



# THE LITTER BOX

The official magazine of the Carolinas Jaguar Club.

The March Edition 2022

The \$5 a gallon edition

JCNA S.E. Region - Club #21

[www.carolinajaguarclub.com](http://www.carolinajaguarclub.com)



# *FROM THE EDITOR*

## *Richard Lloyd-Roberts*

Fellow Carolina Jaguar Club Members

Welcome to the March issue of the Litter Box.

As we fast approach \$5 a gallon for gas the thought of electric vehicles comes to the forefront of conversation. As a Tesla owner we have been lucky enough to avoid to much pain at the pump. Colleen recently drove from Charlotte to Culman AL in the Tesla which has a 315 mile range. While there are superchargers in abundance the trip was not without its difficulties. An example would be when you find out the next charger is shut down and now you are re routed out of the way to the next closest one adding a hour to your journey. Taking between 20 - 40 mins per charge isn't practical for families with impatient kids or for those in a hurry either.

It seems that we are headed in the direction of electricifcation but much inferstructure work is needed before this is a reality. We have a saying in the UK. Don't put the cart before the horse. Affordability is another issue that is going to keep the majority out of this race. The price of electric cars is above most americans reach. The I Pace starts at \$70000 and the average Tesla is now above \$60,000 for anything representing long range. Lucid has a luxury car starting at about \$77000.

Self Driving isn't going to happen in the next decade. Tesla's self driving mode is riddled with problems including random stopping and entering the wrong lane on turns. All this to say. I am still enjoying the heck out of my XK. I'll stick to the roar of the cat please.

Richard Lloyd-Roberts

CJC Editor/Webmaster

[Carolinajagclubevents@gmail.com](mailto:Carolinajagclubevents@gmail.com)

Happy Motoring.



## ***From The President***

***Eric Dunn***

Hello Everyone.

Our New Member Meeting Event last month in Greensboro was very successful and all enjoyed a delightful time, greeting both new and existing members. Kevin and Nancy Willis, our Membership Co-Chairs, reported club memberships were in excess of 160, which means that since most memberships are couples, total members are brimming at 300. Our club continues to be very successful compared to most other Jaguar clubs. Congratulations to all of you that contribute in that success by your interest and participation.

Our next event is April 2 at the Childress Museum, which has been detailed in previous newsletter and emails. Do not forget the March 19 Judge's Training at Starmont Country Club in Greensboro. This is a most important part of our clubs' participation the concours. We need judges. Our Chief Judge, Steve Thomas, has an incredible depth of experience and is an excellent instructor. Contact Steve at 919-906-6802.

Motor Trend Magazine's heralded "Car of the Year" for 2022 is the LUCID. The what? Not exactly a household name or your father's Buick. It is a fully electric luxury car produced in USA. Company is managed by an ex Tesla engineer. He also was a chief engineer at Lotus Cars and Jaguar Cars. Volume of 12,000 units expected this year.

This comes under the heading of "don't shoot the messenger". A recent sport car magazine article revealed that E-Types were declining in value a bit. The reasons were three fold. 1-the cost of restoration is more than most other motor cars 2----younger investors seem to be taller and the car just doesn't have the leg room 3---older investors are generally too bulky and have difficulty getting into and out of the vehicle. I guess we are just not as young as we use to be. Norman Dewis never had any problem with the "E".

No action this past month in Formula E.

Eric Dunn  
President





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Planning is well underway for the 2022 CJC Concours at Little Switzerland, NC.

We will begin the festivities on Thursday, July 21st with an informal after-dinner gathering. The weekend will include a driving event on Friday, and of course the actual show and judging on Saturday, July 23rd.

We are excited to announce that our Guest Speaker for Friday night is none other than Burt Levy! Burt is a well-known and widely published author, announcer, and racer.

As a driver, he's won something like 100 amateur and vintage races and eight season championships in a truly incredible variety of cars (including a Jaguar D-Type and an XKSS), most of which he had mooched from their owners.

Burt has also been a guest color announcer at many vintage racing events, and his columns and stories in Vintage Motorsport Magazine have won him an enthusiastic following and multiple journalism awards.

But he is best known for his historically accurate and utterly hilarious *The Last Open Road*. Now heading into its eleventh printing with over 50,000 copies sold, this book has earned rave reviews everywhere and has become a genuine cult classic on the motorsports and collector-car scenes. It has also spawned six sequels, the latest of which, is *The 200mph Steamroller Book III: Out of the Mist*.

We know you'll enjoy getting to know Burt and listening to the countless yarns he can spin relating to our hobby.

Registration for the Concours will begin in early April with a firm deadline of June 18, 2022. There will be no registrations at the door, and late registrations will not be accepted. Online registration through the CJC website is preferred but mail-in ballots are acceptable as well provided they are postmarked by June 18th.

This is a JCNA sanctioned event governed by the rules found at [www.jcna.com](http://www.jcna.com). You MUST BE a registered JCNA member in order to have a car judged.

If you are in need of hotel reservations, contact Switzerland Inn directly at (828) 765-2153 and Whitney will take good care of you.

We hope you will join us for a weekend in the mountains where we can enjoy both some time together as well as the beauty of our Jaguars!

Brad and Barbara Merlie,  
Chairs, Concours Committee









Dave Eckrote, 80, of Winston-Salem, passed away in his home surrounded by family on February 25, 2022, after a battle with heart failure. He was born in Pennsylvania and was a long-time resident of Kernersville, NC until he retired as owner of Southern Home Inspection, downsized, and moved to Winston-Salem in 2016.

Dave is survived by his wife, Becky, three children, David, Jr. "Scooter" (Michelle), Shane (Felicity) and Shannon (Dave), five grandchildren (Brittany, Kendall, Hayden, Emma, and Eli), and three great-grandchildren (Cooper, Easton "E.J.", and Harper)

Dave was an avid Jaguar enthusiast as well as a Harley Davidson fanatic. He was also a proud Vietnam Veteran, having served in the Air Force and recently traveled to Washington, DC as part of the Triad Flight of Honor.

The family would like to express gratitude to Mountain Valley Hospice as well as the doctors and nurses who cared for him at Forsyth Medical Center and WFU Baptist Hospital. A military memorial service will be held by the family at a later date. Online condolences may be made at [www.salemfh.com/](http://www.salemfh.com/).

## Dave Eckrote In Memoriam

The early, formative years of Carolina Jaguar Club, Inc., were largely shaped by one man: Dave Eckrote. He guided the club to national prominence while holding the office of President for an unprecedented five times, if I remember correctly. Under Dave's leadership, the club more than doubled its membership. He brought the AGM to Charlotte twice.

He organized and led tours for club members and other JCNA members to England (1997 & 1999), to Italy (2001), to Bermuda (2005 cruise), and to Ireland (2009). He, and friend Norman Parrish built a Chevrolet panel van, decorated it with new paint and wheels, club logo and a large 'Leaper' on the side to transport club equipment to car shows and Concours. He enlisted sponsorship for club shows and Concours, and organized raffles that not only paid for all expenses, but built the club treasury to the wealthiest of any JCNA club at that time. Any British car show and many multi-marque shows all over the southeast were always on the agenda, and club members always brought home a bunch of trophies. Dave helped with the formation of both the South Carolina and the Virginia Jaguar clubs. He put on slalom events in empty parking lots for JCNA participants and other British car club members. I could go on but, if you knew Dave, you already understand that he was a giant of a personality packaged in an energetic, fun loving body. Personally, I will miss him acutely. Rest in Peace, old friend.

