

The
Coventry
The Newsletter
of the
Cat



Vol 14 - Num 7
July 2012

Jaguar Association
of New England

***Celebrating 40 Years of Concours
1972 - 2012***



***July 18, 1970, at Larz Anderson Park,
the first documented gathering of Jaguars by our club,
then called the New England XK Association (NEXKA).
See "History of JANE Concours d'Elegance -- 40 Years (or more?)
by Carl Hanson
(pages 16-19)***

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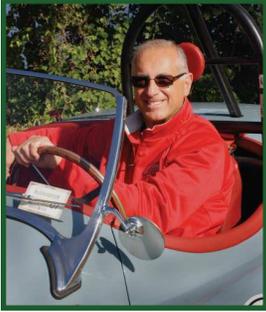
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President's Update - July 2012

Shifting from High Speed to Low Speed

By Michael Kaleel



These are my favorite months of the year. I love the hot weather of July and August. The hotter the better. As soon as it's in the high 70's, the top on my Jag XK goes down and I'm cruisin'.

We have had a number of what I call long distance or high speed events this year: a trip to the Adirondacks, and now many members of our club racing at Lime Rock and Watkins Glen. June started with the VSCCA/Jag Club event at Lime Rock Park. Many JANE members took their cars out. I recall seeing around 15 of our members who brought all kinds of cars, from Jags, Porsches, Sprites, and Ferraris, Dennis's Brunton Stalker, and more. Some members had never been on a race course before and enjoyed the school.

Your Board had a long meeting to discuss upcoming events and progress and studies of the 2014 JCNA Annual General Meeting (AGM) that we are considering hosting in Boston. Dennis Eklof, Dean Saluti, and Margie Cahn have been working hard and have some exciting options to present; more to come.

We had a very large turnout for British Car Day at the Larz Anderson Auto Museum on Sunday, June 24th. Although it's one of my favorite annual JANE events, I was out in the Midwest and could not attend. I'm sorry I missed it. I'm told an excellent time was had by all.

And last month's meeting was an overwhelming success, even exceeding my expectations. Frank Grimaldi, a member long ago who recently rejoined JANE, gave us a biographical history of his childhood years driving his dad's Jag, then racing both his dad's and eventually his own Jags. Frank has won titles in SCCA in a Camero Trans Am car. He is not only a very fast driver, but an entertaining speaker. While the presentation at its core was about race cars, he shared many anecdotal stories of his and his family's experiences both on and off the track during the years that Frank was perfecting his race car driving skills. It was funny and delightful watching him and his wife, Ann, through his presentation. At the end, John Feng said, "he is so unassuming, who would have thought he accomplished so much." Thank you Frank and Ann.

July has three offerings for socializing. First, on July 15th we have our first of two Slalom events for the year (see the article on page 8). This will be Big Al Zanengo's first event as Slalom Chair. Please come out and show your support. Remember, this is a very low-speed event. Most will not reach 30 miles per hour. Actually, some people can run this short course faster than others will drive it, but all will have a good laugh and a big smile, and may even improve their driving skills. Bring your kids and grandkids, they will learn something as well. And it's a great way to bond with a younger generation. Try it, you will like it, or just volunteer for a day and come watch your friends! Call Al at 781-337-3744 for more information or if you want to help.

The following weekend we have our day at the polo matches. Yes, it's Myopia! Aldo Cipriano has built this very social and pleasurable event to become one of our best. It's an afternoon of relaxing, watching a polo match, socializing, enjoying a picnic ... and admission is free! That's right, there is no entry cost to our members. For those new and old members who have not attended our Myopia event before, the grounds are beautiful, the horses magnificent, and the players are topnotch. Be there, or be square!

And our July monthly meeting on Wednesday, July 25th, promises to bring lots of laughs. The Dirt Brothers (as our long-time members Stu Forer and John Fuller have been dubbed by John Brady as a result of their ages and experience) will share their experiences and knowledge of European cars, history of cars, and racing history of special cars. Stu was a Northeast champion in SCCA in a Lotus 23 and a one-time Toyota dealer. And John was a Northeast champion in a big block Corvette and a Crossle race car dealer. They just don't look the part, probably because we associate them with their very beautiful Jaguar XK120's. And since I race against them, I can tell you that they are great competitive drivers. However, I'm dying to find out how they ended up with Jag XK120's and how they planned out the restoration of their 120's to high-level show cars that they race part time. No matter what I do to my 120, it's not as nice as theirs. What is the secret, guys? Don't miss this opportunity to hear this one-time presentation.

And remember, August 4th is the date for our South Shore Tour and Picnic by the Sea, hosted by Ken and Mal Loring. This will be a short drive down the South Shore, ending at Ken and Mal's home for a picnic overlooking the ocean ... a good way to stretch your Jag's legs and share a lovely afternoon at a fellow member's home. Thank you Ken and Mal for inviting us to your home.

And on August 11th we have our signature event, our annual Jaguar Festival and Concours. This three-day event is always a memorable experience. Whether you arrive on Friday night or early Saturday morning the camaraderie is welcoming and the party happening. Please go to our new Concours website, www.janeconcours.com, for more info and to register. It's the best show in town. See you there!

And finally, a more serious and very important item needs all of our attention. As I have stated several times this year, our *Coventry Cat* Editor, Prebble Eklof, is stepping down at the end of this year. She has given us a drop dead date of January 1, 2013. Prebble has been editor for over four years now and it's time for new blood. As Prebble says, she knew nothing when she took it over from Dave Pratt, and I must say, she has done a spectacular job since. We NEED a new editor to take over. Please, someone step up! It's not forever. Prebble took over from Dave, and Dave took over from Harry Parkinson. We have come a long way under each person, and that's because of all the people willing to help the editor. The new editor will receive help from Prebble and members of our Board, and will create their own history. Don't be shy! Imagine our club without this newsletter ... our communication ability will drop substantially. This is our club, we are all in it together. We have made this the largest Jaguar Club in the US, and perhaps even the most active car club in new England on a per member count because people step up and volunteer. If you have the slightest curiosity and possible interest, please contact Prebble or myself or any Board member.

That's all for now. I look forward to seeing you all in the weeks ahead. Please come by and say hello to me. 🇺🇸

Michael



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 Clubs of North America (JCNA). JANE is incorporated in the Commonwealth of Massachusetts.

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Visit JANE on the web at

www.j-a-n-e.org

From the Editor



JANE's Tracey Levasseur certainly had her timing right when she wrote "Ethanol and the Older Vehicle" in the August 2011 issue of *Coventry Cat*. It's a hot topic these days. Not only was Tracey's article reprinted in the May-June 2012 issue of *Jaguar Journal*, she has also been asked for permission to have it run in two other publications. It will appear in an upcoming issue of the Classic Car Club of America's *CCCA Bulletin*. CCCA is an organization dedicated to automobiles of quality and distinction built primarily from 1925 to 1948. And the editor of the Boot'n Bonnet's quarterly newsletter, *The Spanner*, has also asked for permission to reprint Tracey's article. Boot'n Bonnet is a British car club based in Ontario.

Dennis Eklof's "So You Need a New Garage Floor?" article, which appeared in the January 2011 issue of *Coventry Cat* has also appeared in the May-June 2012 *Jaguar Journal*. And Peter Bourassa has asked to use the article in an upcoming issue of his Motorsports Marketing Resources newsletter.

Allen Liberman's third place photo winner is shown in the current issue of *Jaguar Journal*, and I believe Aldo Cipriano's Myopia Polo Matches article from last year is scheduled for publication in a future issue of *Jaguar Journal*.

