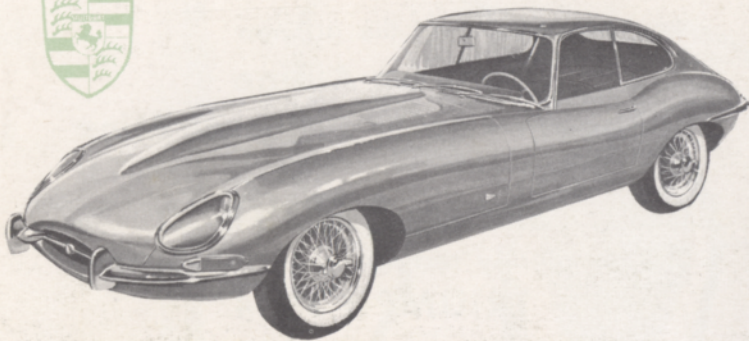


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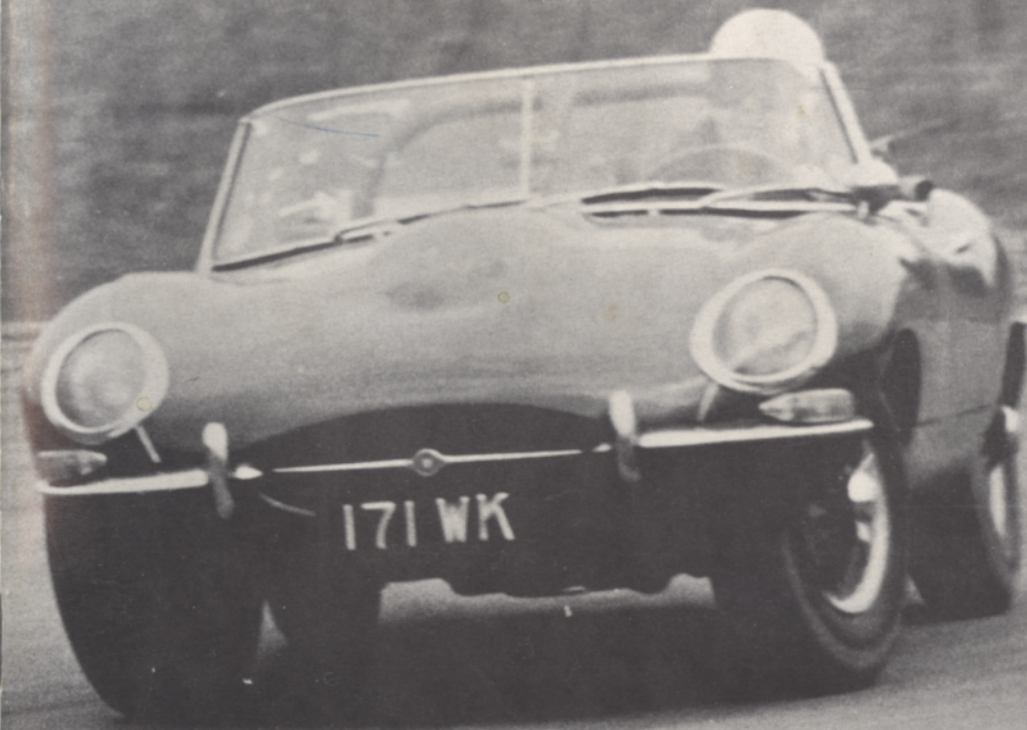


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XKE JAGUAR

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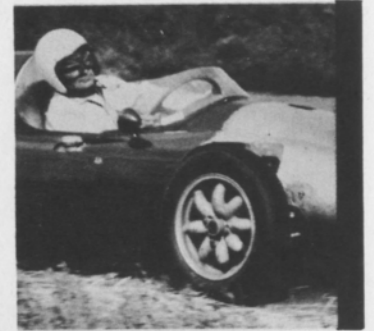


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THE INSIDE LINE



What do you do when you blow the engine of your car during a Saturday practice session? Well, if your name is William Brack and you've towed the car all the way from Toronto all primed for a weekend of racing, you enter the Mini-Minor Station Wagon you use as a tow car and go racing anyway!

