



Vol 35 No 5  
May 2018

## Prez Sez

By Wray Lemke

This will be mercifully short as Susanne and I are out of the country and the internet connectivity is not so good. According to all reports, Cars on Kiawah was a great event, thanks to the hard work of Bruce, Irene and Millie. We wish we could have been there, but time just ran out before we were scheduled to leave.

We are looking forward to the upcoming British Car Club picnic which will again be held at Hallie Hill Animal Sanctuary. It is a very nice venue, the folks are very welcoming and accommodating. Lynn Rosato, who does a lot of good volunteer work out there, has again set things up for the club. There is a nice area to have the picnic at the cabin and on the grounds and we all get to visit with the dog friends who live out there. A lot of club members agreed it is once of the nicest places we've had the picnic in years. We do want to thank Bill and Diane King for hosting the picnic all those years out at the beach, it took a lot of work and we thoroughly enjoyed it.

The Cape Fear show is coming up and we have our monthly meeting on the 12th at the Marine Variety Store restaurant. We're rescheduling Tom's history talk for a week real soon so keep an eye on the Club website. Dave just keeps making it better and better, adding more info and features even time I look at it. So, we'll see you guys when we get back.

Until next time,

Safety Fast!

Wray



[www.beetleink.co.uk](http://www.beetleink.co.uk)

# FOUNDED 1983

MEETINGS HELD THE SECOND SATURDAY OF EACH MONTH  
(Unless otherwise specified)

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## PAST PRESIDENTS

Mike Carnell 1984	Dick Deibel 1988	Bobby Grooms 2003	Wray Lemke 2016-
Oscar Smalls 1985	Alan Van doren 1989	Richie Hartley 2004-2006	
Don Brown 1986	Mike Grosso 1990-1995	Diane Lambert 2007-2008	
Tom McMurray 1987	Jack Lambert 1996-2002	Richie Hartley 2009-2015	

## IT'S EASY TO JOIN...

Just fill in and sign the application and send along with \$35.00 annual dues, to:

British Car Club of Charleston  
PO Box 22826  
Charleston, SC 29403

We look forward to seeing you at all of our meetings and events! (Please print clearly)

NAME: \_\_\_\_\_ Street: \_\_\_\_\_ CITY: \_\_\_\_\_

STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_ TELEPHONE: \_\_\_\_\_ E-MAIL: \_\_\_\_\_ FAX: \_\_\_\_\_

Car(s): Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_ Color: \_\_\_\_\_

CAR(S) Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_ Color: \_\_\_\_\_

As a member of the British Car Club of Charleston (BCCC), I agree to hold BCCC, its board of Directors, Officers, and organizers of events free From all liability for any accident or injury which may occur in connection with club events.

SIGNATURE: \_\_\_\_\_ PRINTED NAME: \_\_\_\_\_ DATE: \_\_\_\_\_

\_\_\_\_NEW MEMBER \_\_\_\_RENEWAL \_\_\_\_I give my permission to list my phone and E-mail in the membership directory to be accessible to members only.

Birthday please: Name: \_\_\_\_\_ Month: \_\_\_\_\_ Day: \_\_\_\_\_

Spouse B'day : Name: \_\_\_\_\_ Month: \_\_\_\_\_ Day: \_\_\_\_\_

## VP's Corner

Well,

April certainly gave us a mix of opportunities. The planned history drive to St. James Goose Creek was postponed due to threat of inclement weather (concurrent with traffic complications due to the Bridge Run), but we were well represented at the Cars on Kiawah show. This exceptionally well put together event enjoyed as beautiful a day as you could wish for. I waited too late to register a car for the show, so I volunteered to help with its operation. I don't know if the new guy gets the first shift, or I just got lucky. Driving out before dawn allowed for the observation of many deer, and sunrise over the field was a gorgeous prelude to the show, which cut off registration at 280 cars. I could not pick a favorite, but there was a lovely Lincoln, sexy Studebaker, & yummy 'fried -egg' (356 Porsche), not to mention a beautiful 'British' Buick. The British Empire was well represented, with some old favorites and plenty of new faces too. A particularly nice Red TD came up from Beaufort, and the Rolls collection was not to be missed! An advantage of starting early is securing early, so after enjoying the show I ran the TD down to a picnic in the ACE Basin, where I just missed a Tractor Pull, so could not check for British Marques. Only so many hours in a day...

We close out April with a certain Aston Martin taking first place in its category at the Spring Spin-off car show at Trident Technical College. This show, like Kiawah, has multiple categories such as Vintage or German, but also has a section for motorcycles (which cannot be ridden on Kiawah). While TTC is not as elegant as the grounds of Kiawah, it is a well-attended event & I cannot think of a more accessible venue. If you're not getting your LBC out, it's not for lack of opportunity. More to come in May - see you there!

Safety...Fast!

Bob



Phil Odom's Aston Martin takes first in the British class at Spring Spin-Off Car Show @ Trident Technical College





## Upcoming Events

See the BCCC website for details



Check out [autoclubcalendar.com](http://autoclubcalendar.com) for other local automotive events

**Saturday May 5th, British Motor Club of the Cape Fear Car Show**, 8am-3pm

Saturday May 12th, Monthly Meeting

**Saturday May 12th, Monthly Meeting**, 8-9:30am, Marina Variety Store Restaurant, 17 Lockwood Dr, Charleston

**Saturday May 19th, Picnic at Hallie Hill**, 10:30am, 5604 New Road, Hollywood,  
See the next page for more information







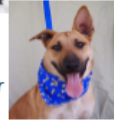
**MARK YOUR CALENDAR!!**

**Sat, May 19th 2018**

**BCCC Annual Picnic**



Brooklyn



Gunner



**At Hallie Hill**

**Animal Sanctuary**

**5604 New Road, Hollywood**



This is our second year at Hallie Hill, as everyone enjoyed the venue so much last year! BCCC will be making a donation to the Sanctuary on behalf of the club as a thank-you! If you would like to bring an item to donate as well the following are always welcome: dry cat food, scoopable litter, canned dog food, dog/cat treats, paper towels, paper plates, spray cleaner and \$\$, of course!

