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# The Cat Tale



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## BREAKFAST – Feb 4<sup>TH</sup>

9:00 a.m.

### The Breakfast Club

There was a full house for the first breakfast of the New Year. There were 3 XKE's lined up in the parking lot along with several other Jaguars and a Bentley. Most of the "usual suspects" were in attendance, **Don Wright, Larry Bonner, Stan Lacky, Steve Cleveland, Linda Young, Joan Neidell. Roger Hanes** brought a friend, **Robin Ameer**, who has been thinking about getting himself another car to play with. Great idea Robin, anything English will do!

**Roger and Sin Barnes** from Rogers, Arkansas timed their trip from OKC to make breakfast with the group. They bring greetings from the Arkansas contingent of the club and we hope that we hope that something can be arranged in the spring to have a drive starting in Tulsa and meeting up with our Arkansas members for lunch and some Jaguar fun.

**Nick Hand** drove his E-type up from Talequah, **Steve Cleveland** was in his E and **Mike Webb** was there with his. Great showing of English spirit. **Greg Timo** also came to breakfast and **Andy and Bea Pierson** were there. Andy and Bea spent most of December in California where Andy underwent successful surgery and he is now doing just fine.

There was one change we all noted; the Sheraton is no longer the Sheraton. It is now the **RADISSON!** This did not seem to affect our meeting at all, however, as there was the same great buffet, same prices, very good service (the chef even brought fresh hot biscuits to the group) and the conversation as usual was darn near deafening! So plan to be at the **RADISSON** at 41<sup>st</sup> and Garnett next February 4<sup>th</sup> for breakfast. You can't get a better start to the weekend than this.



## WELCOME, NEW MEMBERS

**Pete and Ramona Seitz**, of Ketchum are the newest members of the club and they own a 1992 V-12 XJS Convertible. We hope to meet them soon and see their Jaguar.

## THE PRESIDENTS' MESSAGE TO THE MEMBERSHIP

The incoming Board thanks Mr. Gary Grover and all of the members of the outgoing Board members for their deduction and services this past year. You have set a high standard for us that follow.

The Board of Directors for the coming year are:

President	Don Wright
Vice President	Gary Grover
Treasurer	Larry West
Recording Secretary	Rex Rexroad

The complete listing of the Board of Directors is on page 10 of the newsletter.

I thank the membership for expressing their confidence by giving me this opportunity to serve as your President for the coming year. You have given me a wise, knowledgeable, experienced and most able Board of Directors.

There are several social, driving and car show events being considered for the coming year. I will endeavor to keep the membership advised of these and all of the Board's actions via the newsletter each month.

Watch the "Coming Events Calendar" column for the activity, its date and then make your plans to attend. Any club activity is only as good as the membership participation. Any member with an idea, suggestion or constructive criticism, please contact the appropriate Board Member by e-mail; remember, "It's your club", and the Board can't act on the membership's ideas and wants if we don't know what they are.

Cheers and, good motoring,  
Don Wright

## DUES REMINDER

If you have not yet paid your dues for 2006, you have until Feb 10<sup>th</sup>. After that date your name will be dropped from the local and the national club register. Fill out the form on the back page of this newsletter and send your dues today. If you have any questions concerning dues, please contact Larry West, Treasurer at (918)664-1743.



## RE-TUNING FOR 140+ MPH

By – Stan Lackey

If you remember, (it's been a while ago) in my last episode, I had just made a successful turnpike run by hitting my target speed of 120+ MPH but I thought that it was "a little weak". When I returned back to my house I was determined to "RE-tune" my car for the 140+ potential that I thought that it should have. On one of my visits to Jaguar Services to talk with John and Ron, we had all discussed how to tune my car. Because of the modification that I had done to the head of my 4.2 motor I had changed all the rules and the "book" numbers that are published for "most" 4.2 Jaguar motors just went out the window.

During the engine building stage of my project I had sent the cylinder head to an engineering shop where they had literally ground away (removed) a substantial amount of metal from the intake passageways inside the cylinder head. The removal of this metal from the air delivery system inside the cylinder head had been done (and made it) so that air could more freely flow into and out of the motor. I had the same thing done to the intake manifold as well as the exhaust manifold. The work I had done on the head is called "porting", and when you have the same thing done to the intake manifold as well as the exhaust manifold than this is called "matching". All of this work was done with the intent of increasing the horse power potential of the new engine.