Saturday's races in the rain provided some interesting commentary on wet adhesion. Art Novak threaded his Alfa Veloce through the whole pack of slipping, sliding Corvettes to nail down second overall in the A-B-C-D Production Race - you could see his grin all the way across the paddock. In the Formula Junior race the normally invincible Lotus XX's looked very uncomfortable with only the superlative driving of "Pappy" Durbin in Lotus No. 8 keeping a very determined Art Cutcliff from walking away from everyone with his Elva.

Sunday the Mulholland-Thompson duel was renewed in earnest. On the first lap the Mulholland Jaguar's fuel supply faltered momentarily dropping him back to fourth place, 8 seconds behind Jerry Thompson's Corvette. His work cut out for him, Joe started cutting down the lead. On the 11th lap he was able to pass Jerry's Corvette and held on to the lead to win. The Jaguar's best lap was 1:27.5 and the Corvette's only 1/10th of a second slower - both of them a full second under the previous class record. I think I'll let someone else make the predictions on this one.

This month's feature article is "The XKE Jaguar" by Joe Mulholland - need I say more?

Unless something goes amiss we will have one or more of the new Lotus XXIII's competing here this weekend. This is the latest of the Lotus sports-racing cars and according to one reporter has been making the previous 1100 cc lap records on several English tracks "laughable". The car is powered by a modified English Ford 109E engine.

We were all deeply saddened to hear of the death of Peter Ryan at Reims, France, on July 1st. Peter was a former Canadian National Champion and a former Waterford Hills lap record holder.



THE XKE JAGUAR

The letters X, K, and E represent the present termini of two separate engineering developments by the Jaguar Works: the XK engine and E type chassis/body developed directly from the competition C and D types.

At the end of the war, Jaguar knew that the end of development had about come on their existing O.H.V. engine. The engineering department was put to work to design a high performance overhead cam engine. Through stages of successive development (XA through XJ) the XK engine was evolved.

At the 1948 Earls Court Auto Show Jaguar unveiled to an astounded audience a new sports model powered by the XK engine and designated the XK-120. It could do a genuine 120 MPH in stock form. The engine had been intended for a new sedan but was found to be so good that the sports model was built for it, although at this point no competition or racing successes were envisioned.

Private owners, though, found the model quite successful and whilst pressing the works for further refinement actually pushed Jaguar to form their own competition department. Initially, the works also raced these XK 120 models albeit somewhat modified. It became apparent to them that to go on with this racing thing would require a lighter special model and here we have the first "C" type—the "C" meaning competition.

We now see two divergent roads of development: the one the familiar

roadster for street and competitions for the private enthusiast and the other the "C" types and later the "D" types for sports racing. The "C's" and the "D's" in particular were probably the worlds most successful sports racing cars, having won LeMans in 1951, '53, '55, and '57.

In 1957 the works decided to join the "D" type development to the other path (touring-all purpose) and announced the XKSS model which was really a "D" type with full touring and road equipment. Unfortunately, six weeks after announcement a disastrous fire destroyed half the works including all the XKSS jigs and dies. The model was never resurrected after about 25 having been built.

The "E" type continues Jaguars single path development of a car for both touring and competition. The "E" type is of such advanced design and of such general interest that its main features should be pointed out in detail.

The "E" type is the only production car using monocoque construction. This consists of a series of bulkheads starting with the firewall and on rearward to behind the seating. Over these a flat 20 ga. steel sheet is stretched by stretcher press. The skin or shell then is the load bearing portion. To this is attached the front and rear sub-frames which carry the front suspension, engine, and rear suspension respectively. All loads then are carried by the sub-frame to



the main structure. This also facilitates removal or replacement in the event of damage.

The front suspension is "D" type (closely allied to the 120 through 150 series) consisting of independent traverse wishbones on torsion bars with telescopic shock absorbers.

The rear suspension is of completely new design using two transverse tubular links the top one of which is the half shaft universally jointed at inner and outer end. The suspension medium is twin coils springs on each side enclosing tubular shock absorbers. The lower tubular link is mounted to the wheel hub at its outer end and to the sub-frame at the inner. The sub-frame is rubber mounted to the body by rubber "V" block and rubber bushed radius arms on each side. The differential is rubber mounted to the sub-frame also. Due to its mounting and design all noise, harshness, and peculiarities common to many independent systems are completely eliminated.

