

XK-FILES

MAR 2007

NEWS FROM THE MUSIC CITY JAGUAR CLUB



BOBBIE'S
Dairy Dip

INSIDE

Double Jag Garage!



Club Officers 2007

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Upcoming Events

LOCAL AND REGIONAL

OUR NEXT MEETING

Thursday, April 5, 6:30 p.m.

Logan's Roadhouse
2400 Elliston Place, Nashville

April 14, 2007

Jaguar Car Club of North Florida
Legends on the Green
World Golf Village, St. Augustine, FL
Contact: Bob McGarvey
904-287-9701

April 21, 2007

Kars 4 Kids
Tennessee Baptist's Children's Home
Brentwood, TN
(see flyer this issue)

April 21, 2007

Carolina Jaguar Club
Carolina Jaguar Club 2007 Concours
Shelton Vineyards, Dobson, NC
Contact: Margaret Bingham,
919-779-9404

May 19, 2007

Smoky Mountain Jaguar Club
Concours d'Elegance
Gatlinburg Pittman High School
Gatlinburg, TN
Contact: Gary Cobble, 865-689-1349

May 19, 2007

Sports Cars in the Park
Old Town Helena, AL
Birmingham British Motoring Club
www.birminghambmc.org

May 20, 2007

Sneaky No Peeky Rally
Contact: George Kimble
theroad poet@comcast.net

June 2, 2007

Music City Jaguar Club
Drive to Mr. Hall's Car Collection
Cookeville, TN
Details in this issue.

July 21, 2007

Music City Jaguar Club
Concours D'Elegance
Belle Meade Plantation,
Nashville, TN
Contact: Mike Massieu
polecat353@hotmail.com

July 31 – August 4, 2007

JCNA Challenge Championship
Indianapolis, IN

September 29, 2007

10th Annual Brits at the Shoals
Florence, AL
www.ShoalsBritishCars.org

October 13, 2007

Nashville British Car Club
Annual British Car Show
Pinkerton Park, Franklin, TN
www.nashvillebritishcarclub.com

The Minutes

Club Meeting January 2007

Attendees: Winston Huff, Mike Massieu, Paul Collins, Chris Nicholson, Chuck Gavron, Al Gross, Mike Mowery

Club Officer Positions for 2007 were voted on and volunteered for. The only change to the existing officer positions was the election of Chris Nicholson to the position of Vice President.

Preliminary discussions were, uh, discussed, about this year's Club Concours. It was decided to return to the Belle Meade Plantation. July 21 was the date chosen so as not to conflict with other regional events. Mike Massieu has graciously volunteered to be our Chairman for the event again this year.

Paul Collins and Mike Massieu informed us of the plans for the 2007 Kars4Kids to be held April 21. Alan Jackson has come on board as a contributor/sponsor this year.

Club Meeting February 2007

Attendees: Winston Huff, Jim Smith, Mike Mowery, Mike Massieu, Chris Nicholson, Chuck Gavron, Sydney Franklin, and Jerry Trosper

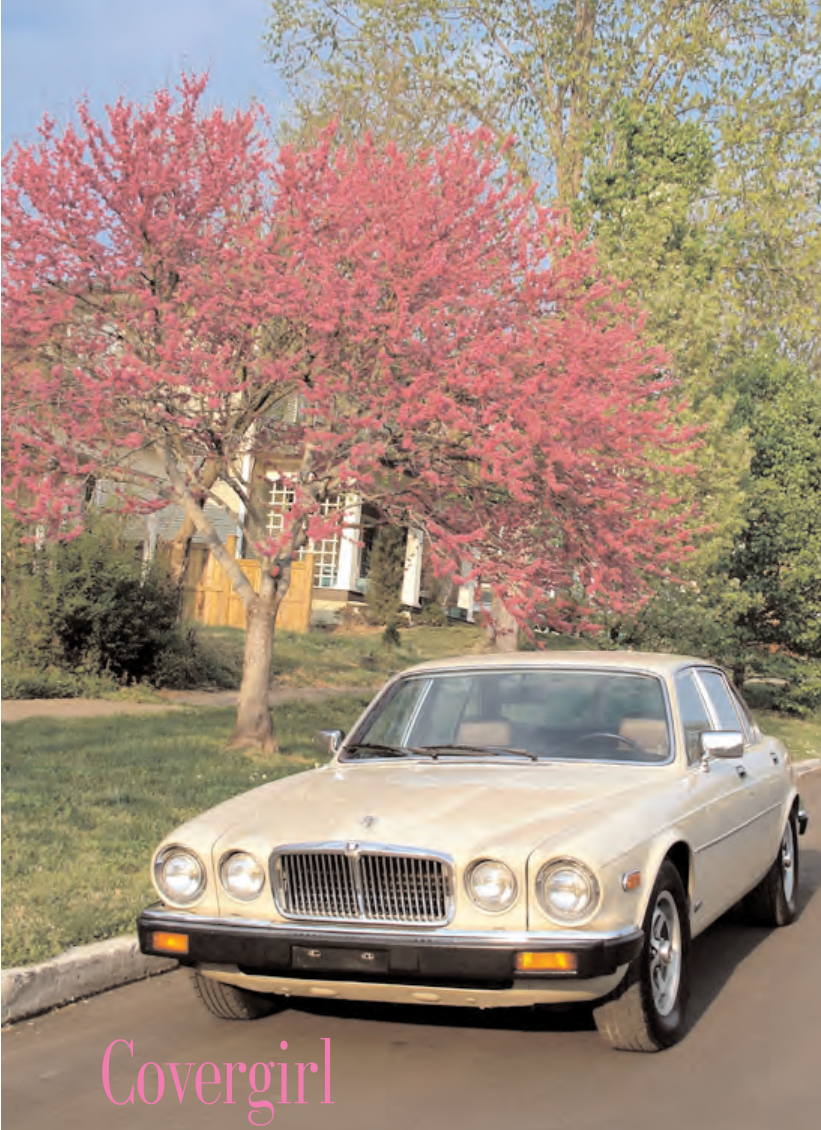
Some additional information about Concours details was presented by Mike Massieu. Chuck Gavron volunteered to organize the Club outing June 2 to Cookeville. (more information on this event elsewhere in this newsletter.)

