

# JAGUAR ASSOCIATION OF NEW ENGLAND

FOR MEMBERSHIP INFORMATION CALL ADRIAN CURTIS 603-293-4938 OR VISIT OUR WEB SITE WWW.J-A-N-E.ORG

# COVENTRY CAT

VOLUME 5, NUMBER 10

OCTOBER 2003



### Scenes from JANE's September 2003 Events

Top left: Vin Fiz at the Collings Museum Top Right Bruce Cunningham at the British Invasion  
 Left: Gary & John checking scores at Wilmington slalom Right: Mark Donahue's Indy car at Collings

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To respond.  
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## Jaguar Association of New England 2003 Calendar of Events

Events for the year which JANE will host, co-host or participate in as a club. Contact Wes Keyes 207-363-5338 or Dave Higginbottom 978-683-6278 for details

### October 2003

Fall Tour, Maine Museum and coastal Maine..... October 4,5th  
 Monthly meeting, Skip's Restaurant.....October 22th  
 Tentative JANE slalom.....October 26th  
 Monthly meeting, Skip's Restaurant.....November 19th

**Have an idea for an event ?**

**Give Wes a call**

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### President's Notes – October 2003

Fall is officially here and we still have some good driving weather ahead of us! This is the month when New England shines – because of the wet summer the fall colors are going to be spectacular according to the ‘experts.’ So now is the time to enjoy those last top-down ( or windows-down, for you hardtop types) days before termination dust (snow) shuts us down. And we have just the event for you – the weekend in Maine on the 4<sup>th</sup> and 5<sup>th</sup> when we visit the Maine State Museum in Augusta, overnight on the coast (lobstah, anyone?) and attend the foreign car show at Owl’s Head. Come on along! It will be a blast!

During September we enjoyed a another exciting slalom event in



which many personal best records were set. That is, until we found out later that the timing system randomly malfunctioned resulting in questionable times. John Loring, Slalom Chairman, has decided to scrub the times from that day because of the unreliable timing, and he is planning a make-up day later this month. He is confident that the timers will be working!

British Invasion in Stowe, VT, took place this month and a good number of JANE members made the trek to participate. Within the larger event with over 500 British cars, there was a JCNA-sanctioned concours and slalom sponsored by the Montreal Jaguar club. Many JANE members volunteered their time and effort to help make the events successful – a good example of how the JCNA clubs can assist each other. I did not count, but I heard someone say there were 150 Jaguars present! What a glorious sight, a beautiful town surrounded by the Green Mountains and a field full of British cars! Thanks to the Cunninghams, who hosted a party for JANE members at their beautiful home high up on Texas Hill, we followed up a hard-working day in the Concours field with an evening of conviviality. As they say in small town gossip columns, “A good time was had by all!” The British Invasion is an annual event not to miss for British car lovers in New England. This year it helped soothe the ache from the loss of the grand Castle Hill Concours that used to occur this time of year.

Continuing on with the “Stowe theme” we held our September social meeting at the fabulous Collings Foundation Museum in Stow, MA. (OK, so they aren’t spelled the same ....) We had a turnout of over 50 people attend our first meeting under our new format, in which the Board meets officially on a quarterly basis and the remaining meetings are devoted to a non-business format. The Collings Foundation is a not-for-profit educational foundation, built on the unbelievable airplane and classic car collection owned by the Collings family. No Jaguars to be seen in the museum (although one of the racecars had an early Jaguar wheel spinner!) but we had a good supply of them on the grass outside. Thanks to Bruce LeDoux and his Merrill-Lynch group for sponsoring the event and defraying part of the expenses. From the proceeds, Bruce was able to donate \$2100 to the Foundation from the event! To top it off, JANE member Tom Le-Tourneau donated a book on the history of Jaguar to the Foundation. Bob Collings was most grateful for both contributions.

