

XK-FILES

April 2006

NEWS FROM THE MUSIC CITY JAGUAR CLUB



Concours D'ELEGANCE



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Upcoming Events

LOCAL AND REGIONAL



Next Club Meeting



Thursday, May 4

6:30 p.m., Logan's Roadhouse
2400 Elliston Place

May 17, 2006

Autos & Arias at Lane Motor Museum
benefiting Nashville Opera, details on page 25
Contact: Cara Schneider 615-832-5242

May 19-20, 2006

33rd Annual Concours d'Elegance
Hallmark Crown Center, Kansas City, MO
Heart of America Jaguar Club
Contact: Barry Greenstein, 913-381-8211

May 20, 2006

Smoky Mountain Jaguar Club Concours d'Elegance
Gatlinburg Pittman High School, Gatlinburg, TN
Contact: Gary Cobble, 865-689-1349
glc100850@aol.com

May 21, 2006

Sneaky No Peeky Poker Rally
Nashville Corvette Club - George Kimble
1 PM Start @ Matco Tool Co. parking lot.
1.5 mi. south of Old Hickory Blvd. on Murfreesboro Rd.

May 26-27, 2006

Jaguar Drivers Club Area 51 Concours d'Elegance
Keyes Park, Ft. Knox, KY
Contact: Bill Gehr 270-765-7447

May 28, 2006

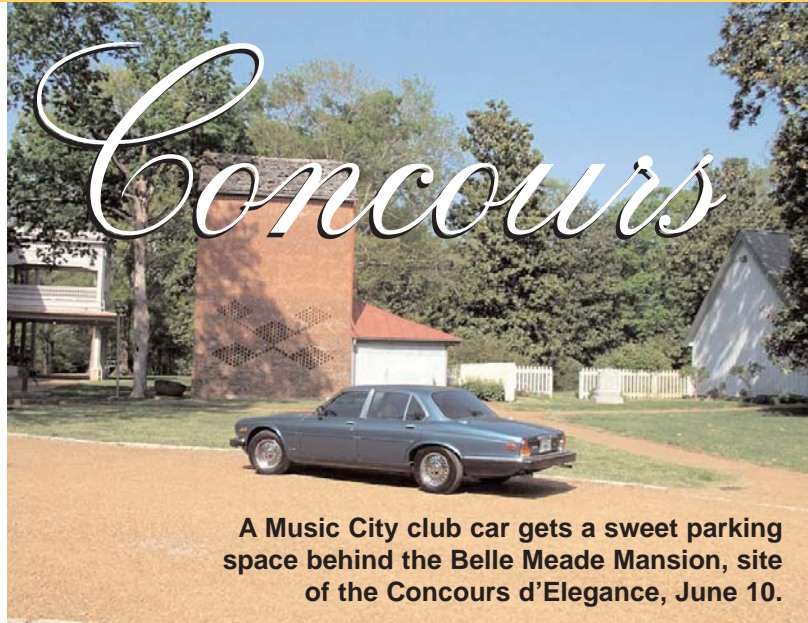
Spring Slalom
Chickopee Woods Nature Center
North Georgia Jaguar Club
Contact: Dick Maury, NGJC

June 2-3, 2006

The 22nd Annual British BASH
Marques on the Green
Louisville, KY
2006 Featured Marque is Jaguar
www.BritishBash.com

August 4-5, 2006

Kruse Nashville Auction
Tennessee State Fairgrounds
www.kruse.com



A Music City club car gets a sweet parking space behind the Belle Meade Mansion, site of the Concours d'Elegance, June 10.

June 10, 2006

Music City Jaguar Club Concours

Belle Meade Plantation, Nashville, TN

Contact: Mike Massieu
polecat353@hotmail.com

Registration form on page 6

October 14, 2006

Nashville British Car Club
Annual British Car Show
Pinkerton Park, Franklin, TN
www.nashvillebritishcarclub.com

October 20-22, 2006

Euro Autofestival
BMW Zentrum, Greer, SC
Carolina Jaguar Club
Contact: Mike Fulton, 864.963.3148
Mfulton412@aol.com



A registration form is included on page 28.

Music City Club Officers 2006

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Music City Minutes

Club Meeting, February 2006

The regularly scheduled meeting of the Music City Jaguar Club was held on Thursday, 2 February 2006 at Logan's Restaurant on Elliston. Those in attendance included: Mike Massieu, Sidney Franklin, Mike Mowery, J. D. Damon, Winston Huff, Jim Smith. We had one new guest, Wayne Bible, who was invited by Jim Smith. Wayne owns a 1947 SS Saloon that he has restored having purchased it in Great Britain while serving in the U.S. Air Force. There were not enough members for a quorum but we continued to discuss the Concours Show. Winston Huff told the members that the Belle Meade Country Club was interested in hosting the show. Jim Smith advised the group that Belle Meade Plantation was also very interested in hosting the show. The only "restriction" was that they have a lot of weddings and if we could conclude the show and be out of the area by 3:00 - 3:30 if held on a Saturday, that would be great. President Huff suggested that whomever can make it to plan to meet around noon Friday, 10 February to go by both of these locations to see the layout, etc. There was a general review of assignments made by Winston for each member's duties during the show.

Respectfully submitted:
James H. Smith
Secretary/Treasurer



Concours Update

by Winston Huff
Club President



The area reminds a Jaguar owner of Jaguar cars. Looking at cars of the past and today a Jaguar owner can see how Jaguar has influence automotive design. While there are many imitators they do not match the design and beauty in the E, 120, XK, XJ and Mark series cars.

Grace, pace, pedigree, heritage, honor, pride, strength, elegance and beauty are some of the words that describe Jaguar cars and Belle Meade Mansion along with the history and heritage that made both the place and the car great.

Belle Meade Mansion has a long heritage back to the pioneering days of Andrew Jackson, settling the western frontier and protecting the South's honor in the War Against Northern Aggression. The mansion is now in a modern neighborhood, city and state that have an influential heritage in industry, politics, finance, arts and entertainment. The founder of Maxwell House Coffee's home, Cheekwood, is now a wonderful botanical garden and art museum. Belle Meade Plantation has a rich tradition in the early thoroughbred industry.

Beginning with Andrew Jackson and James K. Polk politics from this area has influenced the nation and continues on to today with names like Frist and Gore. While Elvis and Johnny Cash were out touring and making music the people that made the decisions and made them stars call this area home. While LA and DC may be the center of all the action the influences and some of the soul of these areas are from Middle Tennessee.

All of these elements will be seen at the Music City Jaguar Concours D'elegance on June 10. The Concours is on the lawn in front of the historic Belle Meade Mansion that is open for tours throughout the day and is within walking distance to restaurants and shops. The banquet is at a wonderful Amerigo Italian Restaurant in view of the city skyline. And Sunday morning breakfast will start at the famous Loveless Café with world famous country ham and biscuits and chances are someone will call you "Honey." After breakfast there will be a short drive and photo shoot on the historic Natchez Trace from the Lewis and Clark years.

Refer to the registration form in this newsletter for details. Come on along and join the fun.