Robert Lee Wasson, III  
Charter Member (retired)





## **2022 Officers and Committee Chairs**

### **President**

**Eric Dunn**

**904-477-9339**

**eric\_dunn@bellsouth.net**

### **Vice-President**

**Kevin Mann**

**704-528-0292**

**Kevin.mann@avlime.com**

### **Secretary/ Sponsorship**

**Jerry Cohen**

**704-996-9060**

**Jagunut1@aol.com**

### **Treasurer**

**Rick Wotring**

**336-337-6253**

**rswotring@gmail.com**

### **Concours Co-Chairs**

**Brad and Barbara Merlie**

**704-506-9130**

**bradmerlie@gmail.com**

### **Membership Co-Chairs**

**Kevin and Nancy Willis**

**336-765-1170**

**carolinajagmembership@gmail.com**

### **Newsletter/Webmaster**

**Richard Lloyd-Roberts**

**704-754-8880**

**carolinajagclubevents@gmail.com**

### **Chief Judge**

**Stephen Thomas**

**919-471-6469**

**stephenreps@earthlink.com**



## A pictorial farewell to Dave Eckrote



Ready to run another CJC Slalom.



Celebrating a slalom win with a good cigar!



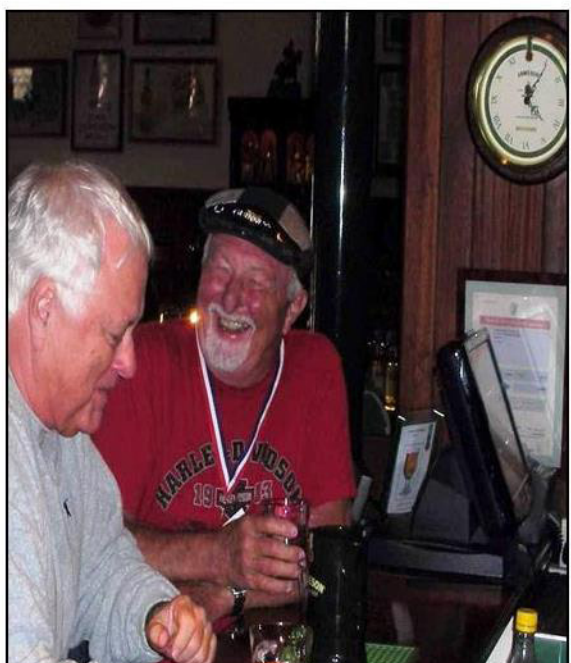
Hosting the 45th JCNA AGM as Club President.



Lunch in Italy. Dave knew how to plan great European trips.



Dave and Becky arranged a trip to Ireland in 2009.



A toast to a life well lived! Thank you Dave for the many memories.

Meeting Minutes Carolina Jaguar Club  
New Members Meeting  
February 19, 2022  
Starmount Country Club, Greensboro, NC

Club President Eric Dunn opened the meeting at 12:10 EST after lunch. He welcomed all attending. For the benefit of the new members attending, Eric then described the association between the Carolina Jaguar Club and the Jaguar clubs of North America.

Eric then recognized out going officers and committee members and thanked them for their service to the club. They were: Ted Hill, President 2019 and 2020. Jerry Tester Concours Chairman 2019, 2020, and 2021. He then introduced the 2022 club officer s and chair persons. They are: Kevin Mann, VP Events, Jerry Cohen, Secretary and advertising and sponsorship manager, Rick Wotring, Treasurer, Richard Lloyd Roberts, Web Master, Newsletter Editor/publisher, and Social Media manager. It was noted that under the creation and management of Richard our CJC website won the coveted "Best Web site in North America award from the 61 clubs in JCNA. Steve Thomas, Concours Chief Judge, Brad and Barb Merle Concours Co-chairs. Each officer and committee chair gave brief remarks followed by question and answers.

Last but not least Nancy and Kevin Willis were introduced as Co-Chairpersons of the Membership Committee and host of today's meeting. The meeting was then turned over to them. Nancy began by asking new members to introduce themselves. New members include a member who is relocating from Australia, one from Georgia, a member who is a sculpture and Art professor. Also a semi-retired Architect who has a sculpture in his front yard made from a Jaguar MK2. New members cars ranged from XKR's, XK8s, XJR's to a 1953 XK120 FHC.

Nancy and Kevin continued with giving updates and briefings on the club itself and the benefits of membership along with getting officers involved in reviewing the upcoming events for 2022. They gave interesting facts such as:

CJC has members in 8 states including Alaska. We currently have 167 members. Remembering that each membership mostly is for 2 people making actual membership over 300 people.

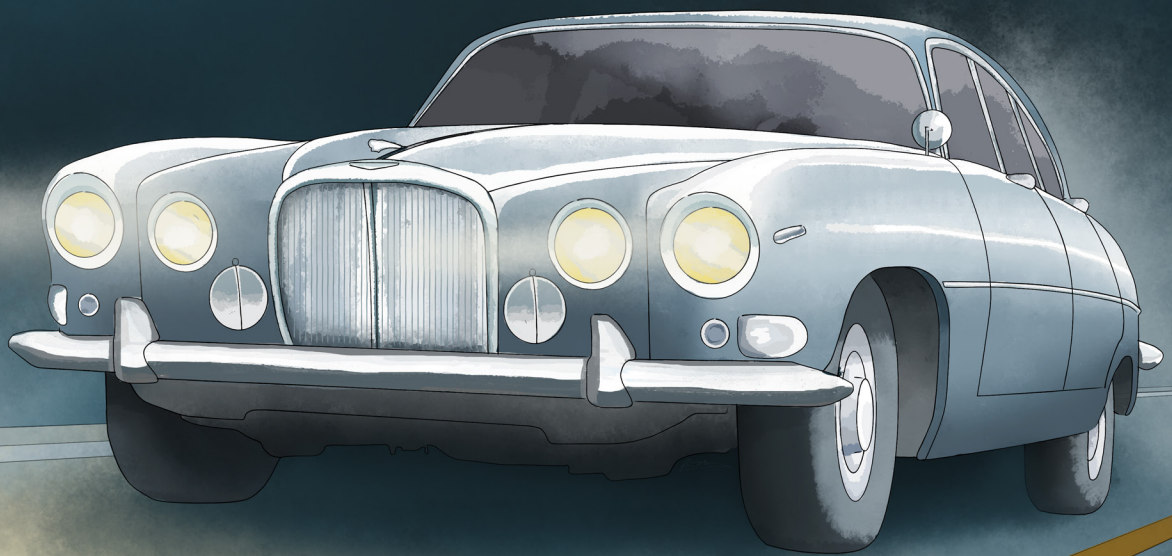
A new updated club roster will be e-mailed out soon.

Eric Dunn adjourned the meeting at 1:10 pm EST.

