

JAGUAR ASSOCIATION OF NEW ENGLAND

# COVENTRY CAT

VOLUME 6, NUMBER 9

SEPTEMBER 2004



View through the window of Avis Mello's Boathouse at Lake Winnepesaukee outing  
Photo by Chuck Centore

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# Jaguar Association of New England 2004 Calendar of Events

Events for the year which JANE will host, co-host or participate in as a club. Contact Dave Randall at 978-887-9616 for details

## SEPTEMBER 2004

- Autojumble, Maxine Gould's, Carlisle, MA.....Sept 11
- Lobster Fest, Chauncey Creek, ME.....Sept 12
- British Invasion, Stowe, VT.....Sept 16-19
- Monthly meeting at Skip's, Chelmsford, MA.....Sept 22

## OCTOBER 2004

- JANE/JCNA Slalom. Wilmington, MA.....Oct 3
- Maine Getaway, Tenant's Harbor, ME.....Oct 9-11

**Have an idea for an event ? Give Dave Randall a call at 978-887-9616**

### J A N E OFFICERS

- President:** Karen Bates (781-963-3657)
- VP/ Events:** Dave Randall (978-887-9616)
- Slaloms:** Margo Otey (508-836-3822)
- Secretary:** Dave Herrick (603-673-1314)
- Treasurer:** Diane Crook (781-659-4024)
- VP/Membership:** Adrian Curtis (603-293-4938)
- Sue Curtis
- Concours:** Ed Hall (508 853 8193)
- Carl Hanson (781 275 2707)
- Chief Judge:** Eric Hagopian (413-821-8987)
- Advertising:** Harry Parkinson (603 882 9367)
- Editor:** Harry Parkinson (603 882-9367)

30 Coburn Ave.  
Nashua, NH 03063

### JANE on the Web

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

**Regalia on the web Order on line, pay by Pay Pal  
New inventory! Shirts, hats, pins, key rings and more**

## From the President

As President of JANE, my heartfelt thanks goes out to each and every one of you who participated in our 32nd Annual Concours d'Elegance and helped make it such a success.

Whether you showed a car, judged a car, worked the field to provide space for the cars or just stopped by to see old friends...thank you.

If you happened to tally or rally, donate or buy, make announcements or just listen...thank you.

If you were meeting and greeting, directing and schlepping. or just providing good old JANE hospitality ...thank you.

If you gave of your technical expertise and equipment. or just the right personal touch with a movie and a roadshow...thank you.

If you were behind the scenes, or on the front lines, if you volunteered or were drafted, if you shared a story, a meal, a laugh, or a memory...thank you.

This is what a club is all about! People with a common interest coming together and having fun! So please join us for the next activity or meeting (check out the Calendar on our club web page).

You can always call me or another member of the Board to ask questions, offer suggestions, or volunteer. We need your continued support.

TTFN,  
Karen

## Ultimate Wilwood Brake Set By Bassett's Jaguar



The kits are available for 4.2 E Type Series I and II at the present.

**WWBK Ser1 Wilwood Brake Kit Series 1 E Type: \$1395.00 (plus shipping)**

**WWBK Ser2 Wilwood Brake Kit Series 2 E Type: \$1495.00 (plus shipping)**

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An advertisement for J.C. Taylor Antique Automobile Insurance Agency. The text is centered within a white oval shape on a dark background. At the bottom of the oval is a small illustration of a vintage open-top automobile.

### Rallye Pictures



**Top left: Joie Bassett, our rally master Top middle Ken and Alice Haas starts the rally**

**Middle left: Adrian Curtis is first off for the rally**

**Middle right: Alice and Ken Haas got the Best Spoke award**

**Bottom right: Gary & Sue Hagopian awarded 1st place trophy by Rallye master Joie Bassett**



### Trip to Avis' and the Wright Museum

On Sunday, the 22nd of August, 58 JANE members assembled at the Alton, NH rotary. We took over the Citgo parking lot, nearly blocking the pumps with a beautiful collection of over 20 Jaguars including XK's, E-types, MK7 and MK9 sedans, a beautiful S-type, XJSs, XJ6s, several XK8s and one yellow Ferrari.

An instant 'hospitality' suite unfolded out of the M7s trunk, monies were collected, and the group soon departed in trail for the short drive to the Wright Museum and Wolfeboro. What a great Jaguar display on a fantastic, top-down, 70 degree sunny day!