Sandwich rings, dessert, paper products, tea, sodas and water will be provided by BCCC!

- Bring a yummy covered dish for everyone to share!

- Please bring a chair for your dining comfort!

- There will be a short presentation by Hallie Hill Executive Director, Jennifer Middleton, and an opportunity to tour the facility! (and play with some of the residents!)

**PLEASE RSVP to M. Rains by WED 5/16 at [michaelrains76@yahoo.com](mailto:michaelrains76@yahoo.com)**  
**We will meet at 10:30AM at the intersection of 17 and 165 in Ravenel in the Food Lion parking lot (across the street from Hardees!)**

Hallie Hill is UNIQUE. We have over 30 acres of land that provides large enclosures for 150 dogs to live and play, and a cat pen that houses 50 cats! There is a pond for swimming, dog houses with straw and heat lamps, and individual pools to help keep the animals comfortable. The animals are well cared for with the help of many dedicated volunteers and staff. Please visit the website for more information and pictures: [www.halliehill.com](http://www.halliehill.com)

**RAIN DATE: Saturday, 6/2!!**

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## BCCC Minutes — April 14, 2018 Monthly Meeting

by Peter Steele

A surprisingly small group of 20 souls came out for this month's breakfast meeting at the Variety Store. Can't be the weather that kept 'em away: It was a perfect morning for a drive in a LBC.

The meeting opened with brief reports on the Amelia Island concours and the St Patrick's Day parade. Millie Horton reported that attendance at Amelia seemed down from past years, perhaps because the show was moved up one day due to impending weather, but the show was spectacular as ever. And I noted that the parade was great until my Bugeye died just before the turn from King St onto Broad; but I was rescued when John Scott emerged from the crowd to help push the Toadster to a safe spot and give me a ride home where my trailer awaited.

The next BCCC event will be a return to the Hallie Hall Animal Sanctuary on May 19 for our annual picnic. See the website and page 5 for details.

Dave Rosato updated us on plans for the 2018 British Car Day. This year's event will be at Palmetto Islands County Park on Needlerush Parkway off of Long Point Road in Mt Pleasant. One immediate order of business was choosing a car for the poster and tee-shirt. Dave had solicited interested parties to submit their request (which involved buying a custom painting of their car), and 24 folks expressed interest. This number was reduced a little by excluding models that had recently been on the poster/tee, and then the winner — Don Wathne — was drawn from a hat.

Dave is researching possible reception venues and hotels for BCD because the location we've been using will be closed for restoration in October. If you have any suggestions, let Dave know. Also, one concern raised by folks traveling from "away" to recent BCDs is that the cost of lodging in Charleston might keep them from returning. As a way of being hospitable to our out-of-town guests, Dave is asking anyone interested in offering a room (s) to one or more individuals or couples to let him know.

Irene Breland reported that Cars on Kiawah is happening next Saturday. All spaces have been filled, and an extensive waiting list of cars has been compiled. While this is not a BCCC event, there will be a significant number of British cars there, including Don Wathne's fleet of Rolls Royce's. Irene stressed the importance of folks whose cars are being shown arriving at their scheduled time (and allowing for the ~20 minutes it takes to drive from the entrance to Kiawah to the show field). Cars will be grouped by country of origin. She encouraged everyone, whether showing their car or not, to come out. The show is open for spectators from 10 AM to 3 PM. The show is free but parking is \$10 cash.

Finally, Dave Rosato gave a quick update on his Mercedes 190SL restoration project. The latest phase has been to media-blast the car using a glass/water mixture; the water keeps the metal cool to prevent warping. New member Don Longenecker had his Bugeye project blasted at Dave's at the same time. Check out the "cars being restored" section of the website for photos.

## Misfiring Healey

by Robert Morey

Recently, a very fine BJ7 came in for an intermittent mid-range to high RPM misfire as well as shutting off on turns. . . easy stuff right? Ok let's see, you're probably thinking float levels based on the shutting off on corners? And. . . or. . . you might be thinking condenser or rotor for the misfire angle of diagnosis? Yup, me too, but that is yet to be seen!. First I pulled the car in and ran her; she idled fine and would rev up well with no apparent trouble. I then went for a ride: the car pulled away from the stop sign well enough but would not rev past 2500 without severe stumbling. I went to turn around quickly, fearing a tow and a lot of lost time figuring this out, as this car was due to participate in a show the next day! On swinging the car around, it shut off, leaving me on the side of the road. . . . It started right back up and idled fine. Trying to pull back out on the road, it stumbled as soon as the revs came up. Luckily, if a bit slowly, I went back to the shop, pulled in idling perfectly. . . . Yup, better have a look at the floats; with both float bowl tops now off, it was clear nothing was wrong there. Being a believer in a good job, I carefully tweaked the adjustments and put it back together. Another test drive and all was. . . exactly the same, limping back to the shop. I clipped on my favorite "miracle tester": it's a condenser with two leads soldered onto it with little alligator clips. It can be clipped onto the outside of a distributor or onto the points side of the coil and provides instant verification (most of the time) of a bad condenser without all the trouble of changing it! The failure of condensers is a well-known issue and no doubt the principle reason people convert to electronic ignitions and depart from originality. . . (good mechanics diagnose problems; bad mechanics change parts till the trouble goes away, creating a pile of parts they don't know are good or bad). Off I go again now and. . . again I limp back. . . . I rigged up another coil; off I go. . . and again I limp back. Staring hard at the inside of the distributor, I see it looks perfect: points gap is right, good grease on the cam, all looks well. . . plugs are nice too. Inside the cap (a cheap-looking after-market item) are lots of cracks! Aha!, soon a beautiful NOS cap is installed and, confident in victory, I zoom out for a test. . . and limp back. Ok, you're thinking rotor. . . nope. . . tried that. I'm confident it's ignition. I install a "spark light"; I have one I made with super long leads so I can tape it to the windshield and drive