Congratulations again to all of JANE's 2011 Newsletter Award Winners in JCNA. They are all still getting coverage here and there. 🍷

Prebble

The JANE Regalia Store is Open!

Go to the JANE website Home Page and select Buy Club Regalia.

It will take you to the JANE Regalia Store and you'll be amazed at what all you can buy there.

Go Shopping!

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From the Membership Corner

By Ed Avis



Ed Avis

I'm happy to report that the JANE membership continues to grow, thanks to our 33 new members and our members from 2011 (and earlier) who are still renewing their membership for 2012. As of the end of June we have 255 active members and 7 associate members!

However, we're falling behind on our goal of 100 new members in 2012. We'd hoped to recruit 50 new members by the end of June, and while 33 is an impressive number, we're 17 short of where we'd like to be. I'm confident that with everyone's help we can still reach our goal. If you meet a Jaguar owner who's not a JANE member, be sure to invite them to join! Tell them about the JANE website, about all the exciting activities planned for this year, about the Concours in August, and especially about the friendly folks who make JANE so special!

That's it for now! 🍀

Cheers (and happy motoring),

Ed Avis

Welcome to our New Members for June

Moses Botbol and Elys Rodriguez
Elizabeth Fekete
Andrew and June Flake
Kathy and Dick Hordon

Brighton, MA
Framingham, MA
Vineyard Haven, MA
Newburyport, MA

2007 XK Coupe
1998 XJ8 VDP
1965 E-Type OTS
XJ8s, XJ12, XJ8L,
XKE, and MORE!

... and Welcome back three returning members:

Thad and Althea Dabrowski
Simon and Margit Price
Don and Linda Clayton

Amherst, MA
Holliston, MA
Charlton, MA

1967 340 Sedan
1968 E-Type S1.5 OTS
1989 XJ-S Convertible

JANE is now at 255 active members!

JANE Monthly Meetings



Longfellow's Wayside Inn

Most of our monthly meetings are held on the fourth Wednesday of each month at Longfellow's Wayside Inn in Sudbury, Massachusetts.

However, please note that we are taking a break from the Wayside Inn for this month. Our July meeting will be held at Ken's Steak House, 95 Worcester Road (Route 9), Framingham, MA. Check out their website at www.kenssteakhouse.com.

Our dinner choices will be similar to what we have at the Wayside Inn, and the price remains the same, \$25. Please let Dean Saluti know if you plan to attend, and your entree choice of beef, chicken, or fish. djsaluti@aol.com or 617-285-6564

See page 7 in this issue of the Cat for details about the July meeting program.

Ken's Steak House
95 Worcester Road (Rt 9)
Framingham, MA

Calendar of Upcoming Events

July

15 - Sun	JANE Summer Slalom	Hartford, CT
22 - Sun	JANE at Myopia Polo Match	Hamilton, MA
25 - Wed - 7 pm	JANE Monthly Meeting	Ken's Steak House, Framingham, MA

August

04 - Sat - 11 am	JANE South Shore Tour and Picnic by the Sea	Scituate, MA
10-12 - Weekend	JANE Jaguar Festival and Concours d'Elegance	Sturbridge Host Hotel, Sturbridge, MA
22 - Wed - 7 pm	JANE Monthly Meeting	Wayside Inn, Sudbury, MA

September

14-16 - Weekend	British Invasion	Stowe, VT
26 - Wed - 7 pm	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
30 - Sun - 9 am	JANE Fall Slalom	Devens Air Base, Ayer, MA

October

06-07 - Weekend	Owls Head Foreign Car Show	Owls Head, ME
07 - Sun	Boston Columbus Day Parade	Boston, MA
21 - Sun - 9 am	JCSNE Slalom	Hartford, CT
24 - Wed - 7 pm	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
27-28 - Weekend	JANE "Pilgrim's Path" Tour of Cape Cod	Cape Cod, MA

November

14 - Wed - 7 pm	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
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December

02 - Sun - 3 pm	JANE Holiday Party and Annual General Meeting	TBA
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Upcoming Events

JANE July Meeting

**Two Old Racers -- aka "The Dirt Brothers" -- Older Than Dirt!
Ken's Steak House - Wednesday, July 25**



JANE's racing greats Stu Forer and John Fuller are pictured above on the left. And there they are on the right in action on the track.

This month's meeting program is the second in a series of special racing presentations by JANE members, following the excellent show put on by Frank Grimaldi and his "Litter of Cats" at the June JANE meeting.

Come and join the fun and hear Stu's and John's first-hand accounts of their racing careers and what it is like to race vintage Jaguars in the VSCCA and SCCA. The action picture above shows John (leading) and Stu battling it out at Lime Rock Park recently in their beautifully prepared Jaguar XK120's. 🇬🇧



**Left: Frank Grimaldi during his "Litter of Cats" presentation at our June Monthly Meeting
Right: Ann and Frank Grimaldi following Frank's presentation, with JANE President Michael Kaleel (middle)**

JANE Slalom

Sunday, July 15 - 360 Market Street, Hartford, CT

REGISTRATION BEGINS at 8:00 AM - Pre-registration is not required
\$25.00 JCNA MEMBERS \$30.00 NON-MEMBERS

Slalom is a fun, low-stress, low-speed competition, one car at a time.
Instructors will be available for any newcomers. Come join the fun.

NOT LIMITED TO JAGUARS
BRING A HELMET IF YOU HAVE ONE

Directions From the West:

Route 84 east, take exit 50 Main St., left at light at end of ramp – Trumbull St., left at 3rd light – Windsor St., left at 1st light - Pleasant St., left at 1st light – Market St. 1st right on Pequot St. Lot behind Citgo gas station.

From the East:

Route 84 west, take exit 50 Main St. right at light at end of ramp – Market St. go through 2 lights, Pequot St. on right. Lot behind Citgo gas station.

From the South:

Route 91 north, take exit 32B Trumbull St., right at light at end of ramp, go through 1 light, Pequot St. on right. Lot behind Citgo gas station.

From the North:

Route 91 south take exit 32B Trumbull St., right at light at end of ramp – Market St. through 1 light, Pequot St. on right. Lot behind Citgo gas station.

Al Zanengo - 781-337-3744
alzanengo@comcast.net

Paul Bicknell - 781-271-3917
pab@mitre.org

Missing the Cones – a Very Slalom Tale By Paul Bicknell - Jaguar X-Type



Soon after joining JANE in 2011 I learned of something called the Jaguar Slalom. Being a life-long skier, this intrigued me considerably. On the appointed day in June I left the house bright and early and made my way out to Ayer, MA, where the event was going to be held on the old airfield at Fort Devens.

Heading west out from Boston, but knowing where the airfield was after years of exploring the central part of the state on my motorcycle, I made my way quickly through Concord, Acton, and Littleton, and to the airfield. But, like I said, I had left the house early and knew where I was going, so of course I got there and found the gate to the field locked. "That's ok," I said to myself, "I should really check the air in my tires," so I reversed direction and headed back into Ayer to look for a gas station where I could top up the air in my tires. I found a convenience store that sold gas and had a coin-operated air meter.

The only problem was, I didn't have any coins. Luckily the clerk didn't mind giving me change for a \$20, and with a pocket full of quarters I went back outside to get some air.

