

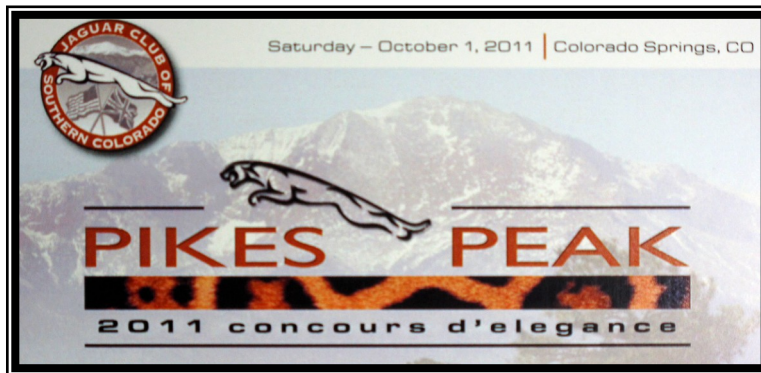


The Jaguar Club of Southern Colorado Newsletter

October 2011

Vol. IV No. X

WELCOME HOME, JACK



The Jaguar Club of Southern Colorado
c/o Jaguar - Colorado Springs
565 Automotive Drive, Colorado Springs, CO 80905
www.jagclub.org

Officers of the JCSC - 2011

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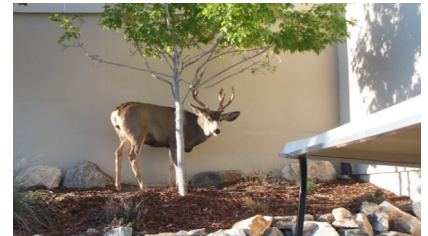
Webmaster: Matt Grimes matt@mistycastle.com

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Chief Judge: Rob Van Westenberg rvanwest@rvanwest.com

The 2011 Pikes Peak Concours d'Elegance and British Motoring Festival

Jaguar heritage is alive and well along the Colorado front range in 2011. Outstanding quality vintage Jaguars graced the Rocky Mountain Jaguar Club Concours d'Elegance, the British Motoring Conclave, the British Motoring Festival and the Jaguar Club of Southern Colorado Concours d'Elegance this summer.



The JCSC Concours d'Elegance kicked off Friday evening with cocktails and dinner at the Crowne Plaza in Colorado Springs. Friends from as far away as South Dakota were present and a good time was had by all.



Saturday dawned beautiful and warm with our first non-member spectator arriving early to get a front row seat with plenty of shade. . We had lots of interesting entries in the BMF including three Lotus', several Mini's, a few Jaguars (not members of the JCSC yet?) and a very good showing of MGs.

Gary and Dee Kerkow's XK-150 made an appearance again this year but only as a display car (minus a few components).

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We were blessed again this October with spectacular weather. Lots of convertibles with their tops down were in attendance, both in the show and driving by to check out the action. With so many outstanding cars entered this year there was an abundance of tough competition to test the talents of our judges. We will post the show results in next month's newsletter.



The afternoon drive included a well kept local secret; the upper Broadmoor Golf Course club house which proved to be a wonderful respite from the unseasonable city heat. The club house's location high on Cheyenne Mountain provided a spectacular view of Colorado Springs from the Garden of the Gods to Fort Carson. Our thanks to Budd for letting us in on this great location.



We managed to include Manitou Springs and the Garden of the Gods in our drive again this year. The weekend traffic jam in Manitou was unexpected but the Garden of the Gods was as beautiful this fall as ever.

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Pikes Peak Concours d'Elegance (continued)



The Awards ceremony included a delicious dinner and a great auction and raffle hosted by Thom Buckley. Jaguar / Land Rover Colorado Springs is an ideal setting for a British automotive event. Maybe we could persuade Thom to add a “Growler Café” here just for British gearheads. I think it’s safe to say everyone fully enjoyed this delightful evening in Colorado Springs.



The Cat that Roars

Chapter 1 Stages 3 and 4

By Tom Miller

This is the third installment describing Tom Miller's performance upgrade to his and Donna's Jaguar XKR. If you missed the first two installments, you can find Part 1 and 2 in the August and September edition of "Through the Windscreen" available at www.jagclub.org.

Stage 5: Limited Slip Differential.

