

JAGUAR ASSOCIATION OF NEW ENGLAND

COVENTRY CAT

VOLUME 4, NUMBER 12

DECEMBER 2002



Our President seems delighted with his handcuffs

(from the D & S Custom Metal Restoration tour) Photo by Dave Reilly

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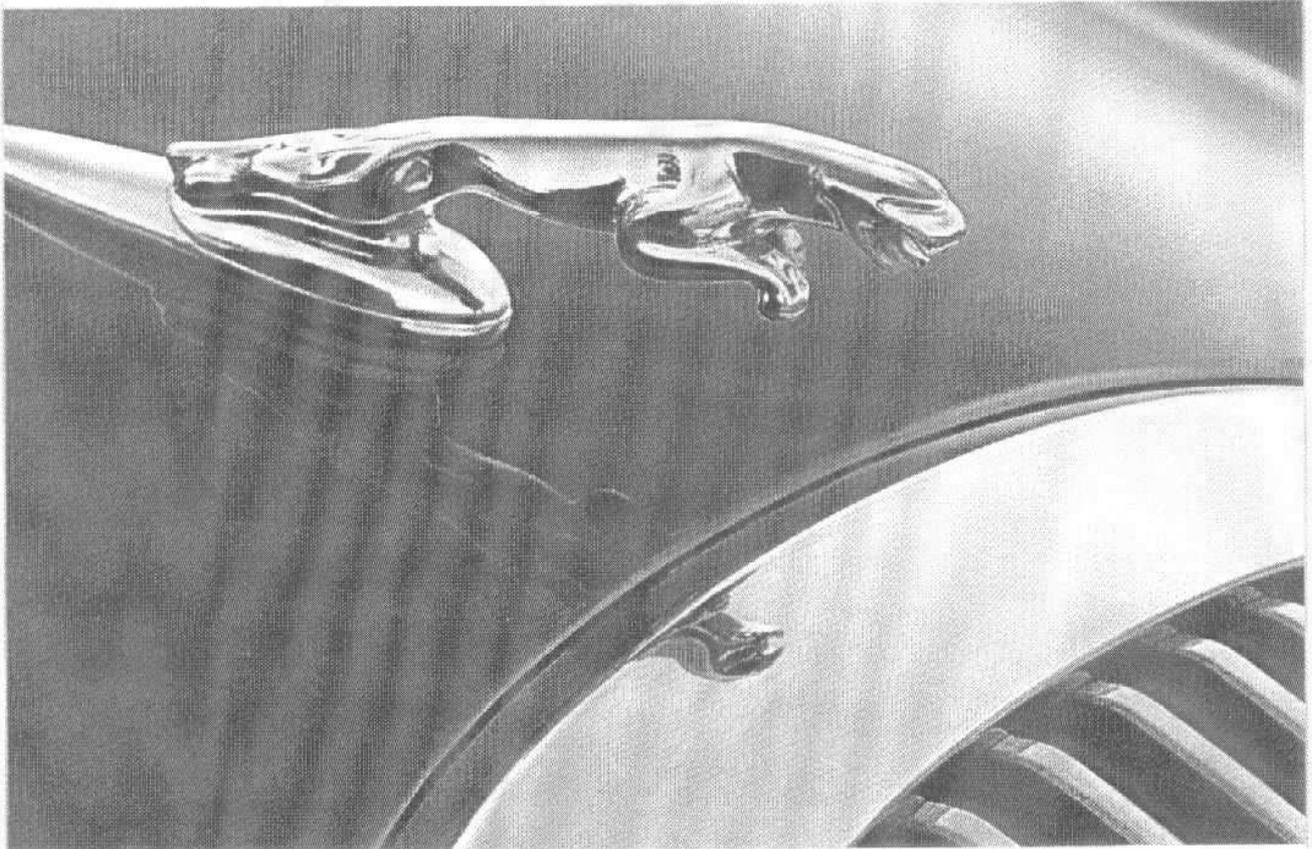
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Jaguar Association of New England

2002 Calendar of Events

Events for the year which JANE will host, co-host or participate in as a club. All members are always welcome and if you have an idea for additional monthly events please contact Chuck Centore 978-369 5206 or Wes Keyes 207-363-5338

December

AGM & Holiday Party, Radisson, Chelmsford, MA.....December 8th

Have an idea for an event for next year?

