



*September 2011*

*Vol. IV No. IX*

**“Well, this Cobra is O.K., but Grandpa & Grandma’s XK-150 is more what I had in mind.”**



16 month old Adam Juhl (grandson of Gary and Dee Kerkow) is now a seasoned veteran of the classic car world. He has been attending Concours d'Elegance events and car shows since he was 2 months old. Adam is trying this miniature Shelby Cobra on for size at the Shelby American Collection in Boulder, Colorado.

The Jaguar Club of Southern Colorado  
c/o Jaguar - Colorado Springs  
565 Automotive Drive, Colorado Springs, CO 80905  
[www.jagclub.org](http://www.jagclub.org)

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## The Shelby American Collection

The JCSC made the trek to Boulder on Saturday, September 10 to visit the Shelby American Collection. We arrived in Boulder amidst a massive traffic jam but still managed to make our appointed lunch reservation at the delightful Baker Street Pub & Grill right on time.



The Shelby Collection is always awe inspiring due to the immense amount of automotive history that is present in one small building. Regardless of one's "brand affiliation", this museum is a MUST SEE for any serious gearhead. Not only are the cars the genuine articles, the people working at the museum are long time affiliates of Shelby Racing and



## **The Shelby American Collection Tour (continued)**

can give you first hand historical information regarding most anything contained in this collection.

In addition to the JCSC members making this journey down memory lane, Dee and Gary Kerkow brought their grandson Adam Juhl along to sample the history. As our cover photo illustrates, Adam had the opportunity to do something that few adults get - sit in a real Shelby Cobra (albeit a miniature).

I suspect we're seeing a well educated automobile enthusiast in the making here! Is there the possibility of a Jaguar in Adam's future?



JCSC visitors to the Shelby Collection on this tour included Tom and Donna Miller, Dave and Larenda Hershey, Gary and Dee Kerkow, Niki and Adam Juhl, Chris Brewer, Steve Powell, Gary Yowell and Don Yowell.

## **The Cat that Roars**

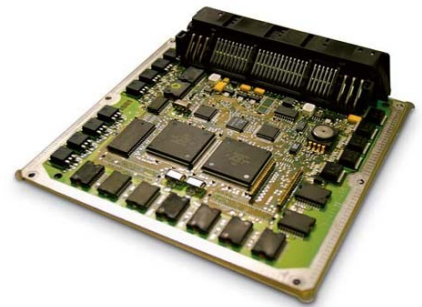
Chapter 1 Stages 3 and 4

**By Tom Miller**

*This is the second installment describing Tom Miller's performance upgrade to his and Donna's XKR. If you missed the first installment, you can find Part 1 in the August edition of "Through the Windscreen" available at [www.jagclub.org](http://www.jagclub.org).*

### **Stage 3: Customized in car ECU tuning.**

This modification increases horsepower by 35 BHP over a "STOCK" engine. The ECU controlled speed limiter is increased from 155 to 186 MPH. The plan for this particular stage was a unique and innovative solution derived by Mark (of Concours) and Mike (of Eurotoys) to preclude a drive to and extended stay in Chicago. Mike had wanted to make a trip to Colorado anyway, so he offered to fly out here (for a nominal fee) and do the tuning personally here in Colorado Springs. He is one of only a handful of people in the United States that have experience custom tuning a modified XKR. There are more in England but I couldn't find one that would fly over here for a nominal fee.



If you add up all the claimed numbers for the modifications listed, the increase in horsepower of the 4.2 Liter Jaguar XKR is around 550 BHP (XKR-S territory?). The fact that both the exhaust and ECU tuning figures should be somewhat higher than shown is because the modifications are added to an engine that is far from "STOCK." This would lead you to believe that RWHP might even approach something in the vicinity of 500, not even taking into consideration the added Stage 4.

Keep in mind, however, that more often than not estimated increases for modifications don't always match up to the claims, especially when combining multiple upgrades. This plan was put together with upgrades that should complement each other, however. This will all be verified one way or another from the baseline dyno run, intermediate dyno run(s), and final dyno run at Kleeman. This will establish actual RWHP and Torque being developed after all modifications are completed.

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Factory BHP and Torque numbers will be extrapolated from the subsequent dyno runs and the previously calculated drivetrain losses. No run to verify the speed increase to 186 MPH is **ever** planned ... other than on the dyno!