## Misfiring Healey

by Robert Morey (continued)

a car to see the loss of spark. Sure enough, the spark is going away on high RPMs and gone on corners. . . gone on corners?? I am perplexed. . . . Ok, I'm getting a bit frustrated; perhaps the plug wires move around, maybe the coil lead has a partly broken wire inside and the cornering breaks the connection? I have beautiful solid core vintage ignition wire I have been saving for a car worthy of it, and this is it! A solid 40 minutes to make a lovely wire set into the NOS Lucas cap and. . . nothing. Ok, now it's lunch and I don't feel like eating. . . . In spite of the as-new appearance of the points, condenser and rotor, I change them all. I have now changed all the ignition parts, even the low tension lead, and inspected the tiny ground wire for the points plate. . . nothing! It's as though I have not touched the car. The owner calls and, after hearing the frustration in my voice, decides it's best to wait for me to call him. . . . I recall a few incidents where the points lead from the coil to the distributor have worried the copper wire inside to the point of breaking with no tell-tale damage on the outside. I make up a new white wire with black stripe, careful to use original-looking ends and, as I go to install it, I have an "aha" moment: these cars have a lead from the distributor side of the coil all the way to the battery cut off switch. This car had a battery switch melt down recently and I bypassed it; the inside of the switch had melted so badly that the parts were rattling around inside and when the car was going up the road and vibrating with the higher RPMs, the wire was grounding the points a little, and when the car was cornering, the parts came together and grounded a lot, causing the shutting off on corners. I clipped the wire and voila! Fixed! 3.5 hours, only to make a repair in the split second it takes to clip a wire! No matter how long I work in the business I learn a little something! In the end, Mike Sanzari was able to pick up his car and clean her before the show and I was able to have a late lunch, with only a small but humbling pile of parts I shouldn't have changed. . . .

## Cars on Kiawah

by Millie Horton and Irene Breland

Kiawah--Ocean Park--it doesn't get any better than this! 250+ cars and 3500 spectators enjoying the lush Lowcountry landscape for Cars on Kiawah 2018.

With Dennis Gage of "My Classic Car" fame roaming the field interviewing a number of car owners for one his 2019 shows, and emcee Harvey Geiger regaling the crowd with his plethora of knowledge about the evolution of the automobile while interviewing various car owners, the day was packed with fun. BCCC members came out in full force, swapping car stories and visiting friends. What a gorgeous display of British cars! From owners of Astons to Healeys to Triumphs & Lotus, the members seemed to be enjoying themselves and the variety of automobiles on the show field. What generosity member Don Wathne showed in bringing out those four Silver Ghosts and that racer Bentley! His volunteer "army" of drivers shuttled cars to and fro!

The Spotlight Club of Model A's adorned the field with many of its owners in period dress. Race cars offered a true variety, from the 30s type European racers to Gordon King's Gulf Blue GT40 along side a display of racing Porsche 914s. And Carol Long's cool 1963 Corvette race car delighted the crowd.

Various food trucks fed the hungry spectators and exhibitors with delicious breakfast and lunch choices. I hear the cool Air Stream offering cigar smokers a sumptuous man pit was a big hit. Vendors such as Elliot Remington and CMX Customs displayed car-related services.

If you missed this year's event, be sure in the near future to check [www.carsonkiawah.com](http://www.carsonkiawah.com) for the 2019 date and register that beauty for the show!