Feeding money into the air meter, I started with the left rear tire, which seemed a bit low. "Ding" went the meter, and the gauge showed 14 lbs. (hmm, guess I was a bit low....). But I soldiered on. "Ding" 15, "Ding" 16, "Ding" 17, then silence. I guess 25 cents doesn't seem to buy as much air

... in Ayer ... as it used to. More quarters. "Ding" 20, ... "Ding" 25 (getting kind of monotonous), ..., "Ding" 45 (oops, must of dozed off), "pfsst," "pfsst," "pfsst," 38, just right. Repeat three more times (gotta check my tires more regularly) and we're done.

Back to the airfield, in Ayer, with fully-aired tires, I went, to now find the gate unlocked and open. Pulling in I noticed a steep, curved road to the left that lead up to a leveled off area. Up the road I went, only to be left off beside a large fenced-in area containing a considerable number of very intimidating military vehicles. "Cool," I thought, and wondered if they were here for the races? But no, not really, they were clearly left over from some war the Massachusetts army had fought with New Hampshire sometime in the past. Giving them a wide berth, so as not to disturb them and make them angry, I made my way around and out onto the airfield (in Ayer) and saw nothing. Well, not actually nothing, I actually saw row after row of Ford Crown Victoria State Police cruisers. (Oh nice, is someone having a parade in my honor, or did they finally notice that speeding ticket from Vermont back in the '80s that I never paid?) But wait, most of them are crashed, or missing wheels, doors, hoods, etc. It looks like the airfield (in Ayer...) is really an elephant's graveyard where old police cars go to die. Interesting, but not what I was there for.

Looking past the wrecks, I noticed a group of people way off in the distance. They were too far away for me to really see anything (the Ayer airfield is pretty big), but they seemed to be the only people around so I headed toward them. On arrival I found the Parish brothers with their truck and trailer, a group of sleepy Jaguar owners (it was still quite early), and donuts and coffee. Wonderful, I was in the right place (you know, the airfield in Ayer), and I'd arrived with plenty of air in my tires.

Things were just getting started and Tom Parish was presenting the order of the day. He and his brother, Bill, had set the course up. It consisted of a rectangle roughly 240' by 140', with the ends slightly arced, a pair of side-by-side cones halfway down each long leg, and a squared-off area to the side. Tom explained how the drivers were to make three loops of the rectangle, with a crisscross of the middle on the second loop, and then to pull into and stop in the squared off area to the side. An optical time would be used to measure each driver, and the lowest time would win, but hitting any of the cones would add penalty time. Seemed simple enough.

There were 15 of us that day, six Jaguars, an Audi TT, a Mitsubishi Eclipse, a Morgan Aero 8 (you know, the cross-eyed one), a Mercedes AMG, a Toyota Prius, Dennis Eklof with his Brunton Stalker Lotus 7 clone, two full-on race cars, and me in my little all-wheel-drive X-Type.

There were actually three full-on race cars, as one of the Jaguars was a race-prepared E-Type with full race cage, slicks, and an evil, evil, sound! The other two were Triumphs, a TR6 and a Spitfire/GT (formerly) 6 that was actually very interesting. The owner had obtained a GT6 body and mounted it on a Spitfire frame. If you don't remember, the Spitfire and GT6 were nearly identical cars, the Spit a convertible, the GT6 a coupe, with the main difference being that the Spitfire had a 4-cylinder engine and the GT6 a ... ta da ... 6. So this owner, instead of placing the big engine in the smaller car, had effectively placed the small engine in the bigger car. I talked with him but never really understood his logic. The car still looked pretty fast, though!

The day actually got started, after everybody had donuts and coffee to wake up, with registration and a "tech" session. To participate in a slalom event everyone needs to sign a release and also fill out an application form. The release is necessary for obvious reasons, the form is needed because all JANE slalom events are sanctioned by the national club (JCNA) and all times are recorded for JCNA events.

Once the forms were signed, every car was tech-inspected by Tom Parish. This was actually pretty minimal since most of the cars were street legal and therefore had state inspection stickers. Tom, for the most part, just checked that there were no flat tires (ya, aired tires in Ayer), that floor mats had been removed, batteries were fastened down tightly, and that there was nothing loose inside the car or in the trunk. After that it was on to practice runs.

Practice runs consisted of everyone who was interested having a chance to drive the course without being timed. Most people took advantage of the chance ... some didn't, I did. A run was three times around, with a crisscross on the middle lap while trying to remember to keep the cones on the correct side of the car on each lap. It didn't seem so tough, and I made it around pretty well (i.e., when a particular cone was supposed to be on the left side, it was, and likewise for cones on the right), and I made it into the stop-box in one piece and felt good. It seemed so simple, but then the timed runs started and things got more interesting.

On my first run I took it slow out of the starting gate. X-Types have a notoriously under-engineered AWD system, and the last thing I wanted to do was to leave little oily chunks of my transfer case all over the track! So, easy it was until I made it around the first cone. Then I hammered it ... except that the side-by-side cones that I had to get around appeared immediately in front of me right NOW, and I had to get off the gas in a hurry and steer around them. Then it was back on the gas, but not so much, because the arc at the end came up fast, too. Down the other side, past the side-by-side cones I went, and then around the other arc. The crisscross on the next lap was fine, and I felt I was controlling things pretty well. I was getting a little oversteer and not too much brake lock-up. I was in control and the car felt like it was dancing. "Man, this is great!" I thought.

But, has that ever happened to you, when everything seemed fine and you said something dumb to yourself like: "Man, this is great?" Well, it happened to me on that day. Coming down the last long leg I over-cooked it and went wide on the arc, with my tires screeching and the ABS hammering. I missed the cone in the middle of the arc. DNF.

Feeling slightly ashamed, I parked off the course and watched other drivers practicing what I seemed to have already perfected ... that is, how to have trouble running a Jaguar Slalom course. Turns out that when the clock is ticking it's pretty hard to wind your way around a tight and difficult driving course. However, some drivers were clearly pretty experienced, and you could tell because they made it around very smoothly with little time noise and great balance. Clearly, practice does make things better, if not perfect.

So on the rest of my runs that day I kept the voice in my head telling me to go faster under control, and tried to be smooth and balanced. I found that the cone at the end of each long leg is tough to get around without brake lock-up, tire squeal, and drifting wide. I realized that I was going to have to keep working on that one. However, when all was done, I found that my third run was actually pretty good, and in fact turned out to be the 8th fastest run by an X-Type in a JCNA Slalom in the country. So I guess from this perspective I can go ahead and give free rein to the voice in my head and let it say: "Man, that was great!"

My first Jaguar Slalom was a complete success. I had lots of fun, didn't break my car, met lots of nice people, saw some very cool cars, and got to watch them being driven fast. Engines racing, tires smoking, cars flying sideways, people laughing, a great time was had by all.

So, I guess the end of my story is that I hope you can come out for a JANE Jaguar Slalom, even just to watch. I'm sure you'll enjoy it, I certainly did! 🇺🇸

JANE at the Myopia Polo Club

The Largest Active Polo Club in the US



Aldo Cipriano
Event Chair

THE JAGUAR CUP



On Sunday, July 22, 2012, JANE is invited to the Myopia Polo Matches for the Jaguar Cup's fourth year in a row. The Myopia Hunt Club is located at 435 Bay Road in South Hamilton, MA. This is a no-cost event, as admission will be covered by our sponsors:

Exeter Jaguar - Wagner Jaguar - Jake Kaplan Jaguar

We should arrive promptly at 12:30 p.m. so that our cars can be positioned on the right side of the field in a reserved area. Bring your lawn chairs and portable tables so you can relax by your Jag. Bring picnic baskets with goodies and beverages for your lunch. Picnic out of your "Boot."