Give Wes a call

JANE OFFICERS

President: Carl Hanson (781 275 2707)

VP/ Events:

Chuck Centore (978 369 5206)

Wes Keyes (207-363-5338)

Slaloms: John Loring (603 394 7525)

Secretary: Pat Reilly (508 839 7464)

Treasurer: Karen Bates (781 963 3657)

VP/Membership: Sue Hagopian (603 763 3093)

Concours: David & Elsa Roth (603 465 3787)

 Ed & Kathy Hall (508 853 8193)

Advertising: David Roth (603 465 3787)

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President's Notes

By Carl Hanson

Every car magazine, so it seems, has a reprise of the year in the December issue. I am going to follow that practice for "The Year of JANE 2002." This year has been one of the most successful in JANE's 34-year history! Let us count the ways:

Tours and Rallies:

January – Driving Tour of Historic Concord, MA

March – Tour of Paul Russell's restoration shop, Essex, MA

April – Tour of Sakonnet Winery and Rally, Little Compton, RI

June – Tour of Bassett's, Rally, and Newport Man Mansion Tour, RI

July – Short Rally associated with our Concours

August – Tour of Southeastern Maine with Lobster Feed

September – Witches Tour of Salem, MA

October -- Tour of Dr. Williamson's Bugatti

Collect Collection. Fall Foliage Driving Tour of NH / VT

Car Shows:

May – Annual JANE Picnic Meeting and Lawn Show, Larz Anderson Automobile Museum, Brookline, MA

July – Annual JANE Concours, Sturbridge, MA

September – Castle Hill Concours, Ipswich, MA

Spirited Driving:

May – Slalom, Springfield, MA

June – Empire Club Driver's School, Lime Rock, CT

September – Regional Slalom, Springfield, MA

Tech Sessions:

January – Metal Prep and Painting, Hollis, NH

February – Restoration Tips, Melrose, MA

April – Valve Adjustment, Sunapee, NH

Continued on page 3

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Continued from page 1, Presidents Notes

May – Restoration Demonstrations, Wyoming, RI

August – Welding, Billerica, MA

November – Chrome Plating, Holyoke, MA

Socials:

Monthly Meetings

December – Holiday Party

Whew! Have I left anything out? This is a full slate for any club and what's more, we had a terrific attendance at every event. Thanks to Chuck Centore, our VP-Events, and his able deputy Wes Keyes for a great year!

We look forward to another super year next year. Wes Keyes steps up to take over the Events Chairmanship. Check the JANE website just after the New Year for our event line-up.

We end the year with our Annual Holiday Party held at the Radisson in Chelmsford on Sunday, December 8th. This event combines a dress-up social with our Annual General Meeting, where we vote for the new Board and Officers for the coming year. And the Yankee Swap always results in grins and surprises!

In closing, I want to remind everyone that there is no

Board Meeting at Skip's this month. The Annual General Meeting covers us this month. Besides, the fourth Wednesday of the month falls on Christmas Day. I doubt many of us would turn up.

See you at the Holiday Party!

Carl

I received the following letter from a new member, Art Hays of Cheshire, CT

Having finally settled in New England after having traveled extensively with the Oil and Gas industry (North Sea, Singapore, Lafayette, LA, Houston, TX, Canada, and Connecticut), I convinced my wife to let me pursue my boy hood dream of owning and driving an E type FHC. Although I had originally planned to acquire the E type in two years, a chance phone call with Eric Hagopian led to the purchase of a 1968 Series 1.5 FHC within five weeks of the call. Although drivable, the plan is to refurbish the seating and several minor items. Then tune up the car for an active participation with JANE in the spring of 2003. With my daughters, Michelle and Tracy in their mid-twenties, my wife and I are looking forward to the balance of social and car activities of JANE.