Respectfully submitted  
Jerry Cohen  
CJC Secretary



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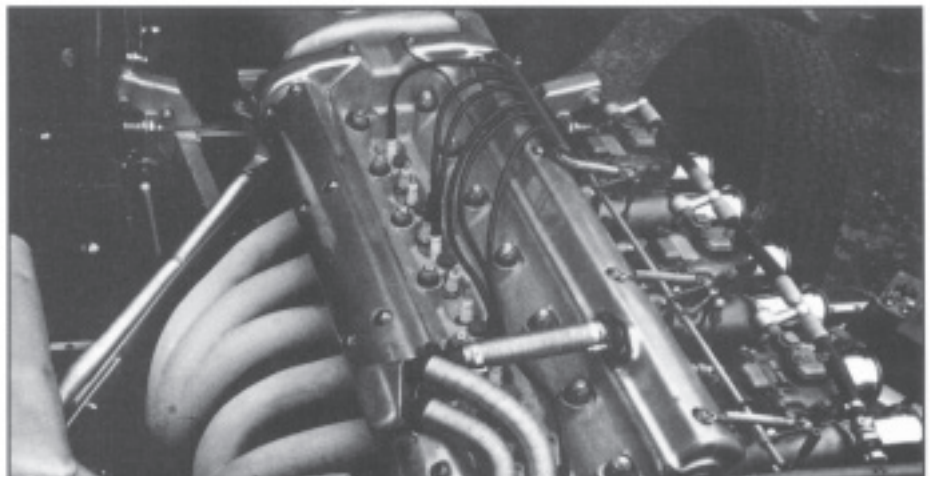
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Transmission: Automatic  
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25/33 mpg  
Eiger Grey Metallic Exterior  
Lt Oyster Ebony Interior

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# *The XK engine*

Roger Bywater.  
AJ6 Engineering



The XK Jaguar engine, created by some of the best engineers in the business at the time, certainly ranks amongst the classic engine designs of all time. Always a heavy engine, it nevertheless was able to achieve remarkable competition successes in the 1950s and as a volume production engine it was pretty much in a class of its own for the next decade or so until other manufacturers began to catch up. Of course all good things have to come to an end and the end of the XK is, sadly, like that of too many human sports personalities. It soldiered on until it was way past its best, its greatness perhaps tarnished by its final years.

If it starts out good, how do you make it better?

The definitive XK has to be the original 3.4 litre of 83 mm bore and 106 mm stroke (fig 1). This is the size it was intended to be and all other variants were compromised in some way from this, the original design. (Actually, to be pedantic, at a late stage to gain some extra torque the stroke was lengthened from the proposed figure of 98 mm, which would have given 3.2 litres. 40 years or so later a Jaguar 3.2 litre did appear - itself an offspring of the XKs successor, the AJ6.) A four cylinder variant also reached a late stage of development but, in a manner repeated later by the eight cylinder version of the V12, was rejected for lack of refinement and never entered production.

A feature of any really good product is the difficulty of making it better. In the case of the XK this certainly applies and of the changes it underwent during its production life relatively few stand out as being worthwhile improvements on the original. As an indicator of how rare this situation is, consider another legendary engine - the Rolls Royce Merlin aero engine - which made the Spitfire, Hurricane, Mustang, Mosquito and Lancaster so outstanding during the war years in which the XK was conceived. In its original form the Merlin was plagued with problems and needed an enormous amount of development to become a world beater. The XK was pretty good right from the start.

The most innovative feature of the XK for a volume produced engine was its twin overhead camshaft layout at a time when side valve engines were still commonplace (fig 2). Overhead camshaft drives had a reputation for being noisy but careful development ensured that the XK was quite acceptable in this respect and the twin chain drive lasted with only minor, though numerous, alterations right through to the end. Close attention had been given to proper lubrication of the camshafts and chains and this contributed to the lack of problems in this respect all through the XKs life. Some have questioned the manual adjustment of the top chain but the worst that can truly be said of it is that it was a minor inconvenience. Quite early on the original spring blade tensioner for the bottom timing chain (fig 3) was replaced by a Reynold hydraulic tensioner which itself changed in detail over the years as did the chain guides. 5/16" lift cams were initially used because of a fear that clumsy mechanics used to simpler engines would bend valves during repairs. This caution proved to be unnecessary and the intended 3/8" lift cams were introduced, first as an upgrade option then as standard. Another early change was from a gear oil pump to the Hobourn Eaton rotor type.





## 2022 CAROLINA JAGUAR CLUB MONTHLY EVENTS

MONTH	DATE	EVENT	CITY	LOCATION / ACTIVITY
JAN	8-Jan	Board mtg	Huntersville	Marriott Residence Inn
FEB	19-Feb	New Members Mtg	Greensboro	Starmount
MAR	19-Mar	Judge's Training	Greensboro	Starmount
APR	2-Apr	March Getaway	Lexington	Richard Childress Museum & Lunch at Café 35 (Self Pay)
APR	23-Apr	British Car Gathering	Dobson	Shelton Vineyards
MAY	28-May	Coventry Foundation	Columbia	Lunch and tour
JUNE	TBA	Winery Luncheon	TBA	J-Lo or Raffaldini
JULY	7/21-24	CONCOURS	L Switzerland	3 nites, 2 dinners + Concours + scenic drive, Thurs nite reception ?
AUG	TBA	AB/Spec. Ops Museum	Fayetteville	Lunch & tour of Museum
SEPT	24-Sep	Autumn in the Mountains	Mills River	Car Show + Brewery Tour, etc.
SEPT	9/25 - 10/1	ROAD TRIP to WV	Lewisburg WV	Home2 Suites - daily drives
OCT	TBA	OCT Getaway	Smithfield	Lunch at Heidi's
NOV	TBA	Officer Elections	Cary	Open House at Leith Dealership
DEC	12/2 - 12/4	CJC Christmas Weekend	Wilmington	2 dinners + Activities TBA

## **Other Car Show Events:**

If you know of an event you feel club members might enjoy attending or participating in please e-mail info to : [cjceditor@aol.com](mailto:cjceditor@aol.com).

March 26, 2022

In March, Kevin Fielden is organizing another "Best of Britain" Car Show in Charlotte. It is in a new venue with quite ample parking. It is open to all British autos and motorcycles.

The event will be held on Saturday, March 26 at 131 Main Restaurant (Blakeney Location)

9886 Rea Road, Charlotte, NC 28277. This is an upscale/modern shopping plaza with many stores, restaurants, coffee, etc.

Details (Registration/Times, etc.) will be available closer to the event by contacting: Kevin Fielden: [grigio308@gmail.com](mailto:grigio308@gmail.com)

April 9, 2022 LeithCars.com is having a Spring Cars and Coffee Event at the Leith Cary Auto Park. All cars, trucks and SUVs are welcomed and encouraged to come. There will be awards given for seven categories. Date Saturday, April 9, 2022 :Time 9:00 AM - 12:00 PM: Place Across from Leith Porsche and Audi Cary in the Cary Auto Park. Trophies will be awarded for seven categories.

May 14, 2022

Triangle British Classic Car Show

If you have any questions, feel free to contact:

Dennis Taylor, Car Show Chairman [dltpilot@hotmail.com](mailto:dltpilot@hotmail.com), 919-610-7166

May 27 -29 The Sandhills Motoring Festival, SMF Block Party

<https://www.sandhillsmotoringfestival.com/register/>

Friday, May 27, 2022 the Sandhills Motoring Festival kicks off the weekend of events with Automobiles & BBQ at our Block Party at the Pine Crest Inn in the Village of Pinehurst.

Saturday, May 28, 2022 the Sandhills Motoring Festival takes on the back roads of the local area with the SMF Road Rally. Saturday evening features the SMF Hangar Party at the Moore County Airport featuring excellent food, exotic cars, and airplanes on display.

Sunday, May 29, 2022 Concours in the Village the Sandhills Motoring Festival features its signature event. Enjoy 128 Automobiles from 16 Classes displayed on the streets of the historic Village of Pinehurst. Awards Banquet Sunday evening at the historic Pinehurst Fair Barn for our entrants to enjoy cocktails, a sit down dinner, and awards for the weekend.



## Head to the Mountains Carolina Jaguar Club Concours

**July 21 – 24, 2022**

*Switzerland Inn  
Little Switzerland, NC*

Registration and more information coming next month.