There will be a Women's Ascot Style Hat Contest. First Prize for the ladies will be a \$300 gift certificate to the Salmagundi Hat Shop in Boston! The elegant shop will have a hat display near the pavilion. All lady contestants will receive prizes.

RSVPs are required to allow your car on the field. Many JANE members have already committed. Please call/email Aldo at 508-320-1679 / Cipriani62@yahoo.com by July 6, 2012. 🇺🇸



JANE flag flies by a fancy picnic spread



Action on the polo field



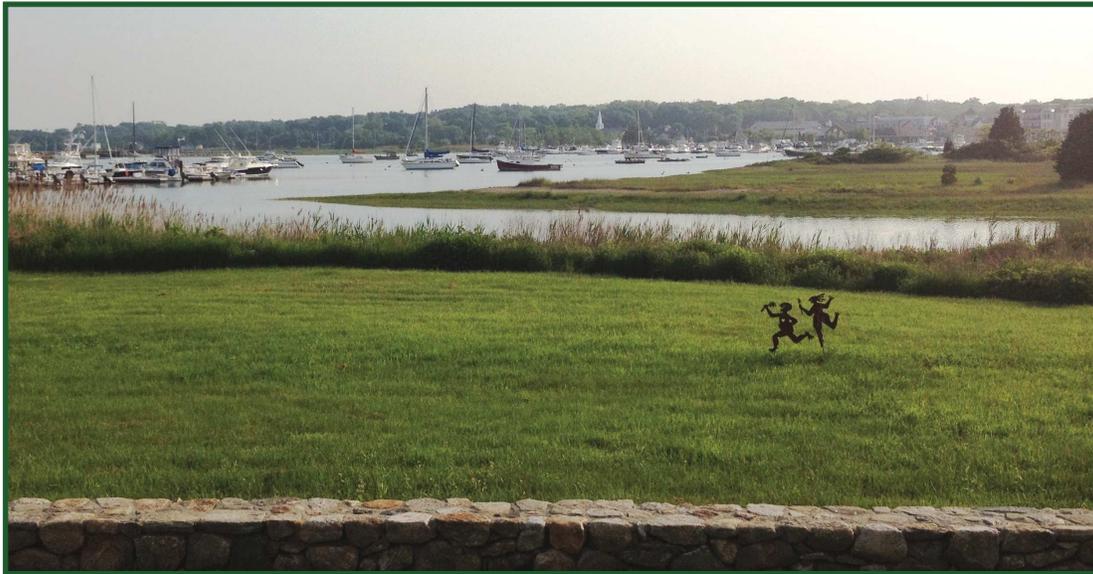
JANE's Jaguar Cup Ladies wearing their hats

JANE South Shore Tour and Picnic by the Sea

Scituate - Saturday, August 4

Ken and Mal Loring are hosting a JANE picnic at their home in Scituate, MA, on Saturday, August 4th. The plan is for everyone to meet at Burger King in Rockland, which is Exit 14 off Route 3, at 11 a.m. At the meeting location Ken and Mal will provide maps with details of the area, and then lead about an hour's tour, with lovely views along the way, to their home in Scituate for a picnic right there on the harbor. What better way to spend a summer Saturday in New England!

Ken and Mal will provide sliders, "cook your own," and drinks, and it would be helpful if attendees could pitch in potluck with some side dishes and desserts. They need to know how many to prepare for, so please email Mal at maryalicoloring@aol.com or call Ken at 617-967-8407 if you plan to join in. Let Mal know by July 15 what you plan to bring as a contribution to the picnic, and get in touch with either of them with any questions you have about the event. 🇺🇸



This is the beautiful view from Ken and Mal's home!

Autumn "Pilgrim's Path" Tour of Cape Cod

Saturday, October 27 (Rain or Shine)



Tom and Mary Finan

**SAVE THE DATE
AND
MAKE YOUR RESERVATION!**

Tom and Mary Finan (with thanks to Aldo Cipriano for bringing forth the idea and inspiration) have all the plans in place for a Saturday, October 27, driving adventure.

Our route will take us through 10 of the 15



Cape Cod towns, starting at the beginning of The Cape in Sandwich and terminating at the end of The Cape in Provincetown, with stops at two Cape Cod National Seashore sites in Eastham. We will be offering options for overnight stays in Sandwich on Friday and/or Saturday, breakfast arrangements on Saturday, and dinner arrangements on both Friday and Saturday evenings. It is a lovely time of the year on The Cape, and we are looking forward to many JANE members joining us on this beautiful peninsula we are pleased to call our year-round home.

Much more information and details will appear in the August and September Cats, with links to everything you will need to register for this event. Please email Tom at tfinan@capecod.net or phone at 508-255-1152 if you require any information or have any questions prior to receiving the August Cat. 🇺🇸

JANE 2012 Jaguar Festival and Concours

August 10 - 12 - Sturbridge, MA



Bruce Murray and Ed Avis
JANE Concours Co-Chairs

Concours Update for July

Ed Avis has mailed out 350 announcement flyers to all the JANE members and other individuals. If perchance you did not receive one please contact Ed at ed@avisfamily.com.

The registration process is now underway and we have received 25 entries to date. Most of them have been placed and paid for using the new website, www.janeconcours.com, so we are pleased that all the work by Mohan Rao and his team was worthwhile. Please do register as soon as possible, if only to help the hard-pressed registrar get the registration packages done early. This year we have a **late fee of \$15 for registrations received after August 7**. This is really as a courtesy to the registrar and volunteers who have quite enough already to do on the day itself.

A first edition of the *Concours Cat* has been printed and distributed to our sponsors for their use. This is a customized, shortened version of our newsletter, created by Tracey Levasseur and Prebble Eklof. It is being edited and updated to become the event guide to be handed out on the day, and will include Carl Hanson's story of our Concours history.

We would like to acknowledge all our sponsors for their support, which enables us to have a great event at reasonable cost to our entrants. Our signature sponsor is Woburn Jaguar, with special thanks to Richard Congelosi and John Aldinger. We are looking forward to seeing and learning about some new Jaguar models that will be displayed at the Concours.

Support from KTR Motorsports, Donovan Motorcars, Shasta Tek Internet Services, and SNG Barratt is also very much appreciated.

Carl Hanson is continuing to acquire articles for the silent auction and the raffle. If you have any treasured items (or even not) that you would like to part with, do please contact him. A personal favorite is the E-Type cookie jar donated by Herb Strachman.

The auction and raffle are a very important part of the Concours, since they contribute a good deal to the financial health of the event. Carl Hanson and Dennis Eklof will be running the auction and the raffle, and Sandy Cotterman will be in charge of raffle sales.

Bruce is starting to get his head around all the things that need to be done during the event, identifying the tasks, some of which still need volunteer help. In a week or so he will start canvassing for volunteers.

Betsy and Gordon Taylor-Kennedy will once again run the Hospitality Suite. If you have some Jaguar-related movies you would like to share at the Friday night show, please bring them along.

Finally, we are grateful to Richard Kosinski, a new JANE member, who will be running the Sunday morning Poker Run.

Lastly, don't forget to make hotel reservations to get the club discount room rate. 



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It's Showtime! What To Expect the Day of the Concours ***Part 3 of a multi-part article on everything you need to know about our annual Concours*** ***By Tracey Levasseur***



Tracey Levasseur

In this last installment of these Concours articles, the focus is on what to do within the weeks and days leading up to and including the day of the show. This article is geared to the first-time Concours entrant, but it may be a helpful brush-up for those of you who have shown before.

