

Jaguar Tracks

JAGUAR AUTOMOBILE CLUB, INC.
OF SAN DIEGO, CALIFORNIA

March Events

March 13th

Dinner meeting at the Atlantis. Price is \$12. per person. Cocktails begin at 7 p.m. with dinner served at 8 p.m.

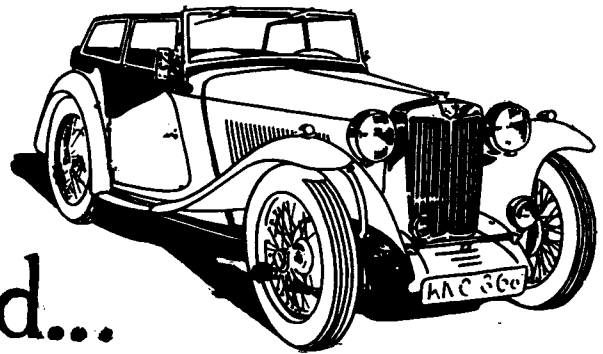
March 18

Business meeting. Jack and Marian Butler's home at 10750 Melva Road in La Mesa at 7:30 p.m., 444-4076.

March 29

Brunch at Pine Hills Lodge in Julian. All cars will LEAVE May Company east parking lot at 8 a.m. We must arrive at the lodge by 10 a.m. Price is \$6.75 for adults and 1/2 price for children under 12.

the
m.g.
is dead...



by Ray Tetzlaff

Yes, the MG is dead! What does this mean to a Jaguar owner? Let's go back a ways in time to find out. MGs were never big in the U.S. prior to World War II. Some American soldiers

stationed in England became entranced with their sportiness and handling that was not common to American automobiles. A few were purchased and brought home to the United States. Of course, as with anything new or different, there was a mixed reaction, but sufficient interest was aroused to make some enterprising people think of importing them on a business basis. Real sports cars had not been made in the U.S. since the mid-twenties.

There was a story at the time, even written up in a national magazine, that a distributor on the West Coast sent an MG TC out cruising the highways and byways. The object was to entice the driver of an American car into a race, downhill and on a winding road, by preference. Many a driver of a land barge learned to his dismay that size, weight and superior speed did not always make a winner on the downhill courses. Thus the reputation of the MG was made and attention called to this different looking, small automobile. Soon sales were being made as fast as the cars could be shipped in and the Sports Car Movement was established. That is what Jaguar

(continued on back page)

FUTURE ACTIVITIES

April 24-26

National Meeting in Atlanta, Georgia.

April (no date)

Our club will visit Briggs Cunningham Museum.

May 17

Sacramento Club will hold JCNA Sanctioned Concours.

June 14

Los Angeles Club Concours d'Elegance.

June 21

Wheels for Wings, a benefit to be held in Balboa Park for the Aerospace Museum. Joe Tarantino should be contacted for information regarding this event.

June 28

San Francisco's JCNA Sanctioned Concours.

August 2

Our club will hold its annual Concours

d'Elegance on the grounds of the Marina Village on Mission Bay. This is a new location for us, and a beautiful one. Anyone interested in working on Concours projects should get in touch with Frank Owen, Concours chariman.

September

All British Car Meet (possibly again in Ramona).

October 9-11

Cal Clubs meet at Solvang, CA. S.F. Club is in charge with Bernie Marks as chairman. Accomodations will be at the Ramada Inn at Solvang.



(Car owners seeking to accumulate national points must participate in at least three JCNA sanctioned events each year.)

Dinners

1981

The dinner schedule for the club has been planned by Marian Bulter from now until December. These are the places that have been secured for the remainder of the year for our monthly dinner meeting:

March (13th)	The Atlantis
April	Romaine's in Old Town
May	The Salmon House in Marina Village
June	Pot Luck at Frank & Mary Lou Owen's home
July	The Torrey Pines Inn
August (2nd)	Concours Banquet at the Atlantis
September	Pot Luck at Jack & Marian Butler's home
October (16th)	Bali Hai on Shelter Island
November	Caesar's in Mission Valley
December	Annual Christmas party at North Island Officers' Club

Because of all restaurants raising their prices, this year our dinners are going to be more expensive than they have been in the past. The average meal is going to cost \$12. to \$14. per person. C'est la vie! □

Results of Poll

The results of a recent survey concerning activities considered most desirable throughout the year showed our club members favored the following events:

- Pine Hills Lