

JAGUAR ASSOCIATION OF NEW ENGLAND

# COVENTRY CAT

VOLUME 5, NUMBER 1

JANUARY 2003



Scenes from our holiday party and AGM

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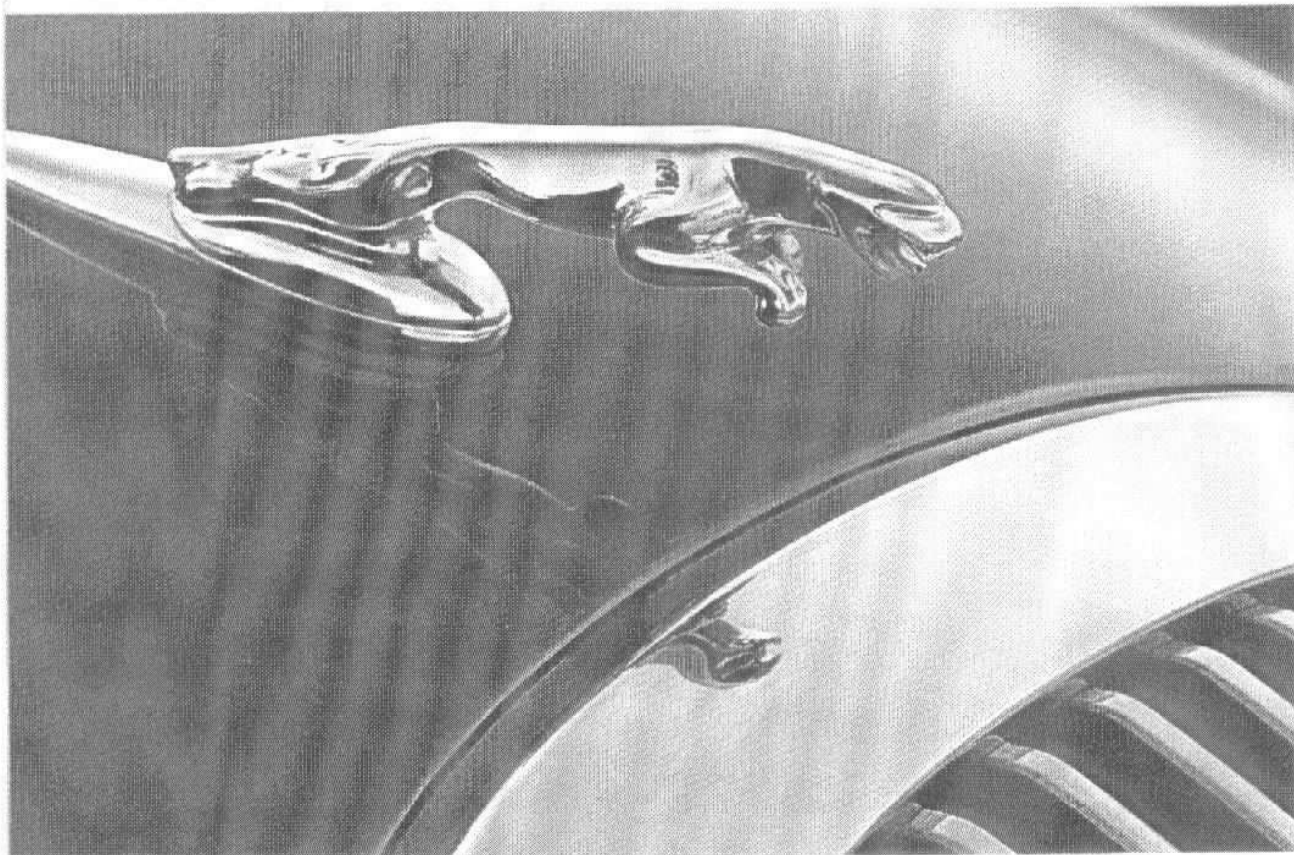