Brakes are Dunlop quick change discs of single pair per wheel design. Twin master cylinders are

used giving independent front and rear systems in the event of failure of one or the other.

Rack and pinion steering at 2-3/4 turns lock to lock is fitted and the steering wheel is adjustable for both height and reach movement.

Great care is taken in assembly. The body is first phosphate etched, then undercoated. Two coats of primer followed by sound deadening compound are added. One more primer coat and then three finish coats are applied.

The power unit components are all individually balanced and then the assembly, crankshaft with flywheel and clutch, are rebalanced as a unit statically and dynamically. The assembled engine is then final balanced before each one is bench run for four hours. After final assembly of the car each is driven 25 miles minimum where further adjustments are undertaken.

The present "E" type engine is 3.8 liter (3781 cc, 230 cu. in.) developing 265 BHP at 5500 RPM with 260 lbs/ft. of torque at 4000 RPM. Power is transmitted through a 10 in. clutch to a four speed gear box, then

(Continued on Page 8)

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THE INTERNATIONAL RACE SCENE

This week end being the first internationally co-ordinated event on the Waterford Hills Road Course, we the editors thought that this would be an appropriate time to publish a report from our Buenos Aires, Argentina correspondent and Past President of OCSRRC, Charles Moore.

It is about time for us to make our report on Sports car activities from the Southern Hemisphere. The second week end we were in Buenos Aires, we attended the six hours production car race held at the Autodrome. The Auto-drome was built actually by the government for Mr. Fangio and is a combination of four road racing courses, ranging in length from 21 miles to just under four miles. It is a very beautiful, park like place with lawn, trees, and large ponds with fountains. Incidentally, it seats about 70,000 people. So far have driven the course only two times.

Joined the Association Automobile Sports and became their first North American member. It is the most disorganized organization I have ever seen, but their enthusiasm and friendliness are overwhelming. Never have I met people before who went so far out of their way for a stranger. Always there was a person to take me from the hotel to the meeting and always there is an English speaking member assigned to me as an interpreter. Not once have I been able to pay for a drink or food.

The first race week end I will describe in detail for it gives the best picture of racing here. Don't laugh for you are in for some surprises. Race 1: 15 laps G.T. cars under 450cc production or modified under 175cc. Cars running: 3 Heinkels and 4 Isards. Race II: Most popular and the class I would like to run. Production G.T. cars

under 780cc and modified under 500cc. Cars running: 7 DeCarlos, 6 N.S.U., 1 Cisitalia and 1 Berkeley. One of my friends drove a N.S.U. and took it end for end after he "plum" lost it in a turn.

Race III: G.T. Sports under 2000cc. Running were 4 cisitalia, 1 Borgward, 1 TR3 and 1 1600 Porsche.

Race IV: Production G.T. made before 1945. Hard to believe, isn't it? Cars running in order of their finish: Delahaye, Chevrolet, Rugby, Chrysler and then a Farman.

Race V: Sports competition - modified under 1600cc. In order of finish: Porsche RS, Mini Junior (600cc) and Abarth.

Race VI: Sports competition (modified over 1600cc. In order of finish: Maser (very tired), Ferrari 4.9, Allard Cadillac and dead last mi amigo Sr. Cordoba in his wired together Delahaye.

Argentina is without exception filled with car enthusiasts, however, to own a car is another matter. A VW here sells for 526,000 pesos or just a little under 6,000 U.S. dollars. A new Falcon is \$7,000! This coupled with the fact that a good engineer with 10 years experience earns 425 U.S. dollars a month means that to an Argentine a TR4 would mean his total wages for FOUR years.

We have started a sports car club at work, Ford Motor Sports Argentina. First outing was last Sunday - a two-hour regularity run (All in Spanish) and a good gymkhana afterwards. Fourteen cars took part, my car being the biggest car and the only Ford product, a brand new bright red Taunus. My lunk is still running true to form. Got beat by two seconds in my own speed gymkhana.