### BOOK YOUR HOTEL ROOMS

The Inn has rooms blocked for us, and although they're closed for the winter, the business office is open and accepting reservations. The rooms will almost certainly sell out, so we recommend you contact them as soon as possible to make your reservations.

Switzerland Inn  
828 – 765 - 2153

### CONSIDER VOLUNTEERING

We can always use your help in filling the variety of roles that are necessary to make an event like this a success.

- Judging
- Publicity
- Registration
- Field Setup
- Silent Auction
- Runners
- Scorers
- Parking Oversight

Brad and Barbara Merlie  
[cjcjaguarconcours@gmail.com](mailto:cjcjaguarconcours@gmail.com)



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# The Gathering

April 22-24, 2022 Dobson, NC



Photo: Brian Huneycut

The TCOC invites you to the 37th anniversary of **The Gathering**.

With events that include a spectacular mountain tour, a car show at Shelton Vineyards, and an exciting autocross, The Gathering has something for every fan of British cars.

**Featured  
marque:**



## Schedule of Events

### Directions to Shelton Vineyards

286 Cabernet Lane, Dobson, North Carolina 27017

#### Directions From Charlotte

Take I-77 North to Exit 93 (Dobson), then follow the signs to the vineyard. (Approx. 1 ½ hours north of Charlotte.)

#### Directions From Winston-Salem /Greensboro:

Take I-40 West to Highway 421 North. Take I-77 North to Exit 93 (Dobson). Follow the signs to the vineyard. We are approximately 1 hour from Winston-Salem, 1 ½ hours from Greensboro and 2 ½ hours from the Triangle area. Please note that Exit 93 is approximately 20 minutes from where Hwy 421 meets I-77.

Alternate route from

Winston-Salem/

Greensboro: Take

Highway 52 toward Mt.

Airy. Take Pilot Moun-

tain/Highway 268 exit

and travel west on

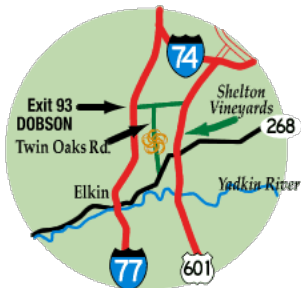
Highway 268. Approxi-

mately one mile west

of intersection of High-

way 268 and Highway 601 take a right onto Twin Oaks

Road. Winery is approximately 5 miles.



#### Directions From Blue Ridge Parkway

Take Highway 52 North (near mile marker 200) 1 mile to VA Highway 148. Turn Left onto VA Highway 148. Travel 1/2 mile to I - 77 South. Take I - 77 South to NC Exit 93(Dobson). Follow the signs to the Vineyard. (Approx. 23 miles from Fancy Gap, VA.)

Call (336) 366-4724 if you need help with directions.

#### Friday, April 22

- 1:00 - 5:00 PM Registration at the Hampton Inn & Suites, Shelton Vineyards at Dobson
- 1:00 - 4:00 PM Blue Ridge Tour, leaving from Hampton Inn, Dobson
- 4:00 Wrench Wracer Tech Session
- 6:30 PM Ladies Nite Out @ Harvest Grill Restaurant, Shelton Vineyards
- 7:00 PM British parts auction at Hampton Inn with pizza & soft drinks

#### Saturday, April 23

- 8:00 AM-12:00 PM Registration at Shelton Vineyards
- 9:00 AM-3:00 PM Participants' Choice Car Show
- by 11:00 AM Bring Wrench Wracer Concours entries to bandshell
- 11:00 AM Winery Tour and Tasting
- 12:30 PM Wrench Wracing Concours balloting ends
- 12:30 PM Winery Tour and Tasting
- 1:00 PM Wrench Wracing match races at the bandshell
- 1:00 PM Car Show balloting ends
- 1:00 PM Winery Tour and Tasting
- 3:00 PM Car Show Awards Ceremony, raffle drawing
- 6:30 PM BBQ dinner at the Hampton Inn (pre-registration required)

#### Sunday, April 24

- 8:00 AM-12:00 PM Autocross at Emergency Services Training Center, Surry County Community College

#### Directions to Surry County Community College (for Sunday's events):

*From I-77*—Take exit 93, go east for approximately 3 miles into Dobson. South (right) 1 mile on Main Street to SCC on right.

*From US Highway 52*—Take Hwy 601 South from Mt. Airy for approximately 8 miles. Turn right at sign for Surry Community College Exit. Right at stop sign. SCC is on left approximately 1/4 mile.

*From Highway 601 South*—Follow Hwy 601 North to sign for Dobson business district. Turn left at sign for Hwy 601 Business (Dobson business district). SCC is on left approximately 1/2 mile just past Surry Central High School.



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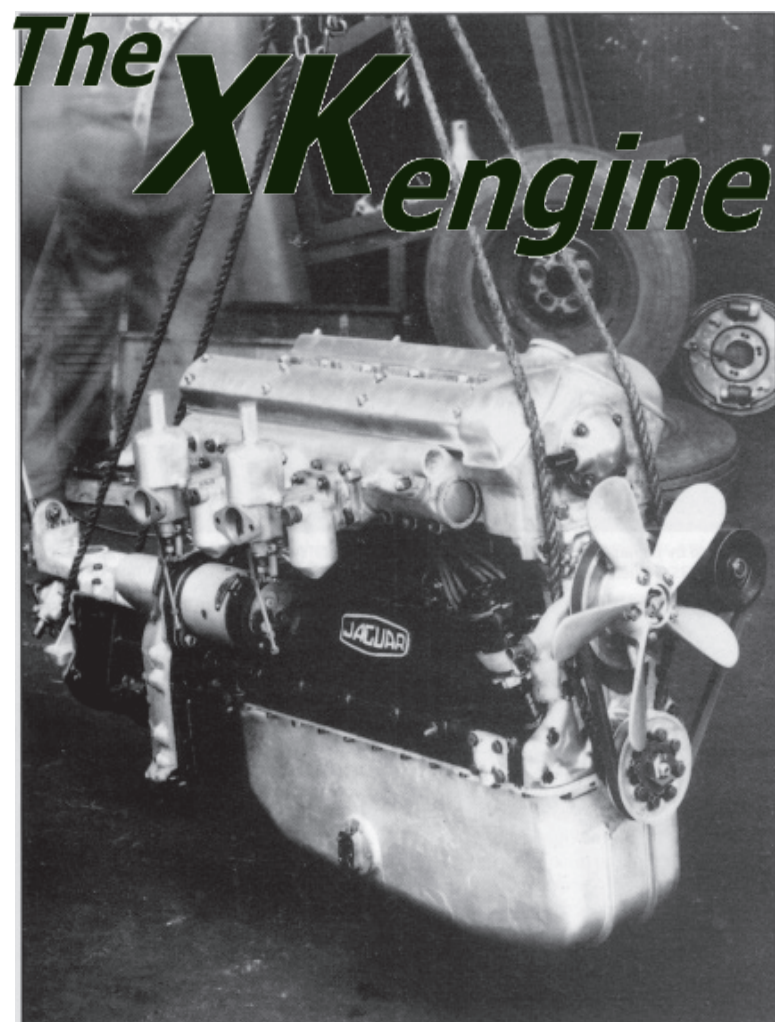