Club Meeting March 2007

Attendees: Winston Huff, Jim Smith, Neil Ottavi, Mike Massieu, Paul Collins, Mike Mowery, Chuck Gavron, Al Gross, Scott and Charlene Matta, and Sydney Franklin.

Chuck had more information about the upcoming Club outing on June 2nd to Cookeville to see the private car collection of Mr. Hall. It was suggested that we meet somewhere east of town to drive over together. Winston will send out a club email when all the details have been finalized. (See the email invitation from Robert Hall in this issue.)

We were pleased to have 3 new members join us this month: Scott and Charlene Matta of Columbia, and Neil Ottavi of Thompson's Station.



Covergirl

Nobody loves paint like a girl...or an old Jaguar! Cara Schneider's beloved '85 XJ-6, BELLA 1, is back on the streets of Sylvan Park wearing a fresh new coat of Cirrus Gray. That's her on the cover at Bobbie's Dairy Dip. (Cara is out of the frame with her chocolate malted!)

Welcome, New Members!

Mark and Lisa Castleberry
Jackson, TN

Neil and Susan Ottavi
Thompson's Station, TN ~ 2002 XK8 Convertible

Scott and Charlene Matta
Columbia, TN ~ 1996 XJ6

A Kind Invitation

From: TheDrivenMan@comcast.net
Sent: Friday, March 09, 2007 5:43 AM
Subject: Jaguar and British Car Gathering

Hello all,

I would like to invite everyone who owns or even has an interest in British cars to day of fun and camaraderie in Cookeville, TN, on Saturday June 2nd 2007. This will be a VERY INFORMAL gathering to simply enjoy looking at cars and talking with your fellow enthusiasts. Please drive your British or European car! This is not a concours, so just come on out and relax!

It will take place at R. Glenn Hall's, dad of Robert "The Driven Man" Hall, home and garage. It is set on several acres, so there is plenty of room and parking for everyone.

He has a large collection of British cars most of which are Jaguars. He also has several Porsche, BMW, Mercedes, etc... approximately 60 in all. The collection ranges from a pre-war SS Jaguar project to a Twin Turbo Lotus Esprit. Some of the other more unique examples are a 1934 Rolls Royce Phantom II, a 1972 Panther J72, an original Porsche Turbo Carrera, a pair of Jensen Interceptors, and a Jaguar 3.5 MKV Drophead.

In addition to this, we are also trying to gather as many XJS's as we can, and we already have 5 of the very rare XJRS and 6.0 liter V12 cars committed and more on the list.

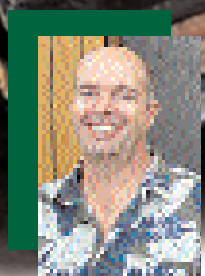
Please accept this announcement as a place holder. More details, photos and an RSVP form will be posted soon at www.TheDrivenMan.com. I just wanted to get the word out before I left for vacation. If you would like more info, please give me a call or shoot me an e-mail.

Please feel free to pass this along. I'm sure I have missed several friends and associates who would like to see this invitation.

Thank you.