Including people already signed up, a conservative estimate of member-

ship before the end of the month will be 60 or more. Of the 37 members of the Engineering Staff 23 are paid up members presently.

I cannot close this report without a few remarks about the general driving conditions here. For the first month here we lived at the Plaza Hotel which made it a 42 kilometer run out to the plant. After getting the Company 1958 Taunus 17-M warmed up and paying off the joker five pesos for parking on the public street, I was off to an out and out go! Down the Low Road through Palermo Park wide open, hitting 110km/hr. at times and never below 60 km/hr. One particular "S" turn which was sharp the car would brake loose and drift fairly well. It took a little nerve to drift this "S" because there was a police officer always there in the morning. He enjoyed it as much as I did and he always waved as I went

by. Only time I ever received a ticket was when I made an illegal turn against a red light. Found myself a 2.4 Jag one morning. He sure made me look foolish in the straights, but I could get him in the turns which made him a bit perturbed. His pride finally got the better of him and he lost in a sharp left turn at the General Pas and went sailing down the Low Road looking through his back window to see where he was going. Went back to see how he made out and found him parked still facing the wrong direction. He was awfully mad and spoke no English and I spoke no Spanish, but we sure had a good laugh.

Well, that's enough for now. We will be sending along pictures with the next report and will have a run down of the 1700 km Buenos Aires Milia Mila from the seat of a hot N.S.U.

-Charles Moore

XKE JAGUAR (Con't.)

to the differential fitted with limited slip features. There is no normal cooling fan. If the temperature goes above 80 degrees centigrade an electrically operated switch cuts in an electric fan which cuts off when the temperature drops below 80 degrees C.

Fuel is supplied by a Lucas new type electric pump submerged in the fuel tank to three double throated SU Carburetors of latest sealed diaphragm type.

Driving can be done by anyone 18-80 who will find everything to his liking. The road holding is unsurpassed; the acceleration unmatched by any contemporary production model. Top speed is 150 MPH with the 3:31 rear axle or 177 MPH with the 2:92 axle. 0-100 can be accomplished with the normal axle ratio in 14 seconds. Braking is absolutely infallible although it is recommended to change to a special high temperature brake fluid and racing brake

pads when using the car in competition. The riding quality is actually soft whether compared sports car wise or sedan wise, lying somewhere midway between.

Here is a car, then that can be used all week around town, and with only a change of carburetor needles to suit the removal of the air cleaners, a somewhat unnecessary change of sparking plugs and tires if you wish, and off you go racing. Many cars can do this--but name one other that can do all these things as well as the E type Jaguar, and 75,000 or even 100,000 miles later it will still be giving suitable service!

And to the earlier pundits of Waterford Hills racing who stated that, "those who know say the "E" is not suitable to Waterford Hills" let me say that many try, but very few indeed catch Jaguars in value, longevity, durability, and yes, racing!

