



NEWSLETTER

January/February 2013

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From the chairman's/editors desk.

You will notice that I have started with bi monthly newsletters. Even with the support of Lyne and Theo it's proving too much to continue with a monthly newsletter without any help from our members. I hope that some volunteers will come forward to assist with the running of our club.

Looking back we have done very well over the six months, our magnificent web site and the very successful outings bear testimony to that. It will be a sad day indeed if, because of lack support from our members, our club folds this year!

Well, on a brighter note, at last the logo affair has ended. We settled on a compromise of two logos, one incorporating the Leaper and the other the growler. Both have been given approval by Jaguar so we are fully legal and can be seen at the heading of this newsletter.

Our thanks to Jaguar Umhlanga for clearing the way for us. Now members can chose the logo of their preference. The growler has already been digitised by a lady who specialises in embroidery. The Leaper will have to be done at some point in the near future. We can provide the details of this lady to anyone who is interested.

The Christmas lunch, the combined event with the Bentley club, was a great success. That is reported separately and can be found under *Past events* in our web site.

Not much more to report other that we are concerned that we have no future events planned!

We had a lot of phone calls following the media report on our outing at Mica Waterfall in November. Many of the callers wanted to know when and where we would again be parading our classic Jaguars. Sadly I was not able to give an answer. Please folks lend a hand here!

May you all have a prosperous and, above all, healthy 2013.

Forthcoming Events

We don't have any events planned for the next month or so. However the George Car show is coming up for the Passionate about Shows and when Theo and Jill return from the UK perhaps we meet at the VCC at the end of the month to plan a way forward. Please let us have your ideas then!

Ps; I am really busy at work recently so sorry about lack of news but the power steering and Toyota 21r 5 speed conversion information is available!

Technical.

We received this fascinating article from a friend. Ok, it's not Jaguar but bear in mind the performance figures of even the fastest Jaguars when you read this!

Really interesting facts about what a Top Fuel Dragster does.

For those who love numbers, engineers, speed freaks and those who think they have gone too fast at one time or another. This puts Corvette performance in perspective. This article mentions Lingenfelter twin turbo powered Z06.

Read this thru slowly and try to comprehend the amount of force produced in just under 4 seconds! The last paragraph puts it all into perspective!

There are no rockets or airplanes built by any government in the world that can accelerate from a standing start as fast as a Top Fuel Dragster or Funny Car.....and that includes any aircraft launched by a catapult from an aircraft carrier. Nothing can compare.....



A DEFINITION OF ACCELERATION...

One top fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows of stock cars at the Daytona 500. That's 8 NASCAR cars.

It takes just 15/100ths (0.15) of a second for all 6,000+ horsepower (some believe 8,000 HP is more realistic - there are no dynamometers capable of measuring) of an NHRA Top Fuel dragster engine to reach the rear wheels.

Under full throttle, a dragster engine consumes 1-1/2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.

A stock Dodge Hemi V8 engine (380HP) cannot produce enough power to drive the dragster's supercharger. With 3,000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition.

Cylinders run on the verge of hydraulic lock at full throttle.

At the stoichiometric (stoichiometry: methodology and technology by which quantities of reactants and products in chemical reactions are determined) 1.7:1 air/fuel mixture of nitro methane, the flame front temperature measures 7,050 deg F. (Oxy-acetylene on "cut" is 6,300)

Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapour by the searing exhaust gases.

Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.

Spark plug electrodes are totally consumed during one pass. After halfway, the engine is dieseling from compression, plus the glow of exhaust valves at 1,400 deg F. The engine can only be shut down by cutting the fuel flow.

If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

In order to exceed 300 mph in 4.5 seconds, dragsters must accelerate an average of over 4G's. In order to reach 200 mph well before half-track, the launch acceleration approaches 8G's.

Dragsters reach over 300 miles per hour before you have completed reading this sentence.

Top fuel engines turn approximately 540 revolutions from light to light! Including the burnout, the engine must only survive 900 revolutions under load.

The redline is actually quite high at 9,500 rpm.

Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimate \$1,000.00 per second.

The current top fuel dragster elapsed time record is 4.428 seconds for the quarter mile (11/12/06, Tony Schumacher, at Pomona, CA). The top speed record is 336.15 mph as measured over the last 66' of the run (05/25/05 Tony Schumacher, at Hebron, OH).

Putting all of this into perspective:

You are driving the average \$140,000 Lingenfelter 'twin-turbo' powered Corvette Z06. Over a mile up the road, a top fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and pass the dragster at an honest 200 mph. The 'tree' goes green for both of you at that instant.

The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds, the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him.

Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1,320 foot long race course.

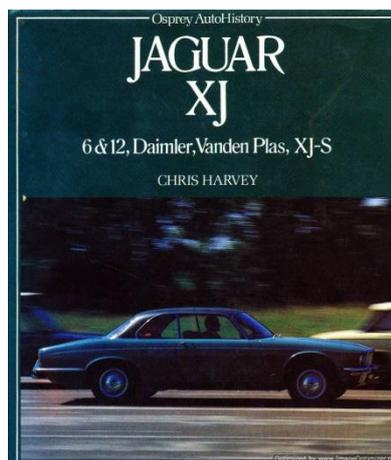
Now that is ACCELERATION!

For Sale

1948 Austin Devon (small head light). Three owners from new. Recently completely re-upholstered in leather, rest original and very good condition. What offers? Contact Paul on 031 2551019 or 073 0494590.



XJ, complete car very solid with beautiful interior, no motor, not licenced.
Come and fetch Kurt 081 362 8774 or 011 477 3291



Book – Jaguar XJ by Chris Harvey.
John Field is selling this book. No reasonable offer refused. Call Jack on 082 445 5301.

Other News.

From the UK Telegraph and submitted by Gordon Hall (Thanks Gordon)

Jaguar has pulled the plug on its £1 million C-X75 supercar due to the difficult economic climate.



[Jaguar](#) has axed its revolutionary £1 million C-X75 supercar due to the current economic climate.

The concept was first shown at the [Paris motor in 2010](#) and used a hybrid drivetrain that featured electric motors at each wheel and a pair of gas turbines to charge the centrally mounted battery pack.

The C-X75 was designed to celebrate Jaguar's 75th anniversary and was said to produce 780bhp, 1,180lb ft of torque and could reach a top speed of 205mph. It could accelerate from 0-62mph in 3.4sec and produced CO2 emissions of just 28g/km.