The Wright Museum takes a different approach to WWII by celebrating the American public's "Home Front" approach to the war. Displays show America's resolve to support the overseas troops in every way: rationing, junk collecting for metal, 24/7 factory output for war manufacture, Rosie the Riveter, WAFs, and contributions by everyone and anyone old enough to help. Paul Rikert found the wide-brim, safari type helmet that he wore as a teenager in Western Massachusetts serving as a messenger in the Civilian Defense League. The museum also has a small collection of early motorcycles, tracked vehicles, tanks, a beautifully restored observation spotter plane, and assorted WWII weaponry to enjoy.

By 12.00ish we took Wolfeboro by storm motoring through "downtown" to Avis Mello's wonderful Lake Winnepesaukee home. Chuck Centore had hoped to park the yellow car in Avis' garage next to her "woodie", but John Chiungos' red XJ6C beat him to it!

The photos in this issue show a happy group. Avis' large dock and dock chairs filled immediately, we almost sunk her raft testing the water, Avis' restored 1971 Century inboard made multiple runs carrying up to 9 each trip, Bruce Cunningham and Adrian explored the bay's farthest reaches by canoe, the grounds were immaculate for relaxing and visiting, and the food under the tent was great! Several new member families, and some who we hadn't seen in a while, came to Avis', and that's great!

By 4 PM a small contingent toured north around the lake, stopping at the Moultonboro Country Store, Meredith, NH, and then to Rt. 93 and home. Most headed back south via Rt. 95. Either way, it was a memorable day for JANE. Let's hope we can repeat this next year with a great day, great company, great weather, and great Jaguars.



Left:: Jags head north, Wright Museum

Top to bottom: Dockside view,

Just soaking up the sun,

View from the boat

The Curtis's

Photos by Chuck Centore

## J.A.N.E. 2004 NORTHEAST JCNA SLALOM #2

- Location:** Corporate Place 93  
300 Ballardvale Street  
Wilmington, MA
- Date:** Sunday October 3, 2004 RAIN OR SHINE!
- Time:** Registration & Tech Inspection: 9:00 – 10:30 AM  
Slalom : 10:30 AM – 2:00 PM
- Fee:** \$20.00 JCNA Members, \$25.00 Non-JCNA
- Classes:** All Jaguars and non-Jaguars welcome
- Refreshments:** Beverages will be available throughout the day.
- CONTACT:** MARGO OTEY 508-439-9717 (MY CELL)  
e-mail: [ggr17@yahoo.com](mailto:ggr17@yahoo.com)

### NEVER SLALOMED BEFORE?

Most of us are beginners anxious to have a little fun in this low stress, low speed competition, one car at a time. We'll show you by walking the course for instruction.

**No helmet?** JANE will provide helmets!

### Don't worry about Tech Inspection!

As long as you have brakes, seat belts, a firmly mounted battery, and no "excessive" leaking, you'll pass!

**Directions:** Location is just off I-93, about 6 miles north of intersection of I-93 and I-95 (rt. 128), or about 6 miles south of intersection of I-93 and I-495. Take the rt. 125 exit (#41 off I-93) towards Andover, go 2/10's of a mile on 125 before turning left on Ballardvale Street. Go about 1.1 miles north on Ballardvale until you see the sign for Corporate Place 93 on the left, at 300 Ballardvale.

**NEW!! More classes! Stock – Street Prepared – Modified! You compete against like-prepared cars!**

## Gary Hagopian running for Northeast Regional Director

Gary Hagopian

As a candidate for Northeast Regional JCNA Director, I am asking for your vote.

I have been a Director for the past four years, and am anxious to serve you again, for the next two years. This would be my final term as NE Regional Director, as I would have filled the position for the limit of "three consecutive two year terms".

During my time as Director, I've served as Slalom Chair, JCNA/Jaguar Cars Liaison, JCNA President, and am now working to establish a High Performance Driver's Education program, to provide our membership with an additional opportunity to utilize our Jaguars for other than "mere transportation". Additionally, Harold Kritzman, JCSNE and I are developing training videos on selected Jaguar models, in an attempt to capture judging information that will complement the written Judging Authenticity Guides being developed by others.

