

# Jaguar Tracks

JAGUAR AUTOMOBILE CLUB, INC.  
OF SAN DIEGO, CALIFORNIA

January Issue 1981

Founded in 1959

## Award Winners

By Ray Tetzlaff

The National Championships of JCNA are based on the highest scores registered in at least three Concours d'Elegance during the current year. Results of the Concours held by each affiliated club are sent to JCNA home office where scores are tabulated and the National winners are announced, usually in December of the current year. Think of the large number of member clubs and the fine Jaguars in each club and you will realize what an honor it is to be represented on the Honor Roll.

Four Jaguars in our club that were entered by our members in at least three events during 1980 took two seconds and two third place positions as follows:

### Second place-

Class II, Jack Butler, '54XK120 FHC  
Scores: 98.175

Class IV, Randy Prine, '59XK150 Rdstr  
Scores: 97.969

### Third place-

Class V, Frank Owen, '67 XKE Coupe  
Scores: 98.787

Class VIII, Glen Simpson, '60 Mark IX  
Scores: 96.784

The top score and the National Challenge Trophy, currently held by the Jaguar Club of Austin, goes to the Great Plains Jaguar Owners Association. The highest average score, 99.964 was achieved by their member, Jack Stamp, with his '55 XK140 DHC. This year's winner had a higher average than the 1979 winner. Our members are to be congratulated for their fine showing.☆

## Meetings

### JANUARY DINNER MEETING\*

Our January dinner will be held at Caesar's in Mission Valley. The menu will be an Italian buffet, one of our most popular dinners. Price will be \$10. per person.

Dates: January 9th, Friday

Times: Cocktails-7 pm

Dinner -8 pm

### JANUARY BUSINESS MEETING\*

January's business meeting will be held at the home of Joanne and Dick Fuller, 1524 Shadow Knolls Dr., in El Cajon. Events for the coming year will be discussed and initial plans will be started for our 1981 Concours. Input from all members is encouraged and welcome. If you need directions to the Fullers, give them a call at 440-0789.

Dates: January 14, Wednesday

Times: 7:30 pm

## contents

Award Winners.....	1
Meetings.....	1
Editor's Note.....	2
News & Notes.....	2
Recent Events.....	2
Tech Tips.....	3
Looking Ahead.....	3
For Sale.....	4

# Editor's Notes

Everything looks easy when someone else is doing it...and our club newsletter is no different. It's hard to appreciate someone else's efforts until actually faced with the task. The real job of Editor on any kind of publication is not necessarily to create the content of the item, but to elicit from those who have something to contribute the material that is to go into the publication. I would like to have each person who is in charge of a committee or department or who is an officer in the club submit material that is of current interest and value to the members. I would also like to have the general membership contribute when they feel they have something to say or have an item that could provide the rest of us with some new information. I am trying to keep the format as simple as possible but still informative, and am open to any and all suggestions that may be offered. Our newsletter is the one line of communication that is constant (in spite of the post office). If there is anyone who would like to contribute in any way please feel free to call me.

Bev Holle  
Editor

---

## News & Notes

CONGRATULATIONS to Jim Shiner for his selection as Secretary of the Classic Jaguar Association. This JCNA member club is concerned with older Jaguars such as SS1, SSII, SS Jaguar, Jaguar SS90 and SS100, Mark IV and V and even as late as XK120's. Jim's SS100 fits right in with this group. (Submitted by Ray Tetzlaff.)

## Recent Events

The annual Christmas Dinner Party was held again at the North Island Air Station Officer's Club and was truly our most gala affair of the year. The long tables were decorated with lovely pointsettias which were raffled off as door prizes at the end of the evening. The Prime Rib and Crab Leg dinner was delicious and enjoyed by all. The highlight of the evening was the special awards given to members. Ray Tetzlaff was honored for his extraordinary efforts in the past five years in putting together an exceptional newsletter each month. Bob Lakin received the perpetual trophy for Most Valued Member (1980) which has been held this past year by Bev Holle. Following the awards was the traditional gift exchange and the drawing for the flowers. After the festivities many members and guests went into the main room at the club to enjoy the remainder of the dancing and visiting. Again, as always, it was a wonderful way to end the year for the club. ☆



### SAN DIEGO JAGUAR CLUB

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

Vice Pres., Pam Hodge  
(714) 460-7542

Secretary, Mary Lou Owen  
(714) 487-7698

Treasurer, Sheri Duffy  
(714) 442-7308

Concours Chm., Frank Owen  
(714) 487-7698

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



# TECH TIPS

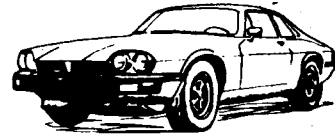
By Kent Stenberg

To continue our discussion about fuel control, electronic fuel injection was the next major step as emission regulation tightened. Fifteen years ago these systems were dreams for future exotic cars and now because of air quality problems we can buy basic transportation equipped with fuel injection. We do, however, pay for this privilege when we buy these cars and in the case of a failure, components are replaced instead of repairing them. I'd like to explain the basics of the system used in the Jaguar V-12, so that reading the fuel injection manual seems less overwhelming. Later I'll explain the one major difference of the fuel injection used on the XJ6.