Background of Arthur and Rosslyn Hays;

Originally from Aberdeen, Scotland

Mechanical Engineer & Teacher Aide

Residence Cheshire, CT

Looking forward to next year,

Regards Art Hays

Nominations for JANE Officers for 2003/2004

President	Carl Hanson	
VP Activities	Wes Keyes	Co- chair Dave Higginbottom
VP Membership	Adrian Curtis	Co-chair Sue Curtis
VP Treasurer	Diane Crook	
Secretary	Patt Reilly	
Board of Directors (12)	Chris Allen, Ellen Allen, Karen Bates, Mike Bates, Margaret Carullo, Nancy Capocefalo, Jack Capocefalo, Patt Centore, Chuck Centore, Aldo Cipriano, Ray Crook, Susan Curtis, Sue Hagopian, Gary Hagopian, Kathi Hall, Ed Hall, Sheila Higginbottom, Dave Higginbottom, Allen Liberman, Gus Niewenhou, Harry Parkinson, Alan Quinn, David Reilly, David Roth, Jim Sambold, Herb Strachman	

Elections are to be held at the Annual AGM, December 8th, at the Radisson Hotel, Chelmsford, MA

Restorations by Carl Hanson

The Engine Rebuild (Part II)

Last month I covered the steps involved in overhauling my engine block by Donovan Motorcars of Lenox, MA. This month I will summarize the effort that went into the cylinder head. Warning! I am going to use terms that only a motorhead would love – to understand this highly technical article completely, you should have attended one of JANE's Tech Sessions on valves. (Then you could explain it to me, too!)

After disassembly and a thorough cleaning and inspection of my cylinder head, Donovan concluded that it was in pretty good shape for an old head. A restoration was definitely worthwhile on this one, unlike some others that pass through his shop. The camshaft was in good condition, straight in line and did not require regrinding. The tappets and tappet guides looked good – not worn hollow or scarred and scratched. Valves and valve springs generally get replaced – you don't mess around with old valves. So let the fun begin. The bare head gets pressure washed followed by shot peening with glass beads. Shot peening apparently hardens the exterior surface – and that is a good thing, as Martha would say.

The first step in assembly is to install new silicone bronze valve guides. The old ones are a casting and get worn over time. These new ones hold a tight clearance between valve stems and the guides, thereby reducing oil consumption. Worn valve guides let oil slip down the valve stems into the combustion chamber, allowing blue smoke to pollute the atmosphere. The new silicone bronze material also wears better with the unleaded gaso-

line used in the USA.

(A diversion: Remember back in the old days when your dad drove in to the gas station and said, "Fill 'er up with Ethyl?" Well, what was generically called "Ethyl" was a lead additive to the gasoline used to prevent pre-ignition and to lubricate the valve guides. The generic term was the name of a company founded by General Motors and Standard Oil back in 1921 to make additives for gasoline. And you know what? The Ethyl Corporation still exists – it still makes additives for fuels, but no longer including lead which has been found to be harmful to our human environment.) OK, where was I? Oh, yes, the valve guides. After these are pressed into place, the valve seats are recut and lapped. The early Jaguar heads had a 30 degree angle on the valve seats. The cutting and lapping are to ensure a tight seal between the new valves and their seats. Lapping? It is kind of like burnishing the surface with a light abrasive between a valve and its seat to make a smooth finish that conforms to the shape of the valve.

Reassembly involves installation of the new valves and valve springs. New cam bearings are installed and the cams are shimmed for clearance to the top surface of the tappets. Not much left to do now, except to make sure the mating surface with the block is flat. This task is accomplished by cutting the surface with a special milling machine with a fly cutter with a large diameter. The machinist levels the head (upside down, of course) and passes the cutter over it, taking very small cuts of a few thousandths at a time. The result is a smooth level surface that matches the previously-smoothed top of the cylinder block.

What is left to do? Paint the head. Jaguar had a special color code for its various engines. Brian read off some of them to me –

Silver for the XK120, XK 140, Mk VII, and D-Type

Red for the C-Type and XK140 MC

Light Green for the 3.4 Saloon, XK150, Mk VIII

Metallic Blue for Mk 2 and Mk 10

Pumpkin for XK150S

Gold for E-Type.

