Company

Saturday, March 22nd

If you've ever wanted to see what a real automotive engine machine shop looks like and hear how it works, this tech session will be your

chance! On Saturday, March 22, we will meet at J&M Machine Company in Southborough, MA, for a tour of their facilities. Brothers John and Mike Gulbenkian have run J&M for well over 20 years and they specialize in one-stop shopping for engine rebuilding. Their fully-equipped facility has everything

in the way of skills and equipment that could possibly be needed to rebuild virtually any engine, whether modern or antique—including such out-of-date things as poured Babbitt bearings. They handle disassembly, cleaning, machining, dynamic balancing, and

reassembly all under one roof.

John and Mike did the rebuild on Dennis Eklof's Series I 4.2 E Type, and since its completion in 2004 it has been flawless and runs



very strongly—about 16.3 seconds and 92MPH at last summer's Friday Night at the Drags, despite running European 3:07 gears. They have also done an engine for Ray Crook of JANE. On Dennis's last visit to their shop, they were working on the cylinder block of

an 8-cylinder 1930s Alfa Romeo!

We'll meet at the J&M shop (40 Mount Vickery Road, Southborough, MA, phone 508-460-0733) between 9:30 and 10:00,

when donuts and coffee will be served. (Visit www.j-a-n-e.org for a map.) At about 10:00, we'll be given a tour of John and Mike's shop and an explanation of their processes and equipment. We'll follow that with a casual lunch at a suitable local eatery, where John and Mike will join us for further discussion. There will

be no cost for the event other than lunch.

This should be a really interesting visit for all you motorheads out there, so please contact Dennis at webmaster@j-a-n-e.org or 978-448-2566 and let him know if you plan to attend. 🍷

Know of something else happening that would be of interest to our members? Have an idea for an event? Want to run an event? Questions about an event? Contact Events Vice President Harry Parkinson at 603-882-9367 or harryparkinson@comcast.net

Keep in Touch With Your Jaguar Friends at the JANE Monthly Meetings

Next Meeting: Wednesday, March 26th

Haven't seen your Jaguar friends all winter?

Start attending the JANE Monthly Meetings! They're scheduled for the fourth Wednesday of every month, starting at 7:00 pm at Skip's Restaurant in Chelmsford, MA. Every third one is a business meeting, which gives you a chance to get involved with the running of our club and the planning of our activities. The

ones in between are more social types of gatherings, with just a brief period of time from gavel to gavel.

Skip's is easy to find—it's located on Route 110 just south of Exit 34 off I-495 on the right. The address is 116 Chelmsford Street, Chelmsford, MA, and the number is 978-256-2631. Bring your Jag whenever weather permits—otherwise, bring a lesser car—the

Jaguar people are at least as important as the Jaguars!

JANE Monthly Meetings allow you to get together with like-minded Jaguar lovers in a low-key setting any time you choose to. Why not start coming out on a monthly basis, participate in our short-form and longer-form meetings, help set the direction for our club, and grab a bite with your Jaguar friends? 🍷

JANE at the JCNA 50th Anniversary AGM

March 28th-29th

Tom Moses and Carl Hanson were elected at the January meeting to represent JANE at the Annual General Meeting celebrating JCNA's 50th Anniversary. They'll be among the delegates and guests to arrive at the Sheraton Station Square in Pittsburgh for the weekend of hard work and difficult decisions starting on Friday, March 28th. They'll take with them the sentiments of our membership with regard to voting on the key issues facing the delegates.

But wait—there's more! You can come too, even if you're not a voting delegate! If you're planning to attend, you should arrive early on Friday, March 28th, to take advantage of the 3:30 pm concurrent seminars: either "Originality Guide: Air Conditioning" or an "Interview with Norman Dewis," the famous Jaguar test driver.

Following this exhausting start, the delegates and guests will embark on a dinner and sightseeing cruise on the city's three rivers

(the Allegheny, the Monongahela, and the Ohio). Norman Dewis will be on board for casual conversation, and the boat's Captain has promised a gourmet dinner buffet during this private charter cruise.

Tom and Carl promise not to get carried away with all this excitement in the big city, because they and all the other delegates will have an early morning on Saturday, with the AGM call-to-order at 7:45 am. Once the JCNA business is completed for another year, our representatives will have the opportunity to sit in on a seminar hosted by Jaguar Cars on the new XF or a seminar hosted by Hagerty Insurance.

But, once the work is done, they will gather their strength and attend the awards banquet, ready to receive JANE's share. If you want to join them, you can register now to be a part of this milestone event (contact Carl or Tom for registration forms, or register online at www.JCNA.com). See you in Pittsburgh!



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The JANE Annual Maple Sugar Tour

March 30th

We'll be getting the JANE driving season started with what has become an annual outing—the Maple Sugar Tour—a motor tour to and Sunday brunch at the Sugar Shack in Barrington, NH. We'll meet in the parking lot of Skip's Restaurant in Chelmsford, MA, at 10:00 am on Sunday, March 30th.

We'll kick the tires a bit while we wait for people to show up, but we will leave promptly at 10:30, as the Sugar Shack stops seating at 1:00.

Harry Parkinson will again lead us on a scenic tour of back-country roads to the brunch location.