XK120, 140, 150 / E-Type / Early Sedans / XJ6/XJS / XK8 / Late Models

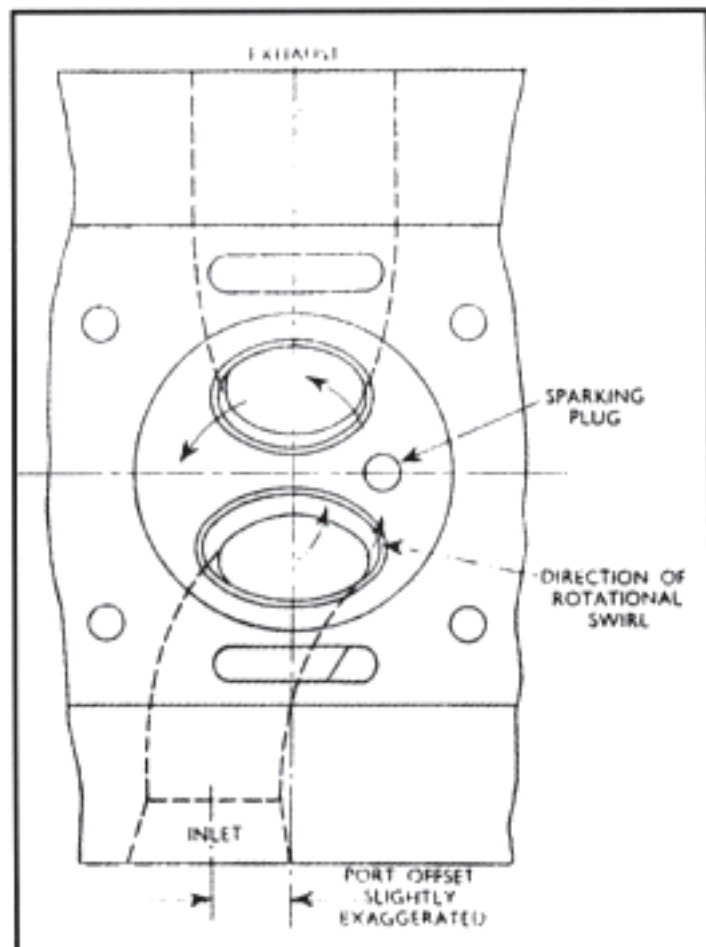


CLASSIC  
JAGUAR





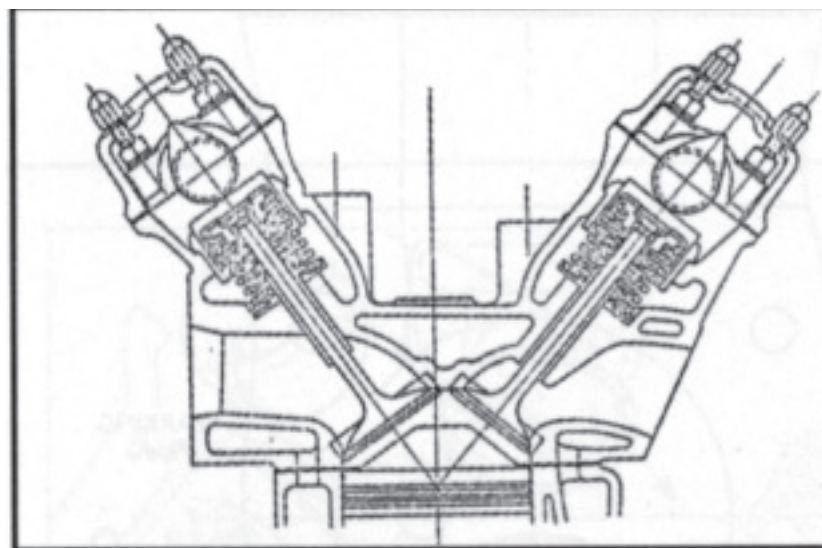
Dated July 1948, this photograph shows such early features as side-entry distributor cap, sump oil level sender unit, tall dashpot carbs, Mk V type gearshift knob, no studs to front of camshaft covers and no Metalastik crankshaft damper but provision for a starting handle. Photo: Jaguar Cars Ltd.



The curved inlet port of the original ('Type A') cylinder head. Source: *The Jaguar Engine* (Heynes) I Mech E paper.

Some other changes were clearly improvements - for instance the much revised long stud block gave a more direct load path between head and main bearings, provided more secure clamping pressure on the head gasket and eliminated the bore distortion which had become apparent from stretching the block to 4.2 litres. (This lesson was not forgotten when the AJ6 block was designed - the head clamping stresses being taken down via heavy ribbing in the outer wall of the structure). Mechanical noise was reduced by the introduction in 1969 of modern parabolic cam profiles applying less severe accelerations to the valve gear than the simple three arc cams used previously.

I hesitate to mention the dreadful sludge traps in the XK crankshaft - probably its worst feature. Any minute debris which could get that far into the engine could not possibly be harmful yet by collecting it together a potential problem was created for the later life of the engine.



The 35/40 'wide angle' racing cylinder head arrangement. Source: *'Milestones'* (Heynes) I Mech E paper.



Founded in 1999, **Shelton Vineyards** is the largest family-owned estate winery in North Carolina. Located in the Yadkin Valley near Dobson and Mt. Airy, the winery features a spacious visitor center with a tasting bar and gift shop. Find out more: [www.sheltonvineyards.com](http://www.sheltonvineyards.com)

## Event Highlights

**Blue Ridge Tour:** We've mapped out a twisty route through the foothills of the Blue Ridge Mountains. The tour departs from the Hampton Inn (our host hotel) between 1:00 PM and 4:00 PM on Friday, April 22.

**Auction:** Vendors in the British car community always generously donate a variety of items for our live auction. This year, the auction will also include used items and memorabilia. If you bring an item to auction, the entire winning bid will accepted as a donation to the TCOC. The auction happens at the hotel on Friday night, with plenty of pizza and soft drinks included.

**Ladies Nite Out:** While auction takes place, the ladies have an opportunity to enjoy great friends, great food, and great wines at Shelton's Harvest Grill Restaurant. Participants can catch a ride from the Hampton Inn at 6:30 PM and then get a ride back after dinner. Seating is limited! You must register by Tuesday, April 19 by emailing Jan Cook: [kbtvr@triad.rr.com](mailto:kbtvr@triad.rr.com).

**Participants' Choice Car Show:** On Saturday morning, you're invited to stroll the picturesque grounds of Shelton Vineyards as more than a dozen British marques take the show field. Balloting ends at 1:00 PM with the Awards Ceremony to follow at 3:00 PM.

**Dining Options:** The Harvest Grill, on the grounds of Shelton Vineyards, is an award-winning bistro with enclosed patio seating as well as an intimate dining room. If you prefer to enjoy a picnic on the grounds, the Harvest Grille Express offers a tasty assortment of food items.

**Shelton Vineyards Wine Tours and Tastings** At 11:00 am, 12:30 pm, and 1:00 pm Shelton Vineyards will offer two different tours and tastings:

**Classic Tour and Tasting**--This tour includes a guided tour of our 33,000 square foot winery with an overview of our winemaking process, a tasting of our Classic Wines and a souvenir wine glass. Sign up for a tour time inside the winery on Saturday, April 23. No advance reservations. Limit 30 people. *Price to be determined.*

**Reserve Tour and Tasting**—This tour includes a guided tour of our 33,000 square foot winery with an overview of our winemaking process, a tasting of our Reserve Wines and a souvenir wine glass. (Sign up for a tour time inside the winery on Saturday, April 23. No advance reservations. Limit 30 people. *Price to be determined.*

**Saturday Night BBQ:** Relax and trade stories after the car show with a sumptuous buffet-style BBQ dinner at the Hampton Inn, 6:30 PM on Saturday. Pre-registration is required, with a max. of 120 participants.