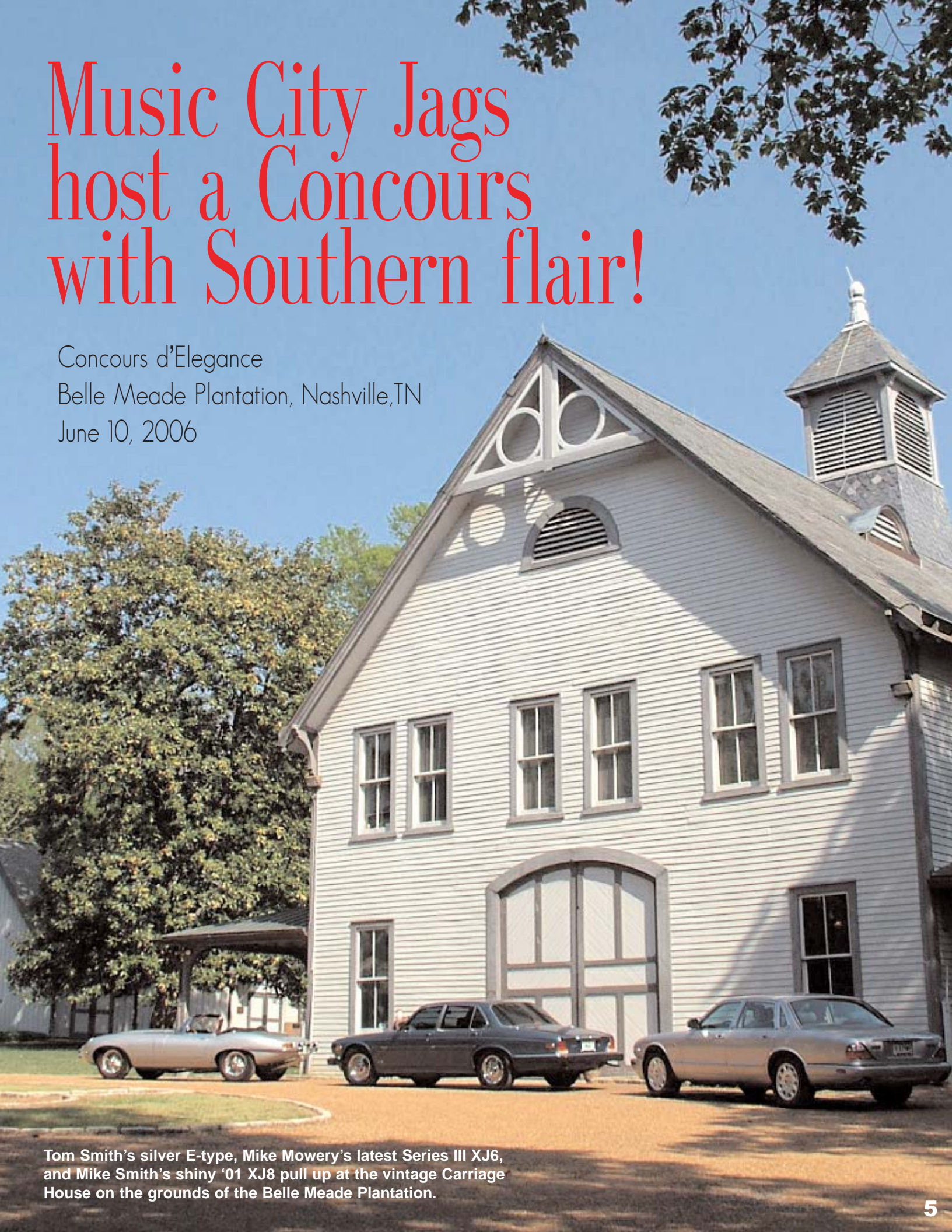


Music City Jags host a Concours with Southern flair!

Concours d'Elegance

Belle Meade Plantation, Nashville, TN

June 10, 2006



Tom Smith's silver E-type, Mike Mowery's latest Series III XJ6,
and Mike Smith's shiny '01 XJ8 pull up at the vintage Carriage
House on the grounds of the Belle Meade Plantation.

Concours D'ELEGANCE

JUNE 10, 2006



ENTRANT REGISTRATION FORM

The June 10, 2006, Music City Jaguar Club Concours d'Elegance is open to all Jaguars with a Jaguar engine and owned by the entrant. Entrants should complete this form with the Release of Liability signed and submit the form and appropriate check as directed below. Entries in all Champion Division classes and all Driven Division classes are judged according to JCNA rules approved for the current year.

The Driven Division is open to all Jaguar owners. Rules require only that your entry is a Jaguar with a Jaguar engine. Entries may cross over from Driven Division to Champion Division, or vice versa, but points awarded in one division become invalid when crossing over to the other division.

Awards will be given for the First, Second, and Third in each division. The awards will be presented at the Saturday night Banquet. The Jaguar display area next to the Concours field is open for all Jaguar cars and will be eligible for display awards and free prizes.

Pre-Registration Fee: Champion/Driven \$30.00 • Registration Fee after May 10: Champion/Driven \$35.00

Last Name _____ First Name _____ Spouse _____

Address _____ City _____ State _____ Zip _____

Home Phone _____ Work Phone _____

JCNA Affiliation _____ JCNA Number _____

Year	Model	Body Style	Color	Champion/Driven Class *	Display Class	(Sports/Saloon)
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

* (See the JCNA Classes Form)

JUDGING

I am a licensed / unlicensed JCNA Judge and would like to judge at the Concours. JCNA Judge's Number _____
I would prefer to judge the following classes or models (Judge can not judge own class.):

REGISTRATION AND PAYMENT

No. of cars entered _____ X \$30	= \$ _____
Make Checks payable to Music City Jaguar Club.	
No. of 2006/2007 MC Jaguar Club Calendars _____ X \$15	= \$ _____
Send to Dave Thomas	
Saturday Awards Banquet (optional) _____ X \$35	= \$ _____
Attn: Music City Jaguar Concours Registration	
1204 Twin Springs Drive, Brentwood, TN 37027	
JCNA and MCJC membership for 2006 _____ X \$45	= \$ _____
Total Enclosed	\$ _____