One of the several JANE tables we occupied at the Sugar Shack at the end of last year's tour

Please send Harry a message via telephone (603-882-9367) or email (harryparkinson@comcast.net) to let him know how many will be coming along on our drive and to breakfast, since we have to let the Sugar Shack know how many are coming. Breakfast will be buffet-style and cost \$8.50 per

person.

If you would rather meet us there, we should be arriving sometime around noon or 12:30, in time to take the maple sugar making tour. The Sugar Shack's address is 314 US Route 4, Barrington, NH, and the telephone number is 603-868-6636. The



As usual, Carl Hanson's XK120 received the scrutiny and admiration of several onlookers in the Sugar Shack parking lot

Sugar Shack is located about 15 miles west-northwest of the Portsmouth traffic circle, 1/2 mile west of the Lee traffic circle on Route 4. Visit the Sugar Shack website at www.maplesugarshack.net for directions and more information on the establishment, which has been family owned

and operated for about 40 years.

So join the gang for our first driving event of the year—and some pancakes—on March 30th!

**MORE
UPCOMING
EVENTS->**

The JANE Spring Slalom

Sunday, May 18

Spring is nearer than you think! It's time to go racing again! Join us at the JANE Spring Slalom on May 18th at the Nashoba Valley Ski Area in Westford, Massachusetts, for this sanctioned JCNA championship event!

Are you a beginner? Too self-conscious to drive in front of an audience? This event will feature informal driver training to help you get comfortable:

- Experienced drivers will be available to talk with and even ride along with you to point your way through the course



- A 3/4-speed ride in Tom Parish's XJR to learn and get a feel for the course before the official event (three people with helmets at a time)

- A full-speed demonstration run of the course by Dean Cusano, one of our most talented drivers, before the official event.

- Invaluable advice from experienced drivers that you can choose to listen to or not!

Volunteers are welcome! Help with timekeeping, scoring, food, setup, and cleanup. Please contact Bill Parish at wparish@verizon.net or 978-486-9830, or Tom Parish at tparish@carlisle-co.com or 978-692-8090.

The JANE Slalom Program for 2008

Our goal in 2008 is to increase the number of JANE participants and get everyone behind this exciting and fun activity. Got questions? We got answers:

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

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

- **What's required?** A highway-safe car with a driver's seatbelt.

- **Are there classes?** Yes—you'll compete with like cars.

- **Must I bring a Jaguar?** No—non-Jaguars are welcome too.

- **Experience required?** Heck, no—we want all JANE members to give slaloms a try. You'll quickly learn the course and how

to best your times.

If you have other questions, contact your Slalom Chairmen Bill & Tom Parish, and check *The Coventry Cat* or the JANE website (www.j-a-n-e.org). The JCNA website (www.jcna.com) and *The Jaguar Journal* are also chock full of great slalom information.

Course Description

The depiction below may seem confusing at first, but it can be simplified by following

through with a pencil. Each run consists of three laps around the course in different configurations.

- The first lap starts at the timing gate (marked 'Start' on the diagram). This lap is shaped like a peanut or dog bone. When you take off, the wheels of your car trigger the electronic timing. Run your pencil along the peanut-shaped course line. You have now completed the first lap.

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

- The third lap is likewise a continuation of the second lap. This lap is an oval; trace the oval-shaped lap. You complete the course by exiting through the

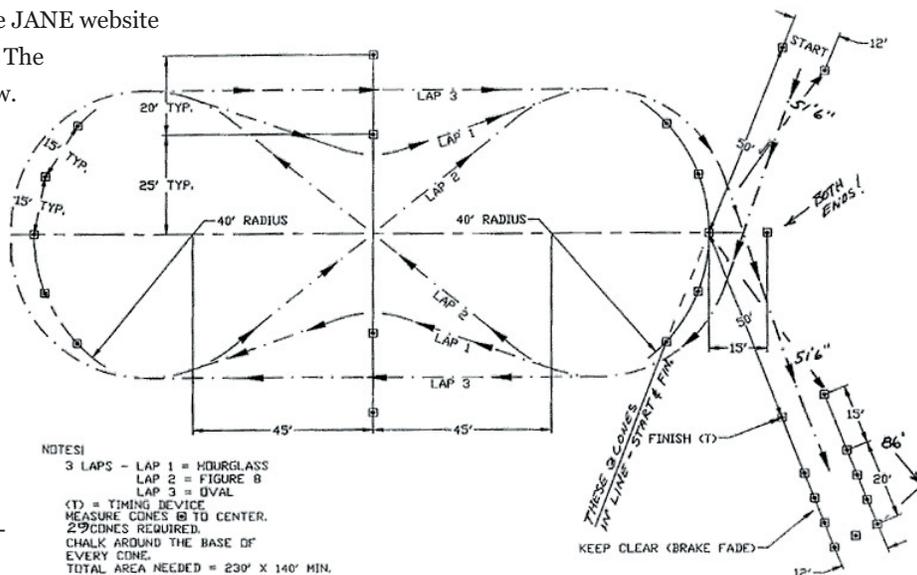
'Finish' gate to stop the timer. There is a cone at the end of the exit; you must stop without knocking the cone over.