Well before the Concours, you should pre-register.

Why? First, it costs less than registering the day of the show if you pre-register by the deadline, in JANE's case that is August 7th. By now JANE members have received a brochure indicating the website to pre-register online – www.janeconcours.com – and a return postcard to receive a hard copy of the registration form should you choose to snail mail your entry. Second, pre-registering allows the show committee to plan field space because they know how many cars will be in each class and division. This improved planning helps judges locate cars they need to judge so no car gets missed and no time is wasted in searching for them.

The Day Before. Do your homework! Not only is knowing your car important to showing it, but knowing the Concours rules is essential. If you haven't already done so, visit JCNA's website and review or download the Official Concours d'Elegance Rulebook, currently at edition 10.2, at <http://www.jcna.com/library/concours/index.php>. Make sure you understand what is to be judged on your car based on the division you've entered. Also check out the judges' score sheets so you are aware of what the judges will be looking for. If you have time, "judge" your car using the sheets.

The day before is the best time to do a thorough car cleaning. For details on this see "Clean That Car!" in the May issue of *Coventry Cat*.

Concours Morning. Arrive early! This cannot be stressed enough. The show committee knows some entrants travel far to attend, which is why the Concours is held at the Sturbridge Host Hotel. Maybe you should consider staying at the hotel. Entrants get a discount rate, and the hotel offers a car cleaning area if you want to clean your car the day before the Concours.

Arriving early enables the field committee to park you in the correct spot for judging. And it allows you to take the time to review your registration package and do final cleaning touch-ups to your car. After all, if you drove your entry to the Concours you'll have to clean off road dust and bug guts. Don't forget to do an operation verification check on your horns and lights, which may have gone out during the travel. Another reason to arrive early is you'll have time after touch-ups to evaluate other entrants, especially your competition. Take the time to converse with other entrants, as this is where you'll learn the most about Jaguars and Concours.

Now you're on the show grounds and parked in your spot. First thing to do after reviewing your registration package is place it securely on the windshield, easily seen by the judges. Make sure your windows

are up, your convertible top is closed, personal belongings are removed from the car, and the floor mats pulled out but nearby for judging. If you're entered in Champion Division, set out appropriate tool kits and owners manuals to be judged. If you're in Preservation Class, have your Jaguar Daimler Heritage Trust (JDHT) certificate available. If you're in Special Division S2, you should have your race history or racing logbook with you. And if you're in S3, your list of non-authentic items should be submitted to the Chief Judge before judging.



**Two Jags cleaned and in place,
with their registration packages clearly visible for the judges**

Rags Down! This is the official start to judging, and all entrants must stop cleaning their cars. At this point you won't know if you'll be judged first or last, but it's best to stay close to your car until after it's been judged. Make sure all cleaning materials and personal items are moved from the immediate vicinity of your car to allow the judging team to walk safely around it.

The judging team is composed of three or four individuals wearing judges shirts. One of them will be designated as team leader. He/she picks up the registration package when ready to judge your car and will call your name and offer a brief salutation. At this time be attentive to any questions or requests made by these individuals. It may be necessary to turn off cell phones or send the kids away for the 15 minutes of judging. Remember, judges are not allowed to touch your car, so you must be available to open and close, as well as operate the car as required by the team.

Another important thing to note, if you're a returning entrant, is if in previous concours you had non-authenticity issues, have any factory documents readily available to save the judges' time and hopefully eliminate the possibility of a deduction. Also, if you had any items that were or were not deducted in previous shows, they have no bearing on what the current judging team may or may not find.

The team takes a maximum of 15 minutes evaluating your car and filling in the score sheets. As they're hovering around your car be courteous and refrain from conversing with them except to answer questions. Distracting them wastes time and may cause mistakes to be made. Once

they're finished, a judge may ask you to sign a score sheet if they find a non-authentic item. Otherwise they'll send your score sheets off to be tallied, thank you for attending, and move on to the next car.



Two judging teams at work

As an entrant, remember that the judges are there for the purpose of helping you improve your car according to the JCNA guidelines. But you're also there to enjoy the day with your car. Confrontations about deductions during judging is not the goal. If you disagree with a judge on a particular item, you can appeal the judge's decision either with the Chief Judge or to the National Committee if necessary.

Once the judges leave your car you are free to move around the show field, but you should not leave. Entrants are urged to stay until after all judging is complete. So to pass the time, you may want to observe the judges in action, just don't get in their way. Once all judging is complete you can stay for the awards. Following the awards there is a dinner available (see the registration form for details).

Regardless of whether you take home a trophy or not, the Concours is supposed to be a fun, enjoyable day of beautiful cars and happy people sharing like interests. 🚗

THREE CONCOURS REMINDERS

PLEASE PRE-REGISTER FOR THE JANE CONCOURS BY AUGUST 7

A \$15 late fee will be charged for all entries received after that date.

No exceptions!

CONCOURS RAFFLE AND SILENT AUCTION ITEMS ARE STILL NEEDED

Please send any items you wish to donate to:

Ed Hall, c/o H&H Delivery Inc., 225 West Street, Berlin, MA 01503

or

**Bring your items to our July monthly meeting at Ken's Steak House, and someone will make sure they are delivered to Ed.
We're collecting things now!**

WE STILL NEED A CONCOURS PHOTOGRAPHER -- MAYBE TWO

**If you have a camera and can volunteer to take pictures during the day,
please call or email Bruce Murray
781-729-1886 or bruce.s.murray@verizon.net**

History of JANE Concours d'Elegance -- 40 Years (or more?)

By Carl Hanson



Carl Hanson

This year we are celebrating JANE's 40th Concours d'Elegance, a moment to be proud of for sure. So let's take a look at the history behind what brings us to this date.

Founding of our Club. The original organization of our Jaguar club was called the New England XK Association (NEXKA), founded by Bernie Yurt and friends in 1968. Many of you recall we celebrated our club's 40th Anniversary in 2008. NEXKA continued until 1985, when Peter Gould and friends reorganized and renamed the club as the Jaguar Association of New England, Ltd. (JANE) in 1986. JANE has continued to the present day.

Early Car Shows ... Our First Concours? Member car shows have been important club activities from the beginning. The first meeting on the lawn at the Larz Anderson Auto Museum, then called the Museum of Transportation at Larz Anderson Park, was held on July 18, 1970 (see cover page). Twenty-five cars came to the show, including five XK120's, four XK140's, three XK150's, and six E-Types. Other cars included a 1935 BMW, an Aston Martin, and several MGs. This was an informal meeting, with no indication that cars were judged. The next

year, however, NEXKA held its first "XK Day" on Sunday, July 10, 1971. Judging took place and ribbons were handed out, so this event could be considered our first "Concours d'Elegance" competition. This is confirmed by a copy of *Coventry Cat* dated July 1984 wherein there is an announcement of the "13th Annual Concours d'Elegance" on August 5, 1984. You can do the math, but it appears that NEXKA's first Concours was indeed the one held in 1971. In that case, our 40th Annual Concours occurred last year, in 2011. However, JCNA judging guidelines did not come until 1973, so there is no indication what standards were used in 1971.

The first documentation of an official Concours that we have in JANE archives relates to the XK Day on July 29, 1973, sponsored by NEXKA and Jaguar Clubs of North America, according to a notice printed in the *Boston Globe* section of "Sports Car Races, Rallies" on July 22, 1973. The event was featured as an "annual concours (sic)" and announced judging starting at 1 p.m. for "eight classes including E-Types and V12 from 1969."