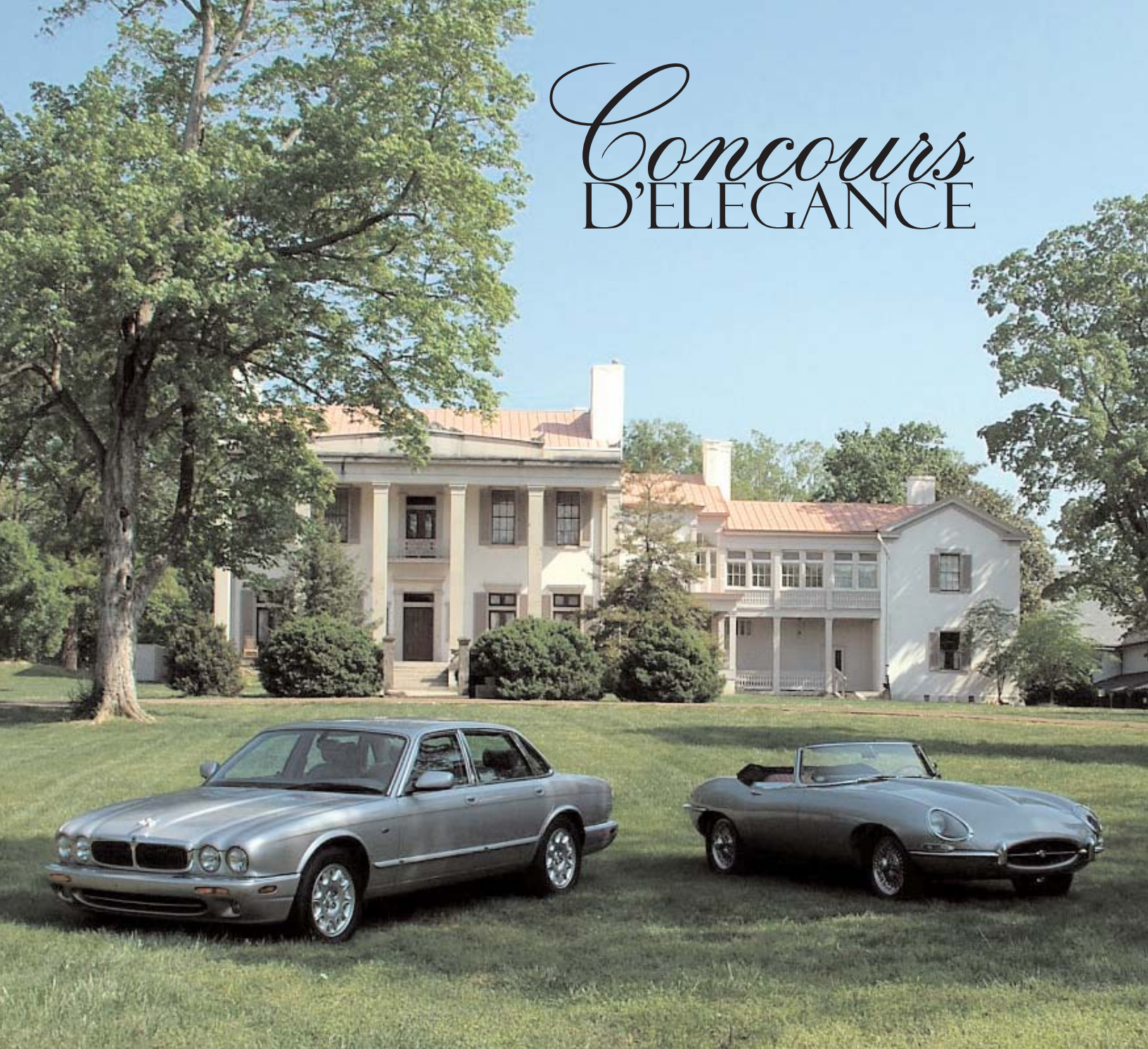
INFORMATION on Concours judging refer to [JCNA.com](http://jcna.com)
on the Music City Jaguar Club and the event refer to <http://jcna.com/php/clubdisplay.php?club=se55>

RELEASE OF LIABILITY

JCNA Event Participation: It is an Entrant's privilege to participate in any JCNA sanctioned event held by any JCNA affiliate upon executing proper registration forms and paying published entrance fees. Each affiliate shall be solely responsible for granting entry privileges to each Entrant on an individual basis. I hereby agree to enter the above described Jaguar(s) in the Music City Concours e'Elegance. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America (JCNA), Music City Jaguar Club, the Concours d'Elegance Committee, and each member thereof, from any and all liability for injuries, damage or loss arising from my entry and attendance in the Concours.

Signature of Jaguar Owner _____ Date _____

Concours D'ELEGANCE



EVENT SCHEDULE

SATURDAY, JUNE 10

- 8 - 11 a.m. Show Registration Belle Meade Plantation
Complimentary coffee and donuts served
while you put final touches on your car.
- 11:15 - 11:45 a.m. Judges meeting and judges lunch.
- 12:30 p.m. Rags down and Concours judging begins.
- 3 p.m. Show ends
- 7 - 9 p.m. Jaguar Concours Awards Banquet at Amerigo
1920 West End Avenue, Nashville
<http://www.amerigo.net/nashville-menu.htm>

SUNDAY, JUNE 11

- 9 -10:30 a.m. Meet at the famous Loveless Motel
Restaurant for a drive down the pristine
and scenic Natchez Trace and a
photoshoot for the next Jaguar Calendar

**On the lawn at Belle Meade Plantation,
Nashville, Tennessee**

Concours D'ELEGANCE



OFFICIAL COMPETITION CLASSES

CHAMPION DIVISION CLASSES

- C1A: Classics (Pre-XK engine) Tourer and OTS: Swallow, SS & SS Jaguar (1927-51)
- C1B: Classics (Pre-XK engine) DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)
- C2: XK 120 (1948-54)
- C3: XK 140 (1955-57)
- C4: XK 150 (1957-61)
- C5: E-Types, Series 1 (1961-67)
- C6: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)
- C7: E-types, Series 3 (1971-75)
- C8: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70)
- C9: Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
- C10: XJ6/12 Series 1 Saloons (1968-73) Note 1
- C11: XJ6/12 Series 2 Saloons and Coupes (1973-79) Note 1
- C12: Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1
- C13: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1
- C14: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-On) Note 1
- C15A: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
- C15B: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
- C16: XK8 Coupe and Conv. (1996-On), XKR (1999-On)
- C17: S-TYPE Sedans (1999-On)
- C18: X-TYPE Sedans and Estate Wagon (2002-On)
- C19: Preservation Class

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes 10, 11, 12, and 13 according to their years, engines, and body styles.

DRIVEN DIVISION CLASSES

- D1: All Classics (Pre-XK engine) and XK 120, XK 140, XK 150
- D2: E-Types (1961-67)
- D3: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)
- D4: Series 3 E-Types (1971-75)
- D5: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; SType 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
- D6: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) Note 1
- D7: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) Note 1
- D8A: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
- D8B: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
- D9: XK8 Coupes and Conv. (1996-On), XKR (1999-On)
- D10: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-On) Note 1
- D11: S-TYPE Sedans (1999-On), X-TYPE Sedans and Estate Wagons (2002-On)

JCNA Concours Rule Book - Edition 8.2
Competition Classes 2005 Season

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes 6, 7 and 10 according to their years, engines, and body styles.

CLASSES CONTINUED

SPECIAL DIVISION CLASSES

S1: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars Note 1

S2: Production Jaguars privately prepared and modified for competition Note 2

S3: Modified Note 3

S4: Replica (non-production, Jaguar powered) Note 4

Note 1: Class S1 includes:

- a. Ex-works XK 120s, C-Types, D-Types, XK-SS or E-Types
- b. Jaguar automobiles prepared for competition by persons operating independently of the factory or by Jaguar Cars sponsored teams, including Jaguar powered variants such as those built by Coombs-Jaguar, Cooper-Jaguar, Ecurie Ecosse, Lister-Jaguar, Group 44, Tojeiro-Jaguar, TWR, or JaguarSport, etc.
- c. Factory race-prepared XJ220s
- d. Standard XKSS and XJ220s (as Limited Production)

Note 2: Class S2

To be eligible for Class S2, each Entrant must present the Chief Judge at least one of the following:

- a. Documented race history for the Entry, or
- b. Proof that the Entry meets and has passed the existing track and safety requirements of a currently recognized road-race sanctioning body, such as FIA, SCCA, etc.

Note 3: Class S3

- a. This Class is for production Jaguar vehicles of any year and model that have been substantially personalized, modified, or customized. Entries must be equipped with functional horns, headlights, taillights, brake lights, parking lights, license plate lights, back-up lights and turn signals appropriate to the vintage.
- b. To be eligible for Class S3, the Entry must clearly have a minimum of 35 points of deductions for non-authentic, judged items. Those deductions may NOT include the tire, wheel, or radio authenticity exceptions currently allowed in Driven Division (Section 3.A.1). The Entrant (using the appropriate form available in the "Concours" section of www.jcna.com) must provide a list of the non-authentic items to the Chief Judge well in advance of the scheduled start of judging.
- c. Daimler Exception: Jaguar powered production Daimlers (such as the DS420 Limousine) that are not eligible for any other JCNA class, are eligible for entry in Class S3 without listing non-authentic items.

Note 4: Class S4:

Replicas must appear to be an accurate reproduction of the original model Jaguar they replicate.