And, of course, it is important to get the right shade of each color. Mine was easy – silver, or unpainted aluminum color.

Next the cam covers are buffed to a polished, but not too shiny, appearance. My early engine is one of those lacking the hold-down caps at the front of the cam covers. These are notorious for leaking oil at the front end when the fit was not perfect. Deformation by

Continued on page 8



Figure 1. Cylinder head before restoration



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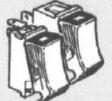
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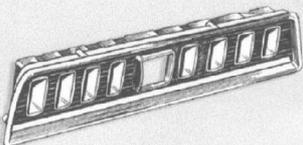
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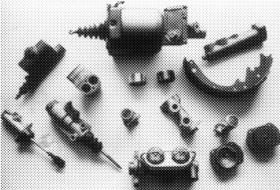
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D & S Custom Metal Restoration Tech Session!

By Carl Hanson

A hardy group of Jaguar restoration fans braved the threatening weather to find their way to D&S Custom Plating in Holyoke for one of the more informative tech sessions ever sponsored by JANE. The term "find their way" is not to be taken lightly – D&S is located in an old mill building area on a back alley along one of the old canals in Holyoke. Those who followed the directions carefully had no problem finding the place, however. And once we were inside the friendly confines of Mickey DuPuis' Custom Metal Restoration shop, we were treated to an extraordinary demonstration of craftsmanship. Mickey emphasized that he does metal restoration and he returns the metal to better than original condition. Although the bulk of his business is chrome restoration for cars, D & S plates (with black oxide) some 1200 pair of handcuffs per week. Other finishes such as nickel, black oxide, and zinc (which can be plated to look like cadmium) are applied depending on the original parts. For those of you who aren't aware, D&S is a well-known institution among the fine car restoration shops across the country. Many Pebble Beach winners and best-of-shows have had their chrome done here. As an example: a few weeks ago we had the pleasure of seeing Dr. Williamson's Bugatti collection, but one car was missing – his priceless Atlantique, one of only two. Well, now we know why. It is being restored out in Colorado and its chrome is being done here at D&S. The gorgeous and extremely intricate grill was on the bench, gleaming in its new coat of copper.

Copper? you ask. Yes, copper. It is part of the chrome plating process. You see, chrome doesn't stick to just any old metal, especially steel. So there is an elaborate build-up process that permits that shiny layer to show off your beautiful bumper. Mickey and Jim McDonald took us through the whole process. It goes like this:

1. Preliminary: When a box of parts to be plated comes in the door, they are laid out and photographed. Photo documentation, as any good restorer knows, is the key to avoiding loss and mix-ups. That photograph is attached to the paperwork for the job, placed in a clear plastic folder and moves along with parts.
2. Cleaning: First, any rusty part of the piece is bead blasted with glass or sand..... aluminum oxide is avoided because a grain could become imbedded and cause a problem later. Then the chrome is removed by a reverse plating technique involving sulfuric acid and an electric current, followed by any additional bead blasting as necessary. If there are any pits, they are cleaned out with a Dremel tool, resulting in a trim piece with gouges and

bumps.

3.Preparation: This is the key to chrome plating. Most of the time you pay for comes in the preparation phase. The piece gets straightened and smoothed and then gets a thin plating of cyanide copper which sticks to the steel. Now the fun begins. Jim McDonald demonstrated the process of filling each gouge with silver solder, which bonds to the copper. After all the gouges are filled, he carefully files the solder smooth until the piece looks as original, but covered with silver zits. Lots of handwork involved in this effort, and Jim is a real craftsman. Parts are buffed to provide a uniform polished surface for the plating. the basis for a good chrome finish

4. Plating: Now that the piece has been properly prepped, it is ready for plating. One of Mickey's staff specializes in the plating – he has a feel for how much time a piece should stay in each tank. Each piece gets attached to a copper hanger and a weight is hung below to keep it stable in the tanks where the chemicals are continuously agitated. First comes the acid copper dip, followed by successive rinses with water. Then comes the nickel tank, followed by five more rinses. Finally, the piece is dipped in the chrome tank followed by rinses.

