Sun Coast Jaguar Club

Richard Hearn

3444 Founders Club Dr.

Sarasota, FL, 34240

Jag Bag – April, 2016

Member – Jaguar Clubs of North America

Visit our Web Site: ww.suncoastjaguarclub.com

The Jag Bag

Newsletter of the Suncoast Jaguar Club

SCJC 2016 Concours – Sponsored by WILDE JAGUAR

This is from our 2015 event in Tampa at Wiregrass Mall

Sun Coast Jaguar Club Officers

President – John McCarthy – trtlisle@comcast.net

Vice President – Program Chair – position open

Vice President – Web Manager – Phil Lodge – lodge99@yahoo.com

V.P. – Communications – Cynthia Touchton – cythiatouchton@yahoo.com

Secretary – Ben Berman – bib1946@aol.com

Treasurer – Richard Hearn – 1967spyder@gmail.com

Councours Chair – Ray & Kathy David – yahn599@yahoo.com

Newsletter Editor – Ray David – Raymond.david@verizon.net

Membership Chair – Dave Roth – rubyrugby@msn.com

The Jag Bag is the monthly publication of SCJC. It is published in order to advise SCJC members of upcoming SCJC and Jaguar Clubs of North America (JCNA) events, to provide Jaguar-related information, and to aid enthusiasts of the Jaguar marque to interact for technical and social purposes.

SCJC is a sanctioned club within JCNA. SCJC was founded in 1981 with the mission of furthering interest in, and ownership of, Jaguar automobiles.

NEXT MEETING:

Wednesday, May 4th, 2016 at 6 pm.

The Hangar at Albert Whitted Airport – St. Petersburg

Sun Coast Jaguar Club

Sun Coast Jaguar Club

Minutes of General Membership Meeting
April 6, 2016

The meeting was called to order by Immediate Past President and Membership Chairman Dave Roth at 6:09 p.m. at The Hangar restaurant in St. Petersburg, Florida. Nineteen members were present.

Minutes of Meeting of March 2, 2016. The accuracy of the report of dealer sponsorship of the recent JCSWF show in Venice was discussed. Thereafter the draft minutes of the meeting of March 2, 2016 were approved unanimously without amendment or correction.

Treasurer's Report. Treasurer Richard Hearn reported that The Club had received a check from JCNA for member dues in the amount of $2,247.50 and dues from one new member during March. Expenses incurred during the month included dues refunds, a deposit paid to the Sand Castle Resort for the 2016 concours, dinner expenses for the speaker at the March meeting, and web site support expenses. The final bank balance, he concluded, was $6,429.57.

Membership Chairman's Report. Chairman Roth reminded those present that in 2015 SCJC had the largest membership of any JCNA affiliate – 311 – due largely to the enrollment by local dealers of new car customers who could then take advantage of car purchase subsidies offered by Jaguar USA. He explained that the prior program had been replaced with one that requires that a beneficiary be a JCNA member for at least six months before he or she is eligible for a subsidy.

Activities Report. Chairman Roth stated that SCJC members should take responsibility for planning monthly activities for the Club, and asserted that he would assign the task to a different member each month unless volunteers came forward. Secretary Berman volunteered to plan an event for August. It was suggested that SCJC join in the activities planned by the British Car Clubs in Tampa and Sarasota.

Old Business. (a) *SCJC Concours* – Chairman Roth summarized the schedule of events associated with the 2016 concours, starting with a barbeque reception on Friday, September 30th and ending with dinner on Saturday, October 1st. He added that details about registering for rooms at the Sand Castle Resort would be provided soon.

New Business. (a) *Meeting Venue* – Chairman Roth asked if those present were satisfied with dining on the patio at The Hangar restaurant for the second month in a row. Members indicated they were not pleased. Chairman Roth then inquired whether members would be interested in a meeting at the British Pub in Sarasota. Some of those present voiced the concern concerned that it was too far to travel for some members.