Robert Hall
423-773-9787 mobile
7AM - 10PM EST

Jaguar Garage



by Mike Mowery
mmowery@ssr-inc.com

Sensors and Switches

The cooling system on my '93 XJ6 recently experienced two glitches in about two weeks: The cooling fan switch started acting up, and the Coolant Level Warning Lamp came on. Oh well, the car is at that age when these type things are bound to happen, regardless of car brand.

The fan switch failure made itself apparent by conveniently draining the car battery. I had come home one evening with everything working just fine, and the next day the battery was flatter than flat. As soon as I connected the battery charger, the electric radiator cooling fans started running. A dead giveaway.

**Above, the Coolant Level Sensor.
Not pretty, but my soldered-up contraption works!**



**The Sensor's "Before" Pic:
Break in the Resistor**

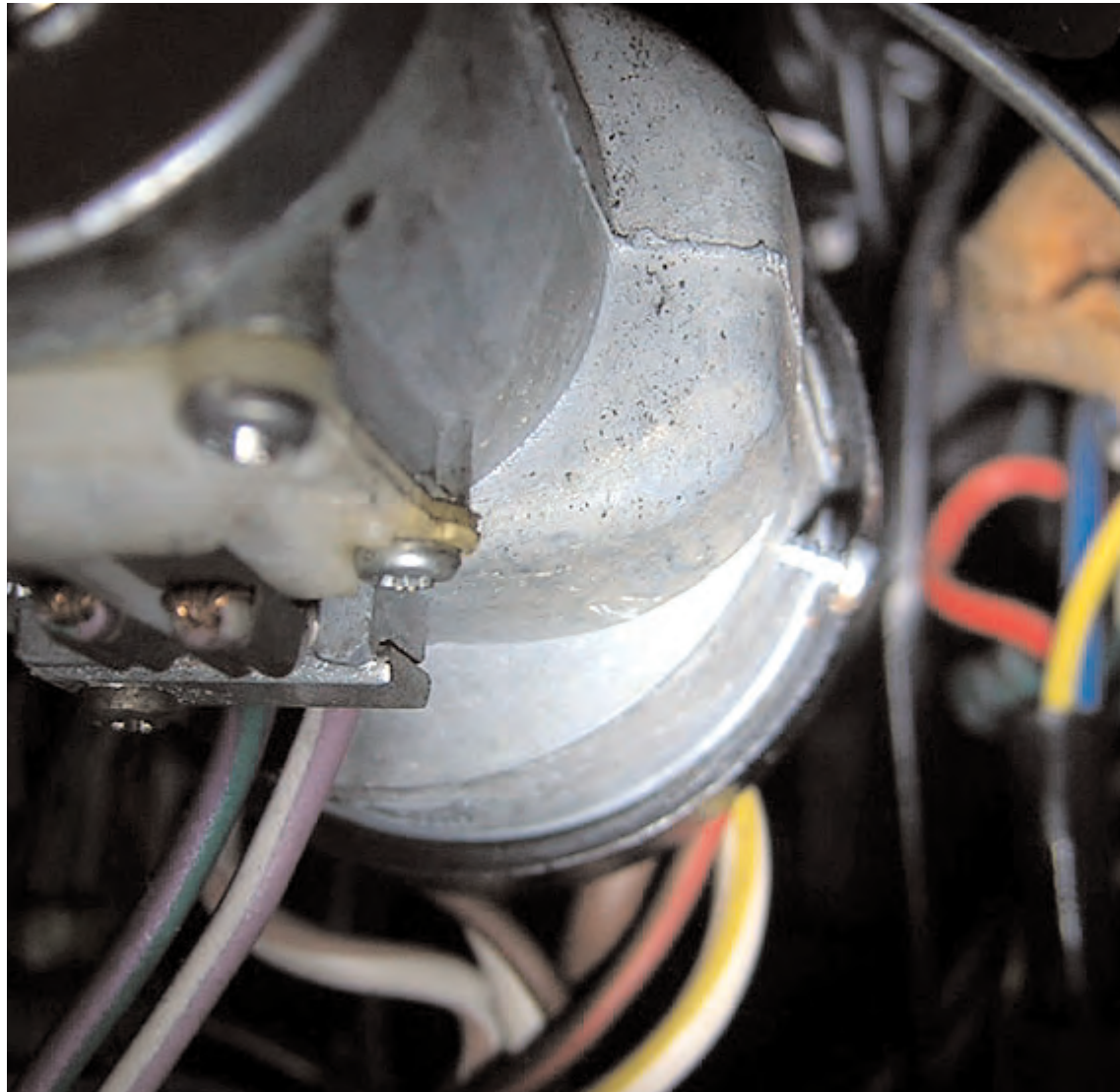
SENSORS

* continued from previous page

So the order was placed through one of the Jag parts places for a new switch and it's working fine now.