5. Final: Some parts of Carl Hanson's XK120 were on display as having just been plated and ready for shipping. The large pieces are wrapped in soft acid free paper and the small parts are wrapped and bagged. Normally they would be boxed and shipped, but since Carl, the organizer of the session, was there, he took them home. (after he made out a check....ed)

We were very impressed with the cleanliness of the D&S Plating shop and the hospitality of our host. The complimentary refreshments -- coffee, orange juice, donuts and Danish pastries – were enjoyed by all. And the craftsmanship of Mickey and his staff was apparent to all. This was an outstanding event in a year of great JANE events.

D & S Custom Metal Restoration Tour



MICKEY DUPUIS EXPLAINS THE PROCESSES



JIM MCDONALD REPAIRS PITS IN CHROME USING SILVER SOLDER



MICKEY EXPLAINS THE CHROME PLATING LINE



MICKEY EXPLAINS THE COPPER PLATING LINE



JIM MCDONALD SMOOTHING THE SOLDER BEFORE PLATING



JUAN AT THE POLISHING WHEEL

Continued from Page 4**Restorations...the Engine Rebuild**

heating and cooling generally overcame the ability of the paper-thin gasket to seal the mating surfaces. In April 1952, Jaguar wised up and installed studs up front. Some people retrofit their early heads with special hold-downs, but I wanted to maintain the original look. So instead of drilling for new studs, Donovan used a modern silicone sealer together with the gasket. The modern seals can better accommodate the deformations of the cam cover – or so they say. Shiny chrome dome cap nuts with attractive copper washers hold the covers in place. Finally, we have a restored head. What a beauty! A work of art.



Next month – assemble the engine and start her up!

English as spoken in England and in America has many different words and saying even though it's the same language. Here's a list of words as they apply to our cars.

AMERICAN	ENGLISH
BODY PARTS	
Bumper Guard	Override
Cowl	Scuttle
Dashboard	Facia Panel
Door Stop	Check Strap
Door Vent	Quarter Light
Fender	Wing

Hood	Bonnet
Rocker Panel	Valence
Skirt	Apron
Trunk	Boot

ELECTRICAL EQUIPMENT

Backup Lights	Reverse Lamp
Dimmer Switch	Dip Switch
Fuel pump	Petrol Pump
Generator	Dynamo
Parking Lights	Side Lamps
Rear Lights	Tail Lamps
Turn Signals	Trafficators
Voltage Regulator	Control Box

INSTRUMENTS

Tachometer	Rev-Counter
------------	-------------

ENGINE/CLUTCH PARTS

Carburetor	Carburetter
Throwout Bearing	Release Bearing
Crankcase	Block
Oil Pan	Sump
Wrist Pin	Gudgeon Pin

AXLE/TRANSMISSION PARTS

Axle Shaft	Half Shaft
Drive Shaft	Propeller Shaft
Grease Fitting	Grease Nipple
Ring Gear and Pinion	Crown Wheel and Pinion

STEERING PARTS

Control Arm	Wishbone
King Pin	Swivel Pin
Pitman Arm	Drop Arm
Steering Idler	Steering Relay
Steering Knuckle	Stub Axle
Steering Post	Steering Column
Tie/Track Bar	Track Rod

TOOLS and ACCESSORIES

Antenna	Aerial
Crank	Starting Handle
Wheel Wrench	Wheel Brace
Wrench	Spanner

TRANSMISSION PARTS

Counter Shaft	Layshaft
Gear Shift Lever	Gear Lever
Output Shaft	Main Shaft

TYRES

Tire	Tyre
Knockoffs	Spinners

Dream of the MK IV Wheels and Tires

By Harry Parkinson

Of

Wheels and Tires

When I purchased the two MK IV's, I had thirteen rims and eighteen tires, more than enough for my restoration. I purposely put off a decision on my wheels. In the meantime, I took the opportunity to price out options. I needed five new tires as the best ones were weather cracked, but able put together eight tires on rims to easily move the cars. All it cost me was three tubes. The tires are still on the two cars and only one tire has deflated. In the meantime, I started to search out the options.