Adjournment. The meeting was adjourned at 6:35 pm.

Respectfully Submitted,
Benjamin I. Berman, Secretary

Feasible Fuel

The world around us is changing: can we keep up?

By Ray David

Internal Combustion Engines and production of electricity are two of the most aggressive contributors to the problem of air pollution, a major cause of climate change. Intellectually, most of us understand that, and agree that we all share the responsibility for curing those ills. But a recent poll conducted by the New York Times found that, although we're all in general agreement, only a third of the population would support a gas tax increase and just one fifth would accept an electricity tax increase pegged to climate change – and those are bi-partisan numbers.

But that's all preamble: What it leads to here is a discussion on the continuing development of internal combustion engines, fossil fuels, and alternative fuels.

That kind of conversation has been around long enough that everyone has his or her own opinion of which is best, but it will take years more testing, experimenting and as yet unthought-of solutions before we get to the deliverables. Those on the front lines of these changes are the 124,374 convenience stores we all visit once or twice a week that sell 80% of the gas used by this country's 257.9 million light trucks and cars every year. Those stores have to be ready to meet the challenges as they come. At this point there are about 1,500 fast charging electric fueling stations on the forefront of the EV (electric vehicle) effort, each bearing a capital cost of approximately $50,000 to $75,000 for the technology and installation of the electronics and equipment – a price level that puts a damper on thoughts of a quick roll-out.

How far can we go?

Auto makers are working on options that will increase the number of miles per charge from today's weak numbers, trying to pass the 200 mile barrier. So far Tesla is the only one that achieves that threshold but it will be joined by two or three others within the next couple of years. The cost of the cars themselves, though, dissuades many from going that way. Nissan is working closely with its fuel partners to offset the cost of equipment and installation to bring EVs to a much larger market segment. But that, then, brings up an unspoken issue – how does the fuel retailer derive an income from that service? At present there are many states which do not even allow the re-selling of electricity. It's a safe bet that they'll come on board when electric becomes mainstream, but for those stations that can sell it now, on what do they base their pricing model?

Currently their gross margin on gasoline is 19.7 cents per gallon which equates to about $3.00 per fill-up. So far a few of the active EV stations have established a base rate of $3 to $5 plus 10 to 20 cents per minute of charging time, though it's unclear at this time if the available service is 120 V or 240 V. But they are all still trying to come up with workable large-market solutions. The pricing models in use currently are quite divergent so related functions must also be taken into consideration. A 30 minute charge with a base rate of $5 plus 20 cents a minute yields only $11 a fill-up at full retail price, not even close to a tankful of gasoline. So the retailer's ROI then has to be covered by purchases inside the store – but the average homeowner can simply plug the car overnight into the household outlet and put the retailer out of the picture.

Many of today's 1,500 updated outlets have worked hard to move patrons into the store where they can pick up daily items and perhaps eliminate one visit to the supermarket. They've added in-store sit-down food service plus an increased assortment of household necessities to fill in the gap. While baby-boomers – that would be you and I – may not easily convert to a less convenient means of re-fueling. Our replacements who are too young to drive today will be more accepting of a system that is more

efficient and leaves a smaller carbon footprint. But then another cloud distorts the view… where does a countrywide switch to electricity, or other alternate fuels, leave the drill rigs, railroads, tank car makers, delivery systems, pipelines and many others? And how about all the farmers growing corn for ethanol? Anything that changes current habits of the multitude will have gargantuan effects on downstream systems and services that will have to be remedied before the playing field becomes level again.

Boost the octane, boost the power.

Unfortunately the differing uses of existing fuel make it difficult to keep pace with engine technology, so scientists are actively studying higher octane fuels to be ready to serve next-generation vehicles. The insatiable need for greater fuel economy for driver A, combined with huge amounts of power for B, has engineers working round the clock to satisfy both needs. The result is that small, light-weight vehicles are coming to these shores with smaller, less powerful engines, but with twin turbo-chargers that boost the power considerably while simultaneously offering a serious shot of improved fuel economy for those who are light of foot. Those engines have been designed to operate specifically with higher octane gas, as high as 96 AKI (Anti-Knock Index). The goal being to develop internal combustion engines that are environmentally sustainable, easily scalable, economically viable, and rapidly deployable. Higher octane gasoline could be the one that offers more options.