Next meeting will be back at Skip’s Restaurant in Chelmsford at the usual time on the fourth Wednesday. The program will feature a speaker very familiar with S-Types (the original ones). A short business meeting will start the evening off –

Continued on page 3

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President's Note - continued from page 1

mainly to hear the results of efforts of the Nomination Committee to come up with a slate of officers for the Annual Meeting and election in December. Looking ahead, the November meeting will be held on the third Wednesday (November 19) so as not to conflict with Thanksgiving. That meeting will feature our own Herb Strachman telling us about his meeting with Jay Leno at the Pebble Beach classic! Complete with pictures -- both sessions will be great. All members are welcome! We won't bore you with a long business meeting -- promise. See you there,

Carl

**Collings Foundation Tour a big success**

The JANE first meeting with the new format, no business meeting, was a huge success judging by the crowd and the comments of those who attended.

The setting was Stow, MA at the foundation's site in the woods of Stow near the Stow golf courses.

Bob Collings was our host along with Bruce Ledoux, Sr and Bruce, Jr, the sponsors of the event. Bob Collings narrated the tour. Bob's philosophy is that all The Foundation's collection should be drivable or flyable even the cars and airplanes on display were restored to museum quality. He has collected examples of Indy cars, sprint cars, and midget racers, some very rare examples. An Indy turbo Porsche that only ran practice laps.....it was protested by Roger Penske because it was too fast! The Porsche one of only two cars made! A Penske/Mark Donahue Indy car that we had previously seen at the MOT in Brookline, MA was also on display. An example of the earlier Indy roadster, Offenhauser powered was also on display. The sprint cars and midget cars included a famous Caruso midget that ran at New England tracks and a Ford V8-60, a limited production engine, a smaller displacement version of the 85 hp flathead V8, made by the millions. Midgets were limited to 100 cubic inches and that made for some interesting engines that were also on display.

In the atrium, in the center of the building, a number of aircraft were also on display. The earliest was a "Vin/Fiz", the first airplane to fly coast to coast in 1913.....it took 49 days and had to stop to refuel every 25 miles. The flight was supported by a three car train, the sleeper, the spare parts car, and a workshop. The attraction was a \$10,000 prize offered by Wm Randolph Hurst to cross the USA in 30 days. The Vin Fiz crashed some 14 times and was repaired, but didn't collect the prize.

On display was a Steerman trainer, an AT6 trainer, a WWI Fokker Triplane a la Baron Von Richthoven, a WWII German recon plane and an early US jet (Lockheed Shooting Star?).

The Collings Foundation has a small grass strip behind the museum and can and does land and take off all the airplanes except the jet. They also have a touring flying circus which does air shows throughout the US. It includes a B17, a B24 and a B25, but the planes can't land at Stow. The weekend of the 20th and 21st of September, they were at Nashua, NH along with the AT6 trainer.

The tour continues with a tour of the adjacent "car barn" which housed cars from a 1901 Olds through to some 1930's classics. Included in the collection was a Mercer runabout, the 1901 Olds, Dusenbergs, Cadillacs, Packards and other similar cars. It was a lovely collection and all in Concours condition.

The tour was followed up by a lovely buffet dinner with the choice of either peach or strawberry shortcake.

A great kickoff to JANE's new format and a great evening for all. A special thanks to Bob Collings, the Collings Foundation, and to the Ledou's.



**Paul Rickert got his wings in a similar AT6 trainer  
A Ford V8 60 midget from the 1950's**



## RESTORATIONS

By Carl Hanson

### Refitting the Steering Unit of My XK120

If you keep the back issues of "The Coventry Cat," you should refer to the February 2002 issue for a description of my rebuild of the steering box of my XK120 FHC. I still have nightmares about dropping all those loose balls on the dirty floor of my garage! Of course I found them all! (I think.) Well, my rebuild must have been successful because I filled the box with steering gear oil (Castrol 80-140 wt.) and stood it on end for a year and a half and it didn't leak! So now comes the time to refit the unit (I am going to skip the description of removing the steering unit, since I did that on my car about a thousand years ago, and frankly can't remember how it goes. Consider that it has already been removed, the whole thing has been renovated, and we now have to put it back so that beautiful steering wheel (July 2003 issue) can be used to give direction to the car as it goes back to the paint shop.) . Here is how it is done.

