

# The Coventry Cat



Official Newsletter of the Jaguar Association of New England

January 2016

[www.j-a-n-e.org](http://www.j-a-n-e.org)



## *Supermoon, Super Cat*

*Many people around the world witnessed the rare convergence of a supermoon and lunar eclipse on the night of September 27, 2015. Although a supermoon happens once a year when it passes closest to Earth, it is unusual to see a supermoon and total lunar eclipse the same night. Ed Avis took this photo of the supermoon rising behind his Mark 2. He will have to wait until 2033 for this photo op again.*



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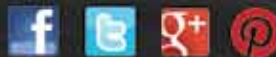
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## Turning the Page to a New Year and New Adventures

The holidays are over and the new year has finally arrived, and I have to say I'm not quite sure that it feels like 2016, but according to the calendar it must be so and thus time marches on.

This being the first issue of *The Cat* for 2016, I would like to point out for those of you who receive a printed version, just in case you might have missed it, the covers are now being printed in color. Thanks to a turn of events, we are now in a position to be able to upgrade our great newsletter and take better advantage of some of those wonderful photos that are submitted throughout the year. So please continue to submit photos and articles, as Tracey is always in need of additional material. This can include anything from scheduled events to your own travels and tribulations during the acquisition and ownership of your beautiful Cat. We can all associate with those intricacies of ownership and restoration to realize we are not alone in this endeavor.

The event schedule is still in process for the year and the committee is hard at work looking for additional events, both technical and social. So far, there will be several new Tech Sessions to include a total Mark 2 rebuild, a machine shop tour, and even the rebuild of an overdrive transmission. The social events are also increasing this year with what appears to be our largest one yet, the driving tour to Quebec City. Over 60 people have signed up for these amazing four days of travel in their Cats. Mark Lenci and Ed Avis have done a fabulous job putting together the itinerary and it is an event not to be missed. I know the first block of hotel rooms has been sold out, with a few more being added last month. If you have any interest at all in attending, please make sure that you reserve your hotel room immediately so you can participate in the festivities.

The Concours will be here before we know it, so now is the time to begin preparations for some of the ancillary events that go along with it. I ask everyone to start thinking about some of the local businesses that might be able to contribute items for our raffle and silent auction. These two activities at our Concours help us generate a good portion of the money that we donate to David's House every year, and we would like to continue this tradition for many more to come. We would also like to have your ideas for an additional charity that would benefit from our future hard work as the club continues to grow.

We are still in need of someone to take on the responsibility of running the Hospitality Suite for the Concours. It has always been the central point of our Concours weekend by providing a gathering place for food, refreshment, and socializing, with a long-standing reputation as one of the best in JCNA. This position has several very nice benefits associated with it for the weekend, so if you have an interest please reach out to Jane Murray and get more of the details.

The Cars on the Lawn at Larz Anderson will be another event not to miss in May. This annual tradition for our May monthly meeting has grown significantly over the last couple of years, and I have no doubt that it will set another record for both attendance and cars as we are quickly reaching the legal limit for the Museum to handle indoors.

I know that 2016 will be another great year, and I am looking forward to having more of you join in the growing number of events, to not only participate but lend a helping hand in some small way to ensure that they

*continued on next page*

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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President's Message continued

are an even bigger success. Please feel free to reach out to any of the event chairs or officers if you have any questions about how you can help.

This is a great club because you, the membership, have made it so. I look forward to seeing many more of you this year as the club continues to grow and lead the way for other clubs in JCNA.

*Jim*

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### Got questions?

**Please contact the appropriate JANE officer or committee member in the block at left.**



First, I wish to thank Ed Avis for the fantastic job he has done over the last four years as Membership VP of JANE. He has set up a great, well-organized process to keep track of membership for one of the largest clubs in JCNA! This is no simple accomplishment, with payments and registrations coming in by check and PayPal. I look forward to following in Ed's footsteps and expanding our capabilities as technology allows. On the subject of technology, this year slightly over half our members registered online through PayPal.