Given that a car show with judging took place in 1971 ... ribbons were awarded ... and an official announcement of an annual concours appeared in 1973, how is it that we consider 2012 as our 40th Annual Concours? We have no definitive answer, but here is a logical theory. The 1973 event was advertised as an annual Concours, the implication being that there was a Concours in 1972. Discounting the 1971 event as an official Concours due to unregulated judging standards from JCNA, we can assign 1972 as our starting point. This theory will be held until disproven by substantiated evidence.

Early Concours Judging Rules. So now that we have decided that 1972 was our first official Concours, what judging rules were in effect at the time? We do not have record of the scoring sheets from 1972, but a "new scoring sheet" was handed out at the February 1973 Annual General Meeting of JCNA at Saddlebrook, NJ.

Besides the scoring sheets, the rules for scoring were:

1. No points for odometer reading.
2. Distance driven to Concours, 5 points per 50 miles after first 50, max 50 points.
3. Age of car: 5 points per year to maximum of 50.
4. Trailering: No points.
5. Award 1000 points on registration, after deducts divide by 10 for perfect being 100 points.
6. Qualified judges to be appointed. (non-entrants)
7. Best in Show: Best in Class cars rejudged, age bonus points only, use new scoring sheets and destroy after judging.
8. National Championship based on 3 Concours average of raw scores. Only age bonus points allowed.
9. Controversial points raised regarding original Jaguar equipment to be discussed by judges as question is raised, their decision is final.

New set of classes:

1. Classics (Mk V & earlier)
2. XK120
3. XK140/150
4. XKE 1961-1967
5. XKE 1968-on
6. XKE Series III, V-12, Coupe & Roadsters
7. Sedans (Mk VII through 420G)
8. XJ6 & 12 sedans
9. Competition (Original Jaguars)

A minimum of 3 cars to form a class. Host club may rearrange classes if necessary. No rain dates. When possible, cars to be driven from parking area to judging area.

JANE Concours Sites. NEXKA and JANE held annual Concours at the Larz Anderson Auto Museum until 1992. An exception during that period was in 1987, when JANE hosted the JCNA Biennial at the Colonial Hilton in Wakefield, MA. (More on our hosted national events follows.)

Starting in 1992, the Concours sites have been:

1992 – Fruitlands Museum, Harvard, MA (It rained the whole day!)

1993, 1994 – Sturbridge Host Hotel, Sturbridge, MA (Moved to our current location, banquet by the lake.)

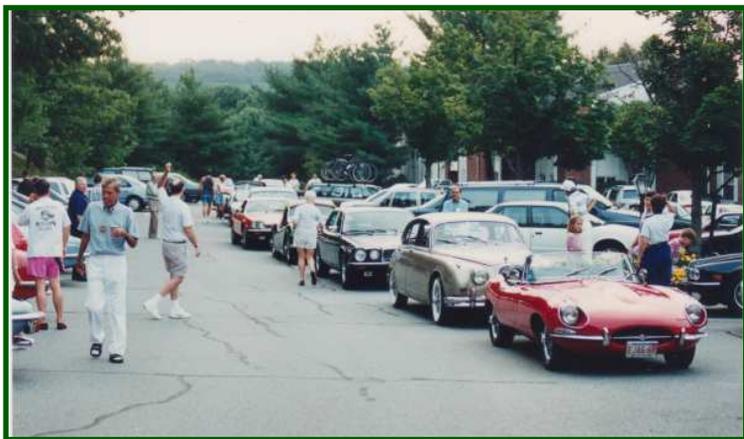
1995, 1996 – Concord Academy, Concord, MA (Parade of Jaguars through town, hot air balloon rides, Woburn Jaguar donated a new XJ6 for raffle (one-year lease won by Eric Hagopian), and first JANE slalom at Hanscom Field.)

1997 – Stratton Mountain, Vermont (JANE again hosted the JCNA Biennial, and our Concours was combined with the national event. See description below.)

1998 – Holiday Inn, Boxborough, MA (Sunny day, cars parked on hot asphalt. Slalom on Sunday. Featured car was the Alexander’s gold-plated Mk 2.)

1999 – Austin Prep School, Reading, MA. (Back on grassy surface.)

2000 to present – Sturbridge Host Hotel, Sturbridge, MA (Our comfortable home on the shores of Cedar Lake. Recent highlights have been Harry Parkinson’s restored Mk IV, Best of Show 2010, and Tom Jaycox’s C-Type Best of Show 2011.)



Top Left: 1992 at Fruitlands Museum, Harvard, MA

Top Right: 1993-1994, Banquet by the Lake at Sturbridge Host Hotel in Sturbridge, MA

Lower Left: 1995-1996, Parade of Jaguars through Concord, MA

Lower Right: 2010, Harry Parkinson’s restored Mk IV, Best in Show at our Concours in Sturbridge, MA

Over the years, JCNA has annually updated the judging rules to respond to new information regarding authenticity and originality, but the spirit has remained constant: judging should be thorough, complete, and ethical. JANE has abided by this mission with annual judges training sessions and mentoring for new judges. In this way we can guarantee impartial and accurate assessment of Concours-quality cars.

National Concours Events Hosted by JANE. JANE has hosted two JCNA national Concours events, the 3rd Biennial National Meet in 1987 and the 8th Biennial National Meet in 1997. The Biennials were obviously held every other year as national events, a practice that continues, but the event is currently called the “JCNA Challenge Championship.” JANE holds the distinction of being the only club to host two JCNA National Biennial Meets. After the 1997 event, JCNA took over the Biennial, calling it the “International Jaguar Festival” in 1999 and “Challenge Championship” starting in 2001.

1987 Biennial. JANE hosted the 1987 Biennial at the Colonial Hilton Resort in Wakefield, MA. Attendance was 350 people from all over the USA. The event included a technical session, a harbor cruise and clambake, a judged concours, and a banquet. The harbor cruise took participants to Thompson's Island for an afternoon of softball and volleyball and lounging under the tent while the clambake of steamers, lobster, barbecued chicken, and corn on the cob was prepared. After sunset, dancing began and continued until the ferry blew its horn to carry folks back to town. Sunday was the Concours ... the weather hot and dusty. A large tent displaying the latest Jaguars became a refuge with shade and a breeze. Outside the tent was a beautiful ice sculpture of the Leaper intended to grace the banquet, but the poor thing melted in a puddle during the hot afternoon. The Awards Banquet was held in the Grand Ballroom, at one end of which sat a light blue XK140, which was raffled by JANE! After awards were given out, speeches were made by Fred Horner, Mike Cook, Mike Dale, and the keynote speaker, Lofty England from Jaguar Cars in the UK!



1987 Biennial Badge

Among the national 1st place award winners were JANE members Gary Hagopian (1956 XK140 ... 99.5 points), Norm Sherman (1938 SS100 ... 98.19 points), Ben Sava (1971 E-Type ... 99.39), Carl Doane (1951 XK120 ... 99.6 points), and Larry Berman (1951 XK120 ... 96.19 points).