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, XKRs, 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, 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

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### **Stage 4: A water/methanol injection kit**

As mentioned in the initial discussion of the supercharger upgrade and is the case with any plan there were some complications. As it turns out, the XKR intercooler is marginally adequate when it comes to providing input air that is not overheated. Add to that limitation, increased supercharger speeds via changes in the pulley system and you end up with air going into the intake that exceeds the performance parameters monitored by the ECU. The ECU automatically begins to degrade performance by changing the fuel flow and retarding the engine timing. Kind of makes the whole concept meaningless ... you work to increase the output of the supercharger then after a few hard runs the car starts to reduce the performance. Not a good situation.

Once again, back to the internet. I corresponded with a company in England, Paramount Performance, (<http://www.paramount-performance.com/acatalog/index.html>) that provides intercooler upgrades for XJRs and asked if they had anything in the works for XKRs? As it turns out they had just hired a recent engineering graduate (Laurence) whose studies and dissertation were on the effects of input air temperature as it relates to vehicle performance in forced air induction applications. He is working on an intercooler solution for the XKR but it's a ways down the road at this point. He has ideas on the drawing board and a fabricator ready to start production as soon as the specifications are finalized. As soon as the work is completed he has offered to provide discount pricing to all members of the Jaguar Club of Southern Colorado, the Rocky Mountain Jaguar Club, and the Jaguar Club of North America who are interested in intercooler upgrades for XKRs.

Since I needed a more immediate solution, I asked his opinion on another approach that I had no knowledge of but was suggested by Concours Cars, the idea of water/methane injection. To me it sounded like something folks did to dragsters that made them super-fast but at the expense of a new motor about every 12 minutes of run time. Turns out that was nitro-methanol fuel injection, not water/methanol injection. The engineer from Paramount Performance said, "It's a great solution in itself, and perfect for the daily driver who leans toward increasing performance". As it turns out, his father uses water/meth injection in his Corvette. I find that to be really amusing ... his Dad drives a Corvette in England and I'm talking to him about upgrading my Jaguar here in the U.S. Be that as it may, water injection is one of the best ways to lower intake air temperature. In addition, methanol in the right proportions can increase the Octane rating of the fuel somewhat, and for some applications can be used to tune the car to even higher performance levels. That isn't the primary purpose for using such a system in my car, however. I simply wanted a fix for the increased charge air temperature introduced by the supercharger upgrade.



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In my case the ECU is to be tuned prior to installation of the water/meth system as a safety precaution in the event the system was to run dry or to fail for any reason. The effect of water/methane injection is reduced air temperature for combustion which increases power by providing denser, cooler air. This enables the ECU to advance timing and adjust fuel safely. The lower temperature also reduces the risk of detonation.