Go to the Service Manual and find Section I (that's I, as in 'eye' not I, as in 'Roman numeral one'). It says: "Refitting is the reverse of the removal procedure." So now you have to go to the section above that says: "STEERING UNIT. TO REMOVE" and read backwards. First, and this is important, you must slide the rubber grommet down the shaft before doing anything. Once you poke that steering column through the hole in the dashboard, there is no putting that grommet in place gracefully. Of course, you could slice it and glue it back together but that is a bit messy. A little green liquid soap makes the grommet slippery enough to slide it halfway down the column. Another thing you need to do is to remove the two bolts attaching the brake fluid reservoir to the engine compartment side wall, and tie the reservoir to the engine. That gets it out of the way.

Remove the left front wheel (for LHD car, obviously) because you are going to maneuver that six-foot shaft under the fender and through that little hole in the dashboard. Oh, and I forgot to tell you --- that steering box on the other end is one heavy lump of iron! It is good to have a helper for this exercise, one person inside the car and one underneath the fender. Slide the column through just far enough to allow the steering box to glide over its place on the upper wishbone bracket. You may have to wiggle the steering drop arm one way

### Steering Column fitted



or another to slip it under the track rod. Then shove in the bolt through the 'trunnion.' (OK, I will admit I copied that word out of the Service Manual. Don't you just love that word? (Q. What's a 'trunnion'? A. Cross between a turnip and an onion.) So what does it really mean? I looked it up in Webster's. It says, "Either of two opposite projecting pivots, journal, or *gudgeons*, that provide a means of swiveling or turning a cannon, engine cylinder, *Jaguar steering box*, etc." (Just kidding about the "Jaguar steering box." But not about the "gudgeon." That's for real. What the hell is a *gudgeon*? Turns out one definition of it is 'a small European fresh water fish.' I am not sure where this is going, so let's get back to fitting the steering unit.)

The steering drop arm should be rotated straight ahead, wheels pointed straight ahead, and slip the tapered bearing bolt into the tapered hole in the drop arm. (But only if you have a track rod end with a 'rubber bearing' - see Service Manual for some more instructions if you have the 'thread bearing type.' I have the 'rubber bearing' type.)

Now you can clamp the column to its bracket mounted on the dashboard and install the dashboard, telescopic dust cover and other finery to the steering column. Since that stuff comes later in my project, I jumped to the final step and slipped the steering wheel onto the splines. A circlip is applied to the top end of the shaft to prevent the steering wheel from coming off onto your lap during spirited driving. Finally, reattach the brake fluid reservoir where it belongs.



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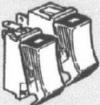
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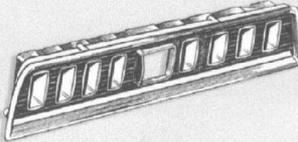
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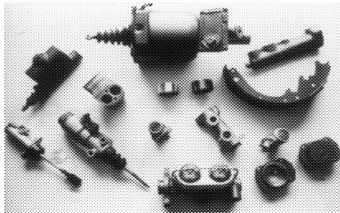


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### Pictures from JANE events



**Starting line at Stowe, VT slalom**  
In the background is Adrian Curtis w/ XK120

**Scorers at Wilmington Slalom, Stew Jones is announcing**  
(against tree) Joie Bassett in her XKE just finishing her run



**Above left Machining the VVT head**      **Above right: Piston is above block in VVT motor, requires machining**  
**Bottom Mercer Runabout and the pits at the Stowe, Vermont slalom, Mt Mansfield in the background**