This stage was added (as in not part of the original plan) after the Rocky Mountain Jaguar Club held a slalom event at Front Range Airport east of Denver on August 28, 2011. My son and I decided to enter both our cars and see how they were performing after we had both made performance upgrades. My supercharger upgrade and the Cat-back exhaust were completed and he recently had an ECU tune performed at Kleemann in Colorado Springs. Neither of us had an opportunity to really check out the results of the modifications prior to the slalom. Not to dwell on the Mercedes a whole lot in a Jaguar upgrade story but just let me say, the Mercedes was awesome! He had the second fastest time of the whole event (fastest was a cool E-Type that was race prepared and running racing tires). Thom's car ate up the course like a hungry beast! It was drifting like crazy.

My story wasn't nearly as good. And I've learned a few things about the 4.2L Jaguar XKs and XKR's that I didn't really understand before this event. There are a couple of flaws. None of the 2007 - 2009 XK/XKR's has a Limited Slip Differential (LSD). Since the car doesn't have an LSD the inside wheel wants to spin quite badly on tight turns and both of the rear wheels on the start and straights since it's trying to stick 470 BHP and 450 ft. - lbs. of torque to the tarmac. That's not going to happen, so the result would normally be massive wheel spin and lots of smoke and sliding ... but not in my car! That's where the DSC kicks in, what I call the "nanny" system. I never did like a car that made decisions for me. Instead of spinning the tires the DSC, even in DSC Trac mode, starts shutting things down. It automatically reduces the throttle setting (to idle if necessary) and applies differential braking to control the slide (even when you want it to slide). It may also do other things I'm not aware of, but I didn't like any of them. Needless to say, when your car decides it's time to slow down you aren't going to move through the course in a blaze of speed. The one thing I could have done was slow down on my own. But, somehow that seems counter intuitive in a car that is built for speed and handling. I mean that's what I would do in my wife's Hybrid Camry, but in a Jaguar XKR; no way! It just doesn't make sense to build a high performance sports car and then have a system that slows the car down against the wishes of the driver. And definitely not in one that is in the process of being upgraded to 2010 XKR standards or even the 2012 XKR-S levels.

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Well, as it turns out the DSC issue isn't an issue after all. There is an error in the owner's manual that has many owners thinking there is no way to turn the DSC system off. That's wrong. Unbeknownst to many of us there is a supplement to the owner's manual which corrects the error. Here is what I found after the dealer showed me the method to turn off the DSC system as he guided me through it over the phone. The reason I (and many other owners) concluded there is no DSC Off Mode is because the owner's manual says, "For normally aspirated cars "whilst" the engine is running, press the DSC button for three seconds and the DSC Off light will appear on the message centre" Being the eternal optimist, I tried that even though my car isn't normally aspirated. I even held it for five seconds. It didn't work so I figured it wasn't an option on the XKR, as have many other owners.

Now fast forward to the phone call I received from the dealership asking me to go to the car and start it up. Once running he asked me to press the DSC button for ten seconds. The DSC Off light came on the message center! The problem wasn't actually solved because the problem never actually existed. Wow!!! I couldn't imagine that I had made such a mistake so I got out the owner's manual and reread it. It still said the same thing I originally read when I bought the car with no mention of the XKR or supercharged engines anywhere in the whole section on DSC functions. Then I just thumbed through the whole manual cover to cover and guess what, there was a supplement on the inside back cover with some changes to the manual. The very first change was about the DSC system which read, "For all engines, whilst the engine is running, press the DSC button for ten seconds and the DSC Off light will illuminate on the message centre."

While I feel a little dumb for not having seen the Owner's Handbook Supplement, tucked away inside the back cover, I don't feel totally stupid since there was an actual error in the owner's manual. In any case I feel a lot better about Jaguar and the fact they did give the driver the choice to override the "nanny" system. There is a lesson here. There are times when it's smart to go to the source. The dealers and the Factory representatives have the most extensive technical information about the cars. While the aftermarket suppliers and performance shops perform a vital function in offering upgrades to performance, their experience is generally focused specifically on the performance products and services they provide and they can't be expected to know all the details about the wide variety of cars they deal with from all manufacturers. The dealers and factory reps still know more about the overall functions of their cars than anyone else, and they really do want to help their customers resolve any and all problems. Another lesson learned is, you can't just expect to up the power in today's cars without updating some of the same things the manufacturer did when they upped the power themselves. Since Jaguar introduced the 5.0L engine in 2010 they also did something else. They included a Limited Slip Differential. For the 2012 XKR and XKR-S models they have changed the DSC controls to four settings: the Standard Mode, a Winter Mode (very good idea for those of us in Colorado), the always available DSC Trac Mode, and, of course, the ever present OFF Mode!!!

During the late 40s, the 50s, 60s, and into the 70s the XKs were a true source of pride and accomplishment for Jaguar. Performance mattered in all phases of production, customer support, and on the roads and tracks of the world. The introduction of the XKs, XKRs, and XKR-Ss since 1996 and to the present day would indicate that Jaguar is once again serious about being competitive on the road and track, not just in the show room.