We are beginning 2016 with 208 members. One lucky, early-registering member will receive a year's free basic membership. You may be interested to know that at the end of last January the JANE registration number reported at the upcoming JCNA AGM was 242 members. I hope we can obtain even higher membership for this year. I encourage any member who has not yet renewed to do so ASAP!

I look forward to your support and the challenges of the upcoming

year as membership VP.

Cheers,  
Howard Kalet

## Welcome New Members

Bridie Pearce      Winchester, NH      Future Jaguar

## ...And Former Members Who Rejoined

Gene & Barbara Torvend      Shelburne, VT      1968 E-Type Coupe

# Time to renew your JANE membership (do it NOW before you forget)!

If you haven't renewed your JANE membership for 2016, please take a few minutes to renew online now at [www.j-a-n-e.org](http://www.j-a-n-e.org) or complete and mail the form below.

Remember, if you renew before December 31<sup>st</sup>, you'll not only receive a \$5 discount on your membership, but you'll also be entered in a drawing to receive a refund of your basic membership (\$60) for 2016. The winning name will be drawn at the JANE social meeting in January. Associate members and club officers are not eligible for the discount or drawing.

## To renew online:

- From the Home Page, click on **RENEW** on the upper left
- From the Login screen, enter your User name and Password and click the Submit button.
- Review your profile information (and **PLEASE** update if needed)
- Pay your dues online using PayPal or credit card (see the dues structure below)

## To renew by mail:

You can renew by mail but **PLEASE PRINT CLEARLY** (your membership VP would be very grateful)!!!!!!

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**NOTE:** Regular JANE members are not eligible for Associate Membership – this is only for members of sister clubs who want to regularly participate in JANE activities and receive the *Coventry Cat*.

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CAR 2 YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ BODY STYLE \_\_\_\_\_ Color \_\_\_\_\_

COMMENTS \_\_\_\_\_

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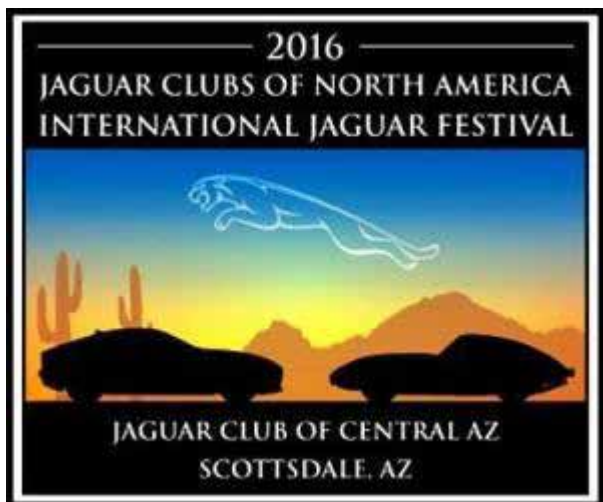
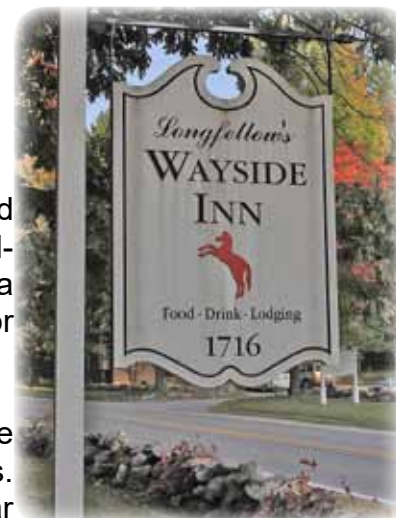
**January Meeting  
Wednesday, January 27, 7pm**

### **Longfellow's Wayside Inn, Sudbury, MA**

Join fellow JANE members at our January monthly meeting featuring the Reverend Dr. Joseph Wilkes, known to us as Joe. Joe is a Harvard and Mass General-trained oral and maxillofacial surgeon, who embarked on a second vocation as a priest in the Episcopal Church, recently marking his tenth anniversary as Rector of St. Andrew's Church in Methuen, Massachusetts.