Wheels

The tire size of the MK IV is 5.50" x 18.00" and is a bias ply construction. The rims are spoked wire wheels, 40 short and 20 long, with a splined center hub. Two ear knockoffs (spinners) hold the rims/tires on the drums.

The rims had some bent spokes, but none missing. Some of the spokes had lost their tension using the tried and true test that we all used when we had bicycles, the pitch of the sound when you hit the spoke. (remember the trading card trick for bicycle wheel). After the spoke check, I inspected the grooves in the hub, checked for rust and picked the best of the thirteen for the next step. Over the years the rims had been painted several times so there were layers of paint on the rims, hubs and spokes. I looked for an easy way to strip the wheels...I found a local stove store that has a Wheelabrator.... a Wheelabrator is a machine that cleans metal parts by throwing little pieces of abrasive at the part. It's like an abrasive blaster, but you can put large parts into the cabinet, turn it on and walk away. A few minutes later, open the cabinet, and voila, a clean bare metal part. They charged me \$37.50 for five rims and did them while I waited. The rims showed no signs of rust, a surprise and could probably be rebuilt. See Figure

I had priced out various options for the rims, rebuild or purchase new. I couldn't find anyone in the US to supply new rims. Several UK companies could either rebuild my rims or supply new rims to my specs. Some of the options are chrome or painted wheels with either carbon steel or stainless spokes. Rebuilding in the UK was about \$225.00, but involved two way shipping of rims, some 125 pounds which would add another \$100 to \$150. New rims from the UK were \$350 with one way shipping, but with shipping would be almost \$400. I kept tripping over Dayton Wheel Products in my search and went to their web site.... they offered a rebuild service. I requested a quote for rebuilding and a few days later they responded \$225 per wheel. Their standard rebuild is an eleven-step process, which can include painting. The original wheels were painted so the wheels were painted to match the body color, the proper color scheme...they also could be painted either silver or black, chrome wire wheels were not supplied from the factory on this model.

I shipped the wheels to Dayton for rebuild. Three months later, their quoted lead-time, I got a telephone call, "Your wheels are ready for shipment, but we'd like to keep them one more week to take them as a display at a show".

course, I proudly said yes.

One week later, the wheels arrived. Not only were they very well done, but also included was a small bottle of touch up paint for minor repairs.

Tires

As I mentioned, the tires are 5.50" x 18.00", not something that your Goodyear dealer stocks. They are, fortunately, the same size as a Model A Ford and are common. On all but the ultra-luxury cars, white wall tires were not supplied on factory cars. I did my usual search of catalogues, web sites and email addresses. One of the premier US suppliers of antique/vintage tires is Coker Tire. They listed several tires in their catalogue (they also have a web site) including Michelin and BF Goodrich. Vintage Tyre, an English company, has the original pattern Dunlop R2 Forte, but they are among the highest tire price and they have to be shipped from England as well. Coker also has a brand, Excelsior, which meets my needs. The tires can be ordered on line and shipped direct via motor freight from Tennessee so that ended the tire search.

Spinners (knockoffs)

The final piece of the puzzle is the spinners. They are standard two ear spinners used on the XK120, XK140, and XK150. New spinners are being manufactured in England, but they're available at US suppliers as well including SNG Barratt where I purchased them.

So except for the tires, I've got the wheels done. On to other things.....the list seems endless.



Rims cleaned by Wheelabrator process
ready for rebuilding

COVENTRY CAT CLASSIFIEDS

For Sale: XK120 parts; 50 items; detailing, chrome, door and tools; Instruments; Wheels and spinners; Manuals and books; Some are NOS, used are in good to excellent condition Larry Berman email lwberman@attbi.com or see the web site <http://www. Dover.net/~bcunning/120parts.htm> for a complete list 1002

For Sale: 1967 E type roadster, Red with Black Canvas top; New leather seats and trunk kit; Never rusted; Exterior chrome beautifully redone: Owned it 24 years, 46000 miles; \$30,000.00 Matt Patla 413-562-9298 email mjpgatla@webtv.net 1002