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Clearly the 2010 + models are in that category straight from the showroom floor. Older models are capable of being improved to those same standards. Those of us with older models wanting those capabilities can do it. If you want to use your cars for competition you can, and I don't just mean big racing teams. I mean the folks that go to local tracks for track days, or to autocross events, or to slalom events. This is where the cars are seen and where they are compared to other cars available from the showroom floors of the competition. Think about it.

Even with the DSC non-issue being resolved, I'm still installing the LSD. There is a British company that manufactures a direct differential replacement for Jaguar called Quaife. They do replacements for many high performance cars for differentials, transmissions, and other running gear components. They are an original equipment manufacturer for many cars as well. I have found a local company that handles the Quaife LSD and will handle the installation. Jacks Transmissions at 3920 North Weber Street Colorado Springs, CO. 80907. They specialize in Transmissions, Housings, Differentials (Rear Wheel, Front Wheel, and All Wheel Drive applications), [engines and rebuilds](http://www.jackstransmissions.com/), OEM and aftermarket parts, rebuild kits, and Tech articles. You can check them out at: <http://www.jackstransmissions.com/>. The products they offer are the highest quality and they have just moved into a newer larger facility that will enable them to expand their services dramatically. Here is a picture of the Quaife LSD unit that will be installed on my car.



The Quaife ATB Helical LSD differential for the Jaguar XKR is a direct replacement for the standard Jaguar XKR open differential. Unlike a conventional plate-style limited slip differential, the Jaguar XKR LSD relies on gears rather than clutch plates for its operation. That means it is much smoother in operation. The differential never locks harshly with a set pre-load of wheel slip across the driven axle, like conventional differentials. Rather, the Jaguar XKR differential automatically biases the torque away from the spinning wheel across the axle, to a constantly varying degree, and never locks. This provides many benefits over a standard open differential, including maximizing traction and minimizing wheel spin, eliminating torque steer and snatching when compared to conventional LSD units. It is a maintenance-free design which retains the standard oil lubrication. The differential is proven in circuit and drag racing, rallying and road use, and is produced from Corus steel billets, and is CAD designed and CNC machined, then inspected to ISO 9001 standards. Quaife differentials are used by Ford, General Motors and Daimler-Chrysler as original equipment and are subject to a life

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time warranty (subject to terms and conditions). I would highly recommend it to anyone that wishes to have the performance technology later made available by Jaguar in the 2010+ models, especially if considering performance enhancements.

Plan Summary

All the changes planned for this project can be applied to most Jaguars aside from the supercharger changes which are obviously only applicable to the models that are supercharged. While many of you may not be at all interested in performance enhancements, there may be a few gear heads like myself out there that would really like to see their cars operate at maximum potential or more closely match that of subsequent manufacturer improvements. Most XKs, XKR's, S-Types, XJs XJSs, XFs, XFRs and even the older sedans can benefit from some or all of these modifications. I know most of the readers of this article have had some work done on their vehicles and have trusted the people and companies to do the best job possible to protect the investment in time, money, and care they have poured into these cars. Many of you have used some of the same folks I am using.

When I started this plan I had a great many doubts as to the wisdom of making even the slightest change to my beloved Jaguar. Believe me when I say that I have no interest in doing even the slightest bit of damage to my car. I have talked with many, many people to get opinions about the various performance enhancements outlined in this plan. All of the participants have outstanding credentials and a vested interest in providing only proven solutions for performance enhancing upgrades to these very special cars. All have been in business for many years, providing services and products not only for Jaguar automobiles, but also for every major important manufacturer you can imagine, including Audi, Mercedes Benz, Porsche, Land Rover, Ferrari, Lamborghini, Volkswagen, Mini, Maserati, BMW, Corvette, Ford, Chrysler, Mitsubishi, Nissan, Subaru, and many others. This is an actual (but not exhaustive) list of car manufacturers that have been modified by the participants included in this plan. Their accumulated experience and expertise is overwhelming. I have unwavering confidence in each and every one of these companies and the people I have been working with. They are aware that this plan is going to be presented as an article in the Jaguar Club of Southern Colorado Newsletter and possibly elsewhere if I can get it published. They are each and every one proud to put their reputations on the line, because of the quality of work, equipment and services they provide. My hat is off to all of them and it's a pleasure to embark on such an exciting journey with each of them being major contributors.

We will continue to follow this project as Tom's performance upgrade continues.



