

Now for something completely different

Alec Escolme was keen on going down to Santa Pod raceway to check out his performance from a standing start, over one quarter of a mile, electronically time measured. Alec had a new 2 and a half inch exhaust with new sports catalytic convertors fitted to his Super V8 XJ, in addition to a stainless air intake tube and supercharger pulley gaining an estimated 50bhp and on top the original 400bhp Jaguar 4.2 supercharged engine.

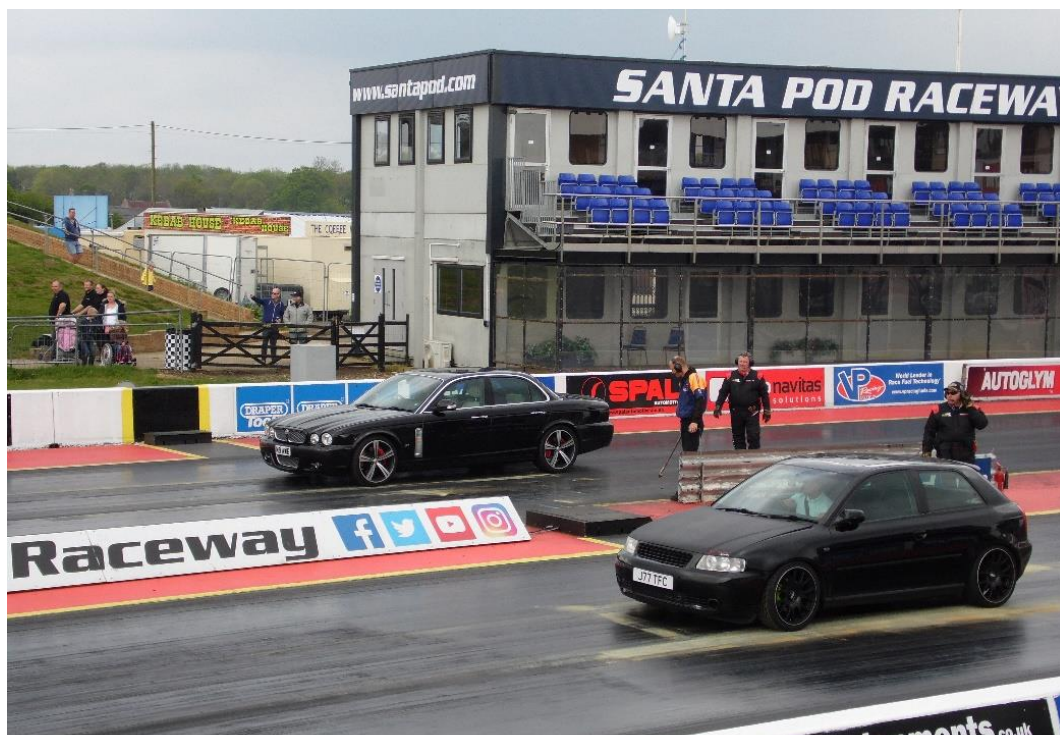
We started out early on Saturday morning at 5 am and nearly turned around by 6am as the rain was quite heavy and an open track would be postponed or cancelled due to poor weather conditions, but the decision was made to persevere which was a good call because as we got closer the sky broke and it turned out dry with good conditions. We had arranged to meet up with some of Alec's friends who were running an XJR , XKR , XFR. Jerrys' XJR was also modified to have a Nitrous injection. According to Jerry, the Nitrous package gave an extra 150 bhp! After meeting up with everybody at Tesco Wellingborough we headed down to Santa Pod. I could see Alec was quite keen for it as he had removed the rear seats and made sure he was just carrying enough petrol for the runs so as to reduce weigh and I was removed to grandstand seats on arrival so the car was as light as possible.



Once in the Grandstand you could see the track was noticeably covered with rubber left by previous cars over the years; if it had rained the track is not porous and the rain water can go nowhere making it extremely dangerous. You also

notice the start lights and Alec explained what they all mean.

The race is started by means of the 'Christmas Tree', a traffic light system in the centre of the track just off the startline. The racing machines front wheels are moved into light beams across the startline that detect the vehicle, these coupled with the finish line sensors activate individual time and speed clocks for each lane. The lights on the Christmas Tree count down, amber then four tenths of a second later, green. The race is then on, first to the finish line is the winner unless a red light shows in that lane, meaning the vehicle left before the green and is automatically disqualified.



Alec's super V8 made 5 runs on the day with the best times being early ones whilst the engine was probably colder :-

Launch 60ft	Speed halfway	Time halfway	Speed	Time
2.23sec	83.18mph	8.85 secs	106.45mph	13.49 secs
2.27sec	82.89mph	8.97 secs	106.42mph	13.62 secs

Alec's personal best from last visit (the day after new exhaust work):

Launch 60ft	Speed	Time
2.22sec	106.77mph	13.44 secs

Best run before new exhaust/cats:

Launch 60ft	Speed halfway	Time halfway	Speed	Time
2.07sec	81.68mph	8.77 secs	105.03mph	13.49 secs

Note, the ¼ mile time is the same, despite worse launch, however mph has increased (better power to weight).

I remember watching an Audi R8 with a termination speed of 109mph and a Dodge Viper was 113mph so the Jaguar 4.2 supercharged has good respectable times.



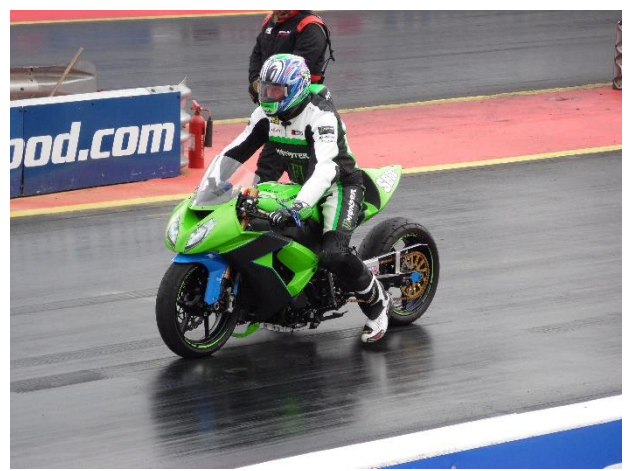
Jerry's XJR with Nitrous injection, unfortunately had a gearbox fault early on. It seemed an electrical problem disconnecting the battery and reconnected all seemed to be OK but he decided to call it a day as probably didn't fancy the walk home!

Mark was in his XKR 4.2 SC with similar times (13.39sec) and speeds to Alec's however Terry in the XFR 5.0 litre supercharged terminated at 112mph whom got a reprimand and reminded of the Santa Pod Raceway rule 'if your



termination speed is greater than 110 mph a helmet has to be worn' so Terry had to hire a helmet to continue.

Anything with wheels' races!





My ears are still ringing after this bad boy took off, fastest of the day with a termination speed of 174 mph. Had a parachute on the back should he think he needed it.

All in all, what a great interesting and exciting day out well worth the effort.

JIM KIDD