Joe has had an interest in all things Jaguar, having owned several over the years, with a particular specialization in the entire gamut of die-cast models. He will speak to us on the fact, folklore, and fiction of collecting die-cast Jaguar models. He has been collecting models since the late '80s and has amassed a collection of over 1,000 examples, ranging from every color variation of a particular model to some very rare specimens. We will be entertained by Joe's presentation covering not only the model cars, but also stories on their acquisitions.

Come early to socialize with your JANE friends in the Wayside Inn's "Old Bar" before the dinner meeting begins at 7 o'clock.



### **2016 JCNA AGM and International Jaguar Festival**

The 2016 JCNA Annual General Meeting will be held in Scottsdale, Arizona, from March 31 to April 2, hosted by the Jaguar Club of Central Arizona at the Scottsdale Plaza Resort. The International Jaguar Festival follows from April 3 to April 6. Many activities are offered during the events – concours, rally/tour, slalom, and special spouse programs. Read all about it from the Calendar of Events on the JANE website.

## 2016 JANE Calendar

You may register for any JANE event online at [www.j-a-n-e.org](http://www.j-a-n-e.org) and pay in advance by credit card or PayPal

Date	Event	Location
January 27	JANE Monthly Meeting, speaker Reverend Dr. Joseph Wilkes	Wayside Inn, Sudbury, MA
February 24	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
March 23	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
March 31- April 6	JCNA AGM & International Jaguar Festival	Scottsdale, AZ
April 27	JANE Monthly Meeting	Wayside Inn, Sudbury, MA
May 25	JANE Monthly Meeting	LAAM, Brookline, MA
June 2-6	JANE Tour to Quebec City	Quebec, Canada

\*Dates above are only those confirmed at time of publishing.

Check this page for updates each month and for the most current events check the Calendar page at [www.J-A-N-E.org](http://www.J-A-N-E.org).



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### JANE Tour to Quebec City

The Quebec City trip on June 2–6, 2016, has received a great response! We have 60 people and 30+ cars signed up to go.

One rally point for the trip up on June 2 will be Waterville, Maine. We will see if there is interest in a rally for people traveling from the west (e.g., via Burlington, Vermont). Mark Lenci and Ed Avis will be finalizing arrangements in early February and will get out a more extensive update after that.

The Hotel Clarendon in Quebec City is not accepting any more bookings from the general public for this period, but can accommodate our whole group. So it is imperative that you book a room now if you are considering going. The room can be canceled without charge up to 48 hours in advance. Contact Nadia Gagnon (1-888-554-6001) as soon as possible if you have not already reserved a room. When calling Nadia, identify yourself as a member of the Jaguar Association of New England - Room Block 423004. Those wishing to come early or stay later may book either June 1st or June 6th at the event price.

If you have any questions or requests, please contact Ed Avis (207-737-8258 or [ed@avisfamily.com](mailto:ed@avisfamily.com)) or Mark Lenci (617-515-8050 or [marklenci@verizon.net](mailto:marklenci@verizon.net)).