CATNIP

Sports Car Scan accomplished the monumental task of scanning the magazine “Sports Car” (SCCA publication) from 1944 through 1970. The magazines have been scanned in a high resolution (300 dpi), color PDF format and run through an OCR (optical character recognition) program which makes them completely searchable. Every issue has been scanned from 1944 through 1970 – the “Golden Age of Auto Racing”. Issues include national/local race reports, entry lists, race schedules, photos, ads and feature articles. Everything is copied to a mid-sized USB flashdrive (8GB, PC and Apple compatible) and organized by year and month. This format allows for ease of use and portability. Based on my own knowledge and others who hold high esteem in the industry, the fact this is an entire set and scanned is very desirable and coveted. There is an exclusive licensing and distribution agreement in place with the Sports Car Club of America so there are no copyright violations.

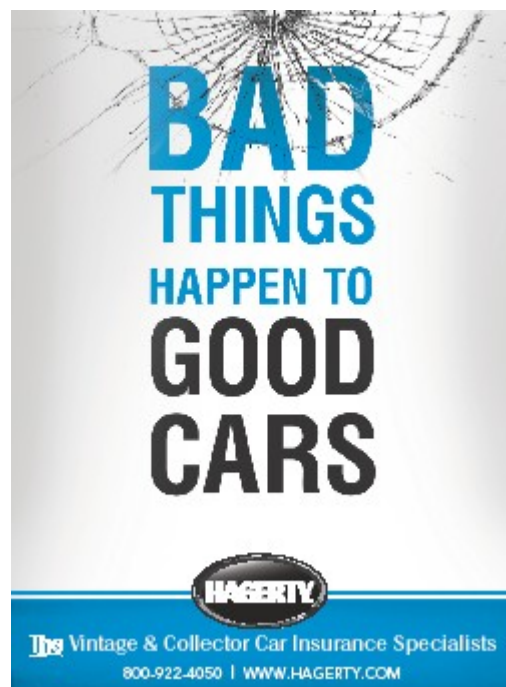
Please take a look at our website at www.sportscarscan.com to see samples of this valuable research tool. A copy is available for \$325 (a \$50 savings from the retail price). Please let me know if you have an interest and I will send you a discount code.

Chad Struer

Sports Car Scan

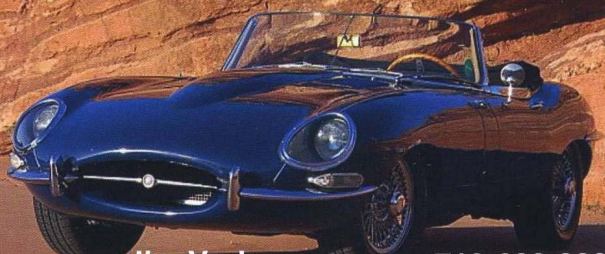
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Thom's Place

If you are thinking about a new or pre-owned Jaguar, here's a list of what's currently available. Be sure to ask about Jaguar Club Member's special offers. For more information on any of these vehicles, please call Jaguar / Land Rover Colorado Springs at 719-636-9199 or visit www.rednoland.com. But, don't wait too long as these cats have a habit of disappearing quickly!

NEW JAGUARS

2012 Jaguar XJ L. Cashmere exterior with Truffle/Cashew interior. 8 cyl Auto. Stock #22995. **\$86,925.00.**

2011 Jaguar XJ-L Vapor Grey exterior with Jet / London Tan interior. V-8 Automatic, Stock #J10521. **\$86,900.00.**

2011 XJ-L Supercharged, Ultimate Black exterior with Jet/Ivory interior. V-8 Automatic, Stock #J18505. **\$94,250.00.**

2011 Jaguar XF Supercharged. Liquid Silver exterior with Warm Charcoal interior. 8 cyl Auto. Stock # J98195. **\$66,475.00.**

2012 Jaguar XF Portfolio Edition. Lunar Grey exterior with London /Warm Charcoal duotone interior. Stock #J23944. **\$59,875.00.**

2012 Jaguar XK XKR Series. Polaris White exterior with Warm Charcoal interior. 8 cyl Auto. Stock #J45570. **\$114,825.00.**

PRE-OWNED JAGUARS

2008 Jaguar S-Type 3.0. Radiance exterior with Champagne interior. 6 cyl Auto, Stock #P645. 22,859 miles **\$31,989.00.** Jaguar Select Edition / Certified Pre-Owned. Carfax report.