Then during the next week, the Coolant Level Warning Lamp came on. The initial surge of panic was squelched when I saw that the coolant reservoir was actually not low at all.

When I took the level sensor out of its recess in the coolant tank, it was pretty obvious where the problem was. The probe has two very small tabs on its sides which screw down into the tank recess. The small tabs had broken off, and over the years moisture had found its way into the recess. It was no wonder that that wiring had corroded so badly and eventually broken at the base of the resistor.



This small screw is the only thing holding the back of the ignition switch in place. Remove this screw, unplug the wiring connectors, and the switch comes right out.

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SENSORS

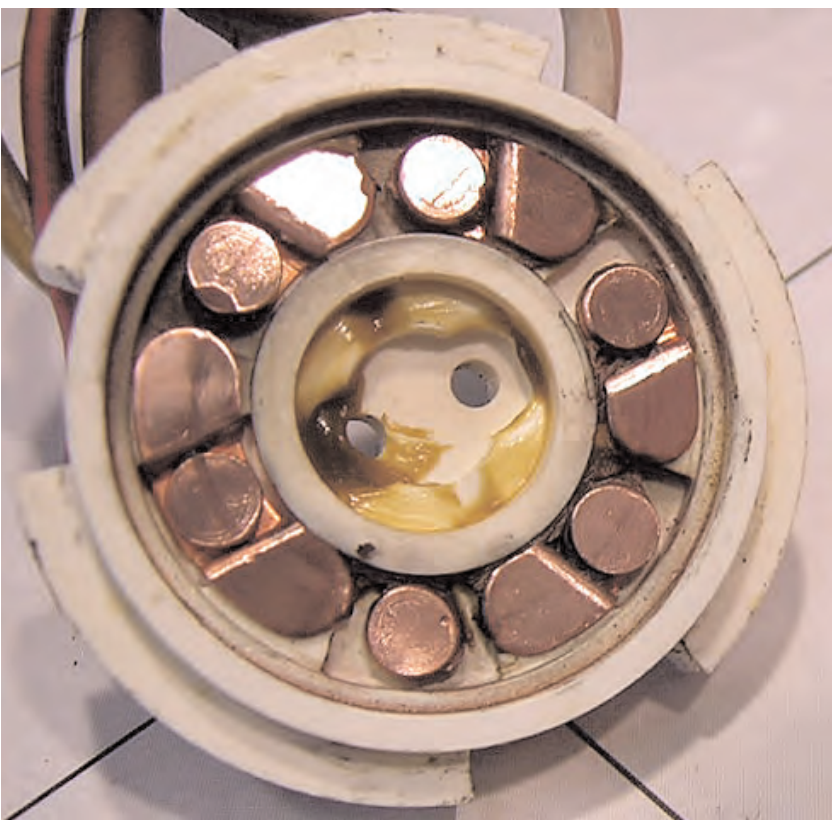
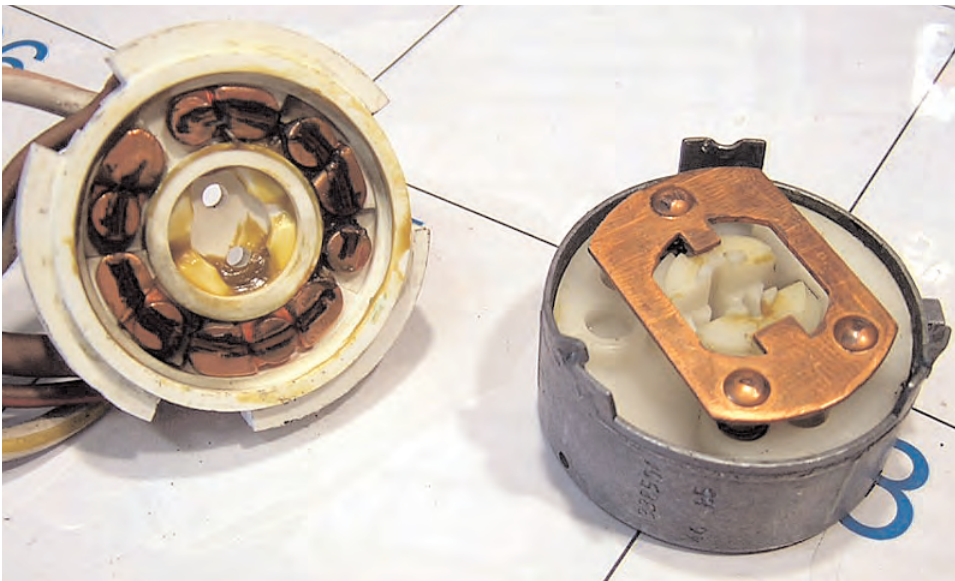
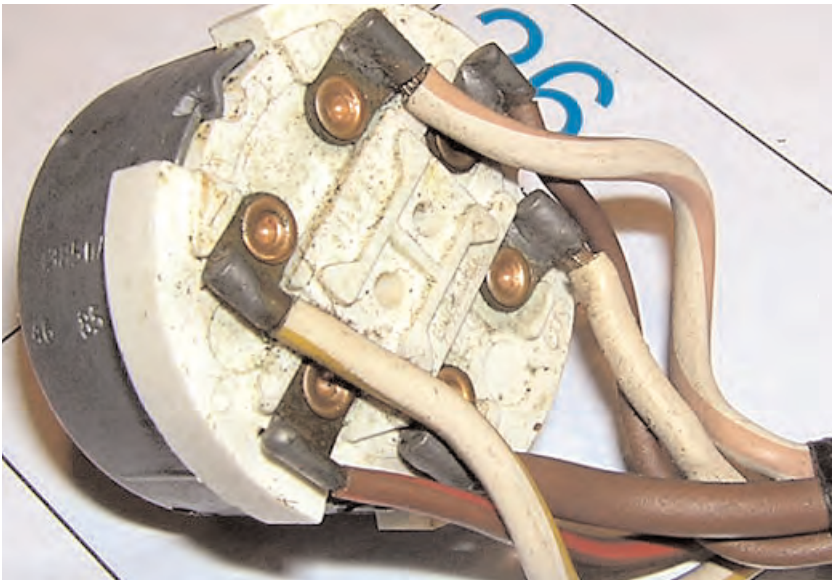
* continued from previous page

