

# Jaguar Tracks

JAGUAR AUTOMOBILE CLUB, INC.  
OF SAN DIEGO, CALIFORNIA

February Issue

Founded in 1959

## Meetings

Our February Dinner Meeting will be held at the beautiful Bali Hai Restaurant on Shelter Island. It will be a polynesian meal and the price will be \$11.00 per person. Cocktails will begin at 7 p.m. with dinner being served at 8 p.m. This is a new place for us to meet, and it should be a very nice change.

DATE: February 13th  
COCKTAILS: 7 pm  
DINNER: 8 pm

February's business meeting will be held at the home of Marian and Jack Butler in La Mesa. The address is 10750 Melva Road. If you need directions call the Butlers at 444-4076.

DATE: February 18th  
TIME: 7:30 pm

March Dinner Meeting will be held at the Atlantis Restaurant on March 15th. (ANOTHER Friday the 15th!)

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## News & Notes

Jim Bean is in Intensive Care at Mercy Hospital. He has had to undergo complete blood exchange and blood donations are needed by anyone who can do so. Please donate in the name of Jim Q. Bean. Additional information can be had from President Glen Simpson 46-7635.

The Los Angeles Concours will be held on June 14th. The exact location is not known at this time. For additional information call President Glen Simpson.

## RALLY

A rally will be held on Saturday afternoon, February 28th by the TR Club. This is not a Time/Distance/Speed rally, but a fun-type, perfect for novices. Also participating will be the MG, T-Register and Morris clubs. Meet at Gemco, La Mesa near Allison at 12:45 p.m. Bring a map! See you there!!! It should be lots of fun.



# TECH TIPS

By Kent Stenberg

## FUEL INJECTION CONTINUED

When analyzing fuel injection problems, the first step is to recognize that you're dealing with a small amount of basic information input the computer:

1. Air
2. Coolant temperature,
3. Triggering contacts, amount of throttle opening determined from the
4. Pressure sensor, and idle position or throttle in the process of opening signalling acceleration from the
5. throttle switch.

With the system pictured mentally, solving a problem, (although sometimes time consuming), doesn't need to be overwhelming.

The computer assimilates this information and makes instantaneous correction. Temperature changes are fairly slow. Change of engine rotation speed is rapid, and change of throttle position is very fast. The computer controls the injector opening time to meet these requirements.

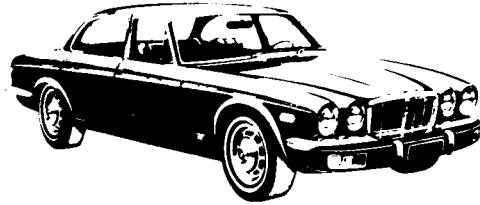
One problem that shows up as a miss or hesitation, is surprisingly caused by momentary overfueling. This is caused by the throttle switch idle contacts and the first injector bar touching at the same time, allowing the injectors to fire four or five shots at a time. This happens while driving on a very light throttle. The computer can also cause this (although very rarely.) With the injector rack out of the manifold and the main relay energized, I've had the injectors cycle erratically.

More common problems are a split diaphragm in the pressure sensor (usually at high mileage) indicated by poor fuel mileage. The quickest check is to suck on the hose from the pressure sensor and test it for holding vacuum. Black smoke from the exhaust pipe and fuel in the oil may be a coolant temperature sensor gone bad, meaning an open circuit.

A "get home" cure is to pull the plug from this sensor and jump the two wires with a paper clip.

Over all, these systems are very reliable, and it is unlikely that you will be stranded because of a

problem with them. However, one thing that cannot be tolerated is water in the fuel. If this is suspect, a tow bill is less expensive than replacing components of the injection system.



## The Fuel Situation

By Ray Tetzlaff

Drivers of the older model Jaguars, as well as other makes, are faced with the elimination of Premium grades of leaded gasoline under present marketing practices. The Ethyl Corporation, supplier of tetraethyl lead, report that demand for their product has fallen to 5% of the gasoline sold. The expense of an extra pump, storage tank and piping is therefore not justified. The major oil companies, with one exception, have all started marketing unleaded premium. Union Oil on the West coast is still supplying leaded premium. After being shunted from one desk to another, I was given the number of a Los Angeles sales office. This number seemed to be forever busy but I finally got through. A spokeswoman told me that there are no plans by Union oil at this time to discontinue leaded Premium production. She declined to give me her name, however. We have been using Union Premium in our car with a 10.2 compression ratio with no pinging. It is rated 92 octane. (See octane ratings below.)

In answer to a request from me to JCNA headquarters as to Jaguar's position on the fuel situation, I received the following information from Harold C. Taylor, National Service Training Mgr., Jaguar-Rover-Triumph, Inc.:

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#### RECOMMENDED FUEL-NON-CATALYST CARS

We have been receiving an increasing number of inquiries nationwide from owners of older JRT vehicles who are unable to purchase leaded Premium fuel. Many gasoline producers have indeed stopped selling leaded Premium fuel and are offering "super unleaded", unleaded and regular grades.

A satisfactory fuel for older JRT cars with 9:1 and over compression ratio can be achieved by mixing 2-3 gals. of "super unleaded" with one gal. of leaded gas. The addition of regular leaded fuel in this ratio will maintain sufficient tetraethyl lead to insure satisfactory valve life, and at the same time, should not reduce the octane value of the unleaded fuel.

#### OCTANE REQUIREMENT

Octane requirement listed in JRT owners handbooks is known as RON (Research Octane Number). This is NOT the octane number posted on service station pumps. The number displayed under Federal regulations is known as the "Anti-knock Index" which is an average of RON and MON (Motor Octane Number).

$$\frac{\text{RON plus MON}}{2} = \text{Anti-knock Index}$$

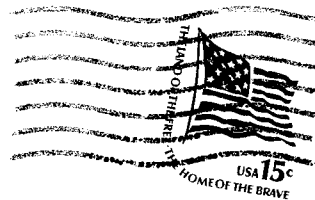
Gasoline brands will vary, but typically, a super unleaded fuel labeled 91 Anti-knock Index will be equivalent to 95 RON.

#### ALCOHOL FUELS

Motor fuels blended with a mixture of approximately 10% methanol and ethonal (gasohol) are marketed in many areas. JRT is not in a position to approve these fuels for use in JRT vehicles. We would caution owners who wish to use these fuels that the detergent nature of the alcohol may cause blockage in fuel filters, deterioration of fuel hoses and internal fuel pump and carburetor components in some models.

As a personal observation of the writer, when Union Oil Company first supplied Leaded gasoline, and they were one of the first, in the twenties, many motor experts advised not using this fuel as it would pit the valves and pistons. The advice has gone full circle in the ensuing fifty-some years. Mixing two grades of gasoline at a busy service station is going to be a lot of trouble and not cause a car owner to win friends with harassed station attendants. Reports indicate that the result of this mixology are quite questionable at best. At present my advice is to research your area for the stations still supplying leaded Premium, Union Oil and some independents. Mixing more than the suggested amount of leaded to unleaded premium will drop the octane rating and some experts recommend as low as one leaded reg. gal. to five gals. of unleaded premium. Some experimenting is recommended for each engine.

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