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

Slaloming is FUN, EXCITING, and SAFE. JANE provides new



Bell helmets and the latest timing gear. Get out and drive your car! Or just come to watch! Nashoba Valley is a great place to watch the cars. Bring a chair, a picnic, your friends, and family. Enjoy the noise and excitement of competition. See you on the Slalom course! 🏁



JANE/JCNA Concours Judging Seminar

Sunday, April 27th

The Concours Judges Training Session will be conducted by JANE Head Judge Aldo Cipriano on Sunday, April 27th, commencing at 10 am at Lee Jaguar, 962 Worcester Road, Wellesley, MA (phone 866-542-8533). Breakfast and lunch will

be furnished, and the session will include the annual judges test, seminar, and actual judging of several club members' vehicles. If any of you wish to participate as new judges, please contact Aldo at AldoC.Esq@comcast.net or 508-481-8806. 🇺🇸

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Mid Maine Sports Car Club All British Car Show

June 1, 2008

To celebrate the nationwide observance of British Car Week, May 31 through June 7, the Mid Maine Sports Car Club is sponsoring an All British Car Show in Camden, Maine, on Sunday, June 1st. The cars will be displayed on Chestnut Street between Camden National Bank and the Camden Common from noon to three, and the public is invited to view the cars as well as vote for their favorite. Peoples Choice



trophies will be awarded for first, second, and third place.

If you would like to show your car, pre-registration is required, and you can register by going to the MMSCC website at www.mmscc.com and clicking on the event registration link, printing the registration form, and mailing it along with your check for \$15 to the address at the bottom of the form. All proceeds from the show will be given to a local charity. 🇺🇸

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President's Update

By Ray O'Brien



Great Events, New Jaguars!

March 2008

It's March—the month when we typically cross over from winter into spring. Hopefully, the snow is behind us and what's left will melt and disappear. By month's end, we should be able to crank up those hibernating Jaguars! I'm planning on rolling out the E Type by April 1st and bringing it home. (Besides, I paid for storage only through the end of March!)

We had some fun events in February. There was a great report from the snowbirds in



F Type Concept

Florida: Gary Hagopian, George Jones (JCSNE), and George Parker (JACNY) rebuilt a 3.8 Liter E Type engine. A fun Valentine's dinner was held at the Gibbet Hill Grill in Groton, MA. The new Jaguar XF was unveiled at Wellesley Jaguar, Woburn Jaguar, and Exeter Jaguar, and JANE was invited to all three events. JANE also visited and toured Bill Binnie's race shop—a joint event with the VSCCA. Bill runs a very professional shop, preparing race cars for events worldwide.

What about March, you ask? Well, Dennis Eklof has lined up a tour of J&M Machine Company in Southborough, MA, for March 22nd. J&M had done work on Dennis's E Type and Ray Crook's engine. There's still time to sign up—just contact Dennis at 978-448-2566 or shoot him an email

at webmaster@j-a-n-e.org. We have our regular club meeting on March 26th at Skip's. The JCNA Annual General Membership Meeting is in Pittsburgh on the 28th and 29th. JANE is being represented by Carl Hanson

and Tom Moses; also attending are Dennis and Prebble Eklof, and a few more members may

have signed up by now. We'll have an update from the AGM at our April monthly meeting. Then, to close the month, we are

having a tour to the Sugar Shack in Barrington, NH, on March 30th; to register for this event, please contact Harry Parkinson at 603-882-9367. You can read more about most of these events in the preceding pages.

On the Jaguar front, there's been a lot of news lately, in addition to the introduction of the XF, which you can read about in this month's *Cat*. Jaguar and Land Rover are almost sold to Tata Motors; the automotive press is saying that it could happen the first week of March. Another interesting bit of news is about the future models to come from Jaguar—the cars are all in the fea-

sibility stage; none is a confirmed model with definite production plans. Here's the dream list:



XF Coupe

2010: Reengineered and restyled XJ – bigger, bolder

2010: XKR-R – Super-hot, AMG-style XKR

2012: XF Coupe – Two-door XF

2013: F Type – New \$50,000 two-seater

2014: All-new XJ - Luxury sedan new from the ground up

2015: All new XF - Possible move to aluminum chassis and body

2016: Four-door XK - \$120,000 Aston Martin Rapide / Porsche Panamera / Mercedes Benz CLS rival

2016: New XF crossover - Future uncertain



F Type

So hopefully there are a lot of new models to come from Jaguar in the future—take a look at the pictures!

Our next regular club meeting is on Wednesday, March 26th, at Skip's in Chelmsford. Hope to see you there! 🍀

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17" Lamina Alloy Wheel Set

MJD-6116-AA | XK8/XKR

- 17"x8" alloy performance wheel
- sold as set of 4

\$850.00 per set



18" Proteus Alloy Wheel Set

C2S-37477 | X-Type

- 18"x7.5" alloy performance wheel
- sold as set of 4

\$1,250.00 per set



Brembo "R" Performance Caliper Kit

XJ8 | XJR | XK8 | XKR (up to 04)

- 2 front loaded Brembo calipers
- 2 cross drilled vented rotors
- Includes all parts to convert brakes

\$1,450.00 each



18" Impeller Alloy Wheel Set

MJE-6118-BA | XK8/XKR

- 18"x9" alloy performance wheel
- sold as set of 4

\$850.00 per set

Ultimate Wilwood Brake Set By Bassett's Jaguar



The kits are available for 4.2 E Type Series I and II at the present.
WWBK Ser1 Wilwood Brake Kit Series 1 E Type: \$1395.00 (plus shipping)
WWBK Ser2 Wilwood Brake Kit Series 2 E Type: \$1495.00 (plus shipping)

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Event Report

By Ray O'Brien

“
This is a cool car—it's ready to pounce!
”



Wellesley Jaguar Introduces the 2009 Jaguar XF

The first New England dealership to preview the new Jaguar XF was Wellesley Jaguar, located on Route 9 in Wellesley, MA. Dana Lee, the owner and a strong supporter of JANE, invited our members to the preview held on February 15th from 6-8 pm. We've also received invitations from Woburn Jaguar and Exeter Jaguar and will be visiting them soon.