**Wrench Wracing:** This lightning-fast race requires little more than an extra tool or two and an imaginative mind. There will be both match racing and a popular vote "concours" held for wrench racers. All entries must be gravity-powered, be no longer than 9" and no wider than 4", weigh less than 2 lb., and feature a hand tool as a major portion of their design. For more info, contact Jamie Palmer, 919-762-0845 or [tr6driver@yahoo.com](mailto:tr6driver@yahoo.com)

**Autocross:** April 24 sees the return of the Gathering Autocross, starting at 8:00 AM. This popular competitive event will be held at Surry County Community College on the Emergency Services Training Center driving course, 630 South Main Street, Dobson, NC



**Early Registration:** All registrations postmarked by March 15 receive \$10 off the weekend registration fee.

<b>Austin-Healey</b>	<b>Mini</b>
100/4	Pre-2002
100/6, 3000 Mk I	Post-2002
3000 Mk II, Mk III	<b>Morgan</b>
Sprite	<b>Morris</b>
<b>Bentley/Rolls-Royce</b>	<b>Sunbeam</b>
<b>Jaguar</b>	<b>Special Interest Sedan</b>
XK 120, 140, 150	<b>Special Interest Sports</b>
E-Type	<b>Triumph</b>
Sedan Pre-68	TR2
Sedan Post-68	TR3/3A/3B
XJS	TR4/4A
XK, XK8, F	TR250/5
<b>Lotus</b>	TR6 '69-'73
<b>MG</b>	TR6 '74-'76
Historic MG	TR7/8
MGA	Spitfire '63-'70
MGB MGC GT Chrome	Spitfire '71-'80
MGB MGB GT Rubber	GT6
Midget	Standard/Triumph Other
	<b>TVR</b>

The first 300 registrants will receive show dash plaques.

**Car Classes:** The following classes are featured in Saturday's car show.

Classes beyond these will be determined by pre-registration as of March 15, 2022. At least two cars must be pre-registered in a class for a 1st-place award to be given. Awards beyond 1st place will be presented in each class depending on the number of cars in a class on the day of show.

**Trailer Parking:** Free trailer parking is available in a lot adjacent to the registration area. There is also trailer parking at the Hampton Inn, weather permitting.

**Tents and Awnings:** No individual tents and awnings are allowed on the site during the show. Club tents are allowed within a designated area. If your club wants to set up a tent, contact Steve Ward at (704) 617-2180 or [SteveWardatty@gmail.com](mailto:SteveWardatty@gmail.com).

CJC Membership Report  
Kevin & Nancy Willis  
CJC Membership Co-Chairs



Dear Members, we are happy to report that our membership continues to grow. We currently have 172 members (including our Associate members). We are on pace to end 2022 with our largest membership ever! Our members primarily live in North Carolina, South Carolina and Virginia. We also have members from many other states including Alaska! All are welcome in our Club. We look forward to seeing you at an upcoming event.

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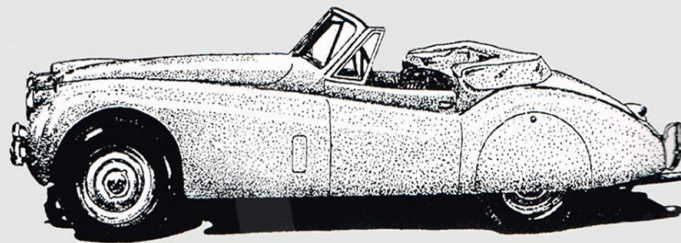


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<b>XK140</b>	

Front Seats	\$1371
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<b>XK150</b>	

Front Seats	\$1197
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# 2022 Carolina Jaguar Club Membership Application

Last Name:

First Name(s) (husband & wife if Family Membership):

Spouse's Name (if not a Family Membership as indicated above)

Birthdates ( month and day)

New Member\_\_\_\_ Renewal\_\_\_\_ (include JCNA # from Jaguar Journal back page)

Address

City/State/Zip

Telephone (Home)\_\_\_\_\_ Telephone (Other)

E-mail Address

Receipt of Club Newsletter by: Email \_\_\_\_ (quicker) OR US Mail \_\_\_\_ (slower, more costly)

Please List the Jaguar Cars You Currently Own:

\_\_\_\_\_

Annual membership dues for the Carolina Jaguar Club, Inc., are \$60.00.

Your dues entitle you to membership in the Jaguar Clubs of North America (JCNA) and eligibility in all JCNA-sanctioned events nation-wide. Other benefits include the bi-monthly JCNA magazine, the monthly club newsletter and numerous events held throughout the year including social gatherings, technical sessions, shows, and road events.

The membership term corresponds to the 2022 calendar year.

Renewals are due by January 1 of the renewal year and new memberships are accepted year long.

Please attach your check made payable to Carolina Jaguar Club, Inc., and send it with this application to:

Kevin and Nancy Willis  
1120 Claverton Court  
Winston-Salem, NC 27104

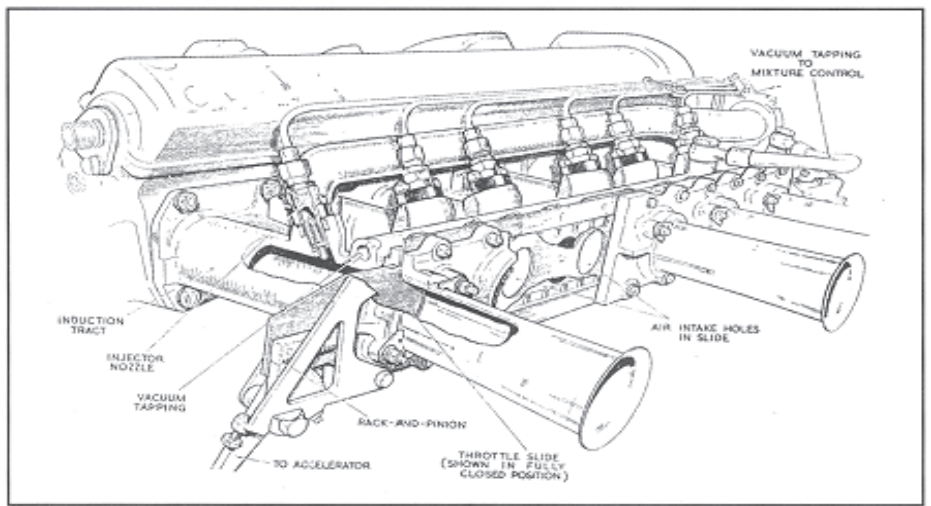
Applicant's Signature\_\_\_\_\_

Date:\_\_\_\_\_

Note: In accordance with Article III of the Carolina Jaguar Club, Inc., by-laws, all applications are subject to approval by the club's Board of Directors.