Prior to my starting this whole project an engineer friend of mine had had explained to me that I could calculate the potential HP of an engine by knowing how much air it could "suck" in to the manifold. I understood that for every 1 cubic foot per minuet of air flow I could count (in theory) of gleaning  $\frac{1}{4}$  of 1 hp per cylinder. When I had the work done to the cylinder head it was calculated that their work had increased the amount of air into the engine by about 40-50 cubic feet per minuet! Again "in theory" this head work could have the affect of "potentially" adding another 40-60 HP to the engine!

Because of the increased air flow in to the new engine and the (now) 9.5 to 1 compression all the published information in any and all of the Jaguar manuals was not accurate for the set up of my cars timing, and carburetion set up. This is what I was discussing with John McKeel and Ron that day.

As we were discussing the difficulties that I had put in to the tuning of the car as a result of the extensive head work John came up with an Idea. The solution really came in the form of a question. How did Jaguar generate those "book" numbers to began with? They were able to generate the tuning number (like degrees of distributor timing, and carburetor setting) by doing some thing called "Vacuum timing".

When you vacuum time a Jag motor you basically throw away the book. The idea is that an internal combustion engine is nothing more than an air pump and as such the peak performance of the motor is largely dependant on how much air the motor is drawing in. This is measured by the amount of (manifold) vacuum that the engine is making while running. To check this you simply go to Auto Zone and buy a vacuum gauge for \$29.00 and hook it up to a "port" on the intake manifold. On the triple SU carb set up on my car (taken from a MK X) there is a place on the back of the manifold that is meant for the delivery of vacuum. For this part of the set up I simply removed the cap on that fitting on the manifold and put the hose from the vacuum gauge on to it. The next step is to hook up a timing light in order to be able to check the degrees of advance on the distributor.

With the motor running and the distributor having been loosened up enough to turn it with a "firm" hand, you then advance (or retard) the timing while watching to see what amount of vacuum the engine is making at the different settings. The idea is to advance the distributor timing while watching the amount of vacuum the engine is making as shown on the vacuum gauge. As you gradually advance the timing at some point the engines idle will start to decay. As this happens you then back off the distributor timing (rotate the distributor back) until the idle is smooth and strong again with the peak amount of vacuum indicated. This is the first time that you will then pick up the timing light and see at what degree of timing advancement the engine now set at. **WRITE THIS DOWN!!** This is now one of your "new" numbers for "your book".

The next step is to go through all the same moves with the engine running at about 3,000 rpm. When you have completed the same process at the higher RPM you will probably get slightly different numbers of degrees of advancement in the distributor timing setting. The Idea is to "split" the number of degrees of timing advance meant and then set you car's motor at that point. This new setting should give you the best running engine at lower RPM, and at higher RPM. Well at least that's the theory. I might add that if by chance you are running multiple carburetors then you also need to re-adjust them as you are adjusting the timing as well. After you have the "new numbers" for the timing then you re-adjust the (3) carb's then you do the vacuum timing thing it all over again. And again and again and again.

This was what I had to do in order to "generate" my "new numbers" for my modified engine. In my next "chapter/ episode I'll let you know how I did. LOL. And what else I had to learn, as well as all the (additional) new diagnostic tools that I had to buy and what the results were. Did I hit my 140+? Stay tuned. NO pun intended. LOL!!

## "TRYING TO FIND THE RAREST E-TYPES"

Larry Harris of the Jaguar Associates Group in San Francisco is trying to accumulate a list of the remaining 1971 V-12 Roadsters. Thru the Jaguar archives he has found that 101 LHD 1971 V12 Roadsters were built and so far he has located only 24 remaining.

If you own or know someone that owns one, please e-mail the serial number and as much information as possible to [LHMTM@AOL.COM](mailto:LHMTM@AOL.COM) or call Larry Harris at (cell) 510-846-5186.

## AKDAR SHRINE PRESENTS AWARD



Mr. Gene Traylor, Past Potentate of the Akdar Shrine presents Gary Grover with a plaque to thank the Jaguar Club of Tulsa for their continuing support of the Shrines' Transportation fund. The plaque reads:

Potentates Honor Award  
Special recognition earned by unselfish service  
for extraordinary work and efforts toward the  
success of our 2005 special events.