## A Mark 2 Filter Change

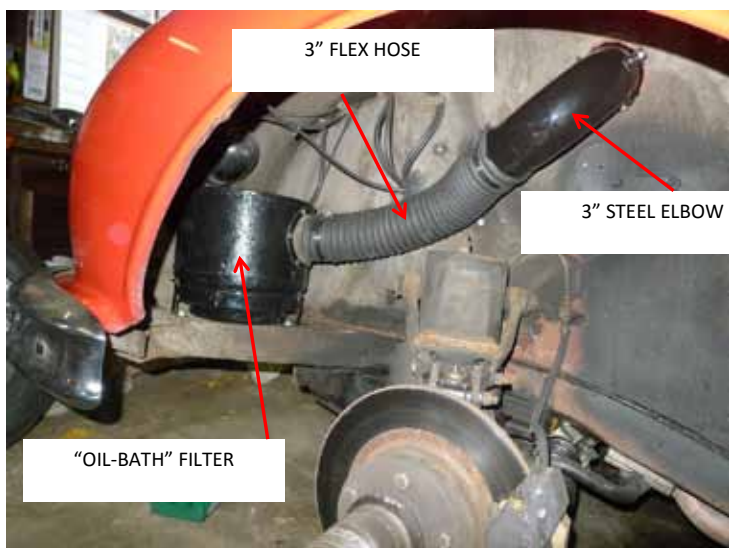


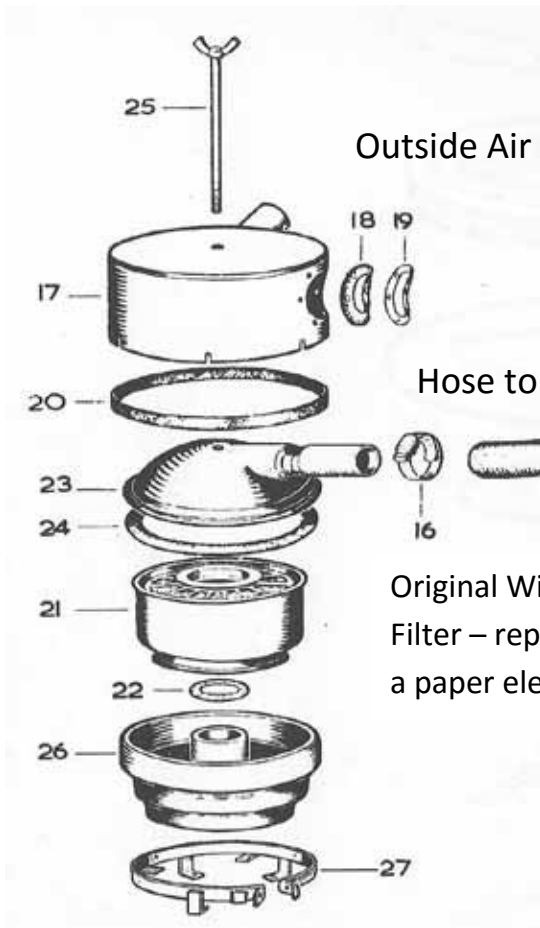
By Bruce Murray

As shown above on my car, the air intake on most 3.4 & 3.8L Mark 2's is a large paper element inside a casing with two intake pipes. There seemed to be some intake noise that I found objectionable during hard acceleration, emanating mainly from the air intakes and perhaps also radiating from the large top face of the filter housing. Early Mark 2's had a different arrangement, with a large oil-bath filter fitted in the left front wheel well and a 3" diameter flex hose connecting it to a silencer sitting above the cam covers.

I decided to install the early style system, since it would certainly reduce the intake noise and also source the intake air directly from the outside instead of the hot engine compartment. The reason Jaguar changed the system may have been because of cost. Since the oil-bath filter is a messy item to service, I substituted a modern paper element. A modern FRAM CA148 is a widely available air filter used on many Ford cars and trucks of the 1960-1980 period. Only minor modification to the filter housing was necessary to make the substitution.

I was able to buy from Geoff Rogers an oil cleaner and a silencer. Although the former was in pretty rough shape, I was able to clean it up and make it serviceable using the magic of POR15. I had to source other parts to complete the set-up. The final installation is shown in the following pictures.



