

Jaguar Tracks

**JAGUAR AUTOMOBILE CLUB, INC.
OF SAN DIEGO, CALIFORNIA**

NOVEMBER 1980 ISSUE

FOUNDED IN 1959

A Parting Word

...from Ray Tetzlaff

After being Editor of JAGUAR TRACKS for almost five years I have resigned. I have done this for various reasons, most important of which is orders from my doctor.

Bev Holle will be your new Editor beginning with this issue. It is time for the new ideas and a fresh format that Bev will institute. Give her all the support she needs. I want to thank all the members of the Jaguar Automobile Club of San Diego for their encouragement and assistance over the time I have been editor. I will always treasure the friendships I have formed in the club, and it is with a certain amount of sadness that I leave the post. I expect to remain active in the club and will see all of you at the meetings. In closing my message to the members I will say again, "Get involved, get the most out of YOUR club."

To the editors of the many Jaguar clubs newsletters, I wish to say that one of the best parts of being editor is reading about the many activities of other clubs. I feel I know you personally, and some of you I have met. To all I will say goodbye for now and may we meet again to discuss our favorite automobile and its problems. ☆

president's message

YOU are the San Diego Jaguar Club, individually and collectively. You have the ability and talent to be the best in the nation. You can make this club into something that you enjoy and of which you are proud to be a part.

What we are and what we become is YOU. The difference between good and great is a thin line, but one we must all cross to enjoy being alive and happy with ourselves and those around us. What we receive in life is usually closely related to what we give. Goals and plans are only words without real commitment behind them. Participate and help make 1981 what YOU want it to be...NOW!

Glenn Simpson, President

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★club calendar★

November Dinner

The November Dinner Meeting will be held at Caesar's in Mission Valley on November 14th. The cocktail hour will begin at 7 p.m. and an Italian buffet will be served at 8 p.m. This has always been one of our most popular dinners, so don't miss it. This is also our election meeting, and it's important that all of our members participate in this part of the club's activities. DATE: Nov. 14, 7 p.m. cocktails, dinner at 8 p.m. \$10.per person.☆

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Business Meeting

The November Business Meeting will be held at the home of Jim and Norma Shiner at 3415 Lark Street in Mission Hills. If you need directions call them at 295-6740...it's a bit tricky to find if you've not been there before. Come out to this meeting and bring your good ideas that will help make the club more fun for all of us! DATE: November 19, 7:30 p.m. Everyone is welcome!!!☆

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Pine Hills Fun Run

Our November outing will be a drive up to Julian for Sunday Brunch at the Pine Hills Lodge. The date is November 30th, and we will LEAVE the May Co. east parking lot at 8:30 a.m. The price for brunch will be \$5.95 each, ½ price for children. The road to Julian was meant for Jaguars, and the weather should be crisp, cool and perfect for this outing. Join us for a fun run! DATE: Nov. 30, 8:30 a.m.☆

KINGSBURG REPORT

by Marian Butler

Yes...there REALLY is a Kingsburg! For months now, we have been asking "Where's Kingsburg?" Well, thirteen of our members and four "munchkins" found it... an oasis in the desert just "25 miles south of Fresno." Frank Owen, Concours Chairman for the 1980 Cal Clubs Meet, led the way up Hwy 5 in his XKE, along with Marilyn and Randy Prine in their 150-S. At a later hour, Jack Butler was spotted on Hwy 5 (talking to a cop) with his XK-120 on a trailer and Marian, Mary Lou Owen and several children in the truck. In hot pursuit in their motorhome were Nancy and Bob Atkins followed by Pam Hodge and last minute passengers, Margie and Glenn Simpson. Glenn and Margie were unable to take their Mark IX due to an accident with the trailer. Norma and Jim Shiner were already on the road ahead of us. continued on page 4

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★ TECH TIPS ★

by Kent Stenberg

Glen has asked me to supply some technical information for our newsletter. I think some discussion about fuel systems would be helpful, and a logical method of adjusting S.U. carburetors seems like a good starting place.

This method of adjusting will work until federal regulations require more precise fuel metering (about 1968) at which time Jaguar started using Zenith Stromberg carburetors. S.U.s used on Volvo's and MG's after 1968 do not respond properly to this method of adjustment.