-Joe Mulholland

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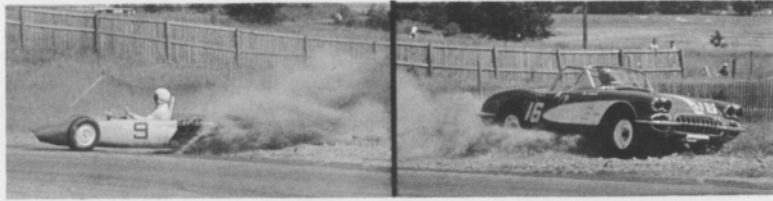
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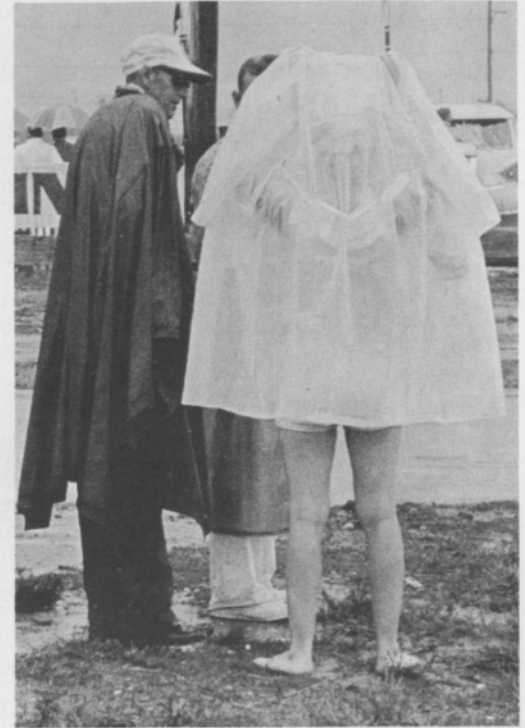
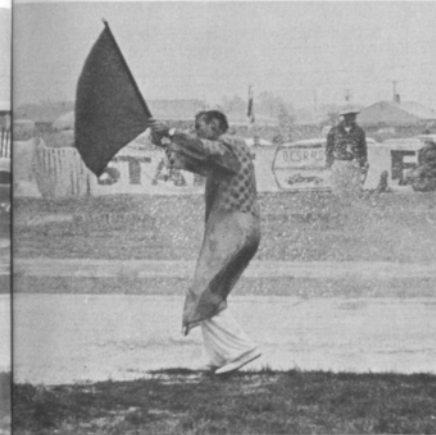
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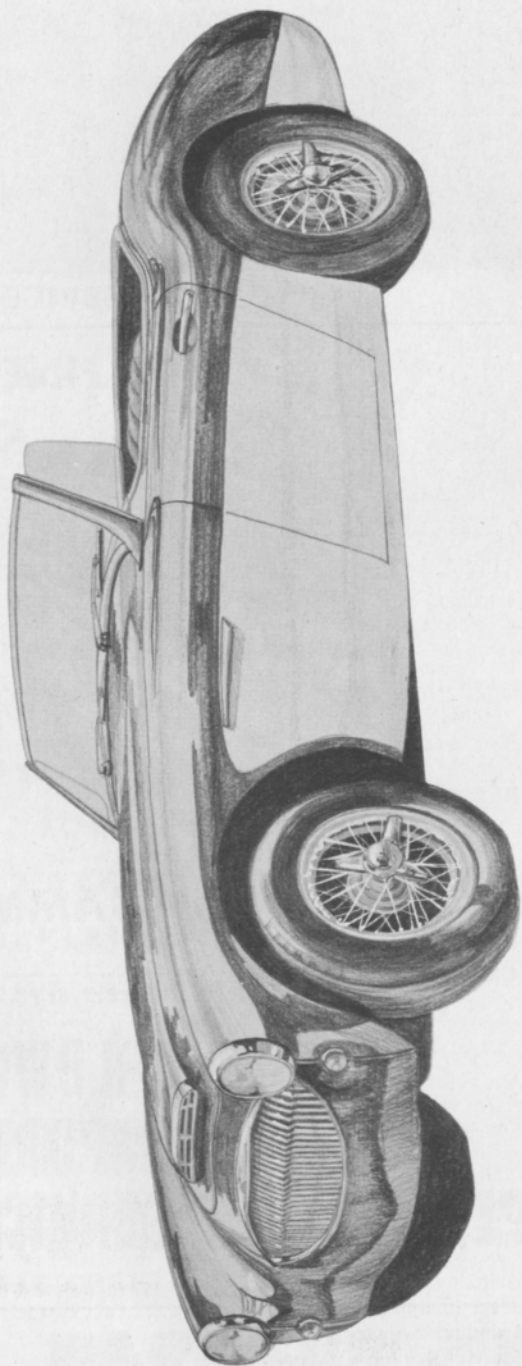
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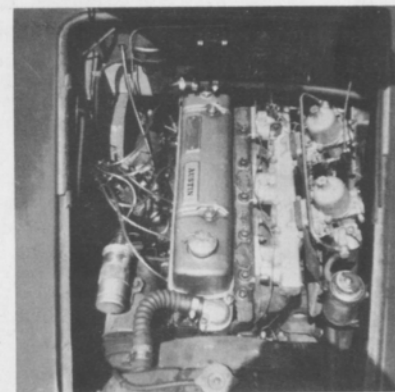
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In 1957 the reliable but out-dated four banger was discarded and replaced with British Motors Corporation's new 2-1/2 litre six. This engine, enlarged to a full 3 litres in 1960 and now developing over 140 horsepower, powers the latest version, the Austin Healey 3000.