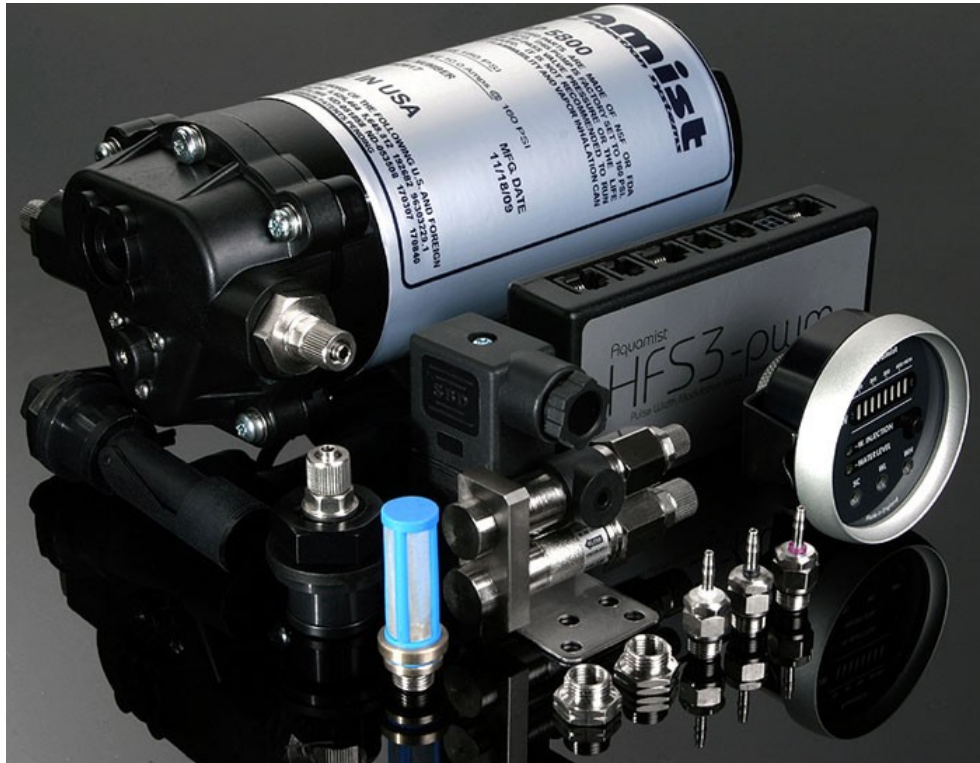
There are also economic benefits to water/methane injection ... increased fuel economy. The lower air temps increase engine efficiency which can translate into increased fuel economy. I doubt seriously I will benefit from this fact, however. Based on past experience my guess is that my fuel economy will not increase because if there is a choice between fuel economy and pushing the gas pedal harder ... guess which one I succumb to? For long haul truckers (and even me and my Jag in this case) this is a modification which has enabled them to improve fuel mileage and at the same time have reserve power available when needed to climb those mountains and pull onto the merge lanes.

Amazing how my knowledge was so lacking in this area. As an added note, the engineer in England suggested using premixed windshield washer solution as opposed to mixing or buying premixed solutions sold for water/methane injection exclusively. This also enables you to use the windshield washer reservoir as your source of supply rather than find a place for yet another tank in the engine compartment or elsewhere. Each system uses the reservoir for its own need. Just make sure the windshield washer solution uses methanol as a means of lowering the freezing point as opposed to ethanol or some other freezing point lowering chemical. Also, make sure there are no additional additives (such as detergents or bug remover chemicals) that might gum up the works. The main reason they have searched out an alternative to mixing their own or buying it premixed is the very high cost of any fuel in England, including methanol. And, one final note: if you are in need of only a cooler air intake (my main goal) but not interested in other potential power increases injection systems enable, such as adding nitro to the methanol solution, you can use the system with water only. Remember, however, that in the winter you would still need to add some methanol as antifreeze (approximately 30/50 to 50/50) to protect against freezing in the Colorado area. Probably the best year round approach is to use one of the water/methanol windshield washer fluids commercially available at very reasonable prices at almost any auto supply store, big box retail outlet that carries automotive supplies, or service station. Generally speaking the "blue stuff" is a simple water and methanol mix with no additional additives. Two brands I am familiar with are "Peak" and "NAPA."

As previously discussed the Jaguar intercooler is not adequate to handle an upgrade of this magnitude. Another company in England, Aquamist, (<http://www.aquamist.co.uk/>) provides a safe, reliable solution to the issues I was dealing with when upgrading my

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supercharger. They offer a very reasonably priced performance enhancement alternative for any of our cars or trucks actually. This includes normally aspirated or forced induction; fuel injected or carbureted; gasoline or diesel; old or new. Kleeman, a major Mercedes Benz performance company here in Colorado Springs (<http://www.kleemann.dk>) will handle my installation, in addition to performing all the dyno runs at various stages in the plan. What was originally a three stage performance enhancement plan has now become a four stage plan. Here is a picture of the system I'm using in my car.



This system allows for an extremely safe installation in terms of wiring connectivity, enabling user defined performance parameters for any unique application, and very accurate injection over a wide range of engine operation. The result is excellent power and drivability. The connectors are all RJ11 (telephone connectors) or RJ45 (Ethernet connectors) which are color coded and labeled to eliminate confusion and erroneous connections. A great approach since many of the systems are actually user installed. Not this user, however!

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**We will continue to follow Tom's performance upgrade as his project progresses. If you have any questions or comments regarding this project or article, contact me and I'll forward those requests on to Tom.**



## **September JCSC Meeting news**

As the 2011 Pikes Peak Concours d'Elegance will be held on October 1, the September club meeting primarily focused on last minute planning for this event. Other topics of the September meeting are detailed below.