I noticed and talked to a lot of familiar JANE members, including Carl & Sing Hanson, Rod Gilbert, Aldo Cipriano, Dennis & Prebble Eklof, and Michael & Karen Bates. After the preview, a bunch of us had a nice dinner at Papa Razzi in Wellesley.

The Jag. It's been said that first impressions are the lasting ones: This is a cool car—it's ready to pounce! The overall look is superb and a real departure for Jaguar; it replaces the retro-styled S Type with a crisp and contemporary design, and is a giant move forward for Jaguar. There were two cars on display; the car in the showroom was Indigo Blue over grey, which showed the lines of the XF to advantage. Outside the showroom was another XF, this one in Azure Blue over charcoal—

again beautiful, but we all thought that the darker color enhanced the lines of the XF.

Available in three trim levels, the XF is priced from \$50,000-\$65,000. All are powered by 4.2 liter V-8 engines ranging from 300BHP to the supercharged 420BHP, and all are equipped with six speed automatic transmissions featuring Sport and Normal modes and paddle shifters. In Sport mode, the transmission will hold any gear selected with the paddle shifters indefinitely, as long as the engine is under its rev limit and the vehicle speed is acceptable for the gear. It sounds like the closest thing to a true manual transmission you can get with a full automatic.

Looking at the XF from the front, you see the Jaguar heritage,

albeit without the retro styling cues. It's a modern car, with striking headlamps and a chrome-wrapped mesh grille featuring the growler badge. From the side, the XF looks more coupe than sedan. The rear view is crisp, with the right touches of chrome and a leaper in the center of the trunk lid. Unmistakably Jaguar! There is a price to pay for the swoopy styling, though: Those over six feet tall will find the headroom in the back seat decidedly limited. Also, while the boot is cavernous, the opening is not, being limited by the long tail of the roofline. It looks like bringing home something much larger than a normal suitcase or golf bags in the boot of your XF will not be an option.

The XF interior rivals anything on the market. You are surround-

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BRIAN F. MORTON

ed by twin-stitched leather seating, wood veneer, and textured aluminum. At night, a phosphor blue halo illumination lights up the interior fascia. A 7-inch touch screen controls most major functions. The XF's JaguarDrive Selector™ is unique for transmission control. Its rotary action is positive and intuitive. Many features remain hidden until they are actually needed—for example, the XF's automatic climate control system includes rotating vents that roll quietly and smoothly out of sight when not in use.

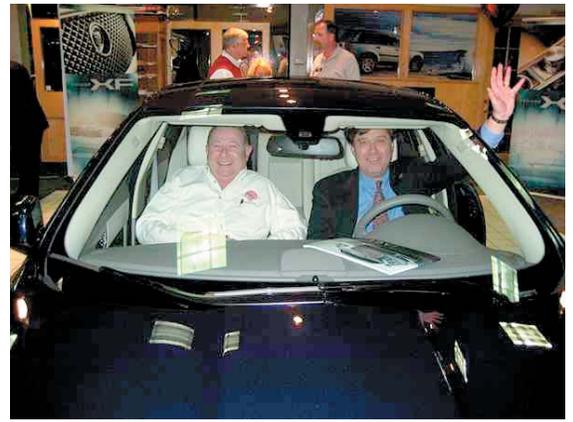
Every conceivable convenience and safety item has been built in: fold-down rear seats, MP3 player connection, optional front and rear parking sensors, a rear-facing camera, navigation system, and available 440 watt Bowers and Wilkins sound system. There are too many features and options to list here—visit www.jaguarcars.com for all of the specifications, colors, and details.

Some breaking news: Jaguar Cars Ltd. has taken 10,000 customer deposits globally for the XF, including about 3,000 in the United States. The United Kingdom, Europe, and North America will all begin selling the XF on March 10th. This simultaneous launch is a first for Jaguar, which used to do regional rollouts, with the United States getting cars up to six months after Europe.

Enough said. Go and see the XF, and drive it—it's the coolest Jag to come along in a long time! 🍷



Rear quarter view reveals the swooping, stylish lines



Rod Gilbert and Aldo Cipriano trying to figure out how to drive out of the showroom



Michael Bates with Carl Hanson and Ray O'Brien, blocking the view of the new XF



Carl & Sing Hanson share a more serious moment with Prebble Eklof and Ray O'Brien



The XF seems to fit JANE ex-President Carl Hanson perfectly



Prebble Eklof smiles, since a new XF is one of the many benefits of becoming the new Coventry Cat editor



After the reception, several JANE members went to Papa Razzi in Wellesley for a relaxed dinner



Two cars were present for the gathering - this one was outside in the cold.



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Event Report

By Dennis Eklof

Ah, Valentine's Day—how to observe it again this year?

