

JAG BYTES

The official Jaguar Club Northern Regions Newsletter

November/December 2012

www.jagclub.co.za



JAGUAR CLUB
Northern Regions

JCNR CLUBHOUSE: *Cnr Louis & Lawley Roads, Northcliff*
S 26° 8' 59.12" E 27° 58' 51.23"

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1. News

1.1. *Message from the Chairman*

As always, the closer to Christmas the faster the days seem to pass. However, we are not quite there yet, so let's start with a short summary of the wonderful events we have had recently as follows .

Firstly, we had a most enjoyable outing to Kitty Hawk aerodrome together with The Lotus Register who had once again invited us to join them there. Full report and photos elsewhere and am really

proud that we collected R 550.00 from some of our members as a 'thank you' for a (very) quick spin in their Sevens. This is for their 2012 charity, namely the "God is Able" aids orphanage in Magaliesberg and I presented this to them at their recent Natter&Noggin event,.

We also had a successful Concours prize awards lunch at the clubhouse with many participants bringing their cars for us all to admire and enjoy again. Would then again like to thank and congratulate all the entrants and also the the organizers because without their efforts and dedication we would not have a Concours at all. It is all too easy to forget the 'sweat and tears' as well as the financial commitment of our members to bring their cars to Concours standard.

Furthermore, please make a note of the year-end social function on Saturday 8 Dec at the clubhouse as this is your once a year opportunity to enjoy 'buy 1 and get 2' drinks ! We will also make this a car boot sale event so bring along all your unwanted Jaguar spares and / or cars and make a deal on the day.

Also, start booking the 2013 event dates now so that you don't miss out on the various fun and enjoyable events we have already planned for you next year.

On behalf of the committee would like to inform you of the following :

SWISS WAXMAKERS SINCE 1930



SWISSVAX™

HIGH PERFORMANCE CAR CARE
HAND MADE IN SWITZERLAND

DETAILING CENTRES
JOHANNESBURG & CAPE TOWN

Car Care



Before



After

Let us rejuvenate your paint,
remove scratches & blemishes.

**Prevention is
better than cure.
Our products
preserve.**

Leather Care



Before

After

Leather cleaning, nourishment &
protection as well as repairs of
burns, scuffs, cuts, tears,
discolouration & holes. Old
leather softening, recolourise.
Keeping it original.



For ultimate care

Swissvax & Colourlock combined with quality people preserve your dream

Visit our website www.swissvaxdc.co.za or our premises in Dytchley Road Kyalami for more
information on car restoration & preservation services.

Contact: Scott 084 318 2211 or Warren 072 062 5384

- JCNR website : We will be requesting formal quotes soon, also from interested members, as well a volunteer web-master !
- Member name badges : We recently had a meeting with JLRSA and there is a very good possibility that they will sponsor these. However, we just have to wait for finalization of the new international Jaguar corporate logo, colours and leaper, which is expected before year-end. So please just bear with us a little longer.
- JACASA Jamboree : In principle the 2013 Jamboree will be held from 21 - 24 September at Plettenberg Bay and once we receive further details from the organizing CJC we will inform you accordingly. Meantime, please consider reserving these dates already.
- Suggestions : We welcome your suggestions on how we can improve, what type of events members prefer, what you would like to read in the Magazine and Jag Bytes, etc - just tell us !
- Membership : Please support the activities of your club by attending events, being active on our JCNR Googlegroup forum, and by supporting our advertisers, both local and international.

We want you to be proud of the JCNR, its activities and publications and our marque's heritage. So, please don't keep the JCNR a secret out there and to paraphrase a classical statement ' If you are not satisfied tell us, but if you are, tell others!

Finally, as this will be the last 2012 Jag Bytes, I would like to take this opportunity to state my sincere appreciation to the committee for their continued commitment and support and also to the many members who selfishly gave



their time and expertise for the well-being of the club -THANK YOU !

May everyone have a peaceful and blessed Christmas period, with lots of relaxing fun and enjoyment, and of course, safe (Jaguar) driving.

Gerry Kramer - chairman

2. FUTURE EVENTS

2.1. *Future event: End-of-year boot sale and braai* **8 Dec 2012**

Where: Club house

Time: 5pm

RSVP: Gerry (to know how many braai packs to bring)

This is our year-end social event at the clubhouse from approx 5 pm onwards when members can enjoy the traditional chairman's offer of 'buy 1 and get 2' drinks!