After pricing a new sensor at over \$50, I thought I'd try and save the old one. I was somehow able to get a resistance reading across the broken resistor, and got a new one from Radio Shack for about 20 cents. The ultra thin circuit board wire on the back of the probe was also on the verge of breaking, so I just used a piece of regular thin wire in its place.

This sensor uses a reed switch to signal when the coolant level in the tank gets low. There is a magnetic float inside the tank that rises and drops which triggers the reed switch.

Amazingly, my soldered-up contraption actually works!

Another switch issue came up on my '86 XJ6. Occasionally, during starting the car, the starter would stop spinning before I let the key go. I know that the ignition switch on these cars can get a little flaky with this many years and miles on it, so I thought I'd take it apart and take a look.



Top, the back of the switch case is held closed by three tabs. Pry these back a little, and the switch will fall apart.

The center picture shows where the rotating buttons have made their path on the contacts.

Finally, the contacts are all cleaned up with the Dremel and ready to go back together.



with ALAN JACKSON
 April 21, 2007 (Rain or Shine)



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Mail Form to
 Paul Collins, c/o Sullivan Eng., Inc.
 1722B Gen. George Patton Dr., Suite 400, Brentwood, TN 37027



Jaguar Garage, II!

Transmission Conversion Part One

by Winston Huff

Simple. Yes? This was not true in my case.

I always felt like the Series III XJ6 needed a manual transmission. The automatic was okay, however, it felt like it could do more. Last fall, I started on the process to remove the standard 3-speed automatic and install a 4-speed manual with electric overdrive. I thought this would be simple. However; this was not true in my case.

There are many ways to do this along with many different costs. There are several companies that now offer conversion kits where you can buy the kit and have a professional garage install the entire unit. This would be the simple way. However; in my case, I chose not to take the simple way. It is important to remember from the start that this is

not an easy project and you will spend a lot of time under the car. If you are not familiar with the safety issues and how to work under a car you should pay someone else to do this for you. These cars are HEAVY.

My goal was to do the project for around \$2500 and to have it done by Thanksgiving. I am still under \$2500 but I am way past Thanksgiving. (I am now looking at a rapidly approaching Easter!) Then I started on the parts list. It is important to first look at a left hand drive manual car. Lucky for me Brian Adamo has a Series I model with a factory original manual gearbox. He was kind enough to let me take all kinds of pictures of the details of his car. The next question is where are you getting your parts?

Yes, It's True! There really is a nice Jaguar buried under there somewhere.

Donor Car - I guess the best way is to find a good cheap manual transmission car. XJ6's are cheap and all over the place right? This was not true in my case. Mike Mowery found a Series II XJ6 rustbucket on eBay in Pennsylvania. It sounded perfect. It ran and was being sold by a guy that ran a British car garage. Engine and drive train ran great. The only problem was that the Northeast was not kind to the body or the interior. But that was okay, I did not need the body or interior.