Well, this year a group of JANE folks, organized by Tom Moses, decided to do something different—a JANE group dinner at the lovely Gibbet Hill Grill in Groton, MA. JANE members, led by Tom and Clare, included Dave and Liz Herrick, Carl and Sing Hanson, Francisco and Arlyn Silva and their charming daughters Jacqueline and Carolyn, Mike Kaleel and Brenda Soussan, Mike and Patty Axford, and Dennis and Prebble Eklof.

The Gibbet Hill Grill is an unusual place. The old Gibbet Hill Farm was slated to be subdivided into yet another suburban housing development, when the current owners convinced the town that an alterna-



tive would be much preferred. They purchased all of the land, established an upscale restaurant in the old barn, and built a first-class reception facility for weddings and the like. Now, the beautiful old place sits amid the rolling fields of the old farm and is a treat for the eyes as well as the palate.

And a treat for the palate it was. Your webmaster had a Caesar salad, a filet, and apple crisp with ice cream, and it was all excellent, with the filet being among the best I have ever had. The combination of outstanding food and great JANE company made for a most memorable Valentine's Day celebration. Keep your eyes open for a repeat in 2009! 🍷

“
...a most
memorable
Valentine's
Day
celebration!
”



Arlyn Silva with daughter Carolyn entertaining Carl Hanson



Next to Francisco Silva is his daughter Jacqueline, Patty Axford, and Mike Kaleel



Tom Moses, Liz Herrick, Sing Hanson, and Francisco Silva



Sometimes you get lucky - that's Dennis Eklof with Jaqueline Silva and Patty Axford

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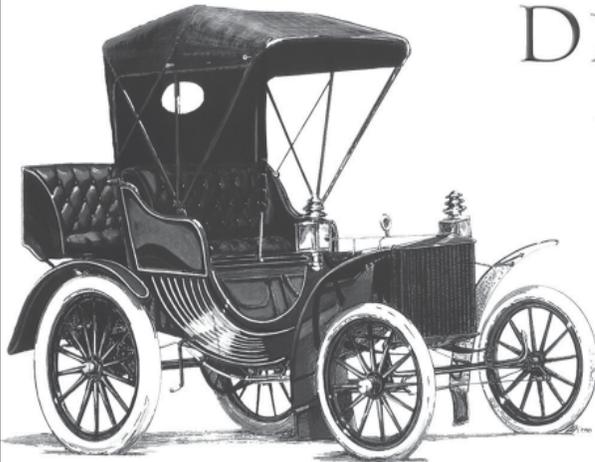
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Jaguar Reverie

By Tracey Levasseur



Getting a Car Fix in the Dead of Winter

It's hard for me to get inspired to write in the winter months. In fact, it's difficult to get me motivated to do anything when the days are short and cold. Anyone who has any artistic ability knows exactly what I mean when I say it was excruciatingly hard to come up with inspiration for this piece. Inspiration just doesn't flow like Niagara Falls; it's as elusive as the fountain of youth at times. It's also spontaneous and can strike without warning when you least expect it, usually when there is absolutely no paper or writing implement to be found.

So it went that, as I was driving home from another hobby club meeting, inspiration beckoned. It had been a particularly bad week, and I was trying to think of something uplifting so my story wouldn't be so negative. Then I thought back to the previous weekend about a little fun adventure that I had. Please humor me while I relate this anecdote.

As some of you may know, my other half, Jay, and I have been restoring a 1967 Mark 2. After owning the car for two years and having much difficulty with the mechanical bits, we decided to hire a mechanic with experience in Jaguars. Let's refer to him as "Russ." Russ is a member of the Jaguar club we belong to; he's written several articles for

The Coventry Cat on rebuilding these engines and has done work on many members' cars. Yes, it would cost money, but we felt safe knowing that the car was in good hands.

The engine (actually, two engines) was delivered to Russ's in August. We had a spare engine to use for any parts that may have been missing from or damaged on the original. Once Russ started work on the engine, we towed the car over to his house before the snow fell. Five months is actually not a long time for basically a complete engine rebuild, but when you're anxious to drive the car it can seem like an eternity.

Here's where I have to back up just a bit. We bought this sedan two years ago from a man who owned and drove it daily for many years during the 1970s and '80s. When the engine started acting up on him, he put the car up to have the necessary repairs done. But an unfortunate mishap involving a dizzy tow truck driver and an attempt to tow the car while it was in the "drive" gear caused the owner to leave the car unfinished in his garage for about 15 years. There it sat until we bought it. So for almost 17 years the once-active old classic had not moved on its own horsepower.

Jump ahead to the end of 2007. After spending loads of

time and money (now we really know what the term "money pit" means!), Russ had the engine all back together on his engine stand and gave it the "coffee can" test, as I like to call it. That's when you start the engine outside of the vehicle. Oh, how wonderful to hear that engine fire right up like it was fuel injected! Okay, Russ, now do it again—but this time with the engine in the car.

In January 2008 we got an email saying that the engine was finally in place, the transmission was working, all of the brake lines were installed, and even the electrical equipment was functioning for the most part. There were little things that will need attending to (replace the horn, fix the windshield wiper motor, and get a new speedometer cable), but the car will now move on its own rather than having two people pushing it back and forth every time it needs to be out of the way.