S.U.'s go about the business of metering fuel in a very direct way, having just one jet and a tapered needle that controls the amount of fuel at all engine speeds. The same jet can also be used for cold starting enrichment.

Because the jet is adjustable, it is necessary that ignition and mechanical systems be in proper order so that mixture indications will be correct. Engine and carburetor temperatures are also important. Best results are obtained after the thermostat has opened and with carburetors in the 80° to 100° range. The S.U. dome should feel neither cold nor warm. From a cold start, this will give you about ten minutes to make the adjustment.

In operation, a tapered needle is lifted from the jet as engine speed is increased. The taper of the needle is determined at the factory to match the engine characteristic. Therefore, if idle mixture is correct, the full operating range will be correct.

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Accepting that correct fuel mixture gives the smoothest idle operation, then too lean or too rich mixture results in poor, read slower idle speed. Using a tachometer, set engine to correct idle speed, then adjust the jet toward lean condition, (lifting jet toward the needle). When the RPM slows, adjust the jet toward rich condition (lowering the jet). You will note that between too lean and too rich that RPM will hold steady. The amount of rotation on the jet adjustment screw or nut (between lean and rich indication) will range from one half to more than one turn. RPM drop will be more pronounced on lean indication. With some practice you will hear and feel these indications before they show on the tach.

Midway between the indications is the correct adjustment for our mild San Diego climate. In colder climates, three fourths toward the rich indication gives proper operation.

This quick adjustment comes in handy if you are operating at high altitude where less oxygen requires less fuel.

Yes, some problems make the lean and rich indications difficult to detect. Incorrect float level and worn jets and needles being the most common.★

meeting minutes

BOARD MEETING--October 8, 1980
The meeting was held at the home of Frank and Mary Lou Owen with 22 members attending. Old business that was discussed was concerning the telephone committee, a new editor for the newsletter, door prizes and some coming events. The number of events each month was discussed and the general consensus was that in addition to the business meeting there would be a dinner meeting and one other event. Some suggestions for the other events were summer garden potluck dinners, and poker rallies. More ideas are needed. The nominating committee reported on candidates for the election to be held this month, and the February Cancer Society Car Show to be held at Del Mar was also discussed. Bob Atkins will be Chairman.☆

(Complete minutes may be obtained from the secretary or editor.)

★ for sale ★

- 1959 MARK I SEDAN, 2.4 litre, black, new stereo, radiator and shocks. Totally original. Joe Aboaf 574-1128
- 1961 E TYPE front and rear fenders and rocker panels. Bob Atkins 466-7903
- OVERDRIVE, full synchro '65 3.8S and 4.2 overdrive, full synchro. \$300. each. Geoffrey 264-9079
- 1969 E COUPE, new engine, clutch, paint, etc. Original leather interior. \$7500. Glenn Simpson 461-7635

KINGSBURG REPORT (cont.)

The Concours was held at the Riverland Family Resort, located in a beautiful park setting, complete with huge shade trees, lakes with geese and ducks, and the King River, gently flowing under a much traveled train trestle...just outside our motel rooms!

Saturday was the Concours, and the day was beautiful. There were 34 "primo" Jaguars in the show. Frank is to be congratulated on a job well done in organizing and managing the show. He also put ALL of us to work, judging and tallying. Pam judged for the first time and did a great job.

Randy, Frank and Jack each received Second Place awards (with very high scores!) at the banquet on Saturday evening. The awards were graciously presented by Jim and Norma Shiner.

Sunday, at the champagne brunch, Margie won a door prize and Mary Lou won two! The grand prize was a set of Koni shocks for the car of your choice...guess who won? I did, for my "E"!

Approximately 150 people attended this 3-day event and there were members from clubs in San Francisco, Los Angeles, Sacramento and San Diego. The Sacramento club was the host club. A lot of work went into making this a great weekend and we thank each one of you who had a part in it.

One final note...Frank didn't take the inner tube and I didn't take the cognac, so the river float was cancelled.☆

Don't forget...

Christmas is just around the corner and so is our Annual Christmas Party! It will be held again at the North Island Officer's Club, with Bob Lakin as chairman. Mark calendar now for December 12th!!!☆