The local Shrine provides a valuable service transporting local needy children to the Shrine hospitals for treatment free of charge. The Jaguar Club of Tulsa is proud to contribute to this cause.

## RETURN OF THE HEALEY

This information was sent to the "Cat Tale" by Gary Grover and is no doubt of interest to all those who know the joy (and frustrations!) of driving an Austin Healey, a car that truly carries the spirit of what driving a sports car is all about. Here are excerpts from the story by Andrew English, Motoring Correspondent based in England.

One of the most famous British sports car names is due to return this year. There is an all-new company that plans to build two new Healey models.

An English-American consortium, HFI, has purchased the famous 1950s British sports-car manufacturer Healey Automobile Consultants (HAC), and is planning to launch a range of cars

badged as Healeys. This is great news and we can only hope that these cars will be imported into the US.

Mr. English reports that "HFI's managing director, Tim Fenna, who owns Frontline Spridget, a specialist spares and modification for original Austin-Healeys, said: "I'm pretty excited about it all. We've been working on this for two years, talking to the Healey family and getting the funds and the team together. It was important to involve the Healey family because they own the Healey name and it would have been foolish to do something without their involvement."

This deal will call into question plans announced last summer by the GB Sports Car Company and MG Rover's Chinese owner, Nanjing Automobile, to build sports cars at Longbridge badged as Austin Healeys and MGs.

The Daily Telegraph understands that although the Austin-Healey name is a separate legal entity from Healey, or Austin, it cannot be used without the explicit agreement of the owners of Healey (HFI) and Austin (Nanjing).

Mr Fenna said: 'I don't want to comment about GB Sports Car, because we are not getting into a fight or a slanging match. Our focus is on this new company. We've got a prototype car running now and there's also a prototype platform for a second car.' "

As Mr. English's history of the car reports "Healey Automobile Consultants was founded in 1955 by Donald Healey, the pre-war rally driver and technical director of Triumph, and his son Geoffrey. From 1946 Donald Healey built cars badged with his own name and in conjunction with other car makers.

The Nash Healey and Jensen Healey, *of which club member Scott Young owns two*, are just such examples, but the most famous was the co-operation between Donald Healey and Leonard Lord of Austin, which resulted in the Austin-Healey Sprite as well as the 100 and 3000 models." HAC is now under the directorship of Donald Healey's daughter Margot, and his granddaughters (Geoffrey's daughters) Cecilia and Kate, all of whom will maintain an interest in HFI.

Margot Healey said: "We have been committed to developing and protecting the brand and are very pleased to have reached an agreement which will result in the manufacture of a new Healey in the UK. We look forward to seeing the great British sports car back on our roads soon." Kate Healey said: "I'm very pleased. We've been working for 10 years for this to happen and it's been rather an emotional roller coaster. This is not just any name, it's my name with the past of my sister, my grandfather and my mother and father in it, too. Tim [Fenna] is a decent, honest and innovative engineer and a worthy custodian of that name."

## MG Vintage Racers'

### "Silver Anniversary Celebration at Hallett"

Here is a weekend event that might be fun for all lovers of English cars. Perhaps a "Jaguar Jaunt" to the Hallett Raceway is in order to make these owners/drivers of fine English cars feel welcome in Oklahoma.

The **first ever- All MG Vintage Race Weekend** in North America! It will be in celebration of the MG Vintage Racers' **25th Anniversary**, at the

Hallett racetrack, the weekend of **June 2-3-4, 2006**. Already, as of November, **85 MG racers** have said that they are planning to race there! By race day the MG entry list is very likely to exceed **100 MGs!**

MG racers - as well as **all MG clubs** and **MG enthusiasts** - are invited to come and enjoy the MG camaraderie. The event is open to spectators and camping is allowed. All model MGs are expected to be racing, from historic Pre-War MGs, up to the ground pounding MGB-GT V-8's. There will be many MG race classes - matching similar MGs and toss in a few special groups (*possibly handicap and enduro*)

Any questions on the event, should be directed to MGVR event chairman Reed Yates at: [YATESS@peoplepc.com](mailto:YATESS@peoplepc.com) -or call him at 817-431-8559. For more information about the "[MG Vintage Racers](http://www.mgv.org)", go to their web site "[MGVR.org](http://www.mgv.org)". MGVR is also e-mailing out regular updates on the event to anyone interested in it. If you would like to receive their updates, just e-mail "[pr@mgvr.org](mailto:pr@mgvr.org)" and ask to be added to the list.