For Sale: Jaguar XK120, 140, & 150 new sheetmetal: front and rear wings (patch panels or complete), spats, rear inner wings, fuel tanks, doors, door skins, boot lids, boot lid skins, sills, shut pillars, battery boxes, stainless steel side curtain frames and more! Rebuilding service for your doors, lids and door hinges. All parts fabricated by WES PARTS - over 30 years experience. Call or write Wray Schelin, WES PARTS, 508 347 7749, PO Box 652, Charlton City, MA 01508. For a free catalog. E-mail: wesparts@hey.net pd

Wanted: Wire wheels for XK120; 4 or 5 wheels, 16", 54 spoke with or without tires; tires are 6.00 x 16; Nick at 207-443-5764 1202

Advertising Rates, 2003: An ad in the *Coventry Cat* currently reaches over 325 households with very high demographics. Unless otherwise specified, rates are on a annual basis(12 issues)

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Tech tip

Removing pistons rusted in the engine block Gary Hagopian

If you find the pistons are rusted or frozen in the block when you tear down your engine, there's an easy way to remove them. Freeze them. After taking out the disconnecting the main bearing and the rod bearing caps, remove the crankshaft. Go to your nearest gas supplier (acetylene, carbon dioxide, argon, etc.) and get a thermos full of liquid nitrogen. You MUST use a metal lined (not a glass lined) container or thermos and it MUST BE vented. If you don't tighten the cap of the container, it will vent. Back at the shop, turn the block to get at the back of the piston.

Pour some liquid nitrogen into the piston. With the bearing cap in place and the cap nuts tight, hammer on the rod bolts using a piece of wood. Don't hit the bearing cap...it will distort the cap and may cause rod bearing problems. When the piston breaks loose, the sound when hit will noticeably change. Pull the piston from the bore and go on the next frozen piston. Since the pistons are aluminum and the rings and block are steel, the piston when cooled, shrink faster than the steel breaking the rust. (Dry ice may be used instead of liquid nitrogen, but will not cool the piston as much ...Ed)

Jaguar Family Additions

By Sue Hagopian, JANE Membership Chair

2002 is ending, and what a year it has been. JANE's activities chairs, Chuck Centore and Wes Keyes, orchestrated many wonderful activities. Granted, they didn't do it all by themselves, and they would be the first to admit that each chairman of every event carried the ball quite nicely. We have had a wonderful season!

Membership is still growing, 331 members to end the year! That is a new record, just as a new record has been set each year for the past 7 years. **Bill Jarosz & Denise Karlin** from Brookline, MA with their 1990 XJ6, **Carolyn & Regis Lepage** from Auburn, ME with a 1967 E-type roadster, came from JANE's newly update web site, thanks to **Alan Quinn**. JANE brochures printed by **Dick DeVito**, are still being circulated as is evidenced by new members **Anthony & Gladys Sakowich** from Andover, MA with several Jaguars (1973 2+2 E-type Coupe, 1988 XJS Coupe and a 1995 XJS V12 Conv.), and **Joseph & Sonia Tomarchio** from Hamilton, MA with a 1959 MK IX. The telephone still works well too; I got a call from **Joseph Phillips** that he and **Dixie Stedman** from Bath, ME were looking for a club in their area, (they have a 1966 3.8S with it's own parts car!). Naturally, I recommended JANE! **Joseph** is the Director of the Maine State Museum and invited JANE to visit his museum and the state house in Augusta, ME. Sounds like a fun trip! JCNA has instituted a new "on line" membership sign up program called Pay-Pal. **JANE was the first** to receive a member using this payment method, **Dave Alexander** from Somerville, MA with a 1971 E-type roadster. **Art & Rosslyn Hays, Cheshire, CT**, bought a 1968, series 1.5 FHC from Eric Hagopian, joined JANE as well. Art is retired engineer from the oil industry is originally from Aberdeen, Scotland. Welcome to all the new members, make sure you come to the 2003 activities and meet your fellow "JAGNUTS".