On a donor car I knew I would have to buy a new clutch and rebuild the master and slave cylinders. The current bid on the PA car was \$400. Hey, this was in my range. If I shipped it to Nashville I could still be in budget. I stopped my bidding at around \$1400. Some guy in Israel bought it for much more than I was willing to pay. Now on to plan B.

Kit - Another way to do this is to buy a complete kit. Actually this is not a bad way to go, if you are smart. However; knowing my IQ, I thought I could do better. Kits were in the \$4000 to \$5000 range - outside my budget. However, they are a great source for those hard to find parts.

Build your own kit - There is another way that you can buy a used, rebuilt or new T5 5-speed transmission. However the trick is to make sure you get all the matching pieces and parts.

Winston Way - Or, you can throw out all logic and reasoning and do it the Winston Way. This is a strange convolution of all the above.

What parts do I need?

Transmission - The big daddy part, of course is the transmission. You can look for a used one from an 80's model Mustang, Camaro, or Firebird. You know how hard good ones are to find now? All the Smoky and the Bandits I know wore these cars out

years ago. You also have to make sure the input shaft spline count, bellhousing, and driveshaft match up.

I was lucky in that a local garage had a manual gearbox with overdrive on hand from a Series I XJ6 available. This solved some of my issues but not all. Here are some things to look for with a manual transmission.

Bellhousing - When using a non-Jaguar transmission the bell-housing has to first fit the XJ engine block. Because mine was from a SI car, it fit fine. The other issue is to make sure the transmission will bolt on (in the correct position) to the bellhousing.



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Gear Selector Position - Check where the gear selector will come up through the console. Because mine was a Jaguar gearbox, there is a Jaguar console ski slope that will work on my car.

Transmission Support - There is a support under the car for the transmission that also supports the engine. Using the Jaguar transmission solved this problem because they both use the same support.

Drive Shaft - The other issue is the connection to the drive shaft. The Jaguar XJ6 has a four bolt output shaft connection on both the manual and automatic. Some non-Jaguar transmissions have a spline type connection. In this case you have to make sure the spline count on the transmission matches the spline count on the driveshaft. The length of the driveshaft is also important

and may require a trip to a drive shaft shop. With my project the length of the manual and automatic match so I did not have to modify the driveshaft.

Clutch - You have to match the type of clutch with the type of transmission you are using. Using the Jaguar clutch on the Jaguar transmission solved many problems. However you can not find this at one of the Jaguar parts places in the states. You can order these from the UK. However, I decided to use one of the companies that supply the kits.

Flywheel - This is the same flywheel that is used by some of the E-types so a good used one should be easy to find in the states. This was not true in my case. So the next step is to get one from a breaker yard in the UK (junk yard). They sold lots of manual XJ cars over there, so they

should have lots of them. This was not true in my case. So again I bought it from a company that sells the conversion kits.

Pedal Box - The right hand drive and left hand drive pedal boxes have the same bolt pattern. Jaguar uses the same box for both automatic and manual cars. Jaguar also uses the same pedal box on the left hand and right hand drive cars. On a British car you use your right foot for the accelerator and the left foot on the clutch, just like here. Before ordering this part the question of the master cylinder has to be worked out.

On the SIII XJ-6 the brake master cylinder is mounted to an aluminum pedal box where the brake pedal pivots. In the manual transmission cars, the clutch pedal pivots in the same box and there is a clutch master cylinder above the box. To save



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**Right hand
drive pedals**



**Above two pictures,
left hand drive pedals**

manufacturing cost Jaguar used the same casting for both the manual and automatic cars. The same box also fits the left hand and right hand cars. Simple, right? I did not find that to be the case.

While the casting is the same, the automatic cars are not machined for the clutch pivot point and the opening for the clutch master cylinder. If you decide to reuse the same pedal box you need to get this machined for the master cylinder and clutch pedal. You will also have to buy a master cylinder, springs and clutch pedal.

Master Cylinder - The master cylinder fits just above the clutch pedal and is the reservoir for the clutch fluid. If you buy the pedal, master cylinder and the little bits new they could be expensive.

So I decided to buy a complete pedal box from the UK that included master cylinder, hoses, clutch pedal, brake pedal and all the little bits. This would be simple, they have them all over the place over there and they only sold for 100 pounds. I did not find this to be the case.

My Christmas was spent on the phone to the UK and waiting for the parts to arrive. They finally arrived and they looked like they had been sitting out in the nasty UK weather for over 20 years. After getting them here and cleaned up we discovered a very important issue. The clutch and brake pedal on a right hand car are approximately straight down, while the left hand drive car has an offset of about 30 degrees. (Something about centering the pedals in the respective footwells.) So I could not use the brake and clutch pedals from the UK without significant modifications. The new parts are available in the UK on the internet and are supposedly easy to order. Simple right? I did not find that to be the case. I am still waiting for the clutch pedal. It is back-ordered with no time frame available for it's delivery. Maybe this week, maybe next year! (Currently investigating alternative sources...)