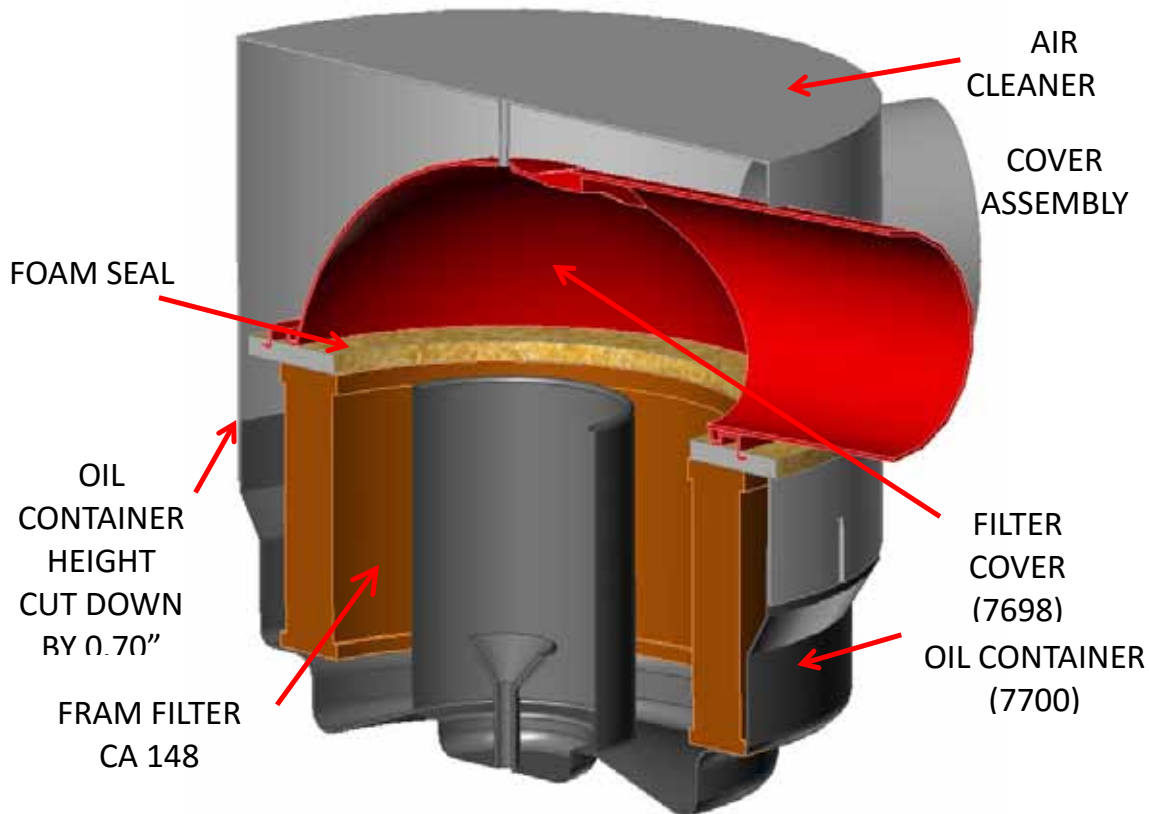


Outside Air Intake

Hose to Carburetors

Original Wire Mesh Filter – replaced with a paper element

The modifications to the oil filter consisted of discarding the original wire mesh filter (21), reducing the height of the oil bath (26) by 0.7", and fitting the FRAM filter plus some sealing foam



A 3" diameter hole is needed to pass the ducting through from the wheel well area to the engine space. Early cars had a hole already, of course, and later cars like mine simply had the area flattened but not punched through. Making this hole can be a pain unless you have access to a special tool like a 3" Greenlee hole punch. This is like a normal radio punch, but with a ball bearing so that the friction is reduced. Otherwise it's probably time for the jig saw.

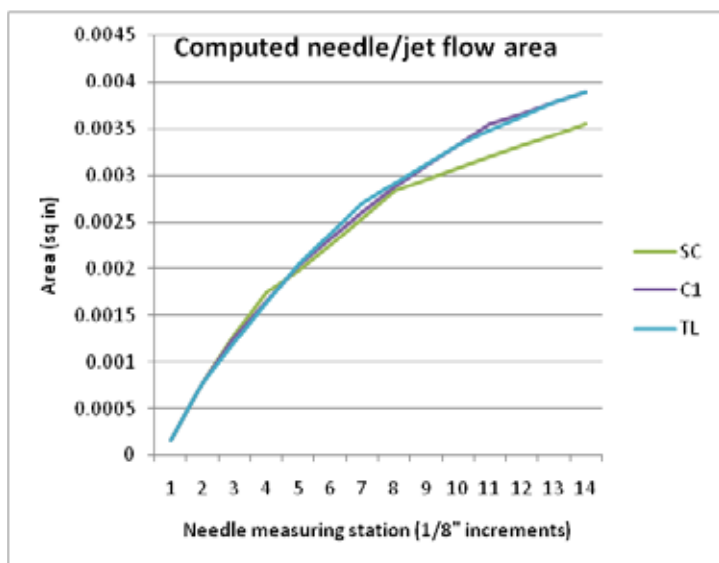
The 3" steel elbow came from Walker muffler, their part number 41685. I used three small brackets to fix it to the body.