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## Jaguar Association of New England 2002 Calendar of Events

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 Wes Keyes 207-363-5338 or Dave Higginbottom 978-683-6278

### January

Monthly Meeting, Skip's, Chelmsford, MA.....January 22th

### February

Monthly Meeting, Skip's, Chelmsford, MA.....February 26th

### March

Restorations, Dave Roth/Harry Parkinson,

Hollis, NH.....March 1st

Monthly Meeting, Skip's, Chelmsford, MA.....March 22th

**Have an idea for an event for next year?**

**Give Wes a call**

### JANE OFFICERS

<b>President:</b>	<b>Carl Hanson</b>	<b>(781 275 2707)</b>
<b>VP/ Events:</b>	<b>Wes Keyes</b>	<b>(207-363-5338)</b>
<b>Slaloms:</b>	<b>John Loring</b>	<b>(603 394 7525)</b>
<b>Secretary:</b>	<b>Pat Reilly</b>	<b>(508 839 7464)</b>
<b>Treasurer:</b>	<b>Diane Crook</b>	<b>(781-659-4024)</b>
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	<b>E-mail: harryparkinson@attbi.com</b>	

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

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### President's Notes

By Carl Hanson

Happy New Year! We start off another year with a new slate of JANE Officers and Board Members elected at the Annual Meeting in December. For those of you who were unable to attend the excellent meeting and holiday party, here is the list:

President: Carl Hanson

VP/Events: Co-chairs: Wes Keyes and David Higginbottom

VP/Membership: Co-chairs: Adrian and Susan Curtis

Treasurer: Diane Crook

Secretary: Patricia Reilly

Board Members: (in alphabetical order)

Karen Bates      Michael Bates      Jack Capocefalo

Chuck Centore      Patt Centore      Ed Hall

Harry Parkinson      Alan Quinn      David Reilly

David Roth      Jim Sambold      Herb Strachman

Yes, you noticed – there are only 12 Board Members other than the officers. According to the newly revised by-laws, that is how the club is meant to function. Various interpretations abound and we will work out the procedures in due time. For example, it has been the tradition that a spouse (or significant other) can represent a joint membership provided only one vote is cast – unless, of course, both parties have been elected, as in the Bates' and the Centores' this year. Some have expressed a fear that with only twelve voting Board Members we will have a reduced attendance at the meetings. I hope not. I believe the fellowship and good times we have at the meetings will continue to create enough interest to bring out as many members as we have had in the past, even if voting is restricted to Board Members.

This year's events should prove to be every bit as successful as last year's. We will be publishing a list in the Coventry Cat every month, along with full particulars. You need only to check the 'Cat and the Website for full details. Speaking of the website, I urge everyone who has internet access to check out our JANE site. Alan Quinn has done a great job of making it informative.

I hope to see you at our monthly meetings at Skip's Restaurant in Chelmsford, MA, on the fourth Wednesday of every month. We have a lot of fun at the meetings, mixing club business with the pleasure of our company. See you on the 22<sup>nd</sup>!

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OCTOBER 31, 1953

## JAGUAR SETS RECORD IN RUN AT JABBEKE, BELGIUM

Here's the short version of the Jabbeke story as told by Norman Dewis at the 1998 JCCA (Arizona) Concours.

Jaguar had repeatedly visited the two-mile straight stretch of Belgium road to break and re-break their own records. They were set to do it again, when, three days before they arrived, Italian automaker Pegaso arrived with a Detroit-engined sportscar. October 30, they broke 150 mph, setting a new production car speed record. That night the Pegaso team celebrated at the Belgian night spots, and with their place in history seemingly secure, they went long into the morning. The press partied along side them. The revelry was still going on when an intrepid reporter headed out to the motorway that morning to watch the Jaguar run.