Little changed in appearance but much improved under the skin it has made a name for itself from LeMans,



to the Targa Florio, to our own salt flats at Bonneville where it set several world records. It is a sturdy and willing competitor that seldom lets you down; it's long, low racy appearance is admired by everyone and to the people who have owned or raced one there will always be a soft spot for the great heart of the Austin Healey.

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A WOMAN BEHIND THE WHEEL

by Mary Swindell



Things that run through my mind during a race:

- (1) Will I never see the checkered flag? (after the third lap and I am ready to collapse from exhaustion).
- (2) I wish I had my purse; my lips are getting chapped; my freckles are showing; my mascara is smearing. (after all, what if I have to make a victory lap.)
- (3) Will I have enough nerve to take my foot off the brake so as to pretend to downshift? (no heel and toe for me.)
- (4) Why does the car seem to chug-a-lug up the hill after the skeet house turn?
- (5) Should I wave at the guy with the camera?
- (6) Why is the guy in the Volkswagen laughing as he passes? (oh, he thought it was Tom.)
- (7) If the course is 1.5 miles long and I have 24 gallons of gas, how many laps could I make driving in first gear before running out of gas?
- (8) Why does Tom call me Denise Mc-Baggage?
- (9) Why did Tom tell me not to be one of the top three finishers? (could it be because he needs the car on Sunday?)

Other than being a lot of fun, racing has taught me some of the finer points of driving as to braking, steering and acceleration. I enjoy driving very much and have two wishes. One, that there were more women competitors, and second, that someday I may be able to drive well.

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TIMING AND SCORING A ROAD RACE

The timers and scorers know all about a race but never really see one. As a spectator, you see the race, but may not really know how the various cars are doing, so we'll take you to the timers stand to see how they keep track of what's going on.

The qualifying lap times have been taken on each car during the practice sessions. These times are used to place the cars in their starting position for each race, with the faster cars to the front of the pack.

A sports car class race is really a number of races within a race. The first car over the finish line is only one of the class winners, there may be as many as 3 other winners, each in a different class. It is one of the duties of the timing and scoring crew to keep track of each car in these races within a race.

The 3 lap scorers, each with their own caller, are ready with a chart to

record each car number on each lap as the cars pass the control tower.

The 3 continuity recorders each have their clipboards and have already assumed a rather glassy, concentrated stare at the start-finish line. They will record each car number as it passes their line of sight, regardless of lap. These 9 people are the core of scoring and their records, cross-checked after the race by the statistician, will determine the exact finishing position of each car in each class in the race.

The 3 timers, each with 2 stopwatches, (so that one man can time every lap of a given car) will actually time each of the 3 leading cars on every lap. A 4th timer stands by to catch the lap time of any car further back in the pack who appears to be making a bid and therefore may set a track or class record.

By Dick Norton



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1.23	61.68	1.33	55.05	1.43	49.71	1.53	45.31
1.24	60.95	1.34	54.47	1.44	49.23	1.54	44.91
1.25	60.23	1.35	53.89	1.45	48.76	1.55	44.52
1.26	59.53	1.36	53.33	1.46	48.30	1.56	44.14
1.27	58.85	1.37	52.78	1.47	47.85	1.57	43.76
1.28	58.18	1.38	52.24	1.48	47.41	1.58	43.39
1.29	57.53	1.39	51.72	1.49	46.97	1.59	43.02

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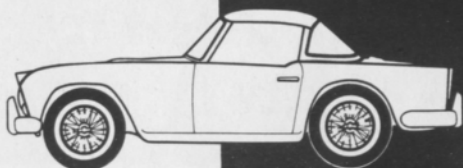
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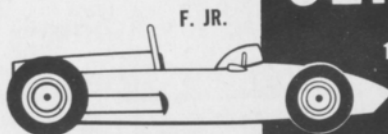
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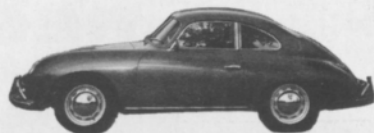


