

THE JAGAZETTE

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MEETING - September 14

September meeting of JAGs will be held Friday, September 14 at DiMaggio's on Fisherman's Wharf in San Francisco. For those of you who have not been there, there is a pay parking lot on the West side of the restaurant. Bruce Alexander of Bruce's Tire Shop in the East Bay, will bring and show some movies of the 1956 Indianapolis Race.

We strongly urge that all attend as many arrangements for the October Jamboree will be completed. This is our ONE bug event of the year and everybody is needed to help put it on, so that it will be a success.

OROVILLE

Boyoboyoboy!! - Watta week-end you stay-at-homes missed. Bouquets - orchids, lillies, and the works to Jack Newton and Avis Dudley for a really tremendous job of planning. There was just enough organization and not too much so that everyone who wanted to do anything on his own could do it. Sunday morning the staunch competitors went out - impromptu, like - to a drag strip and had a special class, all for us. It was won by Bob Hendricks in Tony Martinelli's Jag.

The rest of us lazy ones went down on the river, aje, drank, swam, lolled, boat-rode, and otherwise demonstrated the true meaning of "lassitude, ennui, and general debility". Later in the afternoon, some of the braver ones gried water skiing. "E" for effort goes to Mac Colburn and Elmer Votto, and "A" for accomplishment goes to Gred Pyle who was the first and we believe the ONLY one who stood up on the elusive things.

Commodore Jim Peyton had the MOST fun of anyone and by now he is probably the most accomplished "rope-tender" in the water skiing business. (Incidentally Jim is taking the BIG step later this month and we hope to meet his new bride at the Octomer meeting.)

"OPEN LETTER TO GEORGE NIXON, et al"

"SUBJECT: The Real Race"

"So you want more "go" for your Jag at the Stoplight Grand Prix. Lets look at the situation. You're waiting at the stoplight; next to you is a "prospect"; he looks stock, but is he? What does he have inside/ He knows what you have (or thinks he does) and quite often you wont get a "go" because of it.

"But wait a minute, let me relate what happened to methe other night. I was driving an XK140MCS (S for Supercharged). This one has a 4.09 rear end. There is no external sign of any modification. Opening the bonnet, there is a cage over the carbs and to the uninitiated, nothing else. However, down there on the right side under the fender, there t is - a McCullough Supercharger. It has a 5 lb. boost, AND IT GOES! This particular unit was put in very neatly by Automotive Engineering Specialists (630 Van Ness Ave SF) - a very clean installation. Believe me, IT GOES!

"We took a couple of times, - 0-60 in 7.2 seconds (there is plenty of room for improvement, at least a full second, I'm sure, by proper technique in start and shift points) - 40-60 in 3rd, about 4 seconds. That's GO. Andy Anderson's car(3.73 rear end) gets 98.68 in the quarter mile with an identical blower.

"Now how about the rest - The Jag handles no differently whether on a curve or straight 1500 rpm in 4th or 3000 in second - except you are going fater everywhere. Gas mileage will depend on your foot. 12-14 mpg is average. Parts for the blower are interchangeable with other McCullough units and the blower can be re-installed in another car.

"To go back to the original situation - unless he's real hot and well modified, he's going to be watching Jag tail lights disappear - fast!

"Cost may seem a lot - just under \$600. But remember, from the factory 20 hp costs \$275. Here you get 3 times the hp increase at twice the cost. This XK120 went from 130 road hp to 190 on the dyno unit.

"Dont be surprised if the factory does something about this modification as an extra, maybe."

signed, "Gene Babow"

Sorry for the paucity of news but come to the meeting and get it first hand.