JANE member Norm Sherman stands behind the melting Leaper ice sculpture at the very hot 1987 JANE-hosted Biennial



Lofty England, from Jaguar Cars in the UK, on the field during the 1987 Biennial

1997 Biennial. JANE also hosted the 1997 Biennial, this time at Stratton Mountain, Vermont. Again the attendance was 350. The event actually started with a hillclimb ... Mt. Equinox has a long sports car history of hillclimbs ... and we started off our Biennial with a run up the mountain on Thursday, a one-hour exclusive opening normally awarded only to the VSCCA. Friday was the slalom on the top deck of a parking garage, the only flat spot available in the state of Vermont. Also featured were technical seminars on metal working and upholstery. Saturday was the Concours, with 110 cars showing. The Awards Banquet in the evening was the final large event and was held under a large tent outdoors, with live music and dancing until dawn. Among the national championship awards winners were JANE members Steve and Barbara Ring (1994 XJS ... 1st in class and Best in Show ... 99.95 points), Debra Blannin (1990 XJ6 ... 99.34 points), and John Chiungos (1976 XJ6C ... 99.13 points). A significant feature of this event for JANE was that JCNA underwrote the event to the tune of \$2,500 to ameliorate the risk to the club ... and JANE not only returned the grant to JCNA, but cleared enough to donate an additional \$2,000 to David's House! Shows what can be done.

Conclusion. JANE's history of 40 years of Concours competition is an important milestone for judging the quality of Jaguars, both old and new. Our judges training program is thorough ... it is overseen by some of the most knowledgeable experts in the country. Few people in the USA know more about Jaguars than our Chief Judge, Jim Sambold. He is assisted by another world-class expert, Gary Hagopian, and others from Gary's family, and from our sister club, Jaguar Club of Southern New England (JCSNE), resulting in our claim to have the best judges in the country. If you earn a high score at our Concours, you can be sure you have one of the best Jaguars in the USA! 🇺🇸



The show field at the 1987 Biennial



Tim Horrigan's C-Type Replica enters the field at JANE's 1994 Concours



A view of the show field at our 2011 Concours in Sturbridge, MA

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JANE on the Track at Lime Rock

By Dennis Eklof

It was another great weekend for JANE's racers at Lime Rock. We had a little rain on Saturday morning. Actually it was a bit more than a little, more like a downpour, so bad you couldn't even think about going out on the track. But other than that, the weather was beautiful and the track was fast.

JANE participants included John Fuller with his XK120, Gary Hagopian in his E-Type, Gary's son Eric in a Porsche Cayanne, Gary's grandson Matt in his Subaru WRX, Stu Forer in his XK120, Tom Larsen with his Alfa Romeo, Keith Carlson in his D-Type replica, Michael Kaleel in his Lotus 123B, Jim Messenger in his E-Type, Dean Cusano with a newly-built and very cool XJS, and me in my Brunton Stalker.

The downpour on Saturday morning kind of put a damper on things, and it was not at all clear if the rain would stop. I actually loaded up and was ready to head home, but kept hanging around to see what developed. When the sun broke through there was no way I was going to give up the track time, so Ted (the Stalker) came out to play again and I did some of my quickest ever laps on Saturday afternoon.

The Empire Club event was Friday and Saturday, but the Sports Car Driving Association (SCDA) had a track day on Thursday, so Stu Forer and I took advantage of it and had three straight days of track time. On Thursday I was bog slow, with lap times in the 1:12-1:13 range. For some reason I just I couldn't seem to get my act together. Friday and Saturday were a completely different story, for reasons I still can't figure out. On Friday I consistently ran in the 1:06-1:07 range, and on Saturday afternoon I had my best times ever, in the 1:05's. It was a great feeling to be running so quickly. We'll see if I can continue to improve the next time I go out.

As always, part of the fun of being at the track is the camaraderie, and the evening dinners can be a real hoot. On Friday I had dinner with the Hagopian crew and it was a great time. Thanks, Gary, for letting me join in.

Also, many thanks to Charles Bordin and the rest of the Empire Club folks who put on the event. It was a blast as always, and we all appreciate the effort that Charles and others put into it. Bravo! 🇺🇸



John Fuller's XK120



Michael Kaleel ran his Lotus 123B



Dean Cusano's newly-built XJS



Waiting to take to the track: Dean Cusano's XJS, Dennis Eklof's Brunton Stalker, Jim Messenger's and Gary Hagopian's E-Type Coupes

JANE Winners at British Car Day at LAAM

Photos by John Romano



Top: Large turnout of JANE Jaguars with a prime spot on the show field

Left: John Brady with his 1954 XK120 FHC, which took "Best Jaguar" honors for the day

Below: Keith Carlson's D-Type Jaguar Replica was named "Best Special Interest Car"



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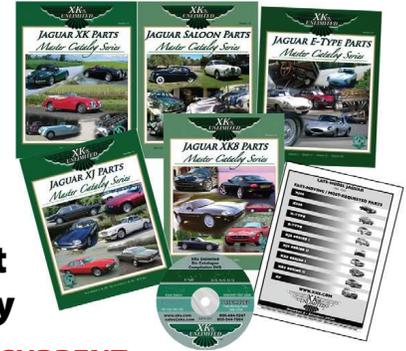
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CARS FOR SALE



1987 XJ6 Series 3 Jaguar - 97,000 miles. Burgundy ext./beige int. Serviced by "Patrick's Katricks" in North Reading, MA. Car is located in Reading, MA. Asking \$3,900. Eileen Mullen. Cell phone 617-257-7095. (07/12)



1973 Jaguar XKE Series III (V12) Red Convertible with black leather interior. Great clean car and a good driver with low mileage. Car has had only three owners and is currently inspected and on the road with new brakes and tires installed last year. Great opportunity for someone looking to step into a car that is in good running condition and ready to go for summer, just turn the key and drive! \$28,000. Contact Chuck Morton at chuck_morton@email.com or 207-252-9199 for more information. (06/12)



1961 MK2 - Black with red leather interior. The leather interior is in great shape. Needs a new headliner. Odometer reads 31,900. Car has been sitting a while, but there is no rust on it. Chrome is in good condition. The car has been cosmetically restored, and the Michelin tires are like new. Asking Price: \$19,000. Ad placed by Kathy Curtiss. Email: kcurtiss2002@yahoo.com. (03/12)

1964 3.8 S Type: Purchased from estate of original owner, who was in diplomatic service. Car is rust free and accident free, all body panels are extremely straight and fit extremely well. Original Opalescent Green exterior was resprayed black sometime in mid '70's with cinnamon interior. New torque converter, fuel pumps and tires. Location: Hampton, NH. Price: \$9,999. Ad placed by Jim Sambold. Phone: 603-918-8795. Email: xkjagnut@comcast.net. (6/10)



1971 XKE 4.2 - Original owner. Never restored. Good running condition. 85,000 miles. Regency red with beige interior. Price: \$27,500. Ad placed by Al Jaszek. Email: buyer_jag@verizon.net (10/10)



1970 BMW 2800 CS Coupe reconfigured as 3.0 four-speed - Very good all-around condition. New seats, carpeting and mats, new stainless exhaust from manifold, new brakes, rebuilt HVAC, carb kits, and other spare parts. Sits on 15" Racing Dynamics wheels with Yoko Advan db tires, with original 14" wheels and tires for winter storage (protecting the Advans). Custom cover, parts manual, and two-volume service manual. \$13,900. Ad placed by Keith Carlson. Phone: 617-333-9660. Email: kfc-bhlmilton@comcast.net (11/11)



A real 1964 Lotus 7, 948cc - Full ownership history. Current VSCCA logbook. Completely rebuilt 2008-09. Maintained by KTR. Excellent condition and beautiful interior. Asking \$27,900. Ad placed by Michael Kaleel. Phone: 617-680-2783. (08/11)