TRANSMISSION* continued from previous page

Console removed to expose transmission tunnel opening.

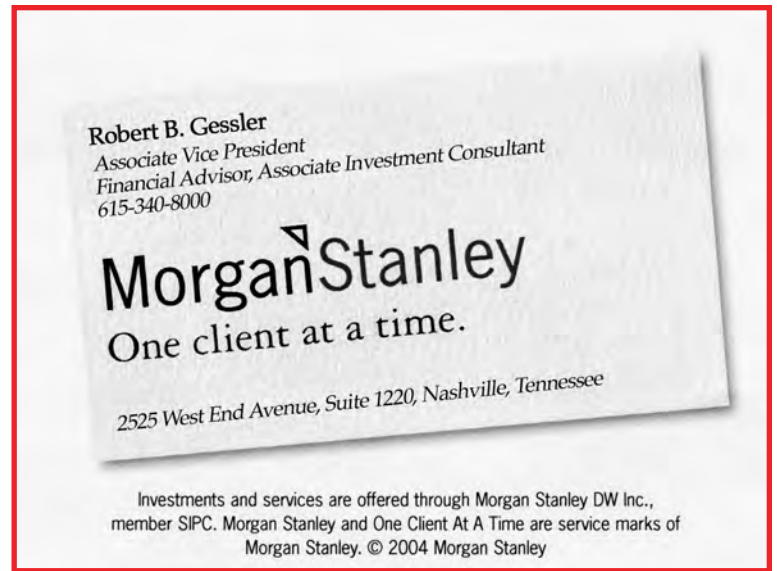
How to remove the old transmission:

You have two choices on this part of the project. One way is to take the engine out with the transmission still attached, and the other way is to take the transmission out from under the car separately. I decided to take the transmission out and leave the engine in place. There is an official Jaguar engine support to do this. Or you can make one out of floor joists!

The automatic trans is now out of the car.

The console and tunnel cover plate are removed and the car is levitating on jack stands taking up valuable garage space. Stayed tuned to see what happens in Part Two of this article in the next issue. I will (hopefully) have all the parts soon, it will go together smoothly and be on the road in one weekend. Simple right?

Get Noticed!



by people who own, love, and lavish attention on their Jaguars!

Classified Ads

Xk-Files offers free classified ads to MCJC members selling Jaguar cars or parts. The ads run for three issues unless cancelled. Classified ads for non-members are \$5 for two issues. Classified ads (for Jaguars only) can also be posted nationally at www.jcna.com under Classifieds.

Commercial Ad Rates

Below are commercial ad rates for businesses. These ads will probably be, but not necessarily, Jaguar related.

No. of Issues	1	4	8
Business card	\$10	\$40	\$75
1/4 page	\$40	\$80	\$150
1/2 page	\$65	\$150	\$250
Full page	\$100	\$250	\$400

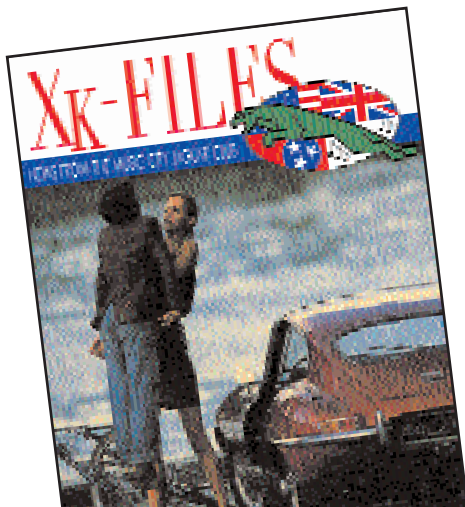
Measurements

Business card	3.75" X 2.25"	(375 x 225 pixels)
1/4 page	3.75" X 5"	(375 x 500 pixels)
1/2 page	7.5" X 5"	(750 x 500 pixels)
Full page	7.5" X 10"	(750 x 1000 pixels)

Instructions for Advertisers

Because this newsletter is primarily sent out electronically, it is important to keep the file size as small as possible. To support this effort we prefer images be supplied at 100 dpi rather than the normal 300 dpi. Images supplied at 300 dpi will be resized to 100 dpi. Any digital images and copy can be sent to Cara Schneider at carabella@bellsouth.net.