Hallett Raceway is located in the middle of the US - just west of Tulsa Oklahoma. It's a 1.8 mile - 10 turn track, with an elevation change of 80 feet with all grass runoff - just perfect for MG racers and spectators alike! For a look at the track, or questions about it, go to their website at: [www.hallettracing.net/](http://www.hallettracing.net/).

## SPECIAL NOTICE

The Activities Committee is working on securing a spot for the club to display some of our cars at the upcoming new car show to be held in March. As soon as we have a firm commitment there will be more information sent out by e-mail and in the newsletter. We do know there will be limited space so if you are interested in participating be watching for the announcement.

## CLASSIFIED

**Classified ads are free to club members.**  
**To place an ad, e-mail to**  
[mmra@valornet.com](mailto:mmra@valornet.com) **or call (918) 258-8320**

**For Sale:** 1976 XJ6C. BRG with biscuit interior. Paint and interior in very good condition. Nice driver, low mileage, A/C works! New Dunlop tires (all five), original 8-track, rebuilt transmission, factory tool kit, manuals, parts book and Delanair manual. Drive anywhere. Always scores high in Driven class.

Asking \$12,000. Call Richard Crump (918) 587-3939 (w) or (918) 541-7378 (cell)

**For Sale 1960 MK II Jaguar Saloon**, 3.8 engine, 74323 odometer, new paint, new Interior,? new brake servo, air conditioning, needs compressor, needs SU carburetor work.? Lost interest in completing this project.? \$7000.00.? Located in Wichita, Kansas - 316-945-8666 - E-Mail [rgarrett1@cox.net](mailto:rgarrett1@cox.net). Pictures available.



**For Sale** – OEM late-model Jaguar XJR 18-inch alloy rim. The info in my ebay auction #8026135014 says this: original, unmodified alloy rim for a 2004 or newer Jaguar XJR is in excellent shape. I don't see any blemishes that would keep the most fastidious Coventry Cat owner from mounting a tire and bolting it to their car. The rim's bolt pattern appears to be 5x4.25 inches. The opening bid for the auction is \$200 but I'll offer any Jag Club member a \$30 discount if they win the auction and I don't have to ship the rim. So check it out along with this item:

**18-inch Continental 245/40-ZR-18 "ContiSportContact"** high performance tire that was originally mounted on the XJR alloy rim mentioned above. The info in my ebay auction # 8022276118 says this "used" tire is at FULL tread depth. If it has logged any miles at all they were so few that the ink has yet to be worn off the tread. I started the tire auction at \$100 but will entertain any offer from my Jag Club friends. If interested, check it out on: <http://www.realautosport.com/images/EbayStuff/ContiTirA.JPG>, <http://www.realautosport.com/images/EbayStuff/ContiTirL.JPG>, <http://cgi.ebay.com/ebaymotors/ws/eBayISAPI.dll?ViewItem&item=8022276118> or for a peek at the full array of RealAutoSport eBay offerings look below or visit :

<http://motors.search.ebay.com/W0QQsassZrealautosport>.

Contact Andy Pierson (492.4161) or his son-in-law, Mike Halley (965.7046).

BTW - Buy both the tire and rim above and I'll mount/balance the ensemble for free!

**For Sale 1996 Jaguar XJS Convertible**, excellent original condition, 2 owner California car, non-smokers, Topaz exterior (metallic champagne) with matching interior (Oatmeal w/gray piping) and a dark brown top, everything works. PRICE: \$ 14,000. Please call 510-846-5186 or email [LHMTM@AOL.COM](mailto:LHMTM@AOL.COM) ---see photo at [www.jcna.com](http://www.jcna.com) (in the Classifieds)

**For Sale – 1967 E-type Roadster** – Very early series I. Interior is original and complete. No engine or transmission. Lots of new chrome and many extra parts go with the car. Heritage history documents and complete record of all work done so far. \$20,000 Larry Denton (479) 561-1341



Fun and games with Jaguars