Whether or not as director, I expect to continue actively supporting JCNA's activities on a national basis, with participation in the planning of the 2005 Annual General Meeting in Orlando, and the 2005 JCNA Challenge Championship in Braselton, GA.

Sue and I are active entrants in all of the JCNA's competition programs with our MK-2 and '62 E type, and assist at local events whenever help is needed.

Please take the time to show your support of JCNA Director candidates, by marking the enclosed ballot for only the candidate in your region, and affixing the mailing label from this issue to validate your vote.

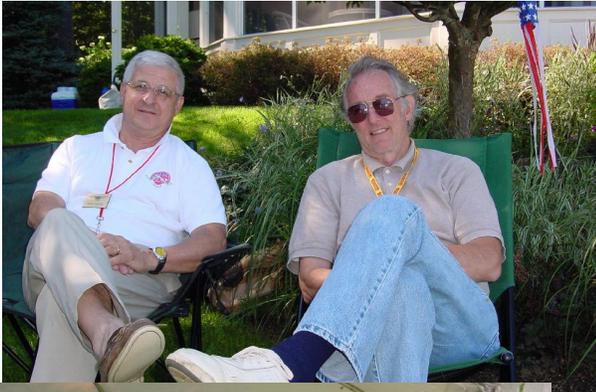
Thanks!

Gary Hagopian

### JANE/JCNA Rally Results

	Entrant	YR	Model	Score
1st	Gary/Sue Hagopian	1964	MK II	889
2nd	Dick Whyte/Paul Rikert	1980	XJ6	1031
3rd	Adrian Curtis/Harry Parkinson	1954	MK VIIM	2481
4th	Michael/S Gardner	XKE	2+2	3212
5th	Ken Haas/Alice Haas	1975	XJSC	3790

# JANE outing at Wright Museum and Avis Mello's Mello lake house



Clock wise from the top:  
Chuck & Ed relaxin, Karen gets an earful from Mike,  
Becky & Dave Randall, The Wright Museum,  
Dave and Liz Herrick, Harry, Avis, Chuck and Avis'  
grandson

Photos by Chuck Centore

***When Three Plus Four Became Five!  
or, How I Learned the New Math!***  
**by George Parker, JACNY**

This is the story of how *three* long days of work converted the *four* speed gearbox in my E-Type into a modern *five* speed! The story begins in the summer of 2003. My wife and I enjoy attending the JANE Show in Sturbridge, MA. That summer we decided to make the trip from our home near Syracuse, NY to Sturbridge in our 1965 E-Type FHC. The fastest route for the 250 mile trip is over the NYS Thruway and the Massachusetts Turnpike. Of course, that involves keeping up with modern highway traffic, which tend to be in the 70 - 75 mph range in spite of the legal 65 mph limit. I was chagrined to realize that at 3000 rpm I was doing less than 70 mph! So here I was driving a 150 mph car with an axle ratio so low that I couldn't keep up with modern traffic without the engine screaming its head off! And we all know the reason. When Jaguar exported the E-Type to America in 1965 they were competing with Corvettes with their huge V8's.....and they knew that all Americans love acceleration. So E-Types destined for America were equipped with a 3.54 axle ratio instead of the 3.07 used in European models. It was clear that something had to be done. Either I had to change the axle to the European 3.07 and lose some of the low end torque, or convert to a modern five speed gearbox with an appropriate overdrive ratio in fifth gear. I chose the latter.

Once I had determined that this was a project I was going to take on there were many important decisions to be made. Which gearbox? What ratios? Could I do it in my own workshop? I had heard that there were bolt-in kits available that could be handled by an amateur hobbyist like myself. And I had removed and replaced the engine and gearbox a few years ago during the restoration of the car.....so why couldn't I do it again?.....only this time with a new bell housing and gearbox? Piece of cake! But since this would be a major project I began a campaign of gathering as much information as I could from those who had actually made the switch. I gradually homed in on the choice of gearbox that would be best for me.....the T5 with "close ratio" lower gears (2.95:1 first) and 0.73:1 fifth gear. And based on some of the comments that I received I was beginning to have some doubts about my ability to do the project within the limited capabilities of my home workshop.....but I was determined to press ahead anyway!