The 3" dia. flex hose is McMaster 53145K65.

## Performance

Well, how does it perform? The intake noise is definitely reduced, but can still be heard. It is likely that noise is being radiated from the silencer casing as well as the flexible hose in the engine space. In due course I will do tests to verify this.

The factory engine settings for the oil-bath air filter are different from those with the paper filter. Specifically, the static ignition timing is changed from 7° BTDC to 2° BTDC (paper to oil), and the SU needle is changed from a TL to an SC. The SC needle has a lower fuel delivery at high airflow, and this is presumed to be due to the greater restriction of the oil-bath filter.



The SC needle gives the same flow area as the TL until the piston lift is about 1".

I ran a test to see what the pressure drop was with the new "Air-Bath" filter. This can be checked by utilizing one of the fuel drain holes at the bottom of the carburetor intake plenum. Perhaps this does not reflect the true static pressure in the plenum, but it is probably not far off. Special holes could be drilled in other places, which might yield a more accurate reading.

A water manometer was set up to read the pressure in the intake plenum that feeds the carburetors. A 10-foot length of 1/4" ID plastic tubing was connected at one end to one of the small drain ports at the bottom of the plenum. The other end was

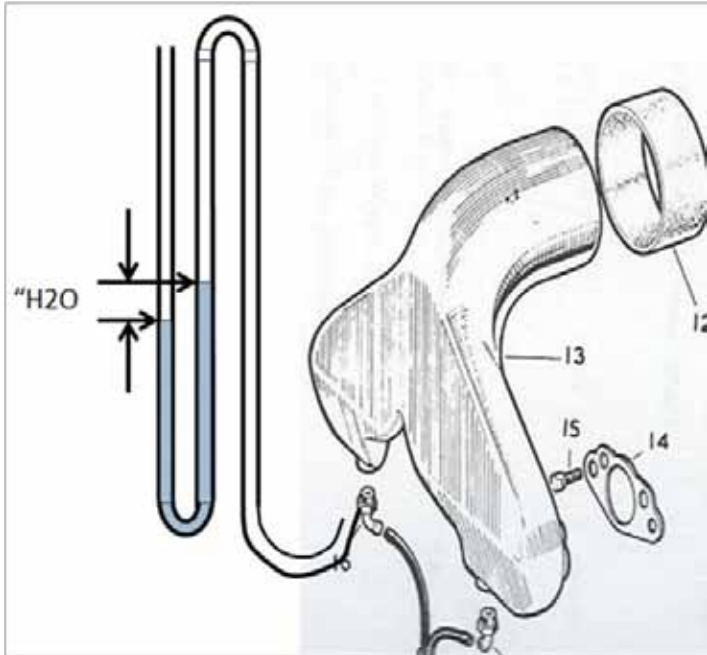
passed out under the hood and into the car, where it was draped over the rear view mirror and formed into a water-filled U tube with a scale attached. This made it easy to read during a road test.

The water column reading was taken at a steady engine speed. The throttle was held wide open during a climb up a long hill. The reading was 3.5" H<sub>2</sub>O at 3000 RPM. This is equivalent to a depression of about 0.13 psi, or to put it another way, equivalent to the change in pressure with a 250-ft. altitude change. Even if the test were repeated at 5000 RPM, the depression would still be equivalent to only a 700-ft. altitude change.

Since the car was presumably designed to operate over a range of a few thousand feet altitude, the intake depression does not seem to be significant, and I will stay with the present needles and ignition timing.

Interestingly, when coasting down the hill at 70mph there was a positive pressure of 0.8" H<sub>2</sub>O due to the ram effect of forward motion. The filter intake does not face into the airstream, but rather athwartships. The ram air pressure at 70mph is 2.4" H<sub>2</sub>O, so we get about 30% ram recovery, which is probably useful.

I will run the car with the settings for the paper air filter and perhaps later engage in some exhaust gas analysis to fine tune the mixture.



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