New member Don Wathne brought four Rolls Royce's and a Bentley



Aerial view of the Cars on Kiawah venue





Irene Breland talking with  
Dennis Cage



Jim Harrell wins the Dennis Gage Award with his  
custom built 1957 Aquila



Natalie Bluestein wins Best Women  
Owned for her 1969 Jaguar XKE



Oh yes,  
and hun-  
dreds of  
non-British  
cars were  
there

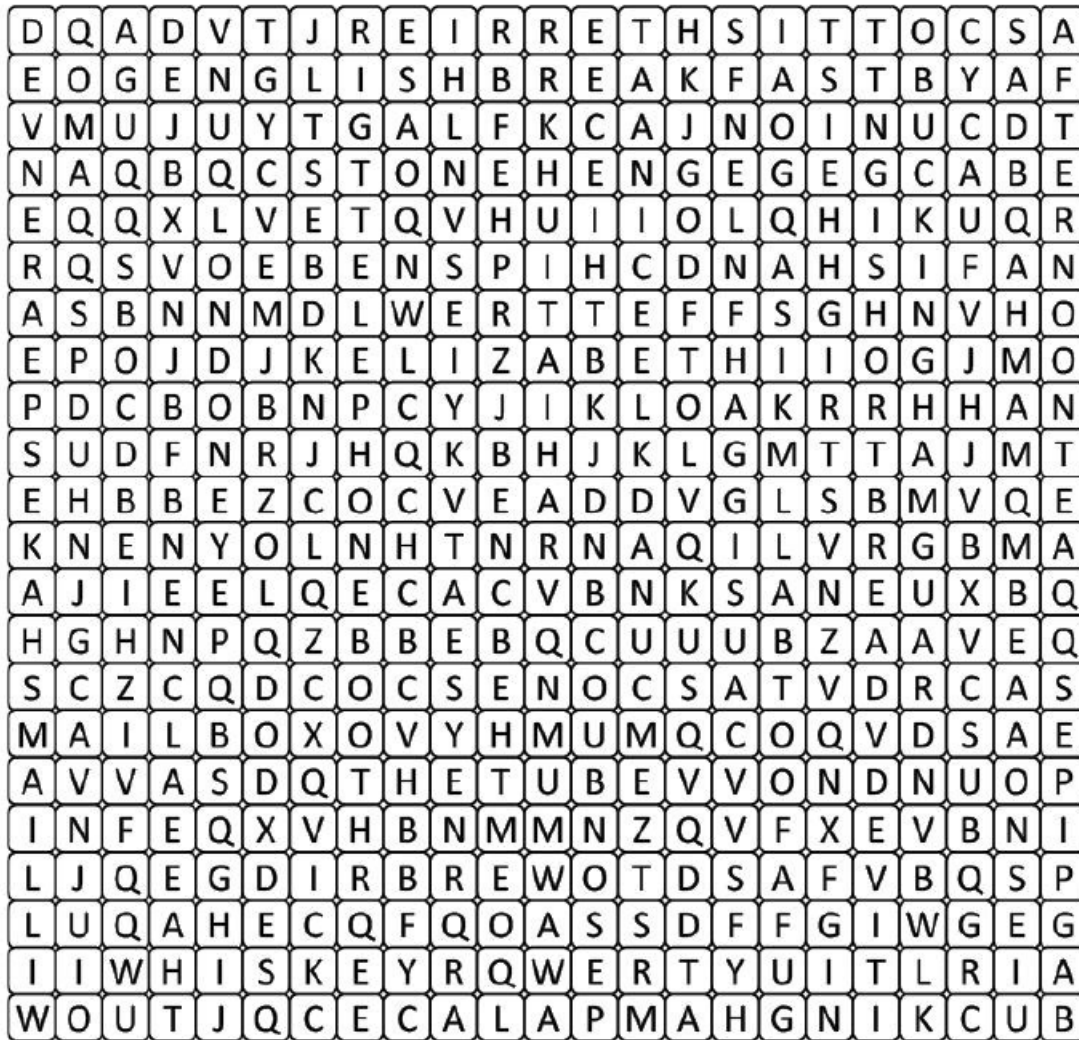


Three of the four BCCC MGA's  
at the show



# GREAT BRITAIN: word search

Find the words below in the word search.



afternoon tea	cab	English breakfast	London eye	Scottish terrier	The Tube
bagpipes	cliff	fish and chips	mailbox	sheep	Tower Bridge
Big Ben	crown	football	pound	shortbread	Union Jack flag
Buckingham palace	double-decker bus	haggis	pub	Stonehenge	whiskey
Buckingham guard	Elizabeth II	kilt	scone	telephone booth	William Shakespeare

## Planning for the 34th Annual British Car Day

by Dave Rosato

Last month I sent out an email looking for people who were interested in using their car for the BCD posters and Tee shirts. Within 5 minutes I started getting replies. I received 24 over the following day or so. Part of the deal was the owner of the car selected would pay for the original painting to be done by Panagiotis Mitos. So we had a lot of great cars to choose from. At last months Monthly Meeting we drew a name from a hat. Don Wathne was selected. If you made it to Cars on Kiawah you probably saw five of Dons cars, four Rolls Royce's and a Bentley. We have yet to choose which one. The painting will be done with the Charleston Pineapple water fountain in the background.

We're still looking for a place to have the reception. As I mentioned in last months Windscreen, one complaint from people driving here and staying a couple nights for BCD was the hotel expenses. So I'm again asking if there are people who are willing to open their home to have other British car enthusiasts stay for the event. We have three so far. Just contact me if you are willing,  
[Dave@BritishCarClubCharleston.com](mailto:Dave@BritishCarClubCharleston.com).





# Eton Mess

A BRITISH FAVOURITE

## Ingredients

6 large free range egg whites

300 g golden caster sugar plus more

For sprinkling

1 big pinch sea salt

300g mixed fresh berries

1 teaspoon vanilla bean paste

1 splash balsamic vinegar

1 vanilla pod

250 ml double cream

1 Tablespoon icing sugar

250 g fat free greek yogurt

2 Tablespoons hazelnuts, optional

50 g dark chocolate



“Eton mess is such a classic old-school dessert! Whack this in the middle of the table and everyone will go crazy! ”

-Jamie Oliver

## Method

1. Preheat the oven to 130C/250F/gas. Place the egg whites into a squeaky clean and dry bowl. Beat with an electric whisk on a medium speed until it forms stiff peaks.
2. With your mixer still running, gradually add the caster sugar and salt, then whisk on a high speed for 7 to 8 minutes, or until white and glossy. To test whether it's done you can pinch some between your fingers. If it feels completely smooth it's ready; if it's slightly granular it needs a little more whisking.
3. Line 2 large baking trays with greaseproof paper. Divide the mixture between each tray, then use the back of a spoon to shape and swirl it across the trays, leaving a 3cm gap around the edges. Bake in the oven for 1 hour 10 minutes, or until crisp on the outside and a little soft and sticky inside. Once cooked, leave the meringues to cool.
4. Meanwhile, halve or quarter any large strawberries, then place the fruit in a bowl. Add 1 teaspoon of caster sugar, the vanilla bean paste and balsamic, stir well, then leave aside to macerate.
5. Halve the vanilla pod lengthways, scrape out the seeds, then add to a large bowl with the cream and icing sugar. Whip until soft peaks form, then fold in the Greek yoghurt.
6. Toast the nuts in a dry frying pan (if using) until golden, then lightly crush in a pestle and mortar. Gently melt the chocolate in a small pan over a low heat.
7. Spoon half the vanilla cream over one of the cooled meringues and spread it out to the edges. Top with half the berries, half the melted chocolate and half the nuts. Layer over the second meringue and repeat with the remaining ingredients. Serve straightaway.