By early 2004 the project was only in the talking stage, but I knew that if I was going to get it done that summer it was time for some action! Although my home Jaguar club is in Central New York, I also belong to the Sun Coast Jaguar Club in the Tampa area, since we winter there. My big break in the project came at a SCJC meeting in February. My good friend, Gary Hagopian, was there. In discussing the project he made the comment (in a weak moment under the influence!): "Hey, why not just bring the car to my shop in New Hampshire and we'll get the job done in three days?" Needless to say, I jumped at the offer.....yes! That

settled my concerns about getting it done in my limited workshop. Also in on the discussion of the project were Larry Ligas and Dave Hinton of Predator Performance. They suggested the T5 kit manufactured by Medatronics Corp. in Tequesta, FL. Soon I had ordered the kit and arranged to have it shipped to Gary's winter residence in Weeki Wachee, FL so that he could bring it north in his trailer to his shop in NH. So now the die was cast....no backing out of the project now!

Since Gary was kind enough to offer his help I wanted to do it on a schedule that was best for him. That turned out to be the three days following the annual JANE show in late July. But since we wanted to get the job done in three days there was an obvious long pole in the tent...the need for a new driveshaft since the T5 is longer than the Jaguar gearbox. The turnaround for fabrication of a driveshaft is two days. We solved that problem by measuring my car so that Gary could have the driveshaft ready when we started the project. I made the measurement by dropping plumb lines to the garage floor at the front of the bell housing and the forward edge of the input flange of the rear end, and measuring the distance between. Then Gary made the necessary subtraction of the new gearbox/bell housing and the required output flange/ rear seal clearance from my measurement to get the proper driveshaft length. With the driveshaft made and the Medatronics T5 kit in Gary's shop we were ready for the fun to begin! So on Sunday, August 1<sup>st</sup> after the JANE show, I followed Gary and Sue to their summer home in Sunapee, NH in the E-Type while my wife, Carolyn, rode back to NY with another JACNY member. After getting settled in their downstairs guest room, and relaxing with a cool one on their deck it was time to get to work!

At 6 PM on Sunday evening Gary and I retired to his shop to begin the project. But first a word about the Medatronics kit. Although I had purchased it back in March, it was the first time I had actually seen it. It's a complete kit including everything needed to make the installation, except the driveshaft. Besides the gearbox itself, it included a new bell housing, clutch disc, rear mount, and Jaguar style shifter



and knob. I was pleased with what I saw, and it seemed to me that we had everything in hand to make the switch an easy one....but as it turned out, that wasn't quite the case!

We got right to work. The first step was to get the car up in the air on jack stands front and rear....under the forward pivot of the lower wishbone in front and between the shock and the wishbone in the rear. And they were high jackstands, probably a couple of feet, so the car was well up in the air allowing plenty of room for the underside work. And that turned out to be Gary's job. He did the heavy work underneath while I was assigned the relatively lighter work topside. We elected to remove the engine and transmission from the underside of the car. So that meant stripping the engine so that we could drop it down to the floor. And we wanted to accomplish that with minimum disassembly of the car. We didn't remove the bonnet, simply removed the hinge pin and tipped it forward so that it rested of its own weight on a chair that Gary had in the shop for that purpose. The interior of the car was left intact. We just removed the gearshift ball so the shift lever could drop down through the boot. Everything forward of the engine, including the header tank, was left in place. In tackling my topside work, I assumed that the carbs would have to be removed to get at the



lower intake manifold nuts. I had only started to do so when I got a loud "Whoa!" from Gary. He pointed out that with the distributor removed it's possible to get your arm below the carbs to get to the nuts. I had my doubts, but after acting like a contortionist and getting a lot of scrapes and bruises, I was able to get the carbs and manifold off as a unit.

One of Gary's more difficult jobs underneath the car was the removal of the torsion bar reaction plate. That meant relaxing the torsion bars by removal of the upper wishbones, disconnecting the shocks, and disconnecting the upper ball joints. With that accomplished, and with the engine stripped, we were ready to drop it to the floor. That was done with a chain falls that Gary has suspended from a heavy beam in an opening in the ceiling of his shop. So down it went onto the floor....and it was still only Sunday T5night! It looked like we were well on our way to beating our planned three day schedule.

(continued on page 11)

## Autojumble on 11 September at Maxine Gould's

Maxine Gould is moving and has older Jaguar parts that she doesn't need. It was suggested the JANE hold an autojumble (garage sale) to help find a good home for the parts.