It would be another month before we could pay Russ a visit, however. In January, the weather was uncooperative, and we also escaped the cold for a long weekend down in Florida. Somehow, in between snow storms, we told Russ that we'd go over to see the car and drop off another part that needed to be installed. It was a rare, mild Saturday and we were sitting in Russ's dining room

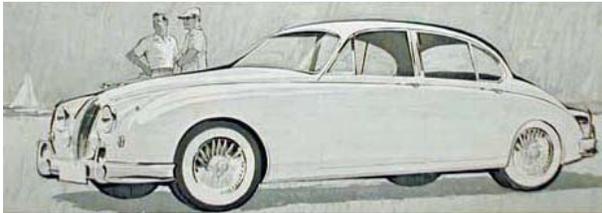
talking Jag talk when suddenly he said, “Well, let’s go have a look at the car!”

The day before, he had installed a new reduction starter and was anxious to show us how fast it started the engine. Once the starter was in place, he had tried driving the car out of his garage, but the freshly fallen snow in his yard just made the tires spin.

However, this day was favorable, and he just wanted us to see that the car could move back and forth. He hopped in and navigated the car out onto the packed snow with no problem. He was quite surprised and told me to give it a try. I thought he meant to just move the car back and forth to see how it felt with the life back in it. I got in and had to be “trained” on how to shift it. For some reason, the old automatic shift-on-the-column Jaguars go “Park, Drive, Neutral, Low and Reverse” rather than “Park, Reverse, Neutral, Drive and Low.” Unaware of this at first, I moved it one notch out of Park, looked over my shoulder, and almost slid forward into Russ’s garage. Well, the brakes work, at least!

Once I figured out the shift configuration Jay got well behind me and said, “Take the car out to the road.” What??? That’s at least a 200-foot drive. In reverse. In three inches of snow. Well, here will be the real test. Good thing there’s a big back window so I can see all the obstacles I have to avoid: the huge woodpile to my right, the log that fell off the woodpile, the king’s pine standing to my left, Russ’s dog. After two or three times forward and back at

the end of the driveway, I made it onto the road. The road to Russ’s house is part dirt and part paved at the outlet. Usually, the dirt part is quite smooth, as Maine dirt roads go. With the terrible winter weather, the dirt part on this day was a narrow snake filled with ruts and deep mud-filled trenches.



I was thinking we’ll get stuck; the boys were thinking it was an opportunity to test the suspension.

With great enthusiasm, Jay got into the back, and Russ got into the passenger’s seat and said, “Let’s see what she’ll do now that we’ve gotten this far.” I was a bit leery, but if he felt it was okay then he should know, right? I shifted into Drive (and accidentally pushed it all the way to Park, because I was still new at this darn English shifter), and off we went. What a sight we must have been! We hadn’t even put the new license plates on yet, so we sported an old Connecticut plate that expired in 1981. There was also an old inspection sticker from New York that expired in 1973. The bonnet was still in the garage.

Thankfully, there was little to no traffic on this road.

The first thing Russ said was that the linkage wasn’t hooked up so the car may not shift. Good grief, I’d better go slow so the motor doesn’t blow up! But, just as he finished his statement, the engine got to 1500 rpm and the tranny shifted. “Oh,” he exclaimed. Oh? What does that mean? Is that a good “Oh” or a bad “Oh”? No matter; I was headed through some rapids at

this point, so I had to pay attention or else we’ll be stuck. The old beast maneuvered surprisingly well through the deep double tracks in the road. The suspension didn’t feel too bad for sitting idle so long. Of course, I wasn’t sitting in the back seat taking every bump and pothole. Finally, we got back up onto pavement, and Russ’s next command was, “Check the brakes to see how those feel.” So I stomped on them, and we must have been on some slush because we slid sideways just a bit. This elicited another surprised exclamation of approval from Russ, followed by, “Let’s do it again on bare tar.” Upon finding a clean spot, I stepped on the brake again and this time we all lurched forward to a dead stop. “That’s great!” came from the passenger’s seat, and I was again wondering why this surprised him. Did he have doubts about his mechanical abilities?

Okay, the last test: We have to check the strength of the



tranny with fast acceleration from a stopped position. We found a spot to turn around to head back toward Russ’s house, slipped the car back into Drive, and then stomped on the gas. Woops, that wasn’t very fast. Did we slip on the wet pavement, or is the transmission just old and tired? Jay volunteered to get out and watch what happened from the back. At this point, Russ was paying close attention to the situation. This would mean the

difference between his finally being rid of the beast in his garage and another month working on the transmission. Okay, go! And I was almost to the floor. The car zipped smooth and straight down the road, and then I slowed down to let Jay catch up. Russ was all smiles, rooting like a cheerleader and saying that it felt like the car had really taken off. Jay got in and confirmed that both tires had taken off immediately, and would have even chirped if the pavement weren’t so wet. Russ stated that we’d better get back, as he didn’t know how much gas was left in the car.

As we were driving back, Russ was stating how much he’d enjoyed this test drive, and his tone was one of astonishment. Was he second-guessing his hard work? If he was, I would think that this little excursion dispelled those feelings. After almost 17 years of being parked, the little train wreck of a car was finally rolling along without being pushed by strong

men or pulled by a tow truck’s winch. Yes, it was a long five months and a lot of money, but the satisfaction of sitting behind the wheel finally sank in.

For a moment, I wasn’t concerned that there was no hood, or that the speedometer was sitting in the back seat, or that the top of the dash was sitting at home in my spare bedroom. I was happy to be the first to drive it after so long, and I hope to have much more driving time with it.