<https://www.jamieoliver.com/recipes/fruit-recipes/eton-mess/#>



# Thanks Frank Ruff for the 50 years of car magazines

## March 1957 Sports Car Illustrated

SPORTS CARS ILLUSTRATED

MARCH '57

# SCI

## ROAD TEST:

# Jaguar

## XK 140 MC

Photographs by Don Typond



*Trunk is long and shallow, and added length can be obtained by folding open a flap between compartment and cockpit.*

**R**ECENT owner polls and surveys have only served to underline the fact that the Jaguar occupies a unique place among sports cars. Ever since its introduction in late 1949, the XK series has set a worldwide value-for-money standard, and even American production experts have been known to wonder how they do it for the price.

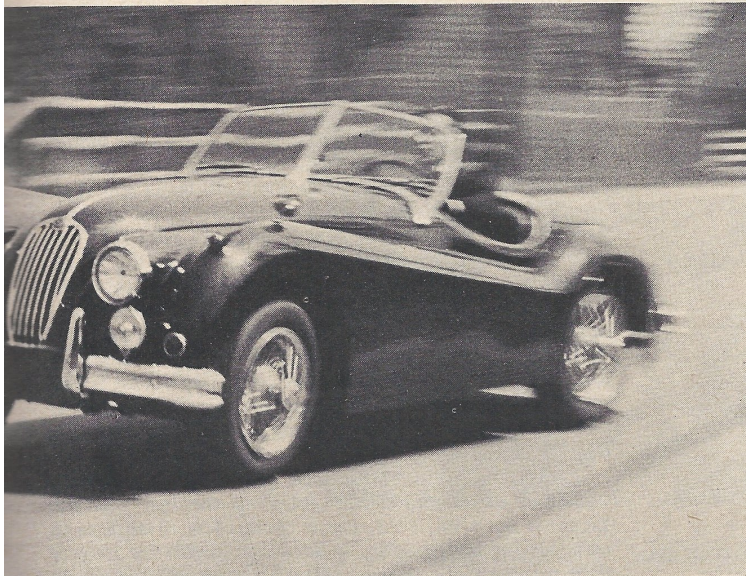
Reasonable cost alone won't sell cars, though, and one tends to search further for the magic touch that has made every sports car larger than an MG a "Jaguar" in the eyes of the public. It's now an institution, on a par with Harris tweed, and its shrewd director, Sir William Lyons, has wrought this reputation by planned activity in several areas. The formula has included racing competition in the most publicized events, a calculated eye for styling and equipment, plus planned and selected sales and service facilities.

One of the most important lessons learned in nearly ten years of association with the American market has been that a good design properly promoted will long remain successful, and that public interest can best be whetted by periodic improvements both inside and out. The original XK series was well established as a sure seller, and had been supplemented by coupe and convertible models, but the domestic machines were catching up in power and speed and had trimmed the original Jaguar margin of 20 miles per hour. Experience on the circuits had taught a lot about handling, while several interior shortcomings were well known. A synthesis of all these findings appeared at the London show in 1954, in the form of the new XK 140.

For several reasons, the long and deep twin-cam six was moved forward three inches in the chassis, and a rubber-mounted rack-and-pinion steering gear replaced the old Burman recirculating ball unit. The previously special M-type high-lift cam was made standard, as was a Lucas oil ignition coil and the output of the stock XK 140 thus



*The new Jag cruises comfortably between 85 and 90 mph. Steep positive caster angle at front wheels telegraphs road shocks at low speeds.*



#### RATING FACTORS:

Bhp per cu. in.....	1.00
Bhp per sq. in. piston area.....	4.17
Torque (lb-ft) per cu. in.....	1.04
Pounds per bhp—test car.....	14.5
Piston speed @ 60 mph.....	1835 fpm
Piston speed @ max bhp.....	4000 fpm
Brake lining area per ton (test car) .....	137 sq. ins.

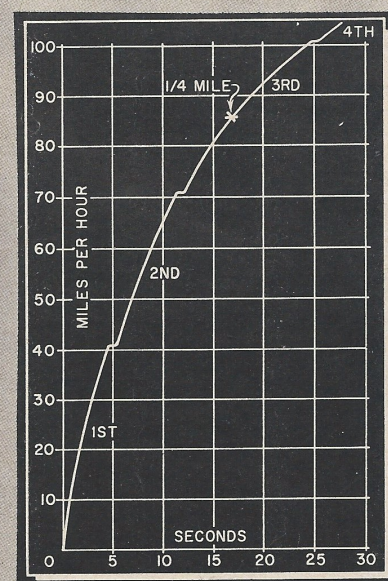
#### PRICES:

Roadster base price .....	\$3510.
Special equipment (MC)	
Group: .....	295.
Chromed wire wheels.....	150.
Overdrive .....	160.
Radio .....	95.
White sidewalls .....	25.
Service transportation charge .....	45.

jumped to 190 horsepower at 5500 rpm. To make best use of this, the gearbox was fitted with closer ratios and a slightly higher rear axle ratio was adopted. The exterior changes are easily seen, and include functional additions such as the much heavier bumpers as well as less immediately useful chrome decoration.