Don't stop now.

If you want to add one more alternative to the list let's take a look at hydrogen. Fuel cell technology is moving forward by leaps and bounds to the point where hydrogen could replace electricity as a fuel source. A fuel cell is a device that converts the chemical energy from a fuel, in this case hydrogen, into electricity through a chemical reaction of positively charged hydrogen ions with oxygen or another oxidizing agent. Heat and pure water are the only byproducts, and that heat can also be captured for additional uses. So hydrogen-powered fuel cells are not only pollution free, but also can deliver two to three times the energy efficiency of traditional combustion technologies.

A conventional combustion-based power plant typically generates electricity at efficiencies of 33 to 35 percent, while fuel cell systems can generate electricity at efficiencies up to 60 percent (and even higher with cogeneration). The gasoline engine in a conventional car is less than 20% efficient in converting the chemical energy in gasoline into power that moves the vehicle, under normal driving conditions. Hydrogen fuel cell vehicles, which use electric motors, are far more efficient and use 40-60 percent of the fuel's energy — corresponding to more than a 50% reduction in fuel consumption, compared to a conventional vehicle with a gasoline internal combustion engine. In addition, fuel cells operate quietly, have fewer moving parts, and are well suited to a variety of applications.

Liquified Natural Gas is also a possibility. Already in regular use by large bus lines and trucking services, it has a strong future within those markets

The sheer volume of research and testing tells us all to be ready for change. Where our grandparents had to accommodate the change from oats and hay to gasoline, our grandchildren will have a similar twenty first century growth curve to deal with.

As the world changes around us keep an eye on how those changes affect our way of life, and encourage your grandkids to become part of the solution instead of the problem.

And though I don't want to muddy the water here, Jaguar is presently exploring the advantages of compressed air. However, though that would produce zero exhaust pollution on its own, there are still other inherent issues in filling the tanks. But more on that in a future issue.

**Most statistics taken from NACS, a trade magazine serving convenience stores.*

How I Tamed the Prancing Horse

by George Parker

It was the most exciting car I had ever seen!

That showroom was at the foreign car dealership of Gaston Andrey in Framingham, Massachusetts, and on the floor was a gorgeous 1954 Ferrari 250 Europa berlinetta with a body by Vignale. It had been on the Ferrari stand at the 1954 New York Auto Show. I didn't know it at the time, but it was one of a kind. Vignale was vying for the contract to build coachwork for Ferrari road cars and had built four of these cars, but only one of them was a 3.0 liter Europa! I was smitten! What followed couldn't really be called negotiation.....the salesman just set the hook and reeled me in! The only thing that gave me pause was that I would have to give up my present ride...an Aston Martin that I loved...to be able to afford the Ferrari. But I bit the bullet, the deal was done, and I was the owner of a fabulous Ferrari. It would prove to be a decision that would give me lots of fun, but troubles as well!

The fun part was immediately obvious... motoring around the beautiful countryside near my home in Rome, New York with the sound of

that V12 at 7000 rpm in my ears was more fun than anyone could ask for. But I was soon to learn that the beautiful Ferrari had some design deficiencies. The louvers on the sides of the body, aft of the front wheels, were functional and vented hot air out of the engine compartment. The catch was that if the car was driven on a rainy day with the windows cracked open (since, of course, there was no A/C) the aerodynamics were such that the hot air from those louvers entered the cockpit causing a case of near asphyxiation! It was a deficiency that I soon learned to cope with. Then there was the annoying characteristic that the rear tires scraped against the body when forced up into the wheel wells on a hard bump! It was clear that those workman over in Modena were more interested in aesthetics than mechanics! There may have been problems and deficiencies, but the name of the game was still *fun!*