Entrants are encouraged to read and study the entire JCNA Concours d' Elegance Rule Book, but as a minimum, Chapter II, Concours d'Elegance Rules and IV, Instructions and General Rules for the Entrant, should be read and understood.

XJ-S steps up a gear



If you think that a V12 XJ-S is capable of merely wafting along serenely then this car – equipped with the latest six-speed manual gearbox conversion – will make you think again

Words and pictures: Phil Weeden

Jaguar World Monthly

XK-Files

Editor's Note:

Robert Hall brought this car here to Nashville last fall to the British Car Club Show in Franklin. He has graciously agreed to come to town in the near future to be a guest speaker at one of our monthly club meetings. Watch for an upcoming email from Winston for more details.

Reprinted from Jaguar World Monthly

At first glance it seems totally understandable that the bulk of XJ-Ss built during the model's 21-year production run were equipped with automatic transmissions. After all, this was Jaguar's flagship GT – the perfect cross-continental cruiser – so who wants the hassle of changing gears all the time? Plus, with the deep well of torque on offer, particularly from the V12, there is rarely a need to switch cogs anyway... drivers merely need to select 'D' and let the power train take the strain.

However, many of today's XJ-S owners want to do a little more than just cruise in their cars and, as we've seen from the successful European Touring Car Championship days in the 1980s and more recently in the club racing championship, sponsored by *Jaguar World Monthly* and Classic Spares, the XJ-S is capable of searing performance when given the opportunity.

So, for anyone frustrated with a three-speed auto, or exasperated at the lack of choice of manual-transmission XJ-Ss available (particularly V12s), then US specialist 'The Driven Man' has a choice of five- and six-speed manual gearbox upgrades that will transform the way your XJ-S drives, and your enjoyment of it.

Experience

No one needs to fear that this is some half-baked back-alley upgrade, either. The gearbox conversions were originally designed and perfected by Keisler Engineering in the States. This company's expertise in developing manual gearboxes is impressive; having developed numerous kits for American muscle cars over the years it is now the world's largest manufacturer of custom fit manual transmissions. With bigger business coming from the big Yank tanks, in 2005 The Driven Man struck a deal with Keisler to have the rights to sell the Jaguar gearbox conversions. The gearboxes come with a bespoke bell-housing, lightweight alloy flywheel, clutch and hydraulics plus all the necessary bracing, wiring, bolts and pedal box. Cost is \$4,995 for the five-speed unit and \$5,995 for the six-speed version – supplied.

The Driven Man's deal with Keisler not only gave it the rights to sell the five- and six-speed manual gearbox conversions for Jaguars, but also access to the Super 60 Sportsman Exhaust. The latter has been specifically designed for the V12 Jaguar unit, and brings a extra 20hp (dyno-proven) to the table.

Differences

Our US trip last year gave us the chance to take a drive in The Driven Man's XJ-S



6.0-litre V12 demonstrator, fitted with the Tremec T-56 close ratio six-speed, similar to that used in the Aston Martin DB9 and Dodge Viper. Rated to handle power up to 475hp and torque of 500 lb ft, its gearing has been chosen to suit the XJ-S. The six-speed is perhaps best suited to the 3.54 rear diff, while those cars equipped with a 2.88



Interior looks standard enough; only a clutch pedal and the neatly leather-trimmed gear lever gaiter give the game away

diff (most 5.3 HE cars) will see superior acceleration combined with refined top-end cruising with The Driven Man's TKO 500 five-speed. A quick shift TKO 600 five-speed is also available – an ideal transmission for track use.

Our test car also features a rather snazzy set of alloy wheels. Seventeen-inch diameter, they've been specially commissioned by The Driven Man and have powder coated centres, polished rims and, importantly, the correct offset and hub size. With these smart looking wheels, one can opt for 235/50 or 225/55 rubber.

The result from the outside, therefore, is one of discretion: there's no instant indication that this XJ-S has been 'warmed up'.

Wander round to the back of the car and crouch down to admire the sports exhaust and you'll see some wonderful plumbing; the new 'X-pipe' rear section of the system runs beneath the IRS and yet does not impinge on ground clearance (the lowest point under the car is up front near the catalytic converters). Fortunately, the rear section of the new exhaust can be easily unbolted in the event of having to work on the IRS.

The new system comes complete with cats and a threaded hole so that an OE lambda sensor can be fitted, while a system for non-cat models is also available. A prolonged examination of the underside also reveals a modified, thicker anti-roll bar (front and/or rear???) plus upgraded, polyurethane wishbone and rack bushes.

Step inside and the XJ-S's interior is immediately familiar, yet straight away the



From the rear you can just make out the specially developed sports exhaust – a complete kit that boosts power by 20hp

leather-trimmed manual gear gaiter indicates that this car is something special; a third pedal down there in the footwell is, of course, another obvious clue. There is one other subtle giveaway of the modifications otherwise out of sight, and that's a small panel cut into the transmission tunnel to make space for a solenoid that's fitted to the side of the 'box to prevent the accidental selection of reverse gear unless your foot is on the brake pedal. It's a minor intrusion and, in truth, one could opt not to have such a fail-safe device, but it's neatly done and the re-trimmed transmission tunnel masks it well.

The conversion itself comes complete with a custom-made cross member and bell-housing that requires no additional drilling or tapping, so the installation process has



Seventeen-inch alloys look smart and have been properly set up with the correct spacers and hub fittings to suit the XJ-S

been simplified enormously. Granted, this is not something I'd be likely to do on my driveway at home, but a competent mechanic with decent workshop space would be able carry this out without any major problems.

Driving

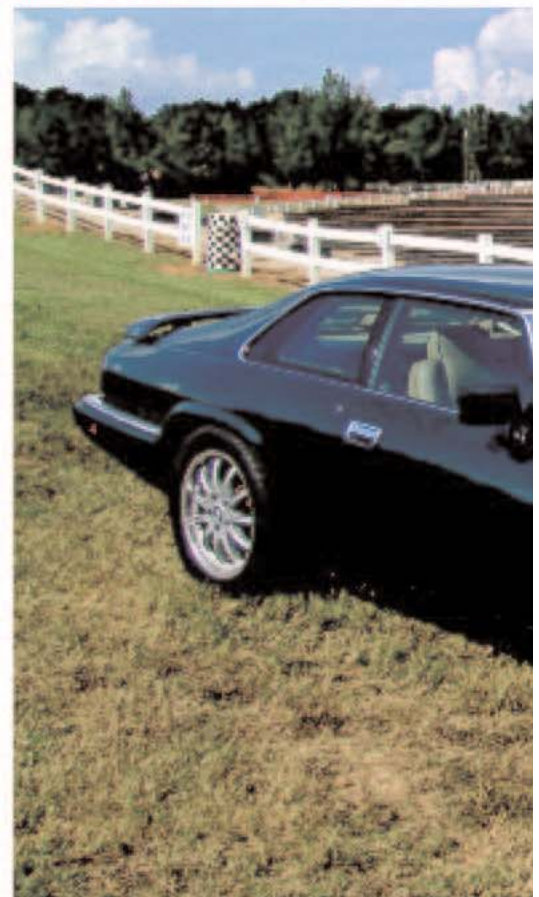
So all looks good on paper and while the car's standing still, but how does it perform on the road? Well, the good news starts straight away, as the pedal positioning is good, certainly on the left-hand drive example we drove.