Activities Calendar

Date	Event	Location
October 4-5, 2003	Maine Museum Tour, Coastal Tour	
October 22, 2003	JANE Monthly meeting	Skip's , Chelmsford, MA
October 26, 2003	JANE Concours	Wilmington, MA
November 19, 2003	JANE Monthly meeting	Skip's , Chelmsford, MA
December 6 or 7th	JANE Christmas meeting	TBD
4 <sup>th</sup> Wednesday, each month	JANE monthly meeting	Skip's, Chelmsford, MA
2 <sup>nd</sup> Tuesday, each month	JCSNE meeting	Olympia Diner, Berlin CT

Variable Valve Timing for a XK Motor

One of the latest innovations in automobile engine technology is the introduction of variable cam timing as a method of increasing horsepower and/or torque, improved emissions and improved economy. One of our JANE members, Gary Hagopian has designed, manufactured and assembled a variable cam timed cylinder head for a XK engine. Part One covered the design/development, fabrication, and assembly of the head. Part Two covers the installation and 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

This is second of a series of articles covering the initial running of the motor and set up for the dynamometer runs.

Gary initially had built up a XK140 motor intending it for his 140 restoration project. It was completely rebuilt and was an unproven motor. The first task was to verify the rebuilt engine in stock configuration. Using an engine stand set up for Jaguar engines, on loan from SNG Barratt, the first task was to check out the engine stand. The engine stand is a complete, instrumented stand with fuel pump, fuel tank, battery with regulator, and a radiator with electric cooling fans ready for a Jaguar engine. The engine was fitted with side draft 45DCOE as a convenience....Webers have accelerator jets to help in cold starting and Gary had a set that fit complete with all the linkage and fuel lines. After checking the oil and filling the header tank, block, and radiator, the engine was turned over by starter with the coil disconnected. It turned over easily, oil pressure was 30 PSI and the cams had oil so the oil system was OK.

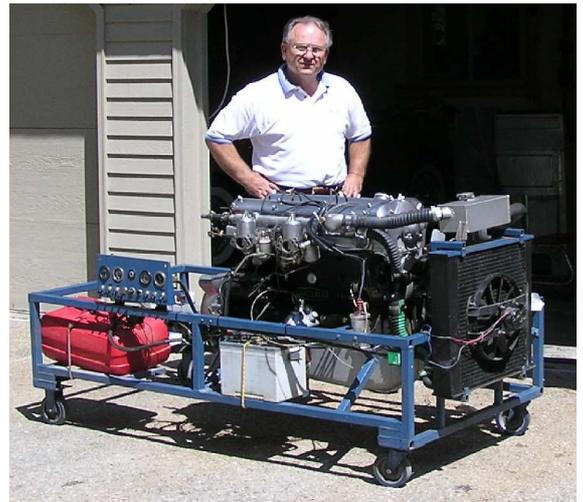
The acid test.....hook up the coil and fire the engine. It sputtered to life as the smoke cleared as the oil burned off. A short run showed several problems, not with the engine, but with engine stand with leaks in the header tank and a battery that wasn't charging. We had to fix those problems first. The generator was checked and it had no field connection so off it went to the rebuilder, Auto Electric. The header tank had a rusty bottom so patches were soldered to repair the leaks. The rebuilt generator was installed, but still no battery charging, but there was voltage out of the generator. By replacing the regulator, the ammeter showed a plus charge so all was ready to install the Variable Valve Timing head.

The VVT head was changed after machining a clearance cut around each combustion chamber, a condition caused by the high compression pistons sticking out to the engine block by some 0.040". After the usual tasks of changing over a twin cam XK head all was ready. The intake and exhaust cams were set at their stock position, no advance or

retard in either cam. The engine was turned over by the starter to fill the oil galleys. Oil pressure was good, 30 PSI.

After all these months, mechanics Rich Mozetta and Harry Parkinson, along with Gary, were anxious and nervous, but ready.....Go for it, hook up the coil and fire the engine.

Gary Hagopian with the VVT engine in the test stand



The black Ertalyte shim that quieted down the cam noise

Continued on page 11

**British Invasion XIII and JCNA Concourse/Slalom**

JANE was well represented at the British Invasion in Stowe, VT and at the slalom as well. Our sister club, JCSNE, and JANE supplied many of the judges for the JCNA Concourse.