But then the troubles began. One day I noticed a ticking noise in the engine. Not very loud, but a ticking nonetheless... something I hadn't heard before. It was soon obvious that it was something in the valve train. But hey, this should be a piece of cake for a guy like me who's done lots of wrenching building hot rods in the past. So, unfazed, I removed the cam covers and soon found the problem. There were about a half dozen broken valve spring retainers on each bank. These early Ferrari V12s used hairpin valve springs...like the end of a safety pin....with a hook shaped retainer on the valve stem. But the geometry is such that there is motion of the spring under the retainer without much lubrication, causing the retainer to wear through and break off! And that's what had happened! So all I had to do was replace a few valve spring retailers… simple! But how do I compress the springs? Ferrari had a tool to do that, but since it levered the springs with a long arm, it couldn't be used with the engine in the car. The only option was to design and make my own tool using a screw mechanism to do the spring compression. It took me several weeks just to design and make the tool. But there was more! I had to modify a spark plug to use as a fitting to apply compressed air to the combustion chamber to hold up the valve when I compressed the springs. It was a long job...much more than I had anticipated....but after a month or more of work I finally got it done!

Now it was time to enjoy the fruits of my labor and get that Ferrari back on the road where it belonged. After checking everything carefully I hit the starter button. It came to life quickly. But my excitement soon turned to consternation! Wait... Do I hear a noise in the engine? *Yes! The same noise that I had worked so hard to fix was still there! All my work had been for naught!*

So now I knew that although I had a problem with the valve spring retainers and they needed to be fixed, it wasn't the source of the noise that I had been hearing. What to do now? At that point it was clear that I needed professional help. Since there were no Ferrari dealers in those years, the only place to get it was at the importer, Luigi Chinetti in New York City. So I did the only thing I could do....drove the car to Chinetti's shop. There I met the Service Manager, a man by the name of Manoni, who spoke very little English. Since I knew no Italian, we communicated via sign language and broken English. After driving the car into the shop Sr. Manoni listened to the engine for no more than five seconds before asking me ..."Do you have any water in the oil?" When I replied in the negative he responded..."You will have!"... Then he explained why. It turned out that the noise I was hearing was due to a stretched timing chain that was slapping against a steel pipe that conducted coolant through the timing chain housing. Eventually, it would wear through dumping coolant into the oil! At that point, having few options, I asked if he could fix it for me...."Sure, park it over there" he said, pointing to a corner of the shop. "When can I pick it up?" I asked. "In about three months." he replied. I made it clear that was unacceptable.

"Look at all these race cars. It's the racing season. I have to work on those before I can get to yours." he said. We were at an impasse. So I drove the car out of his shop and headed home, all the while wondering what I was going to do next.

Although this was a much more sophisticated engine that I was used to working on, I felt I could do the job myself, if necessary. But, in the end, I decided to seek professional help. Fortunately, the local foreign car dealer where I lived in Rome, New York had an excellent mechanic by the name of John Kirk. I asked John if he was willing to tackle the job. He agreed immediately. But there was no documentation, no shop manual, nothing in writing. So we agreed that John would fly to New York City and interview Sr. Manoni to get all the technical information that he needed. So that's how it played out....John dismantled the front of the engine and replaced the timing chain. And when we fired it up it ran like a Ferrari should, and I was happy again!

Soon it was 1959, a momentous year in my young life. I got married, and we left the reception in the Ferrari heading for our new home in San Diego, California. And there was more adventure ahead. When we arrived in St. Louis, Missouri the oil pressure suddenly dropped to near zero! Luckily, we were near a gas station and I immediately pulled in. There I found that I was pumping oil onto the ground from a leaking gasket on an external oil line at the front of the engine. So I crawled under the car and tightened the nuts on each end of the line as best I could. And I loaded about a dozen quarts of oil into the trunk and got on my way. All went well until we were about 50 miles into the California desert west of Needles when it happened again. More tightening reduced the oil flow enough to limp into LA at the rate of 50 miles per quart of oil. But we made it to a friend's house there, where we made a more permanent repair. Then it was on to San Diego where the Ferrari was sold the following year due to a growing family. What an adventure! I'm glad I was young at the time!