Dewis and Jaguar had taken a stock XK120, added a full body pan, race-tuned the engine, replaced one headlight with a ram-air intake, covered part of the radiator, lowered the differential ratio, removed the windscreen, replaced it with a squat perspex bubble, sealed the body, and set Norman, a short fireplug of a man, on a piece of foam on the floorboards just peeking over the cowl.

There was one problem. They sealed it too well. During a preliminary run, Norman almost died from asphyxiation, when the oxygen ran out. At one point he even considered kicking a hole in the perspex bubble. Knowing that would ruin their record chances, he held on, to emerge, red as a beet, when they unsealed the bubble. Wisely, they cut a few air holes in the cockpit for the remaining runs.

Having done the calculations, Norman knew that he had to hold 5800 rpm to break Pegaso's record, but once out on the road, he saw that he could easily run at 6300. He blazed down the straightaway, holding the 6300 through the timed mile, turned around and did the same coming back.

As he brought the car to a halt, he expected to hear triumphant cheers from all present. Instead he was greeted with quizzical expectation.

"Was there a problem?" asked Bill Heynes.

"I was running at 63 ticks," Norman protested, "I must have broken the record." It is a credit to the Jaguar factory people, that they could keep their composure for even a short period of time, while Norman tried to make sense of the situation. Finally, they could hold it no longer and the cheer went up. Norman had gone into the record books with a two-way speed through the flying mile, of 172.412 mph.

Breathless, the reporter raced back to the still-carousing Pegaso group and told them of the results of the Jaguar run. Were they going to take up the challenge and return the next morning and try to beat the Jaguar time? Knowing that it was impossible, they paid their tabs, packed up and dejectedly returned home.

As a final note, take a look at that ad and imagine traffic diverted from four lanes to two creeping along at 50 mph on the right while a vehicle was going over 172 mph on the left. This was the last time Jabbeke was used for record setting. After Jaguar's unprecedented speed, Belgian officials ended the use of the Jabbeke Motorway as a speed test site.

Only one minor correction, and an unsubstantiated one at that. The XK120 driven by Norman Dewis at 172+ mph occurred October 31, 1953. (Soapy Sutton, test driver in 1950, didn't like really high speeds.)

By Mark Stephenson

Jaguar Club of Central Arizona ([www.jcca.us](http://www.jcca.us))

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## Restorations by Carl Hanson

### The Engine Rebuild (Part III)

### The Engine Runs!

Before I get into the exciting news about a successful engine rebuild, I need to take some time to cover errata. Sharp-eyed reader Kurt Rappold from the Delaware Valley Jaguar Club spotted an inaccuracy in my last article. It seems I got some of the head colors wrong when it came to the E-types. I should have known I would get into trouble when I mentioned something other than an XK – I know very little about E-types. I have never even driven one. But that is not unusual – there are a lot of cars I have never driven. For example, Ferraris – I have never driven a Ferrari. Nor an Aston Martin. Nor a Bentley, or a Roller. But I have driven an Edsel! Does that count? Where was I? Oh, yes – the color on the head of an E-type. Kurt nicely pointed out that the correct color is “Pumpkin” through engine # R-2447-9; then “Gold” through late 1966; followed by “Natural Aluminum” (Would that be unpainted?). Anyway, thank you, Kurt for setting the record straight. From now on, I will stick to my XK120.

Now back to the exciting news. After describing the restoration of the engine block and its moving parts two months ago and the head last month, the next step was to assemble everything and mount the assembly on the engine test stand at Donovan Motorcar Service. The photos show the special rolling rig developed by Brian Donovan. This stand comes complete with a small gas tank, radiator with an electric fan, fuel pump, battery, starter switch, exhaust system, and the important gauges to indicate the health of the newly re-built engine. Brian does not advocate running the engine for a long time with no load, but he gets a good reading on any problems that may show up.