The familiar whirr of the V12 on start-up suggests that all is normal, but I do tense my left leg in readiness to press down on what I expect will be a leaden clutch pedal. Surprisingly, the weighting of the clutch is beautifully light, similar to that of a Japanese super-mini – and that's meant as a compliment. The master cylinder of the clutch is conventional, while the slave/throw-out bearing is a self-contained assembly of forkless design. The throw-out bearing assembly attaches to the front of the transmission and travels up the input shaft to disengage the clutch in much the same way as a brake caliper piston pushes out against the pad. The throw-out bearing assembly is spring-loaded and both stays in contact with and spins at the same speed as the pressure plate, which explains the clutch's smooth operation; it's also self-adjusting.

So, while your left leg won't get a workout, your gear changing arm might. When changing gear, the shift quality is

pleasantly beefy, feeling solid and purposeful. Although weighty, there's no notchiness to the box whatsoever and it feels like it will last for a million miles.

Response off the line with the 2.97:1 first gear (compared to the auto's 2.48:1) is



impressive, and changing up through the ratios is easy thanks to that positive action and nicely balanced clutch. Once on the freeway, we marvel at the low engine speeds; at 70mph, the leggy V12 is purring at around 1,800rpm. This particular test car is fitted with a 3.54 rear diff. Second gear becomes our best friend, as it's so flexible and a willing accomplice to the V12's wealth of power and torque. Third (1.43:1), fourth (1:1) and fifth gears (0.80:1) are more progressive and provide relaxed in-gear acceleration.

The sixth ratio (0.62:1) is great for cruising, and refinement and fuel economy are also big beneficiaries from that tall final gear. For the optimum blend of performance and refinement it's best to keep the engine spinning around the early 2,000rpm area. At that speed engine noise is barely a murmur, yet acceleration is instantly on tap, with no need for a hefty torque converter to gain momentum.

The benefits of the other modifications made to the suspension will be largely subjective depending on how you drive your XJ-S. The ride on this car was rather firm (which this writer actually liked) but that was down to newly fitted Bilstein shock absorbers. This demo car did not have the poly bushes but, while these would probably be acceptable over an American highway, on

inferior surfaces, such as an ageing British B-road, there might be a benefit to be had from sticking with standard bushes.

The exhaust certainly creates a beautiful deep growl; compared to the original version some silkiness is lost, but instead it possesses a rawer note that perhaps reflects the car's newfound sporting abilities.

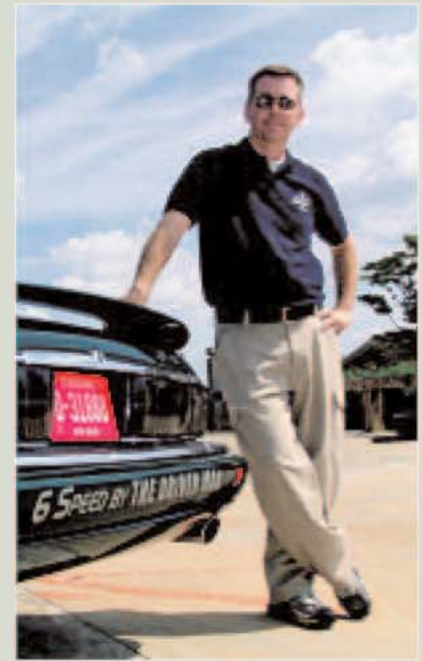
Unleash the V12

What we have here is a fantastically comprehensive manual gearbox conversion that has been bespoke tuned to fit a V12 XJ-S, and the uncompromised engineering shows through. Certainly in the six-speed version we drove, the true potential of the V12 engine is properly uncovered. Its mammoth power can be fully exploited thanks to superior acceleration, while its exemplary cruising refinement can be maximised with that tall sixth gear. And for those who wince at the mpg figures normally achieved by a V12, then judicious manual selection of gear ratios should see a massive improvement here, too.

There will always be those who think that the happiest bedfellow for the V12-engined XJ-S is an auto 'box, but those who hanker after a bit more control will find this particular conversion a successful one that fulfils expectations about how a manual gearbox-kitted XJ-S should drive.



Robert Hall – a Driven Man



Born in Memphis, Tennessee, The Driven Man's proprietor, Robert Hall, must have the proverbial green blood running through his veins. He's got his father to blame for this addiction to Jaguars. Mr Hall senior started working on old British cars, earning money to pay for his medical school expenses. He bought a 1964 E-type fhc for \$1,200 in 1967, scrimping and saving all he had to buy it. A year later, Robert was born and chauffeur-driven home in his father's 3.8 Mk 2. Mr Hall senior then set up the Jaguar club in Memphis.

Having grown up around British classics, it's no surprise that Robert's first car was an MGB, but he soon graduated to a 1978 XJ6 and currently he has ten Jaguars. Robert's working on a V12 E-type which will, of course, feature a six-speed manual gearbox but which will also have some other neat cosmetic touches, the aim being to reproduce the more svelte lines of the 'Series 1'.

A chance meeting with Shafi Keisler resulted in Robert setting up The Driven Man to handle the Jaguar kits originally developed by Keisler. Having spent some time honing the kit for its use with the V12 XJ-S, Robert has also become a US agent for AJ6 Engineering products, so he can now offer a more complete modification service for any US-based enthusiast.

- Tel: +1 423 773 9789
- Website: www.thedriveman.com



Fast

The 2006 British BASH will feature over 225 British cars ranging from Exotic to Rare and Fast! From sports cars to saloons this show has it all!



It's a British thing!

Austin Healey, Bentley, Jaguar, Jensen Healey, Lotus, MG, Mini, Morgan, Rolls Royce, Sunbeam, Triumph and more will be on display at the 2006 British BASH



Jaguar

The featured Marque for the 2006 British BASH is Jaguar. With cars such as the XK120, XKE and more such as the modern XK8 spanning the ages of Automotive history!



More Class

There are more classes, types, manufacturers and varieties of British cars than imaginable. Stop by to see them all on display.



Awards

With more classes and 40% of the entrants being awarded prizes the British BASH is a winning combination.



Rare

See it all at the British BASH June 2 and 3rd at St. Joe's in Louisville, KY. For more info go to www.BritishBash.com



Bitten in Bama

by Mike Mowery

New Club Cars
Zap us your car news:
xkfiles@bellsouth.net.

On a recent beautiful spring weekend, I had occasion to pay a visit to Robert Barnes in Arab, Alabama to check out his recently acquired '87 XJ-S. Robert, wife Ellen, and son

Robbie are very treasured members of our club considering they live approximately two and a half hours south of Nashville! They routinely travel up here for shows and other

club events. Robert has been a native of Arab his whole life and has a very nice '94 XJ6 also. Their house at the end of the cul-de-sac is the ultimate example of peacefulness.

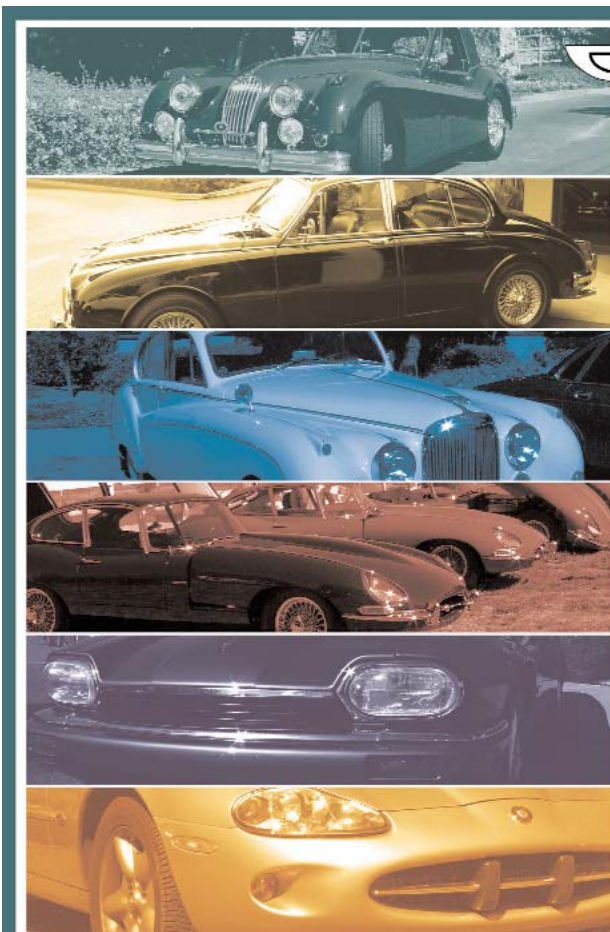
BITTEN IN BAMA

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Check out the view!