Thanks go to Wes “Russ” Keyes for getting our little “Avenger” going again and putting up with us for the past few months. 🚗

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1961 Jaguar Mark IX - BRG & cream. Totally rust-free. Stripped to bare metal and re-sprayed its original color. Restored as daily driver, with new brake & fuel systems, front suspension, wiring harness, SS exhaust, and much more. Transmission replaced with rebuilt GM 700-R4 w/overdrive (original DG-35 gearbox included). New carpets (not yet installed). Factory bucket seats. Acceptable interior, restoration/dye kit included. \$18,000 firm. Tom Letourneau, Cumberland RI, 401-334-3315, AlfaRacer1@cox.net (3/08)

1964 Jaguar 3.8 S-Type Project Car - This S-Type is a 4-speed with overdrive, wire wheels, less than 30,000 miles. Virtually rust-free body. Wood has been professionally refinished (\$2300), chrome replated (\$5500), 5 new Dayton wire wheels, 5 new Avon radial tires, 5 new knock-offs (\$2000). Front end all rebuilt with new parts. Thousands of dollars worth of new parts including 4 sill plates, rubber kit for the entire car, all aluminum parts polished. Pick your color combination, car needs interior and paint and lots of assembly. I have spent over \$10,000 in new parts. Asking \$12,000 or best offer. Robert Alexander, Allston MA, 617-783-1196, rmina3344@hotmail.com (7/07)



1973 XKE Roadster - Series III V12. 46,525 miles, 2nd owner, purchased 18 years ago. Excellent condition, 4 years in the Glen, NH museum. Signal Red with Black interior, hand carved mahogany dash, all original interior, radio, trim, etc. Have original title, and all service records since new. E-photos available. \$39,650 firm. Don Fitzgerald, New Hampshire, 904-461-5758 (winter number), p4t@adelphia.net (2/07)



1987 XJ6 - The last year for the Series III. This is an entirely ORIGINAL two-owner car that has always been garaged and well-maintained. I have owned her for 17 years. Total mileage is less than 41K. Dark metallic grey with medium grey interior. Excellent in every respect. All documents and car cover included. Pictures are available via email. \$10,500. Phil LaCasse, Boxford MA, 978-887-8655, plsamfam@aol.com (11/07)



1988 XJS V12 - Red with black top, interior & boot, all original, wire wheels, Italian headlights. Body in great shape; always serviced by Jaguar mechanics. Nardi touring package. Everything works. New Pirelli tires; heated leather seats; power antenna. H & E version one of 800 built, only 300 left; 67,000 miles; original manuals & books. Asking \$16,000; appraised for much more. Russ, 603-666-0737 (8/06)

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1996 XJS6 Convertible - NEW PRICE 3/07! White with tan leather and tan top. In excellent condition. 60,878 genuine miles. Stored during winters and meticulously maintained by Jag technicians. Asking \$15,000. Photos available. Harold, Acton MA, 978-263-9978, shandhh@verizon.net (4/06)



2000 Jaguar XK8 Convertible - British Racing Green with tan interior and top. Only 42,500 miles. This Jag is in superb condition in every way. Never any accidents or oxide. Garaged and pampered since new. Timing chain tensioner upgraded. Brimming with power & convenience features. Classic, drop-dead gorgeous color scheme. (Reason for selling: getting a BRG/tan XKR.) More info and photos at www.dvpratt.com/xk8. A whole lot of car for \$19,500, and just in time for spring. Dave Pratt, Dedham MA, 781-320-8208, dave@dvpratt.com (3/08)

PARTS FOR SALE

1969 Series II Jaguar Bonnet - "Brand New". This front end sheet metal was purchased over twenty years ago from a parts dealer in RI. It is new and in near perfect condition aside from a couple of dings from being in a garage for so long. I have plenty of photos to share upon your request. Serious inquiries only please. Best fair offer takes it. Chris Kielb, 413-734-4544 or 413-531-7580, advance-welding@comcast.net (6/06)

Windscreen - For XKE Series III Roadster. This is an aftermarket windscreen. There are no pits or cracks. It is used, though. \$80. Ray, Norwell MA, 781-659-4024, crookjag@comcast.net (2/07)

Mystery Driveshaft - I have a driveshaft, maybe from an XJ6, left over from a lot of parts that came and went years ago. It is a two-piecer with a square mounting plate in the middle. If you would like it, I'll accept

(Continued overleaf...)

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any offer, especially a Dunkin Donuts gift card in any denomination, to make it go away! John, Wayland MA, 508-653-5094, dpisland@galapanet.com (2/07)

Coco Mats - A set of blue Coco mats for a Series 3 E Type, nearly NOS, from the 70's, slightly used, in great condition, \$25. Ray O'Brien, Brookline MA, 617-734-5949, raymondobrien@comcast.net (7/07)

E-Type Series I Radiator - When I rebuilt my '67 E-Type 4.2, I replaced the radiator with one of aluminum, so the original is surplus. Previous owner said it had been recored, but I cannot vouch for that. I never drove the car prior to the conversion to aluminum, so I have no experience with this radiator. The sale includes a high-quality aftermarket fan that is attached to the front of the radiator. Photos on request. \$400. Dennis, Boston area, 781-641-3537, dennis.eklof@verizon.net (7/07)