I received a nice note from **George & Joyce Coburn** thanking JANE for sending them another year of the Coventry Cat. **Joyce** had been quite ill, but her note had a positive tone. They were off to Vegas to "take each day and make it count". We miss you guys and will look forward to your return.

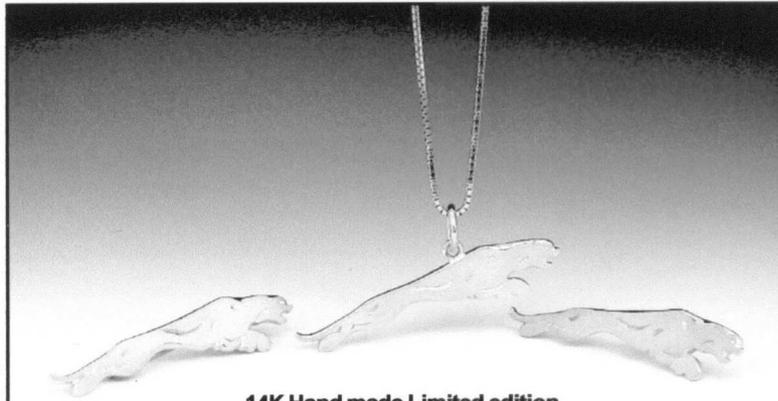
Gary and I receive the British Marque and while reading I noticed LOTS of JANE names in print!! The British Invasion XII was well attended by our members it seems. **Richard & Carol Guevin** won 1st place in Class 8 with their 1987 XJSC. **John & Carmen Chiungos** won the Best Engine Compartment Postwar, with their 1976 XJ6C, and 1st place in Class 13! Former President, Coventry Cat editor, and photographer extraordinaire **Adam Owens**, won 3rd in Class 13 with his 1985 XJ6 Series III. New members **Jim & Debbie Bowdring** won 3rd place in Class 15 with their 1967 E-type Series I. In the British Racing Cars, **John Sweeney** won 1st with his 1953 Jaguar C-type. **Mike & Suzanne Tourigny** won 1st in class 16 with their 1970 E-type Series II, and although I don't know who was the "back seat driver", they also won 2nd place with a time of 2:34 seconds in the Back Seat Drivers Competition. That event sounds like something JANE needs to add to our "Funkahana" don't you think so, **Frank & Marilyn Williams?**

Just to show you that more than just JANE members read the Coventry Cat, I received a picture of a Ducati in the mail from Delaware Valley president **Kurt Rappold**. He had noted my question as to what type of "car" a Ducati was. Well now I know, it's a motorcycle! Thanks for the offer for a ride Kurt!

Craig Edwards added another Jaguar next to his XK120M OTS, a 1999 XJ8. **Jay & Andrea Gilchrist** replaced "Pouncy" with a 1986 XJS. **Carl & Tia Johannesen** bought a 1997 XJ6 and hope to join in our activities, which they say "are more fun" than the other things they have been committed to. **Peter Wadsworth** must have a very large garage to house all his cars, he just added a 1920 MGB-GT and a 1962 E-type, to the 3 he already owned

After 7 years of serving as Membership Chair to JANE, I am passing the job to very capable couple, **Adrian & Sue Curtis**. I will continue to be very active and look forward to seeing all of you out there doing what we do best, "Having fun with our friends and Jaguars".

Sue Hagopian



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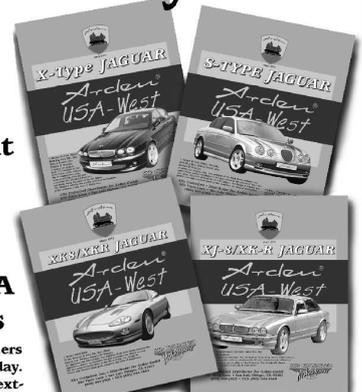


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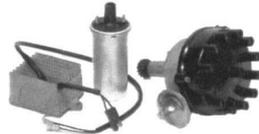
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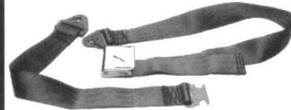
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