Brian called me on January 13<sup>th</sup> --- my birthday! – and said he was ready to start my engine. Did I want to observe it running? You bet! I hopped in the truck and scooted the 2 hours down the Turnpike to Lenox, MA. Sure enough the engine started right up and ran smoothly. We blipped the throttle a bit. We messed with the carburetors. We smelled it as it heated up. What else can one do? It sat there running quietly. I believe it spoke to me -- and said, “Hurry up, you fool. Get the rest of the car ready for me!” I didn’t take her home with me that day, but will come back out to pick up the whole kit when Brian finishes rebuilding the gearbox. And that is another story for another day....

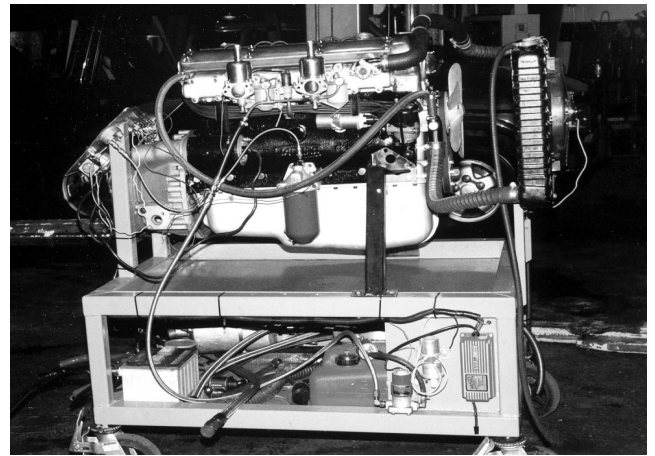


Figure 1: Engine on test stand (intake side)

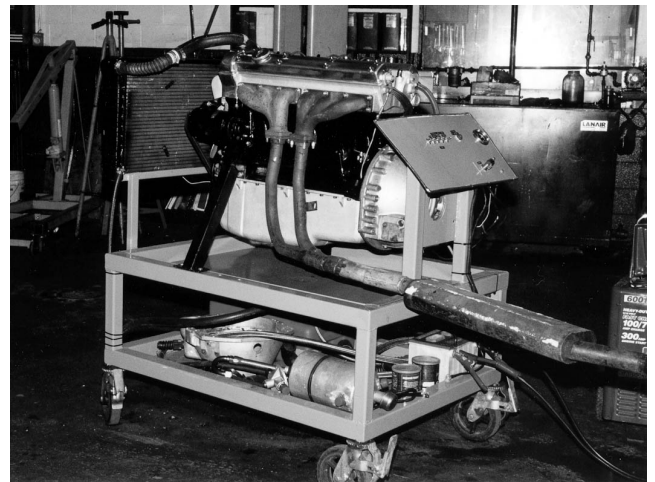


Figure 2: Engine on test stand (exhaust side)

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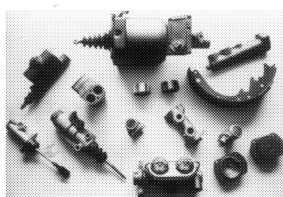
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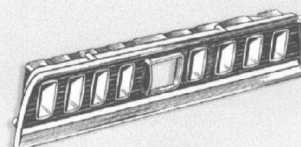
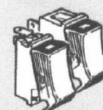
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## Variable Valve Timing for the XK Twin Cam Engine Designed by Gary Hagopian!!

By Harry Parkinson

One of the latest innovations in automobile engine technology is the introduction of variable cam timing as a method of increasing output ( horsepower and/or torque), improved emissions and improved economy. One of our JANE members, Gary Hagopian, has designed, manufactured and installed a variable cam timed cylinder head for a XK engine. This is one of a series of articles covering the project. Part One will cover the design/development, fabrication, and assembly. Part Two will cover the initial run up on an engine. Part Three will cover dynamometer testing and timing profile development while Part Four will encompass the results, final design and conclusions of the project

Most all manufacturers have either introduced this technology or are developing it. Japanese, European, and United States companies including Ford and Jaguar have engines with variable cam timing technologies that are typically coupled with computer controlled engine monitor/management systems.