It's been a number of months since JANE has had an Autojumble so you're all invited to clean out your garage and offer those parts to fellow JANE members.

All you need is a blanket or table to display your items. The event will be held at Maxine Gould's garage from 1:00 PM to 4:00PM on Saturday, the 11th of September

A flyer and an email announcement have been sent. Contact Harry Parkinson, 603-882-0367, email [harryparkinson@comcast.net](mailto:harryparkinson@comcast.net) for more info.

## Chauncey Creek Luncheon and Tour Sunday September 12th, 2004

It's that time of year! Time to strap on the lobster bibs, get down and go head to head with *Homarus americanus* (Maine Lobster). Luncheon starts at 1PM at the Chauncey Creek Lobster Pound, Chauncey Creek Road, Kittery Point Maine. We have reserved an area under a tent on the wharf. Chauncey Creek is BYOB (the tour starts at the NH State Liquor Store and they're open on Sunday). Chauncey Creek's telephone number is 207-439-1030 if you get lost. Check out their web site for a menu and directions: <http://www.chaunceycreek.com/>

For those who want to go on a tour beforehand we will meet at the New Hampshire State Liquor Store on the Portsmouth Traffic Circle at 10:00AM and leave at 10:30AM sharp for a tour of the area ending at the restaurant at 1:00 PM. The Portsmouth traffic circle is

at the intersection of Route 16 and I 95 in Portsmouth NH.



After the tour we have parking available for those who want to pay \$2.00, it

is a short walk to the restaurant. Otherwise there is parking at the restaurant, although tight. Call or email Wes Keyes for questions, 207-363-5338 wes-

**For Sale: 1986 Jaguar XJ - 6 to strip for some parts .** The car was running . The car had been restored(minor rust) and re-painted in the 1990's Call and/or email for what you need. Great pricing on everything, BUT you must come and take off the parts yourself. This car has only 76,400 original miles, dark metallic grey and four pristine deep red door panels. Engine and transmission supposed to be perfect. 1st come 1st served, Tom Letourneau, Cumberland, RI, 401-334-3315 of AlphaRacer1@cox.net 1204

**For Sale: 1965 Jaguar Mk2 3.4 Saloon:** RHD. Royal blue/light gray leather; Imported early 80's with paperwork. 42000 original miles. All metal body, no rust. Show quality interior wood. Professionally modified for drivability. GM T351 o/d auto transmission, XJ6 pwr steering. Same owner 20 years, \$17,000. call 603-563-7762 (Dublin, NH) 1004

**For Sale: 1958 Jaguar XK150 OTS -** Olde English White, Red Interior, 4 speed with OD; Chrome Wire wheels; Original, numbers matching; unmolested early 150 roadster. \$29,500, 603-588-4237 1004

**For Sale: 1990 Jaguar XJS V12 Coupe:** Show car, 99.97, best in show at 1997 JCNA Biennial. Rare silver blue metallic color, sunroof, CD player, custom factory cover. Stored winters. \$10,000; call Bob Ferro (413) 533-2009 1104

**For Sale : Jaguar D Type Replica -** Built in 1994 by Predator Performance, 3.8 motor, 5 spd trans, right hand drive. All Jaguar through-out with upgraded brakes, suspension. Consistent Concours winner; red fiberglass body with black leather, real head - turner. Great car for slalom or autocross, less than 11,000 miles. \$ 45,000; Call Ray David (813)-996-7690 or e-mail: ray@birdingbusiness.com 1004

**For Sale: 1999 Jaguar XK 8 Coupe -** Silver w/Black interior. 30K miles. This is a very nice car. Must Sell ! !; \$26,000 or best offer. 413-734-4544 or 413-531-7580 Ask for Chris 1004

**For Sale: 1988 XJ6 (XJ40) Van Den Plas Sedan:** 75000 original miles; Black/Camel, quick starter & runs smooth as silk. Does need some minor body & paint. Can be seen at Morton Jaguar Service, 2 Oak St, Chelmsford, Ma, call Brian or Craig @ 978-256-9882 ...leave a message or email: hombre@ll.mit.edu asking \$2,500 1004