The 2011 JCSC November board election was a topic at the September meeting. As our current club President, Jack Humphrey has been serving our Country in Iraq all year, the Board determined, with Jack's approval, to extend all current board positions for one additional year. This decision was moved and approved by a unanimous vote of all members present. If any JCSC members are interested in serving in any board position or on any club committees, please contact any board member (or attend the next club meeting) and we will discuss the request at the November club meeting.

The 2011 Jaguar Club of Southern Colorado Care and Share Project will kick off at the October 1 Concours. Please consider bringing a non-perishable item when you attend the show this Saturday. There will be an "open boot for Care and Share" at Jaguar Colorado Springs throughout the remainder of 2011 so feel free to make as many non-perishable donations as you can whenever you are in the area. These donations go to a very worthwhile cause.

The October JCSC meeting will be a dinner meeting and will be held at Fargo's Pizza Co, 2910 E. Platte Avenue at 6:00 P.M. on October 18. We will be critiquing the Concours at this meeting so if you have any comments or suggestions after attending our show, please bring them to this meeting and discuss them with the group. We will meet in the party room in the lower north-east corner of Fargo's. Dinner will be at the attendees expense.

The 2011 JCSC Christmas and Holiday party will be a Pot Luck event and will be held at Jaguar Colorado Springs on December 13. The club will provide the meat dishes so please contact Don or Larenda with the food dish you would like to bring to the party.

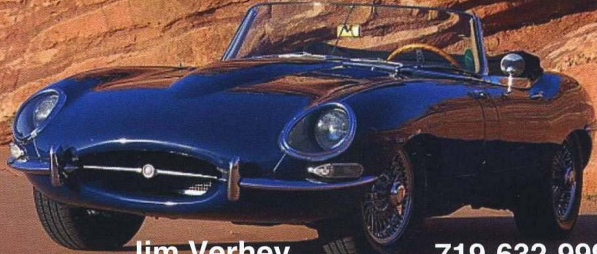
The JCSC is considering working with a supplier of metal car badges with our club logo and possibly club logo shirts in the near future. If you are interested in these items or any other Jaguar related items, please let us know. We will need to purchase a minimum number of these items so we need to know how much interest there is within the club.

Don't forget your 2012 JCNA / JCSC membership renewal comes up in December. Dues remain at \$50.00 per year and include a subscription to "Jaguar Journal" from JCNA and "Through the Windscreen" from JCSC.


Even if you aren't showing your Jaguar, please plan to attend the Pikes Peak Concours d'Elegance on October 1 and bring any friends that enjoy viewing beautiful automobiles! The show starts at 10:00 A.M. at Jaguar / Land Rover Colorado Springs, 565 Automotive Drive in Motor City.

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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](http://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. \$68,475.00.

**2011 Jaguar XJ.** Polaris White exterior with Ivory/Oyster interior. Stock #J01400N. \$74,989.00.

### **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)

**2011 Jaguar XJ L**, Porcelain exterior with Oyster / Ivory interior. V-8 Automatic. 3,614 miles. Stock # J01400 CARFAX Report , **\$78,989.00.**

**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 interior 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 interior 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. 38,839 miles. *Jaguar Select Edition Certified Pre-Owned. Carfax One Owner.* **Call for price.**

**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.* **\$49,989.00.**

**2009 XK Series Coupe.** 8 Cyl Automatic. Ultimate Black exterior with Charcoal interior. 19,070 miles. Stock #P612. *Jaguar Select Edition Certified Pre Owned. Carfax One Owner.* **\$56,988.00.**

**Additional information and photos of the above vehicles available at  
[www.rednoland.com](http://www.rednoland.com).**



## 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**

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Street Address

Amount Enclosed = \$ \_\_\_\_\_

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City / State / Zip

\_\_\_\_\_  
Home Phone

\_\_\_\_\_  
Work Phone

\_\_\_\_\_  
Email Address

1 <sup>st</sup> Jaguar	_____	_____	_____
	Year	Model	Body Style
2 <sup>nd</sup> Jaguar	_____	_____	_____
	Year	Model	Body Style
3 <sup>rd</sup> 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](mailto: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](mailto: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](mailto: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.