As is sometimes the case in these situations, there was not any real intent at the time for buying this car: It just happened! Robert saw this particular car at a car lot in Hazel Green (north of Huntsville), checked it over, and made an offer. Next thing you know, he's driving' it home.

The underlying reason for the purchase is that he wants the car to be a father-son project with 12 year old Robbie. (Robbie was hard at work wiping the car down upon my arrival! Then he disappeared somewhere on his bike.) The game plan is to slowly work their way through



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BITTEN IN BAMA

• continued from previous page

the car making it reliable and road-worthy once more.

The car is solid and pretty much complete, and Robert reports it drives very tight with plenty of power. The unfortunate aspect is that it has suffered the ignominy of being left un-garaged at some point for a length of time. It has also been the victim of a less than quality paint job sometime in the past. As is sometimes the case with a car this age, Robert is chasing down an intermittent starting problem and dash gauges that will lose power over bumps sometimes. Nothing some connector cleanup and persistence can't cure. A new set of bonnet struts will help also, as seen from the pictures.

The car's history is still a partial mystery. Robert does know it was a




BITTEN IN BAMA

• continued from previous page

Florida car at some point, and is trying to contact previous owners for more information. Even more of a mystery is the fact that there were four XJ40 alloy wheels in the boot when he brought the car home. They are in very good condition, and Robert says that they are for sale.



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Antique & Classic Car Show & Flea Market



Saturday, May 20, 2006

Registration: 8:00 AM - Noon

at the historical

Huntsville Depot

<http://www.earlyworks.com>

New Location

New Location

→→ Train Exhibits →→ Historical Alabama Constitution Village

→→ Automotive Center with interactive exhibits

→→ Walking distance to downtown Huntsville

→→ Discounted admission to Early Works Museum

(Directions: Show field is just off I-565. Eastbound travelers take exit 19C and westbound travelers take exit 19A toward downtown Huntsville.

The Depot will be on the immediate right.)

Tentative List of Classes*

(1st, 2nd & 3rd place awarded in each judged class)

- | | | |
|------------------------------------|----------------------------------|------------------------------------|
| 1. AACA Seniors | 14. Modified Cars - 1961- 1969 | 27. Production Cars - 1966- 1970 |
| 2. Driver Class thru 1986 | 15. Modified Cars - 1970- 1986 | 28. Production Cars - 1971- 1978 |
| 3. Corvettes - thru 1978 | 16. Street Rods - thru 1933 | 29. Production Cars - 1979- 1986 |
| 4. Corvettes - 1979 - 1986 | 17. Street Rods - 1934- 1948 | 30. Production Trucks - thru 1954 |
| 5. Mustangs - thru 1978 | 18. Ford Production - thru 1931 | 31. Production Trucks - 1955- 1978 |
| 6. Mustangs - 1979 - 1986 | 19. Production Cars - thru 1930 | 32. Production Trucks - 1979- 1986 |
| 7. Thunderbirds - 1955- 1957 | 20. Production Cars - 1931- 1935 | 33. Modified Trucks - thru 1986 |
| 8. Thunderbirds - 1958- 1978 | 21. Production Cars - 1936- 1940 | 34. Motorcycles - thru 1980 |
| 9. Thunderbirds - 1979- 1986 | 22. Production Cars - 1941- 1950 | 35. Foreign - thru 1980 |
| 10. Camaros/Firebirds - thru 1978 | 23. Production Cars - 1951- 1954 | 36. Non-Judged thru 1986 |
| 11. Camaros/Firebirds - 1979- 1986 | 24. Production Cars - 1955- 1957 | |
| 12. Modified Cars - 1951- 1955 | 25. Production Cars - 1958- 1961 | |
| 13. Modified Cars - 1956- 1960 | 26. Production Cars - 1962- 1965 | |

SPECIAL AWARDS
President's Choice
Best of Show Original
Best of Show Modified

* Classes may be modified day of show

Registration Fees:

\$15 - First vehicle \$10 - Each additional vehicle \$5 - Non-Judged

Flea Market - FREE!! Spectators - FREE!!

Register on-line at : <http://www.naraaca.org>

For More Information, contact:

Bob Hill, Show Chairman

256-508-9589

Speaking of
"Bitten in Bama" ...



Fort Knox-
Gold Vault
Jaguar Concours
d'Elegance
May 26-27, 2006

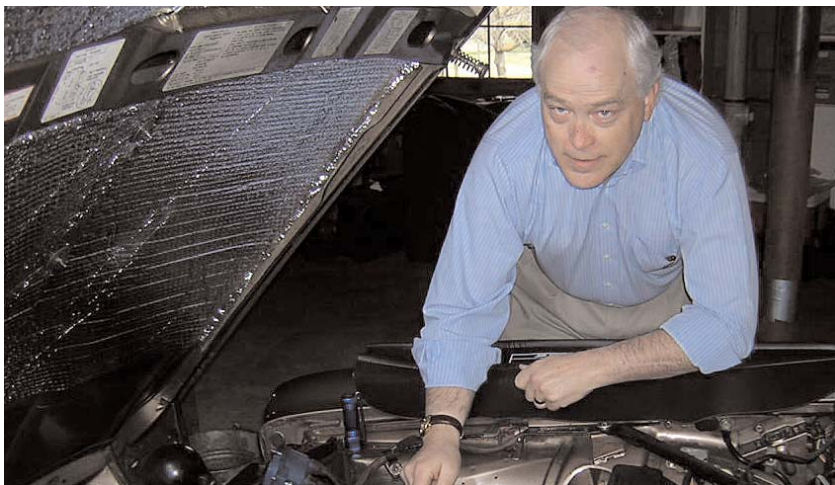


Jaguar Drivers' Club, Area 51, Inc.
22nd Annual Concours d'Elegance

Keyes Park - Fort Knox, Kentucky
Friday, May 26th and Saturday, May 27th, 2006
Call (502) 593-6379 or email hleggett@aol.com



by Mike Mowery
mmowery@ssr-inc.com



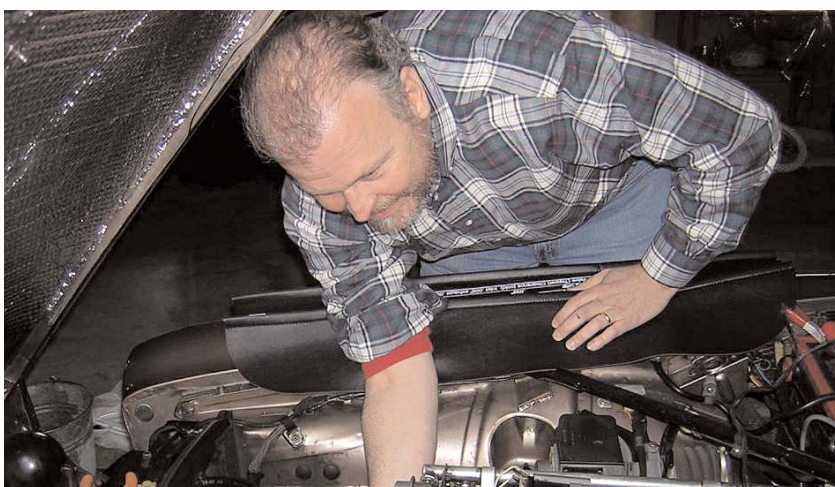
The Case of the Retarded Distributor

On a recent Friday afternoon, an impromptu tech session broke out in Jim Smith's basement garage. Jim's very nice '86 VDP has been getting less than expected fuel economy, and he suspected that possibly the oxygen sensor wasn't working correctly.