SUN COAST JAGUAR CLUB (affiliate of Jaguar Clubs of North America Inc.)

St. Armand's Circle 2016 Concours d'Elegance Registration

Concours entries are open to all Jaguar owners. Entries in all Champion Division and Driven Division classes are judged according to JCNA rules approved for the current year.

The Driven Division is open to all Jaguar owners. Rules require only that your entry is a Jaguar with a Jaguar engine. Entries may cross over from one division to the other, but points awarded in one division become invalid when crossing over to the other division.

Early Registration Fee: (Before Sept. 1st) Champion/Driven Division **$50** Display only **$35**

Registration fee after Sept. 1st: Champion/Driven Division **$55** Display only **$40**

LAST Name: _____ FIRST Name: _____

ADDRESS: _____ City/State/Zip: _____

HOME Phone: (_____) _____ OTHER Phone: (____) _____

SPOUSE: _____

JCNA Affiliation: _____ JCNA Number: _____

ENTRY:

Year: _____ Model: _____ Body Style: _____ Color: _____ Class: _____

Year: _____ Model: _____ Body Style: _____ Color: _____ Class: _____

*I am a JCNA (licensed ___) (Unlicensed ____)

judge and would like to judge at the Concours.

Judge's No. _____ I prefer to judge the

following classes: _____ _____ _____ _____

Send check payable to SCJC to:

Richard Hearn

3444 Founder's Club Dr.

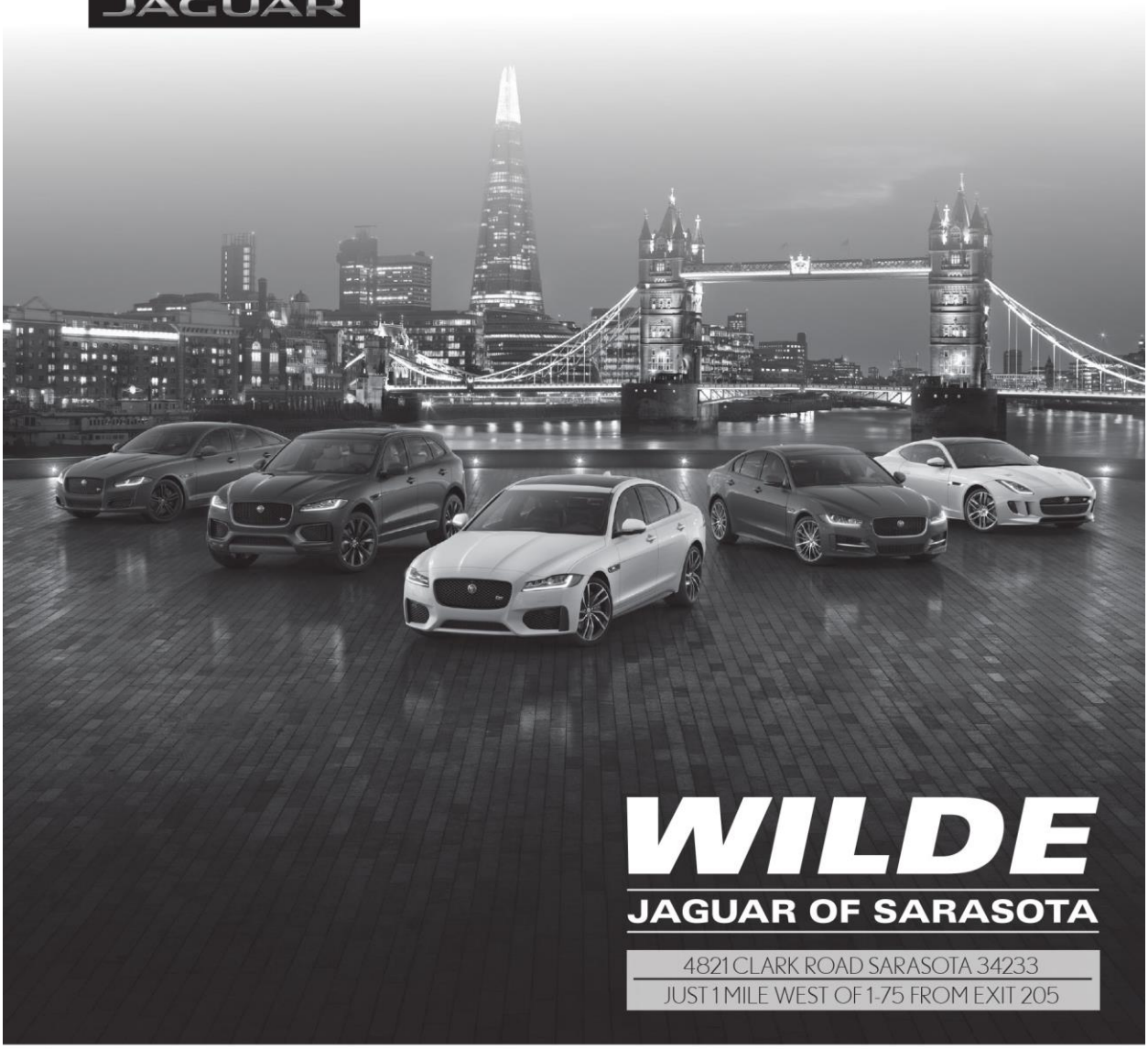
Sarasota, FL, 34240

Release of Liability

It is an entrant's privilege to participate in any JCNA sanctioned event held by any JCNA affiliate upon executing proper registration forms and paying published entrance fees. Each affiliate shall be solely responsible for granting entry privileges to each entrant on an individual basis.

I hereby agree to enter the above described Jaguar(s) in the Dan Ligas Concours d'Elegance. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release Jaguar Clubs of N. America and Sun Coast Jaguar Club and its Concours committee from any and all liability for injuries, damage or loss arising from my entry and attendance in the Concours.

Signature: _____ Date: _____



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Champion Division Classes

C1/PRE: Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)

C2/120: XK 120 (1948-54)

C3/140: XK 140 (1955-57)

C4/150: XK 150 (1957-61)

C5/E1: E-Types, Series 1 (1961-67)

C6/E2: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)

C7/E3: E-Types, Series 3 (1971-75)

C8/SLS: Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70), MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)

C9/XJ: XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) **Note 1**

C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) **Note 1**

C11/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) **Note 1**

C12/JS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.

C13/JS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.

C14/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)

C15/XK: XK and XKR Coupe and Conv. (2007-On)

C16/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)

C17/PN: Preservation Class (more than 35 years old)

C18/PN: Preservation Class (20 to 35 years old)

C19/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On)

C20/F: F-TYPE (2013-On)

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes **C9/XJ** and **C10/XJ** according to their years, engines, and body styles.

Driven Division Classes

D1/PRE: All Classics (Pre-XK engine) and XK 120, XK 140, XK 150

D2/E1: E-Types (1961-67)

D3/E2: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)

D4/E3: Series 3 E-Types (1971-75)

D5/SLS: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)

D6/XJ: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) **Note 1**

D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) **Note 1**

D8/XJS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.

D9/XJS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.

D10/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)

D11/XK: New XK and XKR Coupe and Conv. (2007-On)

D12/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) **Note 1**

D13/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)

D14/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On)

D15/F: F-TYPE (2013-On)

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes **D6/XJ** and **D12/J8** according to their years, engines, and body styles.