E-Type Restoration Parts Left Over - Four 15" chrome wire wheels, fair condition, serviceable, rust mostly on spoke nipples, some spots on rims. AMCO boot lid luggage carrier, excellent condition, straight, no rust, chrome good. AMCO front & rear bumper guards, fair condition, a few minor

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XJ-S Engine & Trans - FREE! 5.3-liter HE V-12 engine and transmission available to anyone who wishes to pull it out of my XJ-S. The car is in an enclosed 7-car garage, with lots of room to work. Tools are also available, including air tools, compressor, and a new engine hoist. Tom Letourneau, Cumberland RI, 401-334-3315, AlfaRacer1@cox.net (2/08)

WANTED

XK140 Roadster - In good condition and a good driver. David, 617-332-6400 X14, 617-232-9595 (6/07)

LH Camshaft Cover - I have a 1986 XJ6 with a 4.2 liter XK engine. My left hand valve cover is cracked. I am looking for a used one. I believe all the XK valve covers are the same. Please let me know location and price. Greg Elevich, Marblehead MA, 781-631-5678, gelevich@yahoo.com (12/07)

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Car to Swap - 1988 BMW 735i. Will swap for a Jaguar 420G, MGA, or Mercedes 280SE (W108/109). I have replaced my very fine 1988 735i (E32) with an X5. I'd like to swap the 735i for a Jaguar 420G or E-Type, an MGA or a Mercedes 280SE (1970-73), of similar or equivalent value. I have a Jaguar Mk II so Mk IIs are excluded. Car must be in good running order. More details and photos at mysite.verizon.net/vze7bvou/bmw735i. Vinoth, Brookline MA, 617-734-3270, rentalroom@hotmail.com (2/07)

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BULLETIN

from Bridgnorth



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



As winter is upon us and the joys of motoring are reduced to simply getting there in one piece and hopefully keeping warm, a neglected heating system will soon have you shivering! Not to mention the steamed up windows and a windscreen that ices up on the move!

If you have doubts based on your experience from last year you may be surprised to learn just how inexpensive it might be to get a little

warmth back into your life. Here are a just a few prices of the parts that might stop you seeing your breath as you drive!

HEATER MATRIX

E-Type S1/2	£40	€54	\$65
E-Type S3	£53	€72	\$86
MK2/V8	£42	€58	\$68
XK150 late	£90	€123	\$146
MK10 3.8	£89	€122	\$144
XJ6 S3/XJS early	£59	€80	\$95
XJS late /XJ40	£69	€93	\$111

HEATER VALVE

XJ6 S1	£35	€47	\$56
MK2/V8	£37	€51	\$60
E-Type S1/2	£21	€28	\$34
E-Type S3	£53	€73	\$86
XJ6 S2/3	£33	€44	\$53
XJ40	£26	€36	\$42
XK150/MK1	£28	€39	\$46

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Meanwhile, back on the spanners, the simplest of jobs can prove to be the hardest to do if you haven't got the right tool for the job. Here are a few of the ones that we get asked about all the time....

Genuine Thor copper hide hammer	£13	€18	\$21
Steering rack bush removal tool	£29	€39	\$46
Tool kit Garrington adjustable spanner	£29	€40	\$48
Tool kit feeler gauge set	£15	€21	\$25
Grease gun	£28	€39	\$46
Wooden 2 eared spinner removal tool	£13	€18	\$22
Three eared spinner removal tool	£30	€41	\$48
XK jack	£94	€128	\$152
MK2/ XK jacking ratchet	£39	€53	\$62
XK/3.8E budget lock key	£4	€6	\$7
Battery conditioner charger	£42	€58	\$68
XK engine timing chain tensioner tool	£14	€19	\$22
XK engine cam gauge	£15	€21	\$25
AJ6 engine cam gauge	£24	€32	\$38
Carb balancing tool/gauge	£26	€36	\$42
Stromberg carb adjusting tool	£6	€8	\$10
Massive steel oil drip tray	£18	€24	\$29
Wire wheel cleaning brush	£7	€10	\$12
XK tool roll*	£13	€17	\$20
E-Type S1/2 tool roll*	£20	€27	\$32
E-Type S3 tool roll*	£24	€33	\$39

* No tools included

SNG Barratt UK Ltd,
Bridgnorth, WV15 6AP
TEL: +44 (0) 1746 765 432
FAX: +44 (0) 1746 761 144
E-Mail: sales.uk@sngbarratt.com

SNG Barratt USA,
Manchester, NH 03104, USA
TEL: +1 800 452 4787 (toll free)
FAX: +1 603 622 0849
E-Mail: sales.usa@sngbarratt.com

SNG Barratt France,
71850 Charnay les Macon
TEL: +33 (0) 3 85 20 14 20
FAX: +33 (0) 3 85 29 01 47
E-Mail: sales.fr@sngbarratt.com

SNG Barratt BV,
Oisterwijk, Holland. 506 1JR
TEL: +31 (0) 13 521 1552
FAX: +31 (0) 13 521 1550
E-Mail: sales.nl@sngbarratt.com

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fulfilling responsibilities...

now I spend it
pursuing my passion...

I don't want it to stop.”

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The Kaleel Company, Inc.
77 Franklin Street, Suite 501
Boston, MA 02110
617.338.8747 Phone
617.338.9410 Fax