# The **XK** engine

Roger Bywater.  
AJ6 Engineering



*The Lucas mechanical fuel injection used slide throttles and ram intakes.*

## Cylinder Head Evolution.

Debatable are the merits of the so-called "straight port head" with which the XK ended its days. In the original cylinder head design the inlet ports had quite noticeable curvature to impart swirl to the incoming charge so that it would rotate around the cylinder axis. Such swirl is considered useful as an aid to efficient combustion and was very much the right thing to do in the days before the greater benefits of horizontal swirl, a feature of modern short-stroke 4 valve engines, was recognised - this taking more of the mixture through the vicinity of the spark plug to achieve better flame propagation. There was of course an updated version of the curved port head derived from the C Type racer but confusingly known as the B type head. Unconcerned as it must be with part-load operation a racing engine requires maximum flow, this in itself providing ample charge turbulence (arguably more effective than swirl) under full throttle conditions, and so straight port heads were soon introduced for racing and then subsequently appeared on the higher performance road cars. Gas velocities are higher with larger engine sizes so as the XK was stretched to 3.8 and finally 4.2 litres so the advantage swung more in favour of the straight port head and it made some sense to rationalise on the one type. The XK cylinder head, in its various forms, always possessed above average gas flow properties but the valve included angle was much wider than would now be thought desirable and the resultant deeply hemispherical combustion chamber was, with hindsight, less than ideal for good combustion. Although no comparison was ever made it is quite probable that the original curved port head would have provided better mid-range torque, better part-throttle economy, and lower exhaust emissions. The larger bore of the 3.8 and 4.2 engines created a peripheral squish band to push the outer layers of mixture back into the combustion chamber but this was not of much consequence. With regard to the deficiencies of part throttle combustion it is interesting to consider how far back the catalyst was placed (almost behind the transmission) in the carburettor emission cars, all of which had straight port heads. This indicates that a fair amount of burning took place downstream following air injection into the exhaust ports and the catalyst was moved back to keep its temperature within bounds.

Of course, the ultimate racing head was the so called wide-angle 35/40 version (fig 5) used on the later D Types and the light weight E Types with various sizes of valves and in single and (rare) twin plug versions, the latter showing no measurable benefit. The numbers relate to the valve angles away from vertical and in this case the exhaust valves were shifted outwards by 5 degrees to permit fitment of larger (2" then 2 3/32") inlet valves. At the same time the tappets were increased in diameter to allow higher lift cams (7/16") to be used. In the continuing pursuit of power the 3 twin choke Weber carburetters of the early D types gave way to Lucas fuel injection with carefully developed ram induction tracts and slide throttles (fig 6). Technically this was a great leap forward so much so that the same basic injection system survived in Formula 1 racing into the 1980s before it was finally ousted by electronic engine management.



**Hotel Information**  
**Hampton Inn & Suites**  
**Shelton Vineyards at Dobson**

150 Charlestowne Dr.

Dobson, NC 27017

(Exit 93 on I-77)

Phone: 1-336-353-9400

Rate: \$125 plus tax (AAA/AARP rate)

**Hampton Inn—Mt. Airy, NC**

2029 Rockford St.

Mt. Airy, NC 27030

Phone: 1-336-789-5999

Rate: \$119 plus tax (AAA/AARP rate)

- Security will be provided for the parking lot at each hotel on Friday and Saturday from 11 PM to 6 AM.
- To get the special rate, contact either hotel and ask for the *Triumph Car Club* rate no later than 03-15-2021

**Registration Form**

(Save \$—get your registration postmarked by March 15th)

Name(s) : \_\_\_\_\_

TCOC use only

Car 1: Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Car 2: Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Autocross driver(s) : \_\_\_\_\_

Autocross car: Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip \_\_\_\_\_ Email: \_\_\_\_\_

Phone: (home) \_\_\_\_\_ (cell) \_\_\_\_\_

**Registration** (includes Blue Ridge Tour, auction, car show, autocross)

(postmarked by 3/15/22) (per car) \_\_\_\_\_ @\$25 = \_\_\_\_\_

(postmarked after 3/15/22) (per car) \_\_\_\_\_ @\$35 = \_\_\_\_\_

**Saturday BBQ Dinner** (Limited to 120)

(register for dinner on this form—no sales on day of show) \_\_\_\_\_ @\$25 = \_\_\_\_\_

**Gathering T-Shirts (men's)**

S \_\_\_\_\_ M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_ XXL \_\_\_\_\_ @\$20 = \_\_\_\_\_

**Gathering T-Shirts (women's)**

S \_\_\_\_\_ M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_ @\$20 = \_\_\_\_\_

**Wrench Wracer Kit** \_\_\_\_\_ @\$5 = \_\_\_\_\_

**TOTAL =** \_\_\_\_\_

Make checks payable to **Triumph Club of the Carolinas** and send to

**Ralph and Janet Jannelli**

**3901 Davis Drive**

**Charlotte, NC 28270**

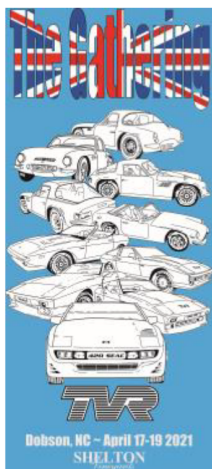
*You MUST sign the following waiver to participate in The Gathering*

The show is limited to British automobiles. All commercial displays will only be allowed in the vendor area. Proof of insurance is required to participate in any driving event. Tech and safety inspections are required for participation in driving events. Any car can be disqualified for safety reasons at the discretion of the Technical Inspector. I am aware of the hazards associated with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, site owners, and the Triumph Club of the Carolinas, collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in this event. I have read, understand, and agree to the terms of this release.

Signature \_\_\_\_\_ Date \_\_\_\_\_

No refunds after April 10

Signature \_\_\_\_\_ Date \_\_\_\_\_



Good Morning!

Just following up to see if any members of your Auto Club would like to be in our March 19th Baxter Village/Fort Mill Spring Festival & St. Patrick's Parade? The festival is from 2-6 p.m. and the St. Patrick's parade begins at 5 p.m. We also have awards for best classic car/vintage vehicle. It's become the largest St. Patrick's Parade in the Fort Mill/Rock Hill/Charlotte area, with 100+ units including bands, bagpipers, floats, shriners units, classic cars, floats, pro sports mascots, Irish dancers, military and more.

There's no sign-up needed for the parade, just be in the north lot (near the swimming pool) of the Baxter-Close YMCA by 4:30 p.m. as we'll start lining up for the 5 p.m. start. The YMCA is at 857 Promenade Walk. Of course, you're welcome to come out early for the 2 p.m. to 6 p.m. festival, which includes more than 100 vendors and entertainment.

Please keep me posted.

Thanks!

Mike

--

Mike Martoccia  
Director of Activities  
Baxter Village  
(c) 803-487-3440  
baxteractivities@gmail.com  
www.baxtervillage.com

Good Evening Jaguar Enthusiasts,

I am a new member of the club and have not met any of you....yet! I am reaching out hoping someone knows a good English car technician. I am in the middle of a nightmare on my car. I purchased it in the spring of 2020, a beautiful red roadster. I noticed a valve tick which lead me to Seth Lehmen at Elite Vehicle Restoration. We concluded a complete engine rebuild was in order and the process began in June of 2020. Finally in October of 2021 it was ready to crank. A fluid check revealed antifreeze in the oil caused by incorrect assembly of the sleeves into the block. A teardown back to the bare block and another rebuild followed. Now after countless broken completion date promises, I picked up the car incomplete as Seth simply would not work on it in favor of other projects "to keep the lights on" as he says.

The status is it will run, but very rough, brakes are hard to apply and transmission shifts slowly. ( trans was also totally rebuilt while engine was out ) There is an open vacuum line which could be part of the brake and rough idle problem. Seth says carbs need adjusting( all 4 were rebuild.) Any help anyone could give me would be greatly appreciated. Arthur at V12 Motorsports is very helpful but is 6 to 9 months out. I am hoping to drive the car sooner than that...I think the car may be close. Anyone should feel free to call me.