PARTS FOR SALE

CLASSIC JAGUAR PARTS - Buying and selling Jaguar parts for XKs, E-Types, and Saloon models. Please contact John Brady (781-454-9706, jbrady5282@aol.com) or Tom Brady (617-901-6988, tbrady312@aol.com) for our current parts/price list or if you are interested in selling parts or tools. Interested in large and small lots. Located in Bedford and Brockton, MA. (8/09)



Engine for Sale - I am currently rebuilding a 3.8 Liter XK engine. It will be totally brought back to factory specs. Block is rebored .020" oversized and new Mural 9:1 ratio pistons installed. Top of the block is resurfaced. Crankshaft is reground and polished. Connecting rods are rebuilt with new, small-end bushings. The head has new valves, valve springs, guides, and seals. The head-to-block surface is refaced. New bearings, timing chains, and chain guides are fitted. The engine will be complete by May and will be running on a test stand for your inspection and whatever testing you would like to do. The engine mounts, oil filter housing, carburetors, and water pump can be fitted to match your car. The engine is guaranteed. Engine installation can be provided. I have 3.4 and 4.2 Litre engines that can be rebuilt as well. Extensive pics can be sent via email by request. Location: York, ME. Ad placed by Weston Keyes. Phone: 207-363-5338. Email: westonkeyes@hotmail.com (2/12)

OTHER THINGS FOR SALE ... or Free!



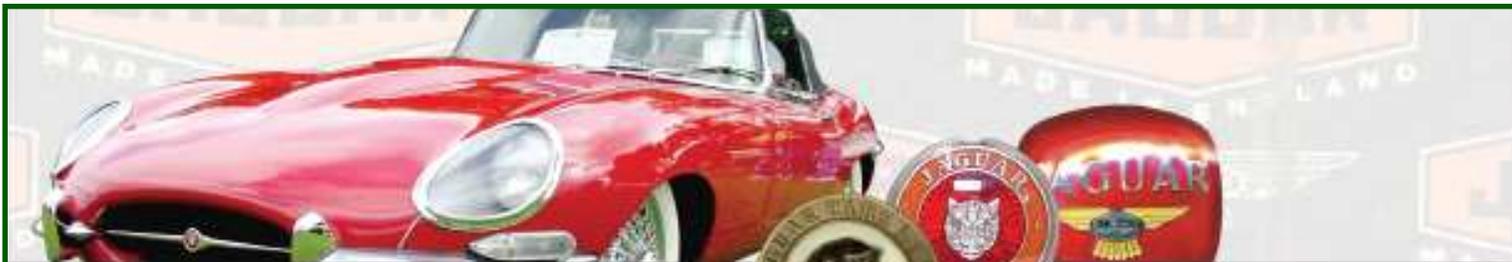
Women's "Jaguar Essence" Silk Scarf - This scarf makes a wonderful gift for a lady Jaguar lover's birthday, anniversary, holiday, etc. Purchase includes wrapping in heavy-weight gold striped tissue paper and secured with a Scarfsense gold foil seal. Order online at <http://scarfsense.com/collection/jaguar-essence>. Call me should you have any questions. Location: National Delivery. \$42.95. Ad placed by Kathy Gorbach. Phone: 508-277-2737. Email: kgorbach@yahoo.com. (4/12)

Snow tires: Four Mastercraft Glacier Grip II, 205/60 R15. Less than 1,000 miles use. \$65/pair. Ad placed by Keith Carlson. Phone: 617-333-9660. Email: kfc-bhlmilton@comcast.net. (11/11)

Set of 4 Winter Wheels & Tires - XJR 2004 4 Winter HanKook Icebear 245/45 R 18 100R tires mounted on Tire Rack chrome wheels purchased with 2004 Jaguar XJR + 20 flat lugnuts - STILL FOR SALE!! REDUCED TO MOVE!! Location: Wayside Inn Road, Framingham, MA 01701; Price: \$500 obo. Ad placed by Richard DGill. Phone: 508-788-0026. E-Mail: RIKI4455@aol.com. (1/09)

Literature and Manuals - I am thinning my collection of owners and service manuals and some brochures of mostly duplicates. Please contact me with your wants or needs. All items are factory originals, no reprints. Items only through 1968. Location: Hampton, NH. Ad placed by Jim Sambold. Phone: 603-918-8795. E-Mail: xkjagnut@comcast.net. (6/10)

Set of 4 Mounted, all-season Michelin tires. 235-50 R-17. Mounted on 4 Jaguar O5S type alloy wheels, lug nuts included. These are top-of-the-line tires, very low miles. \$500 or make me an offer. Ad placed by Robert Crockett. Phone: 207-623-3641. Email: pccrockett@yahoo.com. (7/11)



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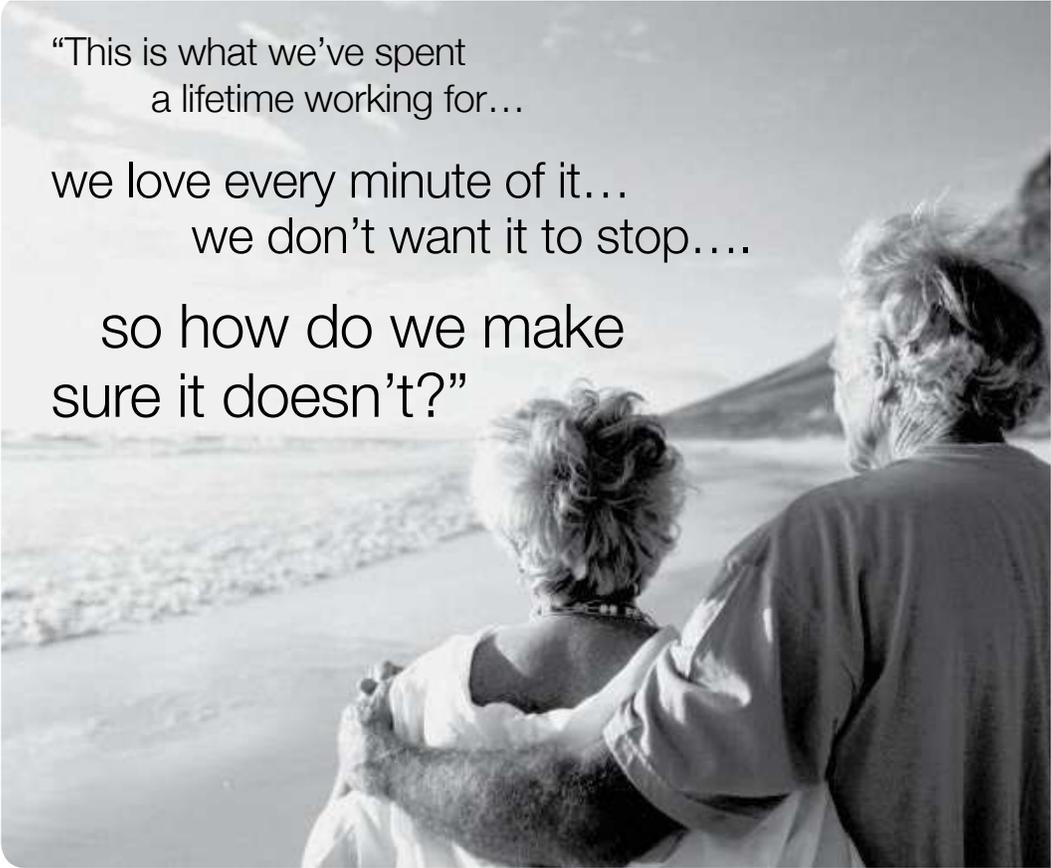
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