Special Division Classes

S1/PD: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars privately prepared and modified for competition

S2/MOD: Modified

S3/REP: Replica (non-production, Jaguar powered)

Step Right up Folks, and Stand in Line

Your new car will be ready for delivery in about a year

By Ray David

I and the bride visited the University Town Center mall in Sarasota, Florida, the other day and were surprised to find a TESLA retail store in the middle of the mall. A regular store front

with 2 cars on the sales floor and interactive screens on the walls providing the information and assistance one would need to order the car of their choice. Obviously a lot of people are very curious about the newest model, scheduled for delivery next year at this time, and priced at about half the level of the currently available models which are around $86,000 for the standard version and $130,000 for the sport version.

The new one will be somewhat smaller and less pricey than the floor models. Target pricing right now for the new entry starts at about

$35,000, and some 234,000 motor-heads have already made the required $1,000 deposit.

To my eye the styling both inside and out is excellent. The red unit on the sales floor is the 'sport' model which has upgraded suspension and electronics not available on the white one, though I'm not sure the black interior does it justice. That, however, is just one man's opinion and nothing more than nit-picking. I'm sure if you check the Tesla web site you'll find plenty of boxes to check to bring it into line with your own needs.

While we're talking about specs it's important to note that Teslas use no gasoline – they're all 100% electric, and can be re-fueled from your kitchen wall socket, or from one of hundreds of re-powering facilities throughout the country – each easily within the usual 300-mile driving range on a full charge – about twice the range of current electric vehicles. And for now all

Tesla owners can re-fuel without charge at any one of the company's nationwide re-charging facilities. That's not a huge money-saver since a complete re-charge would only cost about $11, but it's markedly cheaper than $30 or $40 for a gasoline-powered vehicle.

Re-fueling does take time, though. About 9 hours for a complete charge at home, or, if you use one of the Tesla centers you can re-fill half

the charge (for 150 miles of driving) in 20 minutes then be on your way again. For the average commuter one full charge would last about a week. But since it's so easy to re-charge, why wouldn't you plug it in every night? You cannot over-charge it, so there's no danger of spilled electricity. And since nothing is consumed there are zero emissions to worry about.

There is no national Tesla dealer network per se, but each major population center has its own service facility where whatever goes wrong can be fixed. But one needn't be concerned about overheating, starting issues, exhaust noise or a hundred other things because the car doesn't use any of those. About your only concern might be steering alignment once in a while, or brakes, but none of the pedestrian issues to which a gas powered vehicle is subject.

Every new car is delivered with a 40,000 mile/5 year warranty, and new owners can expect as much as six or eight years of trouble-free battery life. And when it's time to replace it all it takes is half an hour to detach the old one and slide the new one into place. I've never driven a Tesla but am assured by others who also have never driven one that driver comfort and control are tops in their respective categories.

Think Concours!

Our 2015 event at Wiregrass Mall is behind us now, but we need to get working on this year's event quickly to ensure all is in place well ahead of show-time.

The date is: **Saturday, October 1st** Location is: **St. Armand's Circle** in Sarasota

And we're sponsored by: **Wilde Jaguar of Sarasota**

One of our local Jag owners had a Jaguar cover for 2005 Jag XK8 convertible with elastic around the bottom and an ATTACHED storage bag which was stored in the trunk while cover was utilized. The cover thusly held down beautifully in high winds. When it wore out, the individual ordered another through Tampa Jaguar. Upon receiving the new cover, surprise! The older cover had been discontinued and the new cover for "2006 and newer models" was redesigned with grommets but without the ATTACHED storage bag. The new one does not hold down to the car in high winds and blows off. Has anyone had a great experience with a cover for a Jaguar that does hold to the car in high winds? If so would you email our Communications VP, Cynthia Touchton at Touchtonc@stifel.com. The vendor and/or phone number of where you got your cover would be greatly appreciated.