**For Sale: 1973 Jaguar XKE Roadster Series III V 12,** with 46,525 miles, 2nd owner, purchased 16 years ago. Excellent condition, 4 years in the Glen NH museum. Signal Red with Black interior, hand carved mahogany dash, all original interior, radio, trim, etc. Have original title, and all service records since new. \$39,650 firm. Don Fitzgerald 603/383-9243 (For E-photos contact [pete4t@ncia.net](mailto:pete4t@ncia.net) ) 1004

**For Sale: 1986 XJS V12;** - 2dr coupe that starts right up; no rust but could use a paint job, great interior; only 97,000 miles; tan body with tan interior and beautiful wood enhanced dashboard; new owner should be Jaguar mechanically inclined as it needs a tune up, some brakes , ball joint replacement and a new headliner, etc. The right owner could put it in A1 condition and have one of the sweetest Jags on the road. Priced to sell at \$3,500. Call Bob Jacobs at 508-420-6875 1104

**For Sale: 1959 MK IX Jaguar -** complete engine rebuild by British Auto; complete car for either restoration or parts car; \$5000 OBO, call Maxine Gould at 978-369-1709 1104

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

**Advertising Rates, 2004:** An ad in the *Coventry Cat* currently reaches over 350 households with very high demographics. Unless otherwise specified, rates are on an annual basis(12 issues)Business card and classified ad rates are as follows:

<b>Business Card 3 1/2" x 2" : Members.....\$60.00</b>		<b>Non-members.....\$120.00;</b>	
<b>Full page.....\$600.00</b>	<b>Half page.....\$325.00</b>	<b>Quarter page.....\$175.00</b>	
<b>Back Cover.....\$1200.00</b>		<b>Inside cover/center.....\$1000.00</b>	
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Please contact Harry Parkinson at the address below or email him at harryparkinson@comcast.net to get a quotation. Please send camera ready copy and a check before the 15th of the month previous to intended insertion. Make checks payable to JANE, Ltd.

Mail to: Harry Parkinson, 30 Coburn Avenue, Nashua, NH 03063, tel 603-882-9367

(continued from page 9) **T5 Transmission project**

But tomorrow was to prove to be a day in which that schedule would be put in serious jeopardy!

On Monday morning, after a great breakfast prepared by Sue, we retired to the shop all fired up to get the job done in record time. The next step was to get the front of the car raised high enough to maneuver the engine out. That was easily accomplished using the chain falls with heavy straps under the upper frame members. Using wooden dowels we rolled the engine out, and separated the bell housing from the engine. It was only Monday morning and we had reached the down side of the curve....ready to start the re-assembly process. But there was trouble ahead! When we



attempted to fit the new bell housing to the nose of the gearbox it didn't fit! The opening in the bell housing was .003" too small! Since Gary has a milling machine in his workshop that was only a minor problem. He enlarged the bell housing opening by .005", and then it fit the transmission beautifully. But with that problem solved, we found we faced a bigger one. On removing the clutch disc we found that it was 10", and I had ordered a 9.5" one! We called Paul Cangialosi at Medatronics hoping that he could get us a 10" one overnight. But he didn't have any!..... though he had some on order from his supplier. Paul was good enough to put us in touch with the supplier, who agreed to divert one to us by UPS Air Overnight. So it looked like the quick and accommodating action by Paul and his supplier would save our schedule....but only tomorrow would tell for sure. Though this was a setback it wasn't a disaster. The rest of the day Monday was spent fitting the transmission to the tunnel. We raised the transmission into place to locate areas where there would be interference. The T5 is a tight fit in the 4.2 transmission tunnel. Gary ground off the upper forward corners of the T5 case. Inside the tunnel he ground off some ends of screws holding the tunnel cover in place, and, using a ballpeen hammer, created a small bulge in the side of the tunnel where the back-up light switch would be located to preclude any shorting. By Monday night we were ready to put the car back together....if we only had a clutch disc!

The UPS truck pulled into Gary's driveway at 10:30 AM Tuesday morning with a 10" clutch disc for us. We were two happy campers! From there on the re-assembly went smoothly. However, after we had re-assembled the transmission to the engine we noticed that the clutch release arm hit the forward edge of the transmission case opening. Gary ground off the case to get adequate clutch throw. We put in lots of hard work....but by 6PM Wednesday night the car was all back together and ready to go. Now it was time for the acid test....the first test drive. I'd like to say that all was perfect, but it wasn't quite. When we drove out of the driveway we heard a loud clanking! Oh, oh....what's the matter? It turned out that the u-joint is very close to the forward hand brake bracket. When making a right turn the engine shifts very slightly to the left....just enough for the u-joint to hit the bracket. But if I drove carefully, it wouldn't be a problem on my trip back to Syracuse. I would have to tackle that problem when I got home. We loaded all my original parts in the back of the car, and I was ready for the trip home.