If you prefer, you may send hard copy, such as your business card, logo or ad text, to:
Music City Jaguar Club
c/o Mike Mowery
2995 Sidco Drive, Nashville TN 37204



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Concours D'ELEGANCE



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Concours D'ELEGANCE

JULY 21, 2007



ENTRANT REGISTRATION FORM

The July 21, 2007, Music City Jaguar Club Concours d'Elegance is open to all Jaguars with a Jaguar engine and owned by the entrant. Entrants should complete this form with the Release of Liability signed and submit the form and appropriate check as directed below. Entries in all Champion Division classes and all Driven Division classes are judged according to JCNA rules approved for the current year.

The Driven Division is open to all Jaguar owners. Rules require only that your entry is a Jaguar with a Jaguar engine. Entries may cross over from Driven Division to Champion Division, or vice versa, but points awarded in one division become invalid when crossing over to the other division.

Awards will be given for the First, Second, and Third in each division. The awards will be presented at the Saturday night Banquet. The Jaguar display area next to the Concours field is open for all Jaguar cars and will be eligible for display awards and free prizes.

Pre-Registration Fee: Champion/Driven \$30.00 (Non-JCNA Member \$35) • Registration Fee after June 21: Champion/Driven \$35.00 (Non-JCNA Member \$40)

Last Name _____ First Name _____ Spouse _____

Address _____ City _____ State _____ Zip _____

Home Phone _____ Work Phone _____

JCNA Affiliation _____ JCNA Number _____

Year	Model	Body Style	Color	Champion/Driven Class *	Display Class	(Sports/Saloon)
------	-------	------------	-------	-------------------------	---------------	-----------------

* (See the JCNA Classes Form)

JUDGING

I am a licensed / unlicensed JCNA Judge and would like to judge at the Concours. JCNA Judge's Number: _____

I would prefer to judge the following classes or models (Judge can not judge own class.): _____

REGISTRATION AND PAYMENT

Make Checks payable to Music City Jaguar Club.

Send to Dave Thomas

Attn: Music City Jaguar Concours Registration
1204 Twin Springs Drive, Brentwood, TN 37027

No. of cars entered _____ X \$ _____ = \$ _____

JCNA and MCJC membership for 2007 _____ X \$60 = \$ _____

Attending Sat. Awards Banquet (optional) _____ X \$35 = \$ _____

Total Enclosed \$ _____

INFORMATION

on Concours judging refer to [JCNA.com](http://jcna.com)

on the Music City Jaguar Club and the event refer to <http://jcna.com/php/clubdisplay.php?club=se55>

RELEASE OF LIABILITY

JCNA Event Participation: It is an Entrant's privilege to participate in any JCNA sanctioned event held by any JCNA affiliate upon executing proper registration forms and paying published entrance fees. Each affiliate shall be solely responsible for granting entry privileges to each Entrant on an individual basis. I hereby agree to enter the above described Jaguar(s) in the Music City Concours e'Elegance. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America (JCNA), Music City Jaguar Club, the Concours d'Elegance Committee, and each member thereof, from any and all liability for injuries, damage or loss arising from my entry and attendance in the Concours.

Signature of Jaguar Owner _____ Date _____



Thank you for your interest in joining the Music City Jaguar Club and JCNA.
Please fill out this membership form and follow the instructions below

Name(s) including spouse or other _____

Address _____

City, State, Zip Code _____

Home phone _____ Business phone _____

E-Mail Address _____

- XKFiles*, the Music City Jaguar Club Newsletter will be sent to this email address.
- I prefer for a hard copy of the newsletter to be mailed.

Jaguar/s Owned (Use an extra sheet if necessary.)

Year	Model	Body Style	Color	Miscellaneous

Enclosed are my Jaguar Club membership dues \$ 60

Signature _____

Please mail a copy with your check (payable to Music City Jaguar Club) to the address below. Your application will be processed and forwarded to JCNA. Please allow 4 to 6 weeks to receive your first issue of the Jaguar Journal. Should you have any question regarding the status of your membership, please contact the Music City Jaguar Club at xkhuff@yahoo.com.

Music City Jaguar Club • Jim Smith • 6004 Tattersall Court • Brentwood, TN 37027



Win a Z4!



Each year, Nashville Opera's education outreach program performs to more than 20,000 Middle Tennessee children. In many cases, Nashville Opera's school tour is the only performing arts exposure these students will ever receive. Your support in this First Annual Raffle will help the Opera continue this vital program. And you might win a black 2007 BMW Z4 Roadster in the process!

- Win a 2007 BMW Z4 Convertible Roadster valued at over \$40,000! (Or opt to receive \$10,000.)
- Tickets are only \$100 each.
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- Drawing takes place at Madame Butterfly at TPAC, April 12, 2007.
- You need not be present to win.

Call Cara at 615.832.5242 x205
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