Braai packs will be available @ R 50.00 or BYO.

Also, there will be an opportunity for members to sell or swap their unwanted Jaguar spares and even cars, but wives, girlfriends or children are not allowed to be sold! Therefore, purely a fun social event and the bar will only close late.

2.2. Future event: SAMCA vaal run 13 Jan 2013

2.3. Future Event: 27 Jan 2013 Tech Talk

Where: Club house

3. Past Events

3.1. Past event: Economy Run 4 Nov 2012

Only 4 cars showed up on this particular day so we aborted the economy aspect of the day and just enjoyed the run to the venue.

It seems that fuel consumption on our Jaguars is a truly frightful affair!! It seems we will not run this event again.

Thanks Thys, once again, for making the arrangements.

3.2. Past event: "Show your car" 26 Nov 2012

This event was very well attended and we also had 2 racing Jaguars in attendance where both arrived on trailers!! Peter Grove brought

the racing E-type and Dick Sorenson the D-type replica (A VERY good replica at that). The owners of both cars gave a very interesting talk each on their cars.



To hear a racing car so close-up remains impressive every time I experience it!

4. General

4.1. Canvassing new members

Club numbers have declined over the last 3 years but the committee wants to reverse that trend. Ideas as to what could be done in that regard can be directed to Gerry Kramer. Please help us in this regard, by reaching out to your friends who also have an interest in Jaguars.

Since the 2011 AGM where the JCNR had just over a 100 members our numbers have now grown to about 150 with the past AGM! Help us grow our membership to 200 before the next AGM!!

YOUR CLUB NEEDS YOU TO HELP ACHIEVE THIS GOAL!

4.2. Commercial ads

The committee feel that opportunity exist for this newsletter to accommodate commercial ads. If you are interested or know of someone who might be interested, please contact philip@lochners.co.za.

Rates for commercial ads are as follows:

Full A4 page R400 per ad per issue

½ A4 (A5) page R200 per ad per issue

¼ A4 page R100 per ad per issue

Please note that a 10% discount applies to JCNR members.

4.3. Motor trike...

Anything familiar on this contraption?

Like the Jaguar V12 engine?

Jaguar Independant rear suspension?

TH400 auto gearbox?



4.4. Found on Ebay:

Here is presented for your perusal one Lucas Replacement Wiring Harness Smoke kit, P/N 530433, along with the very rare Churchill Tool 18G548BS adapter tube and metering valve. These kits were supplied surreptitiously to Lucas factory technicians as a trouble-shooting and repair aid for the rectification of chronic electrical problems on a plethora of British cars. The smoke is metered, through the fuse box, into the circuit which has released it's original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke re-introduced. An advantage over the cheap repro smoke kits currently available is the exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British Car Technician to meter the precise amount of genuine Lucas smoke required by the circuit.



Unlike the cheap, far-eastern replacement DIYsmoke offered by the "usual suppliers", this kit includes a filter to ensure that all the smoke is of consistent size. It has been our experience in our shop that the reproduction Taiwanese smoke is often "lumpy", which will cause excessive resistance in our finely-engineered British harnesses and components. This is often the cause of failure in the repro electrical parts currently available, causing much consternation and misplaced cursing of the big three suppliers.

These kits have long been the secret weapon of the "Ultimate Authorities" in the trade, and this may be the last one available. Be forewarned, though, that it is not applicable to any British vehicle built after the discontinuing of bullet connectors, so your Range Rover types are still on your own...

This Genuine Factory Authorized kit contains enough smoke to recharge the entire window circuit on a 420 Jaguar, and my dear friend and advisor George Wolf of British Auto Specialty assures me that he can replace ALL the smoke in a W&F Barrett All-Weather Invalid Car (147 CC) with enough left over to test a whole box of Wind-Tone horns for escaped smoke. How much more of an endorsement do you need?

More, you say? Well, I once let the smoke out of the overdrive wiring on my friend Roger Hankey's TR3B, and was able to drive over 200 miles home from The Roadster Factory Summer Party by carefully

introducing smoke into the failed circuit WITHOUT even properly repairing the leak. Another friend, Richard Stephenson, was able to repair the cooling fan circuit of his Series 1 E-type by merely replacing a fuse and injecting a small quantity of smoke back into the wires. So there!

So, if you're troubled by lost smoke, bid early and bid often! Thanks for looking!

4.5. Member's cars: Philip Lochner's V12 "Cobra"

When people ask "How many Jags do you have?", my answer is 3 ½.

I herewith present the "½":

I've often wondered what the typical "Cobra" would have been if the idea of installing the Jaguar V12 into the AC Ace came to the Brits before Carroll Shelby thought of putting a V8 into it in 1961. After all, early versions of the V12 did exist in 1954!

So, this is MY take on the AC Ace...



Having implemented a Megasquirt-2 Electronic Control Unit (ECU) on my '80 XJS along with dual 6-cylinder distributorless ignition systems used by Ford in the early '90s, I decided to build a Cobra with a V12 engine. This is what it looked like before installation...



I figured this would certainly be THE MOST UNIQUE Cobra on the African Continent!



I did NOT build the car to be the fastest, meanest Cobra around as then I would have used a water injected, nitro'ed, dual turbocharged 7.2L Chrysler engine. This car is intended to be a most unique, pleasant to drive, but VERY different Cobra. This is why it also has an auto box (standard Jaguar 3sp), power steering, and reach adjustable driver seat. I even used the original Jaguar engine and gearbox mounting arrangement for reduced NVH (Noise, Vibration and Harshness)



The PC screen for Megasquirt tuning.

The engine, gearbox and wiring loom was donated by an XJS now called "RIP", that I drove to my house but which is now no more. Friend Martin Drevin re-built the gearbox entirely (EVERYTHING new) with a shift kit for more sporty gearshifts and kickdown downshift on demand.

The body, chassis and suspension is pure "Backdraft Racing Roadster" as manufactured by TR-TEC in Durban – one the most respected brands in the Cobra replica business. Most of their production is exported to the US. The suspension components as well as the power steering rack are from a BMW E36 complete with 120mm PCD hubs. The spring rate is adjustable front and rear.

I chose the Backdraft chassis as this was the only chassis that would accept the 900mm long V12 and even then, I had to drop one cross-member with a kink to allow room for the crank pulley.



I decided to fit both engine oil and gearbox oil coolers in front of the radiator which has an electric 16" fan.

When you look at the engine, those who know the V12 well may spot a few things that are odd...

The balance pipe and throttle pedestal is at the wrong end of the engine!! Also the fuel rail is "the wrong way round." It was clear to me very early, that the foot wells protruded very far into the engine bay and that these would interfere with the throttle linkages. It then occurred to me that it MIGHT be possible to turn the inlet manifolds around and VOILA!!, problem solved!

I spent a lot of time and money and effort to make the engine visually very neat and attractive. I found that so many Cobras are VERY powerful but their engines LOOK most disappointing.



You may also notice that the car does not have the usual "side pipes". Again, I chose NOT to have those sidepipes as in my view they spoil the lines of the car and you always burn your legs on them getting in or out. In this case the exhausts are just behind the front wheels. When driving sedately with light throttle it is possible to have a decent conversation with a passenger, but if their conversation is boring, I just put my foot down – end of conversation.

So how does it go? At just under 1300kg, the car accelerates so quickly from standstill that it does not spin its wheels on pull-away. But it does, when shifting into 2nd. Its certainly fast enough to kill you – dead. What was most surprising, is how comfortable it rides. I was expecting a bone jarring, kidney crushing, jaw grinding ride, but even speed bumps are dealt with grace. Being an HE, (well tuned) I'm expecting 11 – 12L/100km on the open road.

For me it was not about owning a Cobra, it was more about building it. Been there, done that, tick. I'm not attached to it. Getting it road legal is of course a challenge. As I write this, I can do nothing but wait and check periodically at my local office how far (or if) introduction to Enatis has proceeded. Once legal, I'll see if there is any interest in the car. - Philip Lochner

5. Regalia

We want to offer items of interest to the club and would like to hear from you what we should add/change. Please liaise with Tony Wellard 011 024 9327 in this regard.

These jackets (colour: Stone) are now available in sizes S to 2XL, Price R280. Its embroidered with the JCNR logo.



Des Burton (jdean@mweb.co.za)

Marcus Steyn (marcus@stago.co.za)

7. JCNR Committee members

Position	Name	Tel no	Email
Chairman	Gerry Kramer	083 234 9128	kramer.gerry@gmail.com
Vice Chairman	Bob Brown	082 452 9308	bob.brown@sasol.com
Regalia	Tony Wellard	079 895 7637	tonywell@inbox.com
Associations	Brian Martin	083 601 2779	ebm308@gmail.com
Communications	Chris Chantry	011 478 9769 082 572 3428	chantry.m@telkomsa.net
Concours	Wally Vorlaufer	073 533 5739.	vorcomp@netactive.co.za
Clubhouse	Mike West	082 733 8936	micpatwest@gmail.com
Membership Secretary & Magazine editor	Brian Askew	082 601 3021	brian@quaestior.com

6. New Members

Welcome to the new members!! May you find great enjoyment from your Jaguar and from the Jaguar Club Northern Regions.

Clayton Lennox (clayton.lennox@supergrp.com)

Bradley Minns (bradley.minns@supergrp.com)

Bernard Baker (Bernard_william_baker@mfa.gov.sg)

Non-Committee administrators

Newsletter	Philip Lochner	083 459 0841	philip@lochners.co.za
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8. For Sale / Wanted

If you are interested in advertising here, send your ad to philip@lochners.co.za. Ads will automatically be removed after 3 issues unless specific requests for a repeat is received.

For Sale:

Ads placed Dec 2012

1. 1989 DAIMLER DOUBLE SIX FULL HOUSE INCLUDING SUN ROOF, METALIC BLUE, GOOD CONDITION AND GOOD RUNNER, 208,000Kms, CAR WILL BE SOLD WITH CURRENT ROADWORTHY CERTIFICATE OFFERS ON R75,000.00 CONTACT MIKE 082 602 5700 ANY TIME OR 011 968 2860 EVENINGS
2. 1985 JAGUAR XJS-HE COUPE, FULL HOUSE INCLUDING 10 CD SHUTTLE, METALIC GREEN, GOOD ONDITION, 131,000Kms ONLY, I HAVE HAD THE CAR FOR THE LAST NINE YEARS OFFERS ON R85,000.00, CONTACT MIKE 082 602 5700 ANY TIME OR 011968 2860 EVENINGS
3. I have a customer that wants to trade in a 2007 XJ8 Naturally Aspirated 4.2 Sovereign. Winter Gold, 55,000kms, fully loaded – nav, full size spare wheel, rear blind ect.. Interior is Ivory and mushroom. I believe the car to be in immaculate condition. Bradley Minns Sales Executive T 011 841 3025 M 082 7030 743
4. Jaguar XJS Red, 1977 Mileage: 91931 km General Condition: Good Price: R40000 or nearest offer Taryn Palacios Tel: 011 783 8174

Wanted:

1.
 - a) Toolkit for XJ-S or late model XJ Series 3, preferably complete in case, however loose tools also considered.

- b) Original / genuine Daimler XJ Series 3 front and rear mud flaps, in good condition, rear ones state ' Daimler '.
 - c) Original / genuine Jaguar electric aerial in good working condition for XJ series 3. It is the one that retracts flat with the mudguard. Contact Gerry Kramer - 083 234 9128 or ' kramer.gerry@gmail.com '
2. WANTED :Jaguar Mk2 or S-type rear windscreen in good condition. Contact : Gerry Kramer - 083 234 9128
 3. Jaguar Mk2 or S-type radiator, any condition. Contact Graham 011 421 0532 or 071409 8155
 4. Towbar for Jaguar XJ6 Series 2. Contact Tony 079 895 7637
 5. Jaguar Magazines Wanted for our clubhouse. I understand that there are some JCNR members who are also members of other international Jaguar clubs, mainly in UK These clubs generally have top class publications, like our own Magazine, and would then kindly request that once you have finished reading to please bring these publications to the clubhouse for others to enjoy also. Gerry Kramer

Lost and found:
None

Member Information Form

(For updating existing members)

Please email/fax to:
brian@quaestior.com
086537 0466



JAGUAR CLUB
Northern Regions

www.jagclub.co.za

Surname	
First name	
Birth date	
Partner's name	
Partner's surname	
Partner's birth date	
Postal address	
Residential address	
Cell phone	
Home phone	
Work phone	
Fax	
Email address	
Occupation	
Hobbies	

Jaguar / Daimler Car Details:

Model	Year	Reg no	Engine #	Chassis #	Colour

I would like the Jaguar Club to: _____