What is variable cam timing? One must get back to the basics of the automotive engine to understand the principles involved. In conventional engines, the cam is coupled to the crankshaft (and pistons) by either a gear system, a chain (Jaguar XK engines) or by timing belts. A four-cycle engine has a suction, compression, ignition and exhaust cycle which is two crankshaft rotations while the cam makes one rotation. The cam rotates at 1/2 the speed of the crankshaft and controls the valve opening and closing in relation with the piston moving up and down in the cylinder. The cycle begins with both the intake and exhaust valves closed and the spark plug firing. The ignited fuel charge expands and pushes the piston down as the exhaust valve opens and the exhaust goes out the exhaust pipe. After the piston purges the burnt fuel, it starts to pull in fresh fuel and air with the intake valve open. It continues on to compress the charge with both intake and exhaust valves closed to start the ignition process. The cycle repeats over and over again for all the pistons.

A conventional camshaft has fixed lobes that open and close the valves in relationship to the position of the crankshaft and pistons. The timing of valve opening is measured in degrees, while the amount of opening is measured in thousandths of inches(mm) and is called lift. The size of the cam's lobes determines the lift while the shape of the lobe determines the timing. Since the cam is a ground shape in steel, it can't change from the fixed dimensions of the shape of the lobe. The cam is a compromise between low speed and high-speed operation. At low speeds, some of the incoming air/fuel mixture is allowed to escape from the cylinders, back into the intake

manifold during the compression stroke, because the intake valves do not close until the pistons have traveled part way upward in the cylinders. At higher speeds, more fuel mixture is captured in the cylinders, due to the higher momentum of the incoming charge, making for a more powerful explosion. This explains why an engine's torque increases with speed, up to a point. An engine's cam is designed to produce its maximum torque (force) in the most commonly used RPM range.

This relationship between the cam, valves and the pistons can be altered in a variable cam-timing engine. allowing the engine to be "tuned" differently for low speed and high-speed operation. The implementation of variable cam timing takes many forms and often is computer controlled, but the simplest is to change the relationship of the cam to the crankshaft, by rotating the camshaft mechanically. Gary's design does this by pushing the camshaft forward or rearward relative to the newly designed, separate cam hub. A spiral spline cut into the front end of the camshaft, and internally in the hub, rotates the shaft relative to the fixed hub, when the shaft is moved fore and aft. The rear end of the camshaft, opposite from the timing chain, employs a hub / bearing mechanism to push the cam fore and aft, thereby changing the timing.

Because the camshaft lobes move back and forth, the tappet guides must be notched to clear the lobes, as the lobes are moved off center. That is the **only** modification needed to an otherwise stock engine. The modified camshafts are merely bolted onto an engine's head, without any other changes! Gary's design means that this variable valve timing system can be assembled to any XK engine!

Over the Christmas holidays Gary and I completed the first cylinder head assembly at the Hagopian's Sunapee home. The well thought out design went together as planned, and will be installed and tested on a freshly rebuilt XK140 motor that is sitting on the floor of his workshop. After initial runs, the head will be removed and shipped to Terry's Jaguar and Brian Donovan's for dynamometer testing. Torque and horsepower data will be recorded on various cam settings at a variety of engine speeds. Once this is done, the "timing curves" for the cams can be established.

The next report will cover the initial running of the motor and set up for the dynamometer runs.