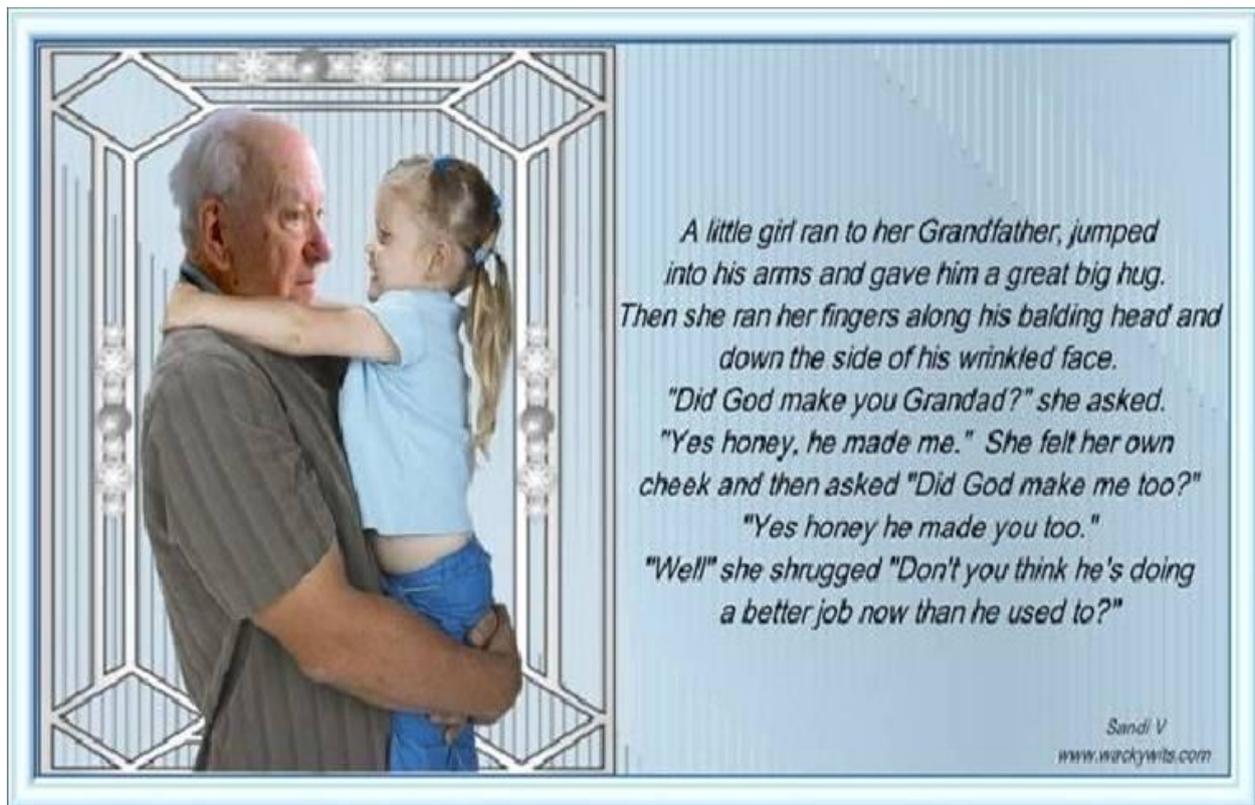


The car, which was developed in conjunction with Williams F1, was signed off for production in May 2011, but the gas turbines had made way for a 1.6-litre petrol engine that was both turbocharged and supercharged, as well as two electric motors (one at either end of the car). Power stood at 888bhp but torque had fallen to 590lb ft. Never the less, the C-X75 could crack 0-62mph in 2.8sec and had an all-electric range of 60 miles.

However, Jaguar has now announced that the car will no longer go into production. Adrian Hallmark, Jaguar's Global Brand Director, told *Autocar*: "We feel we could make the car work, but looking at the global austerity measures in place now, it seems the wrong time to launch an £800,000 to £1 million supercar."

Five prototype C-X75s have been built by Jaguar using the 1.6-litre engine, and the company has announced that it will continue to develop them to test the technology. At the end of this programme in May, Jaguar will sell off two of the cars and keep the remaining three for its historic fleet.

The lighter side!



And, this reminds us all of Jack our chairman!

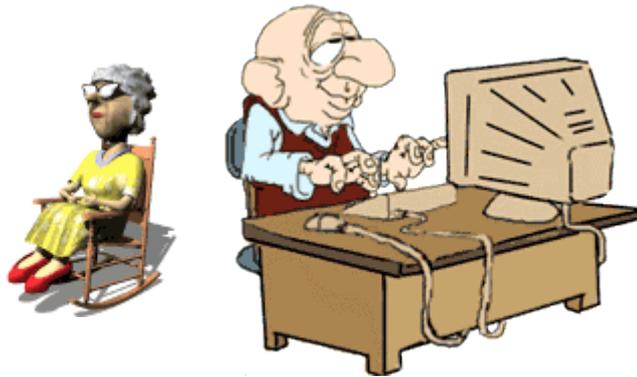


I thought you would want to know about this e-mail virus. Even the most advanced programs from Norton or McAfee cannot take care of this one. It appears to affect those who were born prior to 1965...



Symptoms:

1. Causes you to send the same e-mail twice. (*Done that!*)
2. Causes you to send a blank e-mail! (That too!)
3. Causes you to send an e-mail to the wrong person. (Yep!)
4. Causes you to send it back to the person who sent it to you. (Ah-ha!)
5. Causes you to forget to attach the attachment. (Done that!)
6. Causes you to hit "SEND" before you've finished. (Oh no not again!)
7. Causes you to hit "DELETE" instead of "SEND". (Hate that!)
8. Causes you to hit "SEND" when you should "DELETE." (Oh No!)



"IT IS CALLED THE "C-NILE VIRUS."

Something Different

HISTORY OF THE CAR RADIO (*from an e mail we received*)

Seems like cars have always had radios, but they didn't. Here's the true story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation.

He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity more radio manufacturers made AC-powered radios.

Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it.

He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker.

Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard.

Good idea, but it didn't work -- Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up.

He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention.

Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it.

That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME? That first production model was called the 5T71.

Galvin decided he needed to come up with something a little catchier.

In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930 it took two men several days to put in a car radio –

The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions.

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression

Galvin lost money in 1930 and struggled for a couple of years after that.

But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory.

In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich Tire Company to sell and install them in its chain of tire stores.

By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947).

In the meantime, Galvin continued to develop new uses for car radios.

In 1936, the same year that it introduced push-button tuning; it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed with the first handheld two-way radio -- The Handie-Talkie -- for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television to sell under \$200.

In 1956 the company introduced the world's first pager;

in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone.

Today Motorola is one of the largest cell phone manufacturers in the world –
And it all started with the car radio.

WHATEVER HAPPENED TO The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950s he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators.

The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that.

But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how so. It all started with a woman's suggestion!



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SC Parts have very wide range of spares for Jaguar. Many of us have purchased spares from them in the past. Recent purchases made by our members include wire wheels, power steering racks and pumps for classic Jaguars. They have some excellent parts manuals that are available on their website.

*Parts for Jaguar E-Type Series I and II
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Please remember to continue sending in your contributions, suggestions and comments and keep driving your Jaguars.