I suggested to Jim that before he replace the sensor, we check a couple of things first. So Winston Huff and I stopped by Jim's house and proceeded to get stuck in.

First thing we did was to verify oxygen sensor operation. With the car well warmed up, and with a digital voltmeter attached to the sensor lead, we were able to determine that the sensor was, in fact, operational. The voltage was oscillating between approximately 0.3v and 0.6v just as it should. This also led us to believe that the air flow meter bypass screw was also in the correct range.

I had brought my timing light with me, so we hooked that up to see where Jim's engine was timing-wise. Ah-Ha!! We had found something: With the vacuum line to the distributor advance module unhooked and plugged, the '86 engine should be reading 17 degrees before. Jim's car was reading only 12 degrees.



How many monkeys does it take to set the timing?

RETARDED DISTRIBUTOR

• continued from previous page

A short time later, and the distributor was advanced to the correct position. (this was only after your humble editor incorrectly assumed that the distributor drive might be "off a tooth", only to later remember that the xk engine distributor doesn't have teeth like the AJ6 engine! doh!)

We went for a short test drive, and proclaimed our work done for the day. Jim is going to keep up with his fuel figures and let us know if the change in timing has improved the fuel economy or not.

The Case of the Unadvancing Distributor

A while back, I was doing some tune-up work on my '83 XJ-6 and made an interesting discovery: The vacuum advance module on the side of the distributor seemed to be lifeless.



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**One Waffle House Distributor:
Scattered and Greasy**

UNADVANCING DISTRIBUTOR • continued from previous page

While I was putting in a new rotor arm, I decided to hook a vacuum hose up to the advance module and verify that it would rotate the internal plate when a vacuum was applied. Well, it didn't. In fact, it was obvious that the diaphragm was compromised since I couldn't apply any vacuum at all. I decided I'd put it on the 'to do' list and take care of it later.

Later finally came around last week, and out came the distributor. The hold down bolt is pretty well hidden, but there's just barely enough room to get a hand and a spanner in there.

As is my usual method, I just start taking it apart till it won't come apart anymore.

The vacuum advance module arm reaches under and hooks onto a post on the bottom on the internal plate. Just unscrew the two screws holding the module to the case, and tip the module down to release it.

I went ahead and cut open the module to investigate what had happened. The old rubber material was very stiff, and appeared to have pulled inward from the outer clamp area. No idea whatsoever how long it had been like this!



UNADVANCING DISTRIBUTOR

• continued from previous page

Once everything was cleaned up really well, it was just a matter of throwing it all back together using a new advance module. (Be sure to check the clearance between the six-toothed rotating thinga-ma-jig and the induction whatcha-ma-callit!) The o-ring on the base needed replacing also. In addition, the centrifugal weights had a nice coating of 23 year old petrified grease that needed cleaning. Some clean engine oil and high temp grease used sparingly, and it's good to go!

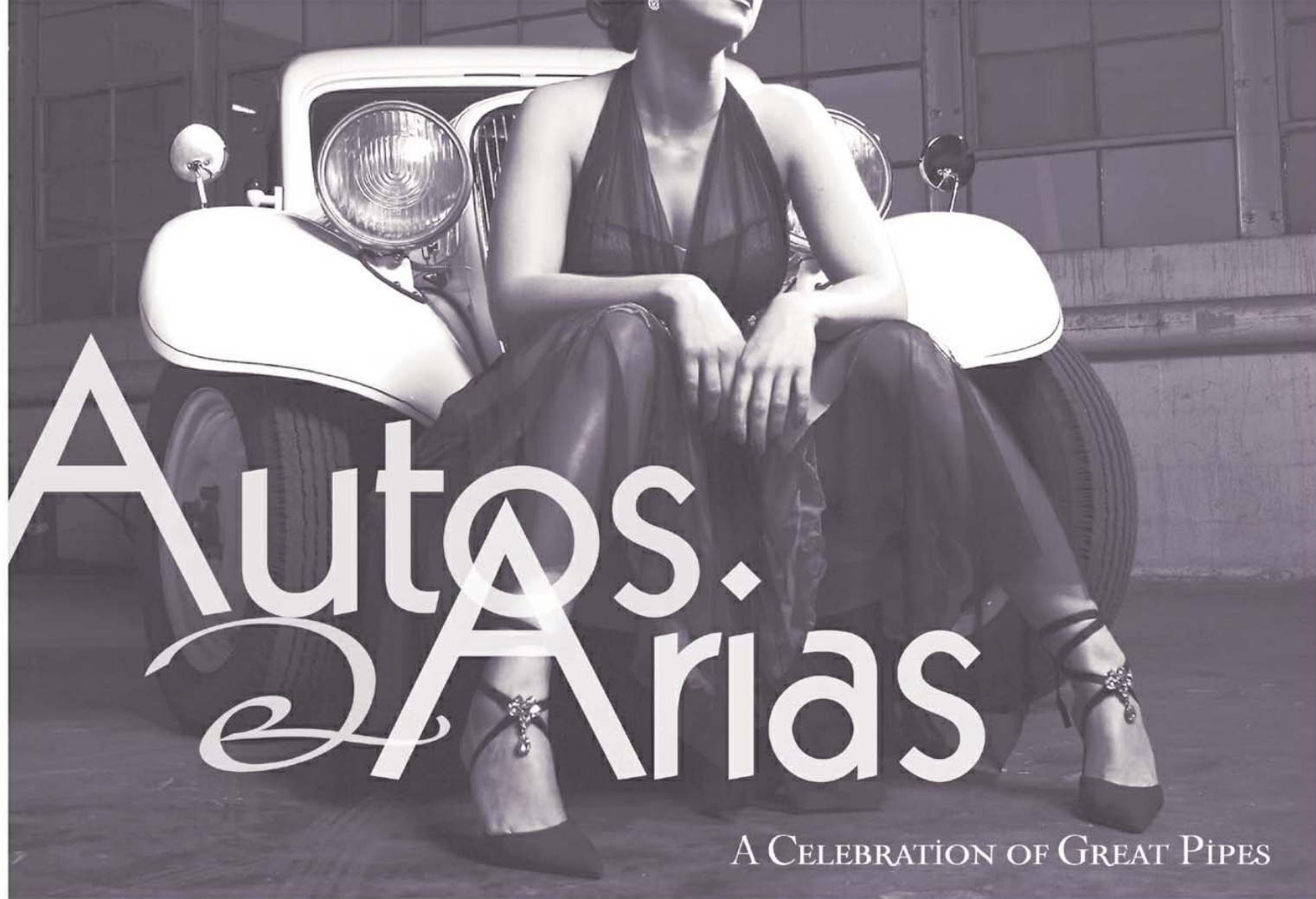
Put it back in the car, and reconnect the ignition module connector and cap. One quiet prayer to Lucas later, and she started right up. With the vacuum line plugged, the timing is put right, the vacuum line reattached to the module, and the work is done.