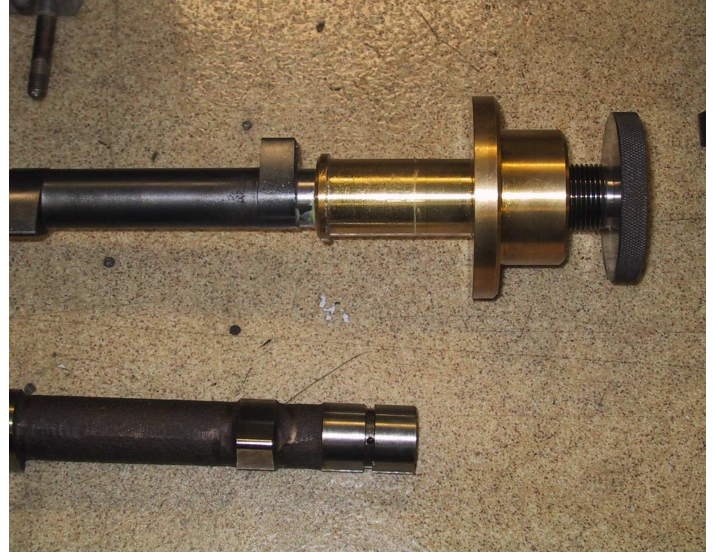
Pictures of the cylinder head are on page 7



## Variable Valve Timing XK Cylinder Head



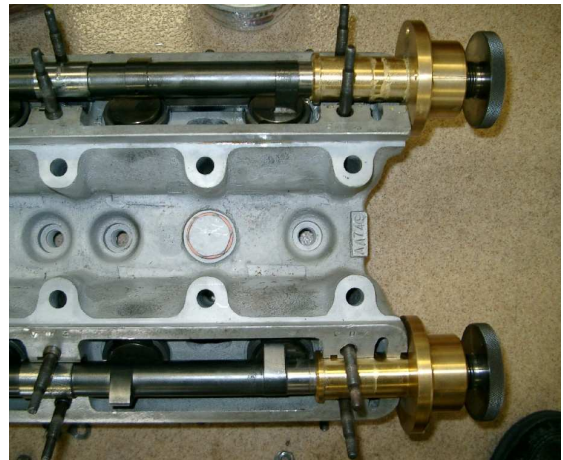
Notched (machined) tappet guides ,the only head work necessary in Gary's design



Rear cam hub, stock on the bottom and the VVT version with adjuster on the top

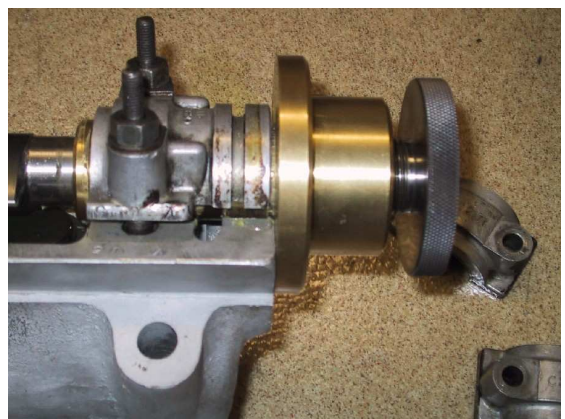


Front cam hub, stock on the bottom and the VVT version with spline on the top



Rear cam hubs and adjusters installed on head

At right, the rear cam adjust, By turning the black knurled wheel, the cam is pushed forward changing the valve timing; the cam rotates on the front spline above; direction of rotation pushes the cam back into the adjuster; note stock mounting of cam bearings making the VVT cams a bolt-in





## Annual Holiday Party/ AGM

### Officers Elected

The annual Holiday party and AGM was held on December 8th at the Radisson in Chelmsford, MA. The successful event was well attended by members old and new.

A cocktail reception started things off at 3:00 PM with a holiday greeting of friends. As 4 o'clock approached, Carl Hanson called the meeting to order and ran a very efficient and brisk business meeting with reports from all officers and committees. Dave Roth, head of the nominating committee, handed out paper ballots for the election of officers and the Board of Directors. As dinner was being served, Dave collected the ballots and tallied the results.

The new slate of officers were elected as follows:

President: Carl Hanson

VP/Events: Co-chairs: Wes Keyes and David Higginbottom

VP/Membership: Co-chairs: Adrian and Susan Curtis

Treasurer: Diane Crook

Secretary: Patricia Reilly

Board Members: (in alphabetical order)

Karen Bates	Michael Bates	Jack Capocéfalo
Chuck Centore	Patt Centore	Ed Hall
Harry Parkinson	Alan Quinn	David Reilly
David Roth	Jim Sambold	Herb Strachman

After a delicious dinner, Bruce Cunningham serenaded us with his bagpipes. Only Gabriel Miller-Quinn, 3 months old who was awakened from his nap, objected to being disturbed.

The Yankee swap started with Dave Reilly acting as the swap master. Several of the more popular gifts traveled through several hands before the last swap was made.

There were even some swaps made afterward, but everyone went away happy.

After exchanging holiday good wishes, the party goes home to the fire (and their Jaguars)



Gabriel Miller-Quinn shown before Bruce started on the pipes

Avis Mello seems delighted with her swap



The pipes, the pipes are playing.....a Bruce Cunningham serenade



This is table number one, number one, number one. Where is number two???



## Ferrari Stopping Power Improved with Jaguar XJR Brakes

By Harry Parkinson

How do you improve the stopping power of a 1960's performance car? Gary Hagopian had stopped in November in NC to look at an E type restoration as a favor to a JCNA member. The shop owner mentioned that he'd like to improve his Ferrari brakes he was running at track events. Gary mentioned that one of the answers could be install 1990's disc brake technology. So Gary took on the job of updating the front end brake system of a 1960's Ferrari. Here's the story in detail

Originally, the Ferrari was equipped with solid Dunlop disc brakes with 15" wire wheels. 1990's technology on Jaguars, specifically the XJR, have vented disc brakes of approximately the same size; 1998 XJR vented discs are over 12 inches in diameter while the 1999 XJR brakes are over 13 inches in diameter. The brakes must fit inside the rim and the 1999 discs and calipers were too big, but the 1998 discs fit just fine with a little over 1/16" clearance, room to spare.

The 1999 XJR calipers have an 18 per cent larger piston area with approximately the same swept area (the area on the disc wiped by the brake pads). The brake pads themselves were changed to a friction material used in racing brakes.

As we started to tear down the Ferrari front end, it soon became apparent that this project was going to be much more involved than the simple task of machining the Jaguar parts and adapters to fit the Ferrari. Most of the parts of the A frame assembly had to be renewed or replaced. Pivot pins were worn, plastic bushings were either worn or missing, wheel bearings were shot and grease was non-existent or solid, caked and dried. Some of the parts were available from a Ferrari parts supplier albeit at a very high price, \$900 outer wheel bearings as an example, some had to be machined from solid stock, the bushings for the A frame pins as an example. With Gary's knowledge of Jaguar designs, features were added in the rebuild, grease fittings to the wheel hubs which in the Ferrari could only be added by tearing down each hub and repacking the bearings.

By now the rebuild of a couple of days was into it's third week. Right before Christmas, all the machining was done, all the parts were in hand and the brakes were ready for assembly along with the rebuilt front end parts. The assembly process took a good two plus days work, but in the end all the work and effort paid off.

Gary and Sue are down south in Florida now, but along the way, stopped off in Pinehurst, NC to deliver and install the brakes of the Ferrari. The owner must have been surprised with not only how well his car stopped, but how well it handled owing to a complete front end rebuild.



XJR Caliper and disc



Mounted disc and caliper on Ferrari front end with refurbished bushings, A frame pins, and bearings

# 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.rovers.net/~bcunning/120parts.htm> for a complete list 1002

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**For Sale: 1983 Vanden Plus XJ6.** 71,000 miles one owner, black w/ cream interior; Beautiful interior, leather is nice wood is great; has car phone and radar detector; good snows all around; body good; some minor rust spots; inspection sticker; runs and drives well; may need front shocks Car at MOT, \$3200; Evan 617-522-6547, Larz Anderson Auto Museum 0103

**For Sale: 1969 XKE Jaguar 4.2 Roadster.** BRG w/ black interior; new top, detailed; thoroughly restored 5 years ago; superb condition, but a couple of mysteries to entertain you this winter; stated insurance value; appraised for \$33K, sell for best offer; near Boston; call 508-541-6781 or email nspicer@attbi.com for more details 0103

**For Sale: 1978 Jaguar XJ12L;** NE Regional Concours Champ; Body, paint, interior and mechanicals excellent condition; All new tires; \$4800 or best offer  
**1993 Chevy Lumina Euro V6,** white/red, excellent mechanicals and running gear; power everything; 120K; 1st best offer  
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## Jaguar Family Additions

11/24/02

Hi Sue,

Just so my membership in JANE wouldn't go to waste, I'm happy to report that I am just now buying another XJ6 to replace the one that was wrecked in June. It's a '96 from Florida - Titanium Grey, my favorite color - with only 50K miles. It was in an Ebay auction, but the bids didn't reach the reserve price so I negotiated with the dealer and got a very good deal. It should be here sometime next week. I'm looking forward to being able to attend some JANE events in my new car.

Thanks for sending me the Emails of cars that were for sale.

Hope to see you soon.

Tom Sheaffer

PS. Merry Christmas and a Happy New Year

---

Hi Sue and Gary!


I am not sure if you remember me (Joe Mastromarino). I have just rejoined JANE after a long hiatus (Just in time for the Christmas party, as I pointed out to David Roth). I was a member of JANE about 20 years ago when I was selling stainless steel exhaust systems for Jags in order to justify my Jaguar Lust. I faithfully went to the Newport Jaguar Show (blast from the past) and others while I was in my residency. The Air Force got hold of me and sent me here and there - I ended up herding 12 or 13 cars around the country -- a couple of 120s, a 140MC roadster, a handful of 150s, the odd Mk IV, Mk VIIM, Mk X, Mk II, etc.. Stuff happens -- I got divorced, the cars went away along with everything else, and it has been a long haul back up the mountain. But I am back, and am happy to see that there are familiar names and faces still on your membership roster. I am looking forward to being involved with motorcars of character and distinction again.

My second wife (of three years now) Judith shows great promise -- as soon as my alimony payments expired we replaced her Camry with my Jeep Grand Cherokee and I ended up driving a perfect S-type. She also finally accepted the fact that I would not be driving the S-type in the winter and thus another four-wheel drive vehicle was a necessity. Hmmm. She never even said anything other than "good for you" when the XK-150 magically appeared in our barn last week. Now I only need to finish convincing her that a six bay heated garage would add substantially to our property value.....

Anyhow, I am looking forward to reacquainting ourselves with everyone, and if PayPal works the way that it should and we are officially accepted in the next five days, we are planning on attending the holiday party on Sunday. Hope to see you there.

Thanks! Joe Mastromarino    emergncymd@aol.com    603-929-2822

PS Joe and Judith attended the holiday party. Joe and Judith have just purchased a XK150



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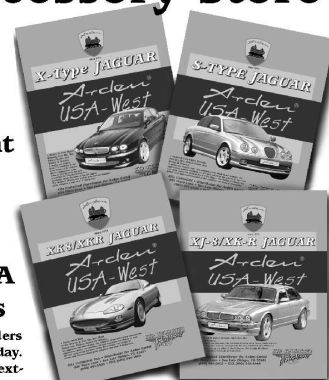
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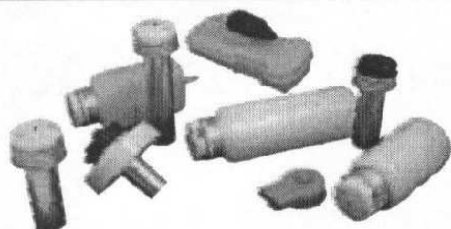
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