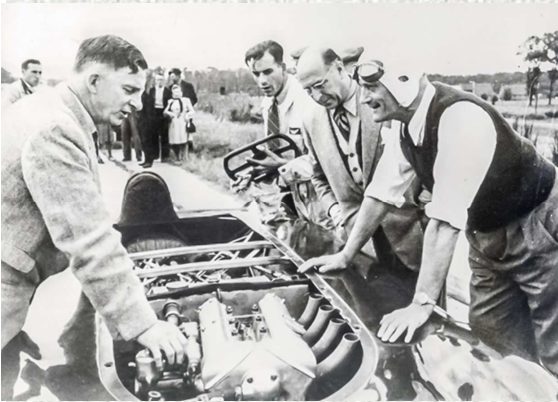


*By Neville Barlow*

I am sure most of our club members will have heard of the magnificent in line 6-cylinder dual overhead camshaft engine produced by Jaguar cars between 1948 and 1992. You will have either owned a car with such an engine, driven one, worked on one or proudly lifted the bonnet and displayed it to all and sundry. This engine was said to have been designed by Sir William Lyons and his engineers, William Heynes, Walter Hassan, Claude Baily, and Harry Westlake. It is widely believed that this group discussed a new range of engines whilst fire-watching on the roof of the SS factory in Swallow Road, Coventry, during the German World War II bombing raids on Britain. Even as far back as 1943 Sir William was sure the Germans would be defeated, and he decided he would be ready at the cessation of the war to have a new and powerful range of engines to enable Jaguar to stay ahead of any opposition. He insisted that the engines should not only look good but also be powerful.



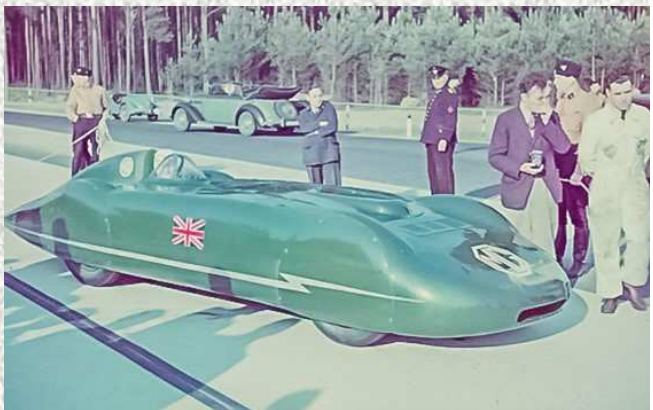
I have a book that lists and has photographs of more than 150 different makes of cars that were powered by the Jaguar XK engine. In fact, sports-cars with this engine dominated racing for many years. They also appeared in World water speed record boats, Miss Windermere, Mathea, Legend and Palace Racing. The Army also sort out these engines for the Scorpion Tank, the Fox armoured vehicle, the Ferret Scout car and the Stonefield lorry. I Believe that few people would know that from the very early days in 1943 Sir Lyons was also interested in developing a 4-cylinder for a proposed smaller car that might also be built. Two configurations of this type were selected for comparison named "XG and "XF". The XG 4-cylinder of 1,732cc used the single cam-in block and was first tested in October 1943. It was found to suffer from excessive noise and vibration, so the XF with the dual overhead camshaft, when tested in November 1944 was selected. There was much work done on the 4- cylinder engines nominated as XK1 in 1945, XK 2 in 1946, XK 3 and 4, but they were never considered smooth enough. So, emphasis was always going to be the 6-cylinder version.



It was about this time that Lieutenant-Colonel Alfred Thomas Goldie Gardner made an appearance. He was an English racing car driver who was the most prolific speed-record driver ever. He achieved nearly 150 national and international speed records, and at one point held six of the ten World speed category titles. Gardner won the Segrave Trophy and the BRDC Gold Star. In 1939, he was the first person to exceed 200mph in a light car.

Most of his records were gained in MG engined cars with a super streamlined body. In October 1946, Gardner was the first person to use the road at Jabbeke in Belgium for speed records, setting new Class H records in his MG. After a falling out with MG in September 1948 he linked up with the Jaguar Motor Company who agreed to support him for another run in Jabbeke. Jaguar engineers Wally Hassan and Lofty England travelled with him to Belgium and fitted the experimental 4-cylinder KJ engine. He broke the flying mile, Kilometre and five-Kilometre Class E records. The new records were, 1 mile 173.678 mph, Kilometre 177.122 mph and five kilometre 170.523 mph.

It is interesting to note that it has taken Jaguar 60 years to once again produce a 4-cylinder engine.



*Neville*