Engineering a 1,000 MPH Car

By Ray David

I was reading an automotive magazine the other day and was fascinated by the facts and figures revealed in one of the stories. It was an interview with Richard Noble OBE (Order of the British Empire), an engineer working on a jet-powered car designed to set new land speed records.

Dubbed the 'Bloodhound Project', Noble's team has partnered with a number of large corporations which have agreed to sponsor the program and provide some of their most recent high-tech propulsion and programming equipment. One of the first to sign on was Jaguar Cars which Noble had initially contacted back in the 1980s for an earlier project. That choice was a result of his first experience as a car owner when he bought a 1936 Jaguar from a scrapyard and rebuilt it for high school transportation. The car was so dependable he's been a fan of the brand ever since.

For this new project the company provided 25 cars including a couple of chase vehicles, designed for fire rescue use with 'Jaws of Live' built in, as well as engineering support which allow the company to learn a great deal about the capacity of its various components in extreme applications. As it happens, Jaguar brought along sponsorship from Hakskeen Pan in South Africa which allows the Noble team access to a world-class testing facility.

There are a number of safety implications in a build like this in using two types of fuel, one of which was the need for a 1,000 psi fuel pump. The jet engine provides 40% of the power with the rocket motor providing the remaining 60%. The engines, one of which is an EJ200 hybrid made by NAMMO, Is the most advanced and fuel-efficient rocket motor working at 98% efficiency, and together with the Jaguar unit offer up 130,500 hp, which is equivalent to 100 megawatts.

The Jaguar engine is a completely standard OEM unit using all family sedan software and a normal electronic starter. It must be warmed up before the jet engine can fire which requires ice tanks to pump cold water through the cooling system. Since the engine has to be built into the very guts of the vehicle the builders felt the reliability of Jaguar power plants made them the obvious choice.

They had originally planned to use Bonneville because the salt provides good grip and helps cool the tires, but solid wheels won't work with salt. That was discovered during their early testing in 1981 with a prototype called the Thrust which was very hard to manoeuvre on salt. That led to doing their track research at Black Rock Desert in Nevada, but that has since become unusable due to recent recreational development and litter. They did, however, set the first-ever Supersonic World Land Speed Record of 763.035 in 1997. The locals at Hakskeen, though, were very excited about the project and cleared – by hand! – all the stones and rubble off the 12 mile long track. The team's 'thank you' was taking each of them for a 200 mile an hour spin in the test F-Type.

Both Cisco and Intel have provided American engineers to the project and have been of inestimable help. They consider the educational element critical saying "there is an enormous shortage of scientists and engineers in both the UK and US". During the moon programs between 1961 and 1972 the number of science students rose by 300%, but once TV coverage slowed down, so did the education. So now they are working on plans to take the car to schools all over the UK to inspire them into

learning more about science and technology. Through this they hope to build a domestic crop of scientists. The key input for this idea came from the teachers themselves who want to create a new generation of engineers to reach 1,000 mph by 2017. But it all depends on sponsors. So far they have 30,000 donors whose names will be inscribed on the tail of the Bloodhound, with room for 70,000 more. Check out sponsors@bloodhoundssc.com for more detail.

Some astounding statistics coming from Bloodhound SSC which led to this story:

- At 135,000 hp the Bloodhound has 25,000 more than the Q.E. 2
- The drag on the car at 1,000 mph would be equal to 2,000 tonnes
- The carbon footprint of the Bloodhound Project is equal to 4.1 lactating cows
- It'll go from zero to 1,000 mph in just 55 seconds
- At 3,000 degrees (C) the temperature in the rocket is twice as hot as the inside of a volcano
- The EJ200 jet engine could suck all the air out of the average house in 3 seconds

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2009 Jaguar XK Convertible

Red w/parchment leather interior. New convertible top, new battery within past 60 days.

Tires all good. Chrome wheels need to be refinished. Few small parking lot chips – no major damage – never crashed – always garaged – serviced by dealer. Beautifully maintained inside and out.

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