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CANADIAN RACING CLASSES

The Essex County Sports Car Club, sponsor of today's event, like all Canadian clubs, class all cars under the F.I.A. displacement classes. The classes, however, may be modified by the local club to suit local conditions. The following are the classes in use for today's races:

- Classes 1-5 Under 850 cc
- Class 6 850 cc to 1000 cc
- Class 7-8 1000 cc to 1300 cc
- Class 9 1300 cc to 1600 cc
- Class 10 1600 cc to 2200 cc
- Class 11 2200 cc to 2500 cc
- Class 12 2500 cc to 3000 cc
- Class 13 3000 cc to 4000 cc
- Class 14 4000 cc to 5000 cc
- Class 15 Over 5000 cc

IMPROVED PRODUCTION SPORTS CARS:

The Canadian "Improved Production" category is considerably different from the "Production Sports" category as used in the United States. The only limitations on engine modifications are: 1) the original block must be used, and 2) the engine displacement must not be increased past the class limit. The car may be lightened as much as desired provided the external appearance of the automobile is not altered and provided the original body material is used (no substituting aluminum for steel). There are no limits on chassis modifications. These regulations, of course, result in much faster machines than the S.C.C.A. and O.C.S.R.R.C. regulations which allow no lightening of the car and only very minor engine modifications.

SPORTS RACING CARS (MODIFIED SPORTS):

The Canadian "Sports Racing" category is basically the same as the

"Modified Sports" category used in the United States. The cars compete in the numbered displacement classes listed above.

TOURING CARS (SEDANS):

Touring Cars are classed by the same numbered displacement classes as are Sports Cars and are permitted the same modifications allowed on Improved Production Sports Cars.

FORMULA JUNIOR:

The Formula Junior, being an international racing formula, is run under the same rules and regulations all over the world. The cars that run under this formula are single seat, open wheel racing cars powered by modified production sedan engines of under 1100 cubic centimeter (66 cubic inch) displacement.

CANADA CLASS:

The Canada Class was developed by the Canadian Automobile Sports Club to provide a low cost racing class. The cars are home built Sports Racing (Modified Sports) Cars and must be built from components of production cars costing not more than \$2500.00 in Canada. They do not race against other Sports Racing Cars but in a class by themselves.

FORMULA LIBRE:

The Formula Libre is made up of cars, mostly older models, that for one reason or another do not fit into one of the current formulas. In this class you will find the old 4-1/2, 3, and 2-1/2 litre Formula I cars, the 2 and 1-1/2 litre Formula II cars, and some of the old Sports Racing cars that because of body dimensions, etc. no longer qualify as Sports Cars.

WATERFORD HILLS

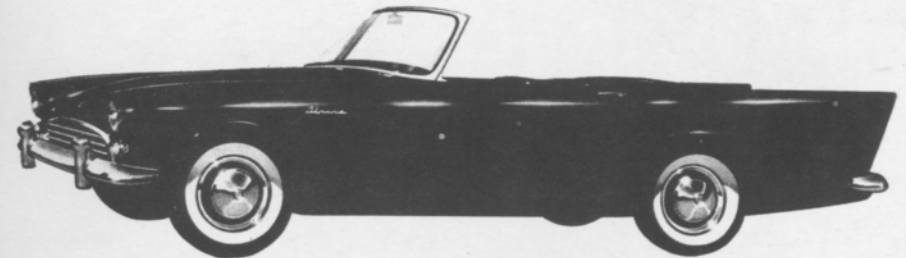


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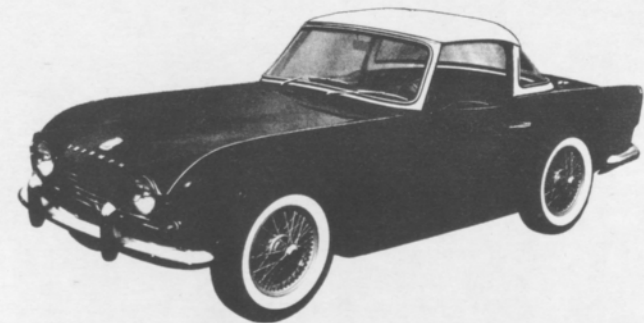
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