After a good night's sleep and another fine breakfast I said good-bye to my gracious hosts and headed for NY. I made the trip without incident, and was happy to see about a 700 rpm drop on the tach. Now I had to address the hand brake bracket problem. After removing the transmission tunnel cover I could see where the u-joint was hitting the hand brake bracket. It turned out to be an easy fix. A friend who operates a body shop was able cut off a chunk of the bracket with a small air-driven reciprocating saw. Another small problem that I had to correct was that my car had the rubber shift boot with the small hole in shifter cover. The new shift lever hit the forward edge of the hole in the odd gears (1,3,5). The solution was the use of an old 3.8 shifter cover that Gary gave me. I had it re-trimmed with new covering and leather boot. And it even looks nicer than that ugly rubber boot!

There's a side effect to this installation that you might want to consider. The Jaguar's cast iron gearbox case absorbs gear noise much better than the T5's aluminum one. The result is that the T5 is noisier than the Jaguar transmission. I chose to use to use Dynamat from XK's Unlimited to alleviate this problem. I'm sure it's available from other suppliers. By heavily trimming it I was able to retain the original sponge rubber over the transmission. I molded a piece of Dynamat over the top of the transmission case just for good measure. Then using heavy paper to prepare patterns, I covered the outside to the transmission tunnel with several pieces of Dynamat. This has quieted the T5 gear noise considerably.

Now for some final thoughts on this adventure. Although the Medatronics T5 kit is a good kit it's *not* a simple bolt-in that can be easily handled by an amateur hobbyist. Don't attempt it unless you're prepared to address the problems I've described. If you do decide to do it yourself make sure you take action to get adequate clutch throw, and don't forget that handbrake bracket! And when the project's completed you'll love that fifth gear!



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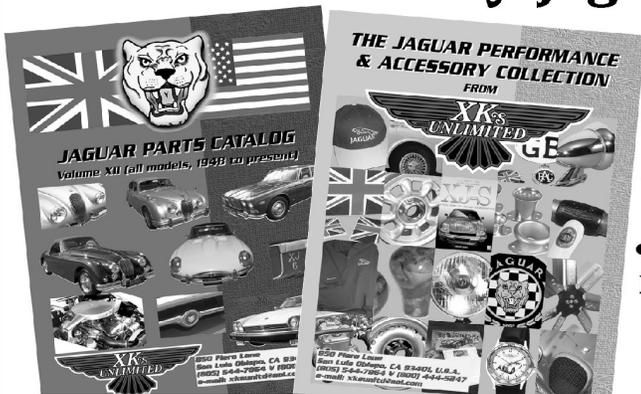
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## Carburetor Tech Session Manual Available

Last summer some of you attended an excellent Tech Session on carburetors at Bill Parishes' shop in Littleton Mass.

Bill and Adrienne Cousins did a fabulous job of putting together the copies of the carburetor section of a number of Jaguar manuals from the XK120 to the E Type (Including the Zenith Strombergs used on the later E types) with four color pictures of cross sections of carburetors which Gary Hagopian did for a tech session he did earlier. This is a great compilation for the technologist and historians.

Many of you may remember responding to an email I send about 10 months ago offering this publication. I apologize for losing all your names. They were on my computer at work and were lost during a layoff. Over the winter Bill and Adrienne republished the work and I am helping to distribute them. The price is \$17.00 and includes shipping to anywhere in the country at the "Book Rate" of the US postal service. This is distributed on an at cost basis.

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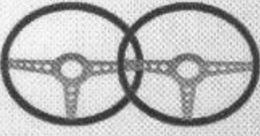
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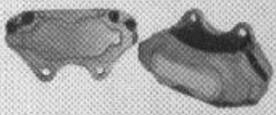
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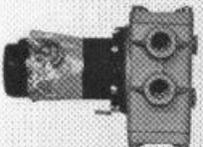
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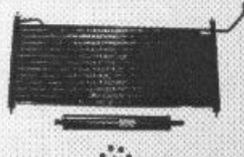
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