Best Regards  
Ron Reynders  
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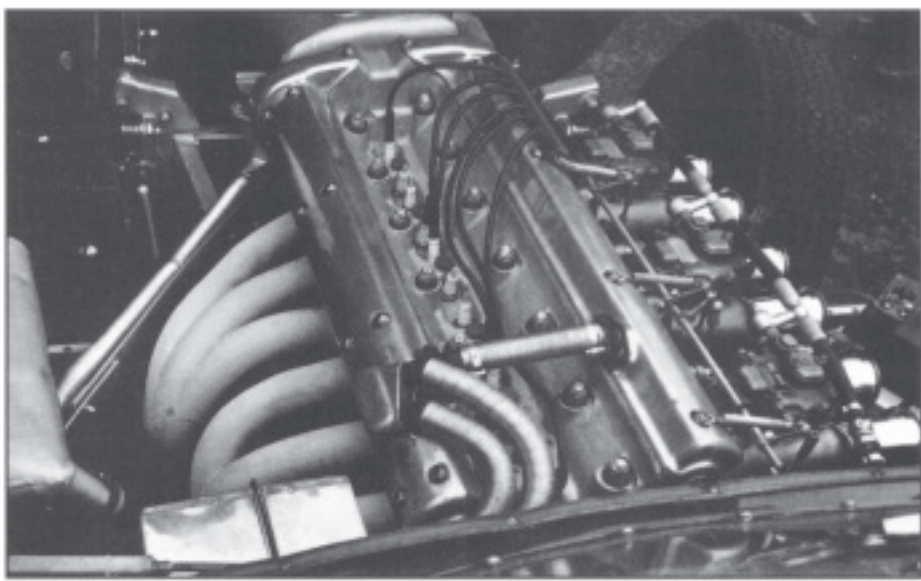
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# The **XK** engine

Roger Bywater.  
AJ6 Engineering



*While used by Jaguar for competition work only (this is a 'D' type installation photographed in the 1970s) the 35/40 head was seriously investigated for production car use.*

## Aluminium Cylinder Blocks.

The later Ds and the "light weights" also had aluminium cylinder blocks so were a very substantial departure from the production engine. There were also some aluminium block race engines built to the 3 litre class rules with 85 x 88 mm bore and stroke rather than 83 x 91 (or 92) mm used with equivalent cast iron blocks. Initially head gasket failure was a problem, caused by the cylinder liners sinking and relaxing the gasket "nip", but this was cured by adding flanges to secure the liners at the top. The original aluminium main bearing caps proved to be inadequate and were replaced by steel items but at the time an aluminium cylinder block was quite innovative so some difficulties could be expected. By the standards of the time these were pretty powerful engines though the project lacked the commitment of earlier days, and they never really came to terms with Ferraris all conquering V12s.

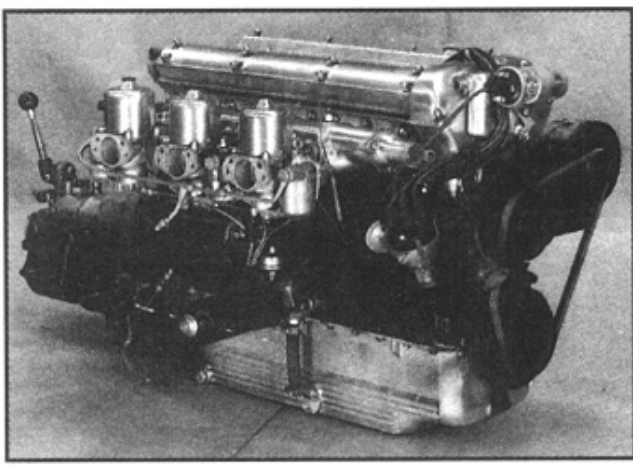
Once the aluminium block had been made reliable there were plans to develop a production version and one or two 4.2 engines were built. They proved to be unacceptably noisy and were abandoned after a short time.

## Fuel and Sparks

A number of carburetter arrangements were used over the years, the twin SU set up being the most common although the carbs themselves varied in type (H, HD, HS, HIF) and size over the years from 1.75 inch on the original XK120 and most early saloon engines to 2 inch in later years as most enthusiasts will know. 24 mm Solex down-drafts were used on most 2.4s although 1.75 inch SUs were an option which became standard on the later 240s and of course the MK10 and E Type had the triple 2 inch SU setup. From the late 1960s emissions legislation in the USA meant that SUs in any configuration had to be abandoned for that market, to be replaced by a pair of CD Strombergs with their greater accuracy and more sophisticated control of warm up fueling. Accurate warm up fueling was never a strong-point for the SU company - the electric choke devices used with their early carbs were barely satisfactory whilst the later AED was really pretty hopeless.

Finally even the Strombergs were superseded by Bosch/Lucas L Jetronic Fuel Injection which made it possible for the XK to meet ever tighter emission regulations in the late 1970s using Lambda feedback of exhaust oxygen content and a three way catalyst. This EFI system relied on air mass flow measurement rather than manifold pressure/speed as used with the V12 and there was much debate about how best to apply the calibration measurements from the test bed. It was not that there were errors in the work, just that it could be interpreted in such a way as to introduce errors so that the overall fueling could be about 4-5% richer than it should have been. All this was resolved however long before reaching production.





*The triple SU carburettor arrangement was first seen on the 3.4 litre XK 150S in 1959; this is the 'E' type 4.2 litre version, with 'all synchro' gearbox attached.*

A characteristic possibly unique to injected engines using the twin tank system of Jaguar series 2 and 3 saloons was that of weak back-fires indicating that a tank had run dry. On early development cars this could blow the inlet elbow off the throttle thereby immobilising the car. When this was made more secure these back-fires found the next weakness, slamming the airflow meter flap shut with sufficient violence to damage the pivot bearings. A spring relief valve mounted in the flap proved ineffective and the cure was a rubber buffer for the flap to close against.

Incidentally, the 4.2 EFI engine, aided by the largest of all production inlet valves at 1.875", and rated at just 200 b.h.p. DIN (that means certified) was almost certainly the most powerful production XK ever. One might say that there was a degree of optimistic exaggeration about the 265 b.h.p. claimed for the earlier triple SU engine which was never verified under similar conditions.

Less well known are those carburettor arrangements which never made it beyond the experimental department. Various down-draft and side-draft configurations with as many as four carbs were tried but I understand that the most effective by far was a sort of reversed triple SU setup with long ram-stacks extending out to three small plenum chambers from which the carbs pointed inwards between the pairs of stacks. Apparently this even had advantages over the triple Weber setup used for racing but it lacked the tremendous visual appeal of the conventional triple SUs and was abandoned largely for that reason. Another promising long ram system that did not see the light of day was developed with the aim of giving the 2.4 a much needed torque boost.

Ram length has always been crucial to getting the best out of any Jaguar engine but sadly the production versions always seem to be compromised by the available space. This was never the case with the racing XKs, other than very early ones with twin SUs, as would be obvious from a glance at the long trumpets of the triple Weber and Lucas Injection (fig 6) systems mentioned earlier.

For many years ignition was by a conventional contact breaker but in 1978 US emission engines began to use a version of Lucas OPUS, successful enough in top level racing and a little troublesome on the Jaguar V12, yet not far short of disastrous on the poor old XK. The act of cramming everything inside the distributor body resulted in an unexpected sensitivity to heat having the effect, if not of failing permanently, of periodically shutting the engine down for about 20 minutes until the critical components cooled down again. OPUS was hurriedly replaced by the new Lucas Constant Energy system featuring automatic control of coil current to give consistent spark energy over a wide range of engine speeds. This lasted until the end with centrifugal and vacuum advance mechanisms so we never had the chance to see how much the XK might have been improved by full electronic engine management.

**To be continued...**

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