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PRE-OWNED JAGUARS from Thom's Place (continued)

2006 Jaguar X-Type. Ultraviolet exterior with Stone interior 6 Cyl Automatic. 63,522 miles Stock #BP103. *Jaguar Select Edition Certified Pre-Owned. Carfax One Owner.* **\$15,995.00**

2007 Jaguar X-Type Sportwagon. Shadow Grey Metallic exterior with Charcoal interior. 6 cyl Automatic, 54,251 miles Stock #P633. *Jaguar Select Edition Certified Pre-Owned.* **\$20,989.00.**

2007 Jaguar X-Type 3.0 AWD. Emerald Fire exterior with Champagne interior. Stock #P647. 6 cyl Auto. 49,117 miles. *Jaguar Select Edition Certified Pre-Owned. Carfax report..* **\$21,989.00**

2009 Jaguar XF Luxury. Frost Blue exterior with Dove/Charcoal interior. 8 cyl Automatic. 29,113 miles. Stock #P643. *Jaguar Select Edition Certified Pre-Owned Carfax One Owner.* **\$39,489.00.**

2009 Jaguar XF Luxury. Lunar Grey exterior with Charcoal interior. 8 cyl Auto. 33,249 miles. Stock #P650. *Jaguar Select Edition Certified Pre-Owned. Carfax One Owner.* **\$39,989.00**

2006 Jaguar XJ VDP. Liquid Silver exterior with Charcoal interior. 8 cyl Auto. Stock #P651. 39,839 miles. *Jaguar Select Edition Certified Pre-Owned. Carfax One Owner.* **\$29,989.00.**

2007 XK Series Convertible. Porcelain exterior with Caramel interior. 8 cyl Automatic 11,845 miles. Stock # P640. *Jaguar Select Edition Certified Pre-Owned Carfax One Owner.* **\$45,989.00.**

2009 XK Series Coupe. 8 Cyl Automatic. Ultimate Black exterior with Charcoal interior. 19,270 miles. Stock #P612. *Jaguar Select Edition Certified Pre Owned. Carfax One Owner.* **\$52,988.00.**

**Additional information and photos of the above vehicles available at
www.rednoland.com.**

10-27



Jaguar Club of Southern Colorado

Membership Form

Name (as you want it on your name tag)

Membership Fee for 2011

\$50.00*

Spouse's Name (as you want it on your name tag)

Make check payable to: **JCSC**

Street Address

Amount Enclosed = \$ _____

City / State / Zip

Home Phone

Work Phone

Email Address

1st Jaguar _____ - _____ - _____

Year Model Body Style

2nd Jaguar _____ - _____ - _____

Year Model Body Style

3rd Jaguar _____ - _____ - _____

Year Model Body Style

Mail or deliver this form to:

Thom Buckley, Membership Coordinator
c/o Red Noland Jaguar
565 Automotive Drive
Colorado Springs, CO 80905
719-302-1000
thomb@rednoland.com

*Membership expires Dec. 31, 2011.

Fee includes membership card(s), subscription to the JCSC newsletter and *Jaguar Journal*, which has a 2-3 month delay before the first arrival.

Regular events will be planned from your suggestions and you will be notified by e-mail, newsletter and at club meetings.

Questionnaire:

Would you be interested in helping with the operation of the club?

Yes

No

If so, what help would you consider (mark as many as you like)

Serve as an Officer	Yes	No
Newsletter Editor	Yes	No
Webmaster	Yes	No
Concours Judge	Yes	No
Membership	Yes	No
Event Coordinator	Yes	No
Paraphernalia & Stuff	Yes	No

Ideas, suggestions, or assistance you could offer in the creation and ongoing activities of our club:

Revised 4 October 2010

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FOR SALE

JAGUAR XK120, XK140 and XK150 TOOL KITS

Tools and rolls are correct as to manufacturer brand and sizes per Jaguar parts catalogs (the only correct and authentic source). Also individual items available from bleeder tins, to box spanners, to shelley tire pumps - and everything in between. All original no repros! From the collection of Jim Cox. Please reply via email with phone number. All inquires will be answered.

Jim Cox - jdctools1@yahoo.com

1963 Jaguar Mk-II 3.8 For Sale

1963 3.8 Mk II Jaguar: automatic transmission, left hand drive, hubs. Family owned, nothing missing incl. original documents / tools. Dry Colorado car with limited rust in three spots. Tan leather matches wood making this one of the most well-appointed interiors we've ever seen, that we feel does not need restoration. Less than 10,000 miles on transmission and disc brakes and less than 6,000 miles on 80% of front end. Rebuilt engine-needs fuel pump. \$8,000. Enquiries please leave phone # @ 303 605 9560 or email to micktoad@yahoo.com-John McCrystal

Do you have a Jaguar or Jaguar related items that you would like to list for sale or trade in this Newsletter? Please contact Don for details.