Much in the same way we use even complex calculators by knowing how to enter information, we can understand electronic fuel injection by knowing the information input for the computer. Fuel is maintained at a constant pressure by a continuous operating fuel pump and a pressure regulator that allows excess fuel to return to the fuel tank. Fuel mixture strength is a function of how long the electrically operated injector is held open. In the case of the V-12, think of the engine as two six cylinder engines. The injectors operate in group flowing the firing order. 1-5-3 operate together as 6-2-4. Injectors 1 and 6 spray into open intake valves, the others spray onto closed valves.

Information for the computer comes from five areas. Triggering contacts (dual breaker points) in the base of the distributor indicate the engine is starting another rotation. Two temperature sensors indicate ambient air temperature and coolant temperature. Throttle opening is determined by manifold pressure (vacuum). A pressure sensor changes manifold pressure into an electrical signal.

The XJ6 throttle opening is indicated by an air flow sensor which is like a door pulled shut by a spring. The more air flowing past holds it open further, thus changing the electrical signal the computer receives.



A throttle switch has two functions. At closed throttle, points close engaging the idle circuit which can be adjusted to keep C.O.% within legal limits. In acceleration twenty contacts are crossed each time causing each injector to inject additional fuel. This serves the same purpose as the accelerator pump does in a carburetor.

During cold start, another circuit operates a cold start injector. This injector operates only while the starter is engaged. An air slide which is temperature sensitive allows air to bypass the throttle plate, giving faster idle speed during warm-up.

Next month I'll explain how this information interrelates and also a couple of problems to check out.☆

---

## LOOKING AHEAD

By Ray Tetzlaff

The road ahead for the automobile seems strewn with many pitfalls and obstacles. Interest rates are out of sight for most of us who must buy on credit. Gasoline prices are going higher as sure as tax bills and death. A car like a Jaguar, priced with the luxury items, and without the support of the discontinued MG line is in for an especially rocky road.

There are a few glimmers of light in the future, however. Two new light alloy sixes are reported to be set for debut late in 1981. They are 2.8 and 3.2 liters, four valves per cylinder, high compression ratios with combustion chambers designed to produce the effect of stratified charge design. A diesel is also reported in the works, this

(continued on back page)

(continued from previous page)

engine may be supplied by BMW. Jaguar Research and Development is working away with these new engineering projects and John Egan, Chairman of the Board, is pressing for an upgraded quality control system. He is said to have told a couple of Jaguar suppliers to get in line with quality control or lose out on future orders. I am sure that this is a step in the right direction.

As the fortunes of British Leyland go, so go the fortunes of Jaguar. BL needs a low priced volume seller that will take up some of the \$370,000 loss for the first half of the year. They are hoping to do this with the recently introduced Austin Metro.

The Metro is a miniclass of 4WD, three door hatchbacks. Gas mileage ranges from 34 to 48 MPG. It has lots of room for its size and has received good reviews where shown. The workmanship is said to be of high quality and many of the preparation tasks usually left to the dealer are being done at the factory. At present there are no plans to introduce this car to the U.S.

For those with a taste for luxury and the unusual and a bankroll to match, there is a limited production Jaguar Roadster. It is based on XJS mechanicals and coachwork by Park Lane Carriage Company, Ltd. of London. It has a stowaway hardtop and for \$5000. above the base price of \$60-75,000. you can have a twin-turbo V-12. This model is capable of 150 mph plus! Otherwise the buyer has a choice of a 3.4, 4.2,

or 5.5 liter Jaguar engines. Power is transferred by a GM 400 automatic transmission with a limited slip differential. Suspension is mostly XJS independent all around.

The body is a wedge design, 2 plus 2, finished off in suede and Connolly hide, with lambswool carpet and West of England cloth headliner. A Borg-Warner 65 3-spd automatic and of course the turbo V-12 are possible options. Other options available are Pirelli P7's and a 5-spd manual transmission. Later, in addition to the roadster, a 3-door fastback and a 3-door estate will be produced. To me, the styling leaves something to be desired. (See pg 14 of Jan. Motor Trend for a picture.)

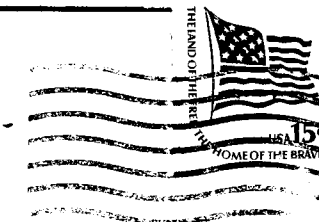
It behooves those of us who have the older models and with no prospects of finding oil wells or gold mines on the back of the lot to hang onto what we have and to treat them tenderly. Their future may BE our fortunes! ☆

## for sale

1967 Jaguar Mark X Saloon.  
Rare 4-speed, mechanically excellent. Entered in 1980 Concours, Street Class. Runs great, fast & comfortable. Priced for quick sale \$2800. Dave Schoolcraft...268-8866

677 Catalina Blvd.  
San Diego, CA 92106

*(4-24-25-26  
ATLANTA, GA.)  
June 7, 1981  
wheels for wings*



*Buses  
are due  
this month*

*Randy & Marilyn Price  
2128 Fairfield  
San Diego, CA 92110*