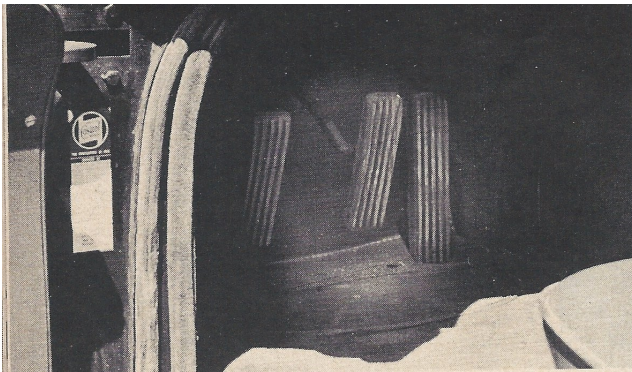
Again with an astute eye toward American requirements, a "Special Equipment" package was made available and was fitted on SCI's roadster test car. The "M" suffix includes dual exhausts, the wire wheels, fog lights and windshield washers, while the "C" indicates use of the C-type cylinder head and a special high-speed crankshaft vibration damper. This whole group thus constitutes the "MC" model. SCI's MC Jag, in handsome dark green, was supplied by Jaguar Cars North American Corporation, who went to considerable trouble to ensure that the car was in good condition for our test. Since many Jaguars seem to be "worn" as sporty roadsters-around-town, rather than being driven as the cars they are, we wondered just how well this suited them, and particularly this new model with its higher ratios and increased power. The answer, of course, is that the Jag will put up with it, but begins to get figuratively hot under the collar.

Thankfully the XK no longer seems to get physically hot in traffic, as a result of a larger, rearward-slanted radiator and water pump refinements. Even when the electric choke was cut in by means of the under-dash switch, starting tended to be sluggish on cold days. When warm there was no trouble, however, and idling was smooth, steady and quiet. A look at the torque curve of the C-type engine reveals a strange flat spot between 2000 and 3000 rpm, and acceleration up to the latter figure is good but not staggering. Best performance around heavy traffic thus requires active use of the clutch and the bottom two gears, which is not as pleasant as it might be.

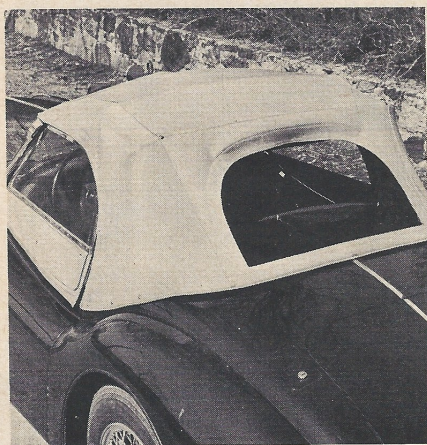


*Acceleration chart shows maximum efficient wind-out in gears. Standing quarter was clocked at 16.9 seconds, at a speed of 86 mph.*

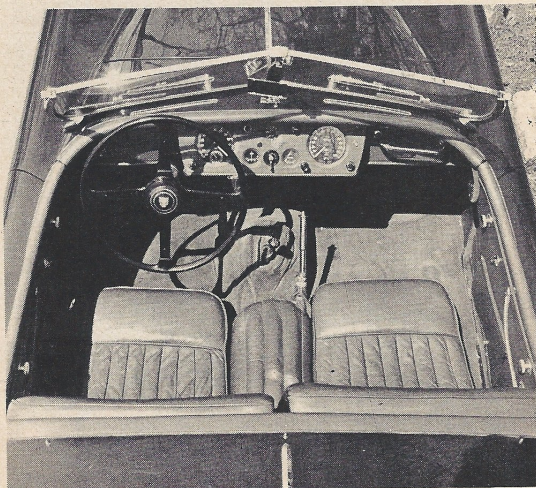




*Pads on brake and clutch pedals have full foot length, though angle is a bit awkward for some people. Cockpit is snug, but adequate.*



*With the side curtains, and the very-hand-operated top in place, the 140 MC is effectively protected.*



*View of cockpit reveals seating, instruments, and leg room. Note speedometer placed on right which makes 140 excellent rally car.*

The clutch pedal angles back sharply, forcing an uncomfortable contortion of the left foot, and disengagement pressure is on the high side. In compensation, the clutch action is silk-smooth and yet free from slippage even when worked hard. The shift pattern is conventional, with a positive and smooth remote control and a not-quite-foolproof spring latch for the left-hand reverse gate. First gear can be engaged silently from rest if the lever is first moved briefly into the second gear synchromesh, and if the car is rolling slowly first can be picked up directly without a sound.

Movement of the short lever to second gear traverses a wide arc, and in combination with a rudimentary degree of synchronization this is a very slow shift. Low gear should be used for smooth starts, and will carry the car well beyond any in-town speed limits, while second will bring you right up to highway cruising speed. If the town traffic is heavy with a lot of stop-and-go driving, you will note that the right foot must be pulled well back to get on the brake, while the special hard linings fitted to this particular car called for markedly high pedal pressure. A screened opening in the backing plate admits air to the front brakes, as well as water during rainy driving, and when the shoes are wet their behavior is anything but predictable. This is embarrassing in close company, and plates are available to seal up these vents when cooling is not a prime consideration.

An overall length of fourteen and a half feet and a weight of a ton and a half point up the fact that the Jaguar is not a small car, and it confers few advantages in maneuvering and parking. It does score highly for its very tight turning circle, which makes it surprisingly potent in gymkhanas. The shift of engine weight toward the front and the retention of the old caster angle on this car of  $2\frac{1}{2}$  to three degrees positive have caused the steering feel at low speeds to be distinctly heavy and potentially tiring. There is, of course, no play, and the strong springy return action of old Jaguars is still present.

The high caster, we were told, also contributes to the sometimes annoyingly insistent road reaction transmitted to the wheel by the fully reversible gear. Not restricted to any speed range, this occasionally sets up oscillations way out of proportion to the road ripples, and according to the representatives can be reduced by cutting the caster to  $1\frac{1}{2}$  degrees positive and altering the ball joint seating.