Next Time:
Getting the Cold Air Flowing Again



**Above left,
Bad Module Diaphragm**

Ready For Re-Installation



Autos. Arias

A CELEBRATION OF GREAT PIPES

Wed, May 17, at Lane Motor Museum

5:30 - 7 p.m. Pit Pass Preview • 7 - 10 p.m. General Admission
702 Murfreesboro Pike, in the former Sunbeam Bread Bakery

General Admission \$75 • Pit Pass \$150
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MUSIC CITY JAGUAR CLUB



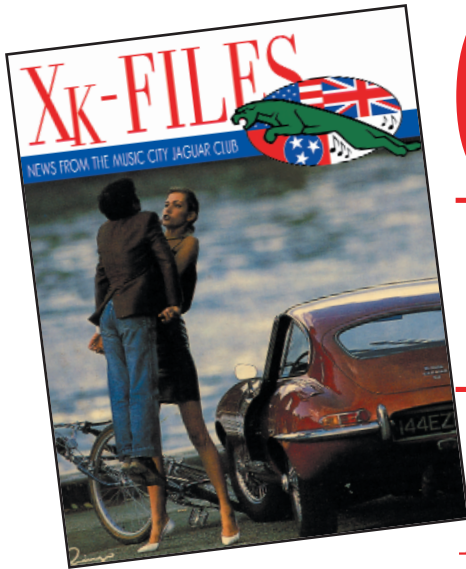
Music City Jag Club members Jim Smith, Mike Mowery, and Tom Smith enjoyed the shade on the front lawn of the Belle Meade Plantation, April 18, during a club photoshoot for the upcoming Concours.

Did Tom Smith's E just get groomed in the Plantation Carriage House?

Our thanks to Belle Meade Plantation staff members for their hospitality during touring hours!



Send in pics of your sweet Jag to xkfiles@bellsouth.net



Get Noticed

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on their Jaguars!

Advertise in the Xk-Files

Classified Ads

Xk-Files offers free classified ads to MCJC members selling Jaguar cars or parts. The ads run for three issues unless cancelled. Classified ads for non-members are \$5 for two issues. Classified ads (for Jaguars only) can also be posted nationally at www.jcna.com under Classifieds.

Commercial Ad Rates

Below are commercial ad rates for businesses. These ads will probably be, but not necessarily, Jaguar related.

No. of Issues	3	6	12
Business card	\$25	\$40	\$75
1/4 page	\$50	\$85	\$150
1/2 page	\$85	\$150	\$250
Full page	\$180	\$250	\$400

Measurements

Business card	3.75" X 2.25"	(375 x 225 pixels)
1/4 page	3.75" X 5"	(375 x 500 pixels)
1/2 page	7.5" X 5"	(750 x 500 pixels)
Full page	7.5" X 10"	(750 x 1000 pixels)

Instructions for Advertisers

Because this newsletter is primarily sent out electronically, it is important to keep the file size as small as possible. To support this effort we prefer images be supplied at 100 dpi rather than the normal 300 dpi. Images supplied at 300 dpi will be resized to 100 dpi. Any digital images and copy can be sent to Cara Schneider at carabella@bellsouth.net.

If you prefer, you may send hard copy, such as your business card, logo or ad text, to:
Music City Jaguar Club
c/o Mike Mowery
2995 Sidco Drive, Nashville TN 37204

When looking for parts or services for our Jaguars, club members are asked to consider our advertisers first!

Nashville!

British Car Show

Saturday, October 14, 2006

Pinkerton Park, Franklin, Tennessee

www.NashvilleBritishCarClub.com



Name: _____ Address: _____

Spouse: _____ City: _____ State: _____ Zip: _____

E-mail for confirmation (we will try) _____

PLEASE PRINT IT SO WE CAN READ IT!

Registration includes one Event Registration Packet (free stuff) and one Event Plaque. Awards will be made to 1st, 2nd, & 3rd place in each Class, "Best of Show" and others, as we may deem appropriate. Voting will be participant's choice. **One MAJOR DOOR PRIZE will be awarded to PRE-REGISTERED participants only.** Other Door Prizes will be awarded to PRE-REGISTERED and Day of Show Registrants; you must be present to win.

Vehicle	Make	Model	Year	Suggested Class	
1.					\$30.00
2.					\$5.00
Event T-Shirts	Available for Pre-Order Only	M ___ L ___ XL ___ XXL ___	\$15.00 \$18.00	Each	\$ ___ \$ ___
How many for the Friday Reception? ____			Total Enclosed: \$ _____ .00 <i>Use Reverse if more space needed!</i>		

Please remit to: NBCC Car Show, c/o W.O. Greene, 6048 Robin Hill Rd., Nashville, TN 37205

In consideration of the right and privilege to enter and participate in this event, I agree to release and hold harmless the Nashville British Car Club, its officers and members and the city of Franklin, TN, from any and all liabilities for injuries, damages, or loss arising from my entry, attendance or participation and traveling to and from this event. I also certify the vehicle (s) offered for registration are covered by liability insurance at least equal to the minimum requirement of the state in which the vehicle (s) are licensed and/or registered.

Signed _____ Date: _____

Please Sign, unsigned forms will be returned! By registering, you also consent to being photographed for NBCC promotional use.

Classes may be combined or eliminated based on pre-registrations received as of September 1, 2006

A-1 Austin Healey 100-3000

S-1 BUGEYE Sprite

S-2 MK II Sprites, MK I Midgets UP

M-1 MG Prewar and T Series

M-2 MGA

M-3 MGB/MGC/GT Chrome

M-4 MGB/MGB-GT Rubber

M-5 MG Other

T-1 Triumph TR 2-3

T-2 Triumph TR4, TR4A, TR250

T-3 Triumph TR6

T-4 Triumph Spitfire, GT6

T-5 Triumph Other

W-1 Morgan

* F-1 Rolls-Royce, Bentley Pre War

* F-2 Rolls-Royce, Bentley Post War

* F-3 Rolls-Royce, Bentley (Shadow Up)

J-1 Jaguar XK 120-150

J-2 Jaguar E-Type

J-3 Jaguar XJS

J-4 Jaguar XJ6/XJ12

J-5 Jaguar Other to 1981

J-6 Jaguar Other 1982 UP

O-1 Special Interest Pre War

O-2 Special Interest Post War to 1981

O-3 Special Interest 1982 UP

O-4 Highly Modified & Competition

* Rolls-Royce and Bentley are the 2006 Featured Marques



Music City JAGUAR Club



Thank you for your interest in joining the Music City Jaguar Club and JCNA. Please fill out this membership form and follow the simple instructions below

Name(s) including spouse or other _____

Address _____

City, State, Zip Code _____

Home phone _____ Business phone _____

E-Mail Address _____

- XKFiles*, the Music City Jaguar Club Newsletter will be sent to this email address.
- I prefer for a hard copy of the newsletter to be mailed.

Jaguar/s Owned (Use an extra sheet if necessary.)

Year	Model	Body Style	Color	Miscellaneous

Enclosed are my Jaguar Club membership dues \$ 50

Signature _____

Please mail a copy with your check (payable to Music City Jaguar Club) to the address below. Your application will be processed and forwarded to JCNA. Please allow 4 to 6 weeks to receive your first issue of the Jaguar Journal. Should you have any question regarding the status of your membership, please contact the Music City Jaguar Club at xkhuff@yahoo.com.

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