

Jaguar Tracks

JAGUAR AUTOMOBILE CLUB, INC.
OF SAN DIEGO, CALIFORNIA

DECEMBER ISSUE 1980

FOUNDED IN 1959

December Dinner

This year's Christmas Dinner will be again held at the North Island Air Station Officer's Club, courtesy of Bob Lakin. The date is Friday, Dec. 12th, with cocktails served from the no-host bar starting at 7 p.m., and dinner served at 8 p.m.

The entree will feature Prime Rib and Crab Legs, and a very special dessert will be served. There will also be two liters of wine at each table, courtesy of the Jaguar Club. The regular price of the dinner is \$14., but our club will be picking up half the tab and so the price to members is just \$7. per person.

Santa will join us for our regular Christmas gift exchange, so bring a wrapped present, \$5. limit, for the fun. Men bring one for a man and Ladies bring one for a lady. Be sure to mark on the tag or sticker to which the gift should go.

If you haven't attended a function at the Officer's Club, be sure to ask at the gate for directions.

This is a gala occasion for all of the members, so be sure to be there! (If you haven't gotten your check to Marilyn Frine, be sure to do it right away.)

SEE YOU FRIDAY !!!

president's message

Here we are at the end of another year. We've experienced changes, enjoyed numerous events, and welcomed several new members into our club. We've also laid the foundations for our next year with a new roster of officers and committee chairmen. In 1981 Pam Hodge will be our Vice President, Sherry Duffy the Treasurer, and Mary Lou Owen will stay on as Secretary. Frank Owen will serve as our Concours Chairman, and Bob Atkins will head up the Events Committee. The introduction of fresh energy and new ideas is important to the growth and the success of the club. The real basic element necessary for success, however, is the participation and support of all of the members of the organization. By being a part of what we are doing, each and every one of you are helping to make each event and every project that we undertake a real success. We look forward to a very successful year in 1981, and know that this is possible as long as we all pull on the same end of the rope.

MERRY CHRISTMAS & A VERY HAPPY NEW YEAR!

Glen Simpson

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Business Meetings

The November business meeting was held at the home of Jim and Norma Shiner with 16 members present. Some of the items discussed were:

1. The upgrading of the newsletter with the use of paid ads and typesetting.
2. The dinners for the next year and places at which these could be held.
3. The Cancer Society Concours, of which Norma Shiner is Chairperson.
4. Some possible events for 1981.
5. The use of parliamentary procedures and the selection of our new Parliamentarian, Bob Lakin.

(A complete copy of the minutes can be obtained from the Secy.) □

There will be no business meeting in the month of December because of the Christmas holidays. □

January's business meeting will be held at the home of Joanne and Dick Fuller, 1524 Shadow Knolls Dr., in El Cajon. The date is Jan. 14th and the meeting will begin at 7:30 p.m. Events for the coming year will be discussed and planned. In put from all members is encouraged and welcome. If you need directions to the Fullers, give them a call at 440-0789. □

JANUARY DINNER MEETING will be held at Caesar's in Mission Valley on January 9, 7 p.m. for cocktails and 8 p.m. for an Italian Buffet. □

Wanted!

POWER BRAKE UNIT FOR '65
MARK II SALON. Contact
Robert or Stacia Munch,
at 475-3154

Recent Events

The Halloween party held in October at the Fuller's house was attended by about 25 members and guests. A very potent "Witches Brew" was served, and a costume contest was held for the most unique and entertaining outfit. The winner was Jack Butler, who shocked the ladies as a "flasher" with a very innovative ensemble. A close second was Jim and Sherry Duffy who came as "spearchuckers", dressed in leopard skin outfits with black greasepaint on their bodies and fuzzy wigs. It was a fun time for everyone! □

The run to Pine Hills Lodge and the delicious brunch was enjoyed by 33 members and 2 children. The day was clear and beautiful and the traffic on the road was light. The entourage of 13 E-Types, 2 sedans and one Mercedes made an impressive sight on the road. The Bloody Marys and very fine food was a fitting finale to the lovely drive. □



SAN DIEGO JAGUAR CLUB

President, Glenn Simpson
7635 Jennite Drive
San Diego, CA 92119
(714) 461-7635

Vice Pres., Frank Kovach
(714) 292-0144

Secretary, Mary Lou Owen
(714) 487-7698

Treasurer, Marilyn Prine
(714) 276-0148

Events Chm., Bob Lakin
(714) 270-3843

Editor, Beverley Holle
677 Catalina Blvd.
San Diego, CA 92106
(714) 224-7007



TECH TIPS

By Kent Stenberg

I have some observations about Stromberg and S.U. carburetion as the first steps were made toward emission control. For whatever the reasons, Stromberg carburetors were more widely used than S.U.'s. In my opinion this was unfortunate, as S.U.'s had a more direct approach to controlling emissions. Some of the steps taken were more accurate jetting of the fuel and careful assembly of the carburetors. (Although it was rare to find float levels that were correctly adjusted.) External jet adjustments were eliminated. Some Strombergs are adjusted with presses that screw into the top and bottom of the carburetor that raises or lowers the jet. Others are adjusted with a special tool that has an allen wrench that raises and lowers the needle. One of the problems was to maintain the C.O. emission at idle with a wide range of air and carburetor temperature. Stromberg uses a temperature compensator that has a bi-metal strip to regulate a needle valve. This compensator leans the mixture as carburetor temperature increases by allowing air to bypass the fuel jet. The reason being, as carburetor and fuel temperature increase, fuel viscosity is lowered causing an increase in fuel that can pass through the jet. S.U.'s more direct approach was to use a bi-metal strip to adjust the jet according to fuel temperature. The temperature compensator adjustment can be checked by immersing it in water at 68° F. for several minutes. The needle should then be just clear of its seat. There is alot said on the negative side about emission control, but there are several benefits that enhance performance. Controlling carburetor intake temperature promotes smoother operation during warm-up and in cold weather. More accurate control of the fuel should have given better fuel mileage but this was probably offset by the retarded ignition timing settings that were necessary at the slower engine speeds.□

News & Notes

Sally and Steve Bender are the proud parents of a new son, named Christopher Glen and weighing in at 9 lbs. 4 oz. Christopher arrived on November 14th, with mother and son doing just fine. Congratulations to the Benders!!!□

Bob Atkins went back into the hospital this month for more surgery on his leg. Well-wishers and friends can learn of his progress by calling Nancy at 466-7903.□

Jaguars and Alcohol

By Ray Tetzlaff

The use of alcohol or alcohol mixes as fuel for autos has been recently suggested by both the public and the press, but there are problems to be considered before switching to these fuels. In my involvement with midget racing cars some years ago, I learned that carburetor jets had to be bored out to allow about twice the volume of alcohol to flow through as compared to gasoline. Also MPG was about half that of gasoline. Alcohol burns with a very hot colorless flame, but it is not as easily ignited as gasoline and care must be taken in its use. At present, the cost is higher than gas and considerable advances must be made in its production before it will be available. E-Jag News Magazine recently reported on an XJ6 driver who experimented with gasohol. He filled one tank with unleaded premium and the other with gasohol. He encountered some rough running, backfiring and sputtering when first switching to gasohol. After running a short distance the engine smoothed out and seemed to recover its power, although he noticed that he had to use more throttle to maintain the same speed and mileage fell off.

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In response to reader inquiry, Road and Track Magazine checked with Jaguar Rover Triumph about using oxygenated fuels in their products. Oxygenated fuels include methanol, ethanol, gasohol or any fuel with an alcohol component. The problem with alcohol is its solvent action in the fuel system and the fuel tank. It will remove all the varnish deposits left by gasoline, loosen rust and possibly carry dirt through the system, causing damage to the fuel injection system. They question as to whether the seals, diaphragms or other elements in the fuel system are compatible with the use of alcohol as a fuel in the long run. JRT does not recommend the use of oxygenated fuels in any of its products at this time.

Road & Track quotes the Radiator Reporter, a trade publication, as describing other possible fuel tank problems due to alcohol/water degradation of terne metal used in fuel tanks. Terne metal is sheet steel that has been given a lead/tin treatment, similar to a solder coating. This coating is somewhat porous. If there is any water in the tank it will combine with the alcohol and penetrate the pores forming rust. The alcohol's solvent action results in damage to the tank and minute particles of rust are carried in the fuel. It is not known whether all the materials used in repairing pinholed tanks are compatible with alcohol.

Motor Trend's Magazine Auto Report, December 1980, also lists similar problems in converting from gasoline to alcohol. They also stress the problems with alcohols affinity for combining with water and also mention that water will be absorbed from the air in damp climate. As mentioned above, carburetor jets must be approximately double for flow capacity. They point out that the fuel pump will have to work twice as hard and the fuel tank capacity will be about cut in half.

A car designed to operate solely on alcohol could use a much smaller cooling system, lighter exhaust system, higher compression and lighter rods and crank. So far, the best place to purchase such a car is Brazil, and Jaguars are not manufactured there. Besides, who wants an alcoholic Jaguar? □

for sale

RESTORATION PROJECT- '59 XK150 Drophead, in good cond., needs valve job, new tires & chrome wires. Also '59 XK150 Coupe, disassembled. Everything neatly labeled. Approx. \$7000. in parts. Parts & both cars-\$7500. Call Frank Kovach, (714)464-7855 or 286-1633. □

677 Catalina Blvd.
San Diego, CA 92106