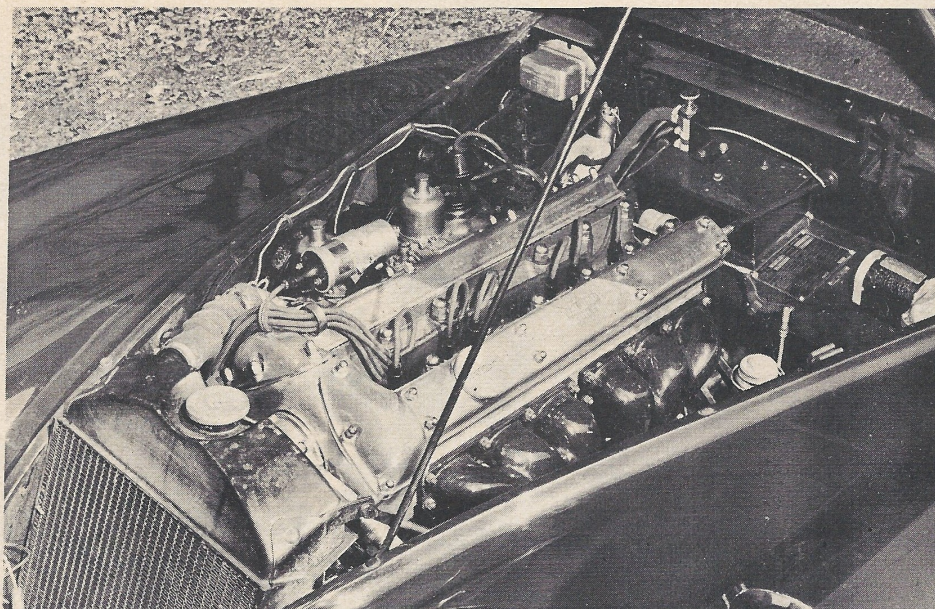
At low speeds and in traffic, then, the Jaguar calls for a strong hand behind the wheel, and does not appear at its best. As the road opens out and the lever can be moved across the gate to third, the MC enters its area of greatest competence. Movement between third and fourth is short and neat except for a fallible synchro on third, which is quieter than the other indirects and yet has a pleasingly mechanical whine that is part of the car's appeal. At high revs this is echoed under the hood by the dual cams and their chain drive, which have a similar machine-like whir. The familiar sophisticated Jaguar exhaust purr is heard only under wide throttle, and with some restraint the car's high performance can be used fully without advertising the fact (The old M's *did* sound nice, though).

Fame has deservedly come to the XK engine for its rigidity and smoothness, which derive from the size of the seven main bearings and the stiffness of their supports and the crankshaft. In this department, it is utterly uncanny for an engine of this size, and this feeling of solidity plus the instant response to the throttle encourage free use of the gears and the revs. As mentioned before, this is fortunate since the C-type head doesn't get a real foothold until the 3000 rpm mark is passed. Beyond this point in second and third gears the nose comes up and the roadster begins a relentless rush forward. Third gear with its maximum around 100 is particularly nice and just right for position-

*(Continued on page 56)*



Although its new position is not discernible, twin-cam six was placed three inches forward on chassis. Note inclined radiator, and enameled exhaust manifold. Fuel feed is through two SU's of horizontal design.



## SPECIFICATIONS

## JAGUAR XK 140 MC ROADSTER

## TOP SPEED:

Two-way average.....	121 mph
Fastest one-way run.....	124 mph

## ACCELERATION:

	Seconds
From zero.....	3.0
30 mph.....	4.5
40 mph.....	7.1
50 mph.....	9.1
60 mph.....	14.8
70 mph.....	18.8
80 mph.....	

## SPEEDOMETER CORRECTION:

Indicated	Actual
30.....	29
40.....	39
50.....	50
60.....	61
70.....	71
80.....	80
90.....	90
100.....	101

## FUEL CONSUMPTION:

Hard driving.....	11.5 mpg
Average driving (under 60 mph).....	18 mpg

## BRAKING EFFICIENCY

(10 successive emergency stops from 60 mph, just short of locking wheels):

1st stop.....	66
2nd stop.....	63
3rd stop.....	58
4th stop.....	67
5th stop.....	63
6th stop.....	62
7th stop.....	59
8th stop.....	63
9th stop.....	62
10th stop.....	59

## SPEED RANGES IN GEARS:

I.....	0-41
II.....	11-70
III.....	17-101
IV.....	21-121

## POWER UNIT:

Type.....	6 cylinder, in line
Valve Arrangement.....	inclined OHV, twin overheads cams
Bore & Stroke (Engl. & Met.).....	3.27 x 4.17 in. (83 x 106 mm)
Bore/Stroke Ratio.....	1/1.28
Displacement (Engl. & Met.).....	210 cu. ins. (3442 cc)
Compression Ratio.....	8 to 1
Carburetion by.....	2 horizontal S.U.
Max. bhp @ rpm.....	210 @ 5750
Max. Torque @ rpm.....	218 @ 4000
Idle Speed.....	650 rpm

## CHASSIS:

Wheelbase.....	102 ins.
Front Tread.....	51 ins.
Rear Tread.....	51 3/8 ins.
Suspension, front.....	Unequal length wishbones, torsion bars
Suspension, rear.....	Live axle, semi-elliptic leaf springs
Shock absorbers.....	Girling tubular
Steering type.....	Rack and pinion
Steering wheel turns L to L.....	2 3/4
Turning diameter.....	33 ft.
Brake type.....	12 in. pressed drums, 2 LS front
Brake lining area.....	208 sq. ins.
Tire size.....	6.00 x 16 (Dunlop Road Speed)

## GENERAL:

Length.....	174 ins.
Width.....	62 ins.
Height (top up).....	52 1/2 ins.
Weight, test car.....	3040 lbs.
Weight distribution, F/R.....	50/50
Fuel capacity—U. S. gallons.....	16 3/4



## XK 140

(Continued from page 24)

ing and power out of open back road bends.