There were lots of 1st's and 2nd's in the field. The field had a very large contingent of Jaguars, over 150, with 32 entered in the JCNA Concourse. Three plus rows of cars included Daniel Graf's MK V, John Sweeney's C type, Adrian Curtis's XK120, Dick Whyte's XK140, Sue Hagopian's MK II, Ray and Diane Crook's MK II, Bill Mancini's E type, Don Tremblay's E type, Cathie Mozzetta's E type, Charlie Curtin's XK120, Jim Mills' XK140, Peter Wadsworth's E type, Paul Ardito's E type, Bill Murray's E type, Joie Bassett's E type, Gus Niewenhou's XJ6 VDP and John Chiungos' XJS. Many JANE members were among the trophy winners in their classes at the end of the show.

The next day, at the Mount Mansfield parking lot, the JCNA slalom was held. John Loring, Gary Hagopian, Harry Parkinson were among the JANE members working the lights, doing tech inspection, laying out the course, etc. Steve Weinstein, JCNA national slalom chair assisted Daniel Thompson in running a fine event. Times haven't been filed as yet JCNA times aren't available.

A fine event and a welcome end to a fine weekend in Vermont.

Below is our Mt Mansfield host, ready for a run with Gary Hagopian in the Silver Hammer.





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Restorations continued from page 4

Sorry, I didn't stop and take pictures while installing the unit - there was only one of me and I didn't have an extra hand for a camera. However, I will show you two fine pictures of the installed unit. Picture #1 is a close-up of the steering column showing the bracket holding it to the dashboard. Notice the large hole over the top of the shaft - you won't find that on your FHC unless it is older than mine (and there are only 11 in the world older than



mine!).

**Interior with Doors in Place**

There is a good explanation -- this car was one of the first FHC's ever made and Coventry was using OTS pieces to build the first few FHC's. The firewall came from an OTS, but had to be raised an inch, so new holes had to be cut an inch lower for the steering column and the brake and clutch pedals. Piece of Jaguar history for you!

The second picture is from further away, showing the door mounted and the plastic sheeting masking off the chassis from any overspray that might (will?) occur during final painting. Some of you purists might remark on the curious fixtures in my door - the black brace in the middle and the turnbuckle. Both of those are innovations for this car - they were lacking on the original. Wray Schelin convinced me to install the brace to keep the aluminum door panel pressed out a bit to avoid 'oil-canning,' and the turnbuckle to avoid the problem of sagging that afflicts old FHC wood-frame doors. Later FHC's had the brace installed at the factory.

# COVENTRY CAT CLASSIFIEDS

**For Sale: XKE 1964 Coupe**; White w/ blk interior. Many new parts - Previous owner was Jag mechanic. Price reduced must sell \$14,500 Michael Glick 603-539-5830 marbfarm@localnet.net 1203

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**For Sale: 1986 XJ6:** genuine 96,000 miles, 4 spd auto, Gun Metal silver, Beige, garaged, no winters; Pirellis, 2 new, 2 near new; dealer rear suspension mod; all electrics sorted and working, electric seats and heated mirrors; Engine excellent, 19 MPG, owners manual; spares include front wheel bearings, wiper CPU, bulbs, brake and hydraulic parts; \$2700 or ONO; Adrian Zeffert, 114 Ash St, Hopkinton, MA 01748, 508-435-5147, adrain\_zeffert@verizon.net 1003

**For Sale: 1993 BMW 325i**; four door sedan, black/black, sunroof, 118K miles, ABS, PAS, pseats, leather, 5 speed, AM/FM cassette, cd CD changer in trunk, power windows and door locks, power mirrors, split fold rear seat, alloys, loaded and in great shape....runs super; \$6,200; Dave Randall; 978-887-9616 1003

**For Sale: 1948 3.5 Litre Saloon (MK IV)** Rolling car with suprisingly straight and not too rusty body. No engine or trans. Several other missing pieces. Has all wood, and P100s (in pieces). \$2200.00 Call Greg at 508-655-0117 eves / wk ends or e-mail to cbgg@comcast.net 1003

**For Sale: Jaguar 1986 Vanden Plas Series 3,** gorgeous car in excellent condition; antelope paint w/magnolia leather; Owned by Jaguar enthusiast, Southern car, no winters; Runs perfect, many updates 81,000mi, \$8,900, 508-366-5844, Ansoft Corporation, Bill Powell, 25 Burlington Mall Road, Burlington, MA 01830(781)229-8900 x121-office,(508)361-0066-mobile, (781)229-8624, fax wpowell@ansoftcom 0803

**For Sale: 1986 Series III XJ6,** with 64K miles. Blue with Tan interior. Very good condition. Runs great, A/C cold! Asking \$9,000, negotiable. Auto or motorcycle trades considered! E-photos available, contact J.A.N.E. member Matt Everson, bluefields@aol.com, 603-355-4898. 0803

**For Sale: I am the original owner of a 1968 XKE FHC with 24,000 miles.** This vehicle, which is kept in a heated garage, is in excellent condition. If you or anyone that you know is interested in this vehicle, please, contact me at [crbloom@jbgllc.com](mailto:crbloom@jbgllc.com), Thank you, Chuck Bloom 0803

**Wanted: Looking for a series 2 E-type roadster** in excellent condition. No black, red, white or silver color. Contact Ron at "ronsaff@aol.com" or call (850) 893-3028. Ron Saff, Thanks 0803

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### Models For Sale:

Patricia and I have collected Automobilia, satisfying our eclectic interests, for over 50 years. Latterly, we have concentrated more and more on the Jaguar 3.8 'S'-type and are beginning to release certain other Jaguar, and other Motoring, items from our collection.

We are now offering the following models to JANE members in advance of advertising them in Jaguar Journal, eBay and other outlets. We will soon be cataloguing and offering prints, manuals, books and other items as the year progresses.

Jaguar 3.4 MkI - Grand Prix Model Modsports Car Kits No. 708. 4 1/8" long. This model was built at one time. The chassis shows solder points where it was assembled. Now apart. The body is nicely painted in opalescent silver green. Plastic window insert is perfect. Seats have not been painted and chassis is fine with axles, wire wheels and rubber tyres. No instruction sheet, but in original box. \$50

XK120 OTS - Beautiful model in BRG (4 7/8" long) with opening doors and bonnet (nice chrome engine). Made in China - perfect. \$60

Jaguar 3.4 litre MkI - old Lesney toys No. 65. 2 5/8" long. Opening bonnet. Played with so some chipped paint. Tyres and 'glass' in tact. Trailer hitch. \$25

1997 Jaguar XK8 - Matchbox #71 of 75 'Street Cruisers'. 2 7/8" long, blue with Jaguar striping. In original package. (Backing has been bent). \$15

Jaguar D-Type - Hot Wheels by Mattel. #6 of 40 cars in 1998 First Editions. Dark blue, 2 1/2" long. \$15

XK120 Roadster - Old Tootsie Toy, Chicago, USA. 3 1/16 long. Cast metal. Played with so green paint is about 75%. Axles and rubber tyres very good. \$35

XK120 Roadster - Fully assembled Grand Prix Model. 4 3/4" long, medium green. Version of XK 120 TT (Tourist Trophy). RHD with tonneau cover over passenger compartment. Perfect condition including numbers (7) racing windscreen, interior details and trim. \$75

XK120 Roadster - by Western Models. Very good condition. 4" long, red with brown interior, no paint chips, wire wheels, good detail. Missing steering wheel. 450

Jaguar XK120 'Montlhery' - The legendary Jaguar XK120 Coupe. The car to own in 1953 if you were rich, young and beautiful. Stylish beyond belief, fast and reliable as sports cars went in those days. THIS CAR DEPICTS THE FAMOUS MONTLHERY XK120 IN ALL ITS GLORY. By Western Models, a small manufacturer in England. #WRK3. Cast in metal the detail is incredible. Wonderfully detailed. 3 7/8" long. Model in dark metallic bronze, perfect but missing the roof antenna. \$125

XK8 Roadster - 1996 Maisto Special Edition. Looks like BRG. In original box. Never out. About 9 1/1" long. Perfect. \$75

1961 XKE Roadster - by Franklin Mint Precision Models. BRG, tan interior, opening bonnet, doors and boot. Perfect condition. The details you would expect from Franklin Mint. \$150

XK120 Coupe - Sculptured art deco coupe, 6 3/8" long, Registered 224JGU (unknown artist), by P.L.S.C. wonderful but hard to describe. If interested ask for photo. \$75

1959 Jaguar engined Miss Windermere - Provence Moulage (French) model No. K1437 kit. Complete. Perfect. Never out of original box. Epoxy model (unmade). 5 1/2" long. Of course, instructions are there. No longer available anywhere, anytime. - \$100.

Jaguar XJRS - by Onyx (Portugal). 4 1/4" long in Castrol colours, No. 60, some marks. Good condition. \$35

Digital photos of any item are available, by email or fax - just contact us and tell us what you are interested in.

Patricia & David Reilly

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S\_types@yahoo.com Or fax to (508) 839-7460

As a last result, phone (508) 839-7464

### VVT engine - continued from page 8

It fired and ran! RPM was kept to under 1500 until the temperature reached 75 degrees C.

A few quick run ups to 3000 after the temperature gauge showed 75 degrees C had a strange sound like a diesel knock or pistons hitting valves coming from the motor! A little detective by Gary showed the sound as coming from the valve train itself. By using a screwdriver as a sounding device, it was traced to the rear of the cams. The noise was speed sensitive, more noise at lower speed and less at higher speed. Gary reasoned that the cams actually had a negative thrust component that was causing the cams to "hammer" the ball bearing between the cam adjuster and the cam. By shimming the ball, taking out play in the cam, the noise was reduced. With a permanent shim was made from Ertalyte, a lubricated hard plastic, the noise was almost gone. A few trials were made by adjusting the advance on the exhaust cam, and low and behold, the engine RPM increased without touching the throttle, a positive indication the horsepower and/or torque had increased.

The VVT head is now being run at various constant RPM settings to "run in" the VVT parts. Barring any unforeseen problems, the head will be torn down after run in to check for wear on the VVT parts. Then it's off to the dyno for some test runs to develop advance curves for cam timing. So far, the VVT head is a success.



Variable Valve Timing head installed in the engine in the test stand

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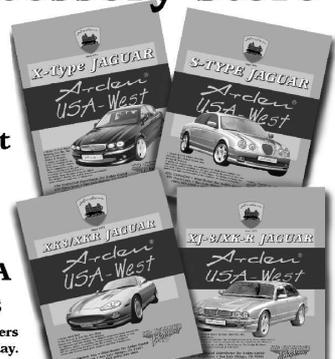


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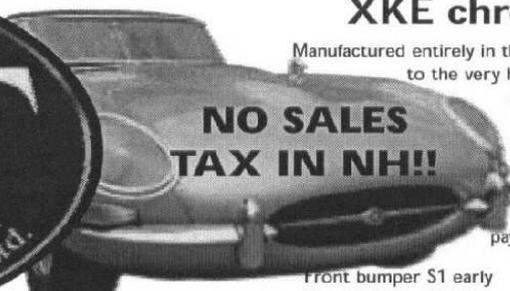


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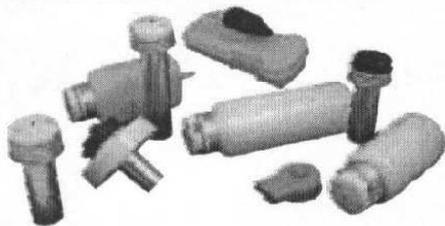
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