From a standing start there is a thumping rear spring windup but commendably little wheelspin. Once in high gear, cruising speed is largely a matter of circumstances, but we found speeds between 85 and 90 miles per hour mechanically comfortable.

For the first time on a production Jaguar, the brakes appear to be consistent and fadeproof under hard, fast road use. They do not yield the highest retardation for pressure exerted, but the combination of hard linings, venting and wire wheels has ensured that they will always be there when you need them. This is uncommon on a car as fast and as heavy as this, and has taken some five years to achieve. A remaining fault is a slight tendency toward nosediving on braking.

### Weight Distribution

The forward engine shift changed the Jag's weight distribution from 48/52 to 50/50, and produced a notable improvement in its already good high speed handling. The chassis characteristic is one of very strong understeer, which confers excellent stability both in a straight line and on fast corners at the expense of some low speed responsiveness. As noted by top Jag driver Charlie Wallace in SCI over a year ago, it is now much easier to set up and hold an honest drift, and the steering is fully quick enough to allow precise control. The steering action also lightens as speed increases, and all reactions and responses become rapid and predictable.

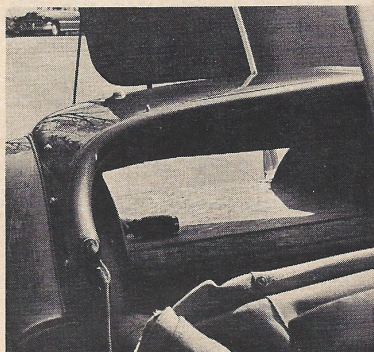
Even at high speeds there is noticeable roll when cornering, but it doesn't affect control or intrude on the driver. The unsprung weight of the live rear axle shows up on bumpy corners, where the rear end as well as the rest of the car becomes light-footed and jumpy. Control can be maintained, though, as breakaway will not occur without plenty of warning.

This same sensitivity to small bumps shows up in the ride of the 140 MC, which is fitted as standard with the same one inch front torsion bars that used to be optional in "M" form. The resulting higher suspension rate has helped to improve handling. The ride is, however, comfortable under most circumstances and free from pitching.

A sense of well-being is also derived

from the seats, which are much better than appears at a glance. Access to them is quite easy for a sports car, and the passenger can first sit down and then swing his legs into the car. The doors are well-hinged and latched, with a twist lock for the interior cord-type release. In spite of a lack of visible contouring, the seat backs provide good lateral support for the torso. Cushioning just strikes the medium between softness and firmness, and does not tire one on long trips.

The driver sits with his feet unusually high and the wheel right on his lap. Modifications to the interior together with seat and wheel adjustments have made it possible for many more people to drive the Jaguar comfortably, and leg and head room is now ample. In fact, the left foot has to choose between flopping about loose in a bottomless hole or resting gently on the clutch pedal. There is not too much left elbow room for the driver, but he can often make use of



*Flap, between trunk and cockpit, in the unfolded position, yields enough room for assembled fishing rod, gear.*

the door cutaway. The cockpit in general is adequate but small for a car as big as the Jaguar.

### Instruments

Adjustment of the big-slim-rimmed steering wheel is made difficult by the proximity of the instrument box. The gear lever and pull-up handbrake are close at hand, but the clockwork direction signal switch is hidden in an almost inaccessible cranny at the left. Instrumentation is complete, and could hardly be better graduated and marked. In view of this, it's too bad that deep recessing in the dash has caused certain critical dial areas to be hidden from the driver's view. Minor controls and dash lighting are good, but a map-reading light is sorely missed.

Odds and ends can be stored in deep door pockets, whose flaps are heard to

open when the doors are closed. The side curtains are stowed tightly in a bag which then fits in a shelf high behind the seats and above the folded top. Erection of this top is a clumsy process that can be refined with practice, and is almost worth the trouble. Fitting between the top and the heavy plexglas side curtains has been much improved and effectively withstands wind and rain. The same can't be said of the area above the windshield, which leaked freely on the test car in spite of three clamps.

As car speed rose above 100 miles per hour, the right side curtain moved and flipped open the right hand top latch. Simultaneously, three side snaps popped open and added to the sound and fury. While these conditions were peculiar to the SCI test car, they seem to be typical of what to expect. The same snaps were inadequate on the tonneau cover, and the owner would do well to install "Dot" fasteners all around. Visibility is much enhanced by raising the rear window flap, but without this the view to the rear is a very short and narrow one.

### Body

The trunk itself is long and shallow, and the length can be increased even more by folding open a flap between the trunk and cockpit. With this open and the seat pushed forward, a bundle of skis could be carried inside the car on the right, when the top is up.

Under the long, alligator-type hood the C-type head is an unalloyed joy with its red and polished aluminum finish, and the enamelled exhaust manifolds recall the classic era. The forward shift has made it a tight fit, however, and many electrical and carburetion adjustments are hard to reach from above. The plugs couldn't be easier to service, and the brake master cylinder reservoir is handy.

This latest revision of a time-tested machine is notably improved in the handling and braking departments, and this together with its smooth and surging power make it a delight to drive at high speeds over long distances on fast, winding roads. If used in town it can be difficult to the point of being tiring, but this is not its purpose in life. The steering and the top provide annoyances at present, but these can be dealt with and are just part of getting so much car for such a reasonable price. This is, after all, the crux of Jaguar success, and the XK 140 series has ably enhanced the reputation of its forebears.

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6	7	8	9	10	11	12 BCCC Monthly Meeting
13	14	15	16	17	18	19 Hallie Hill Picnic
20	21	22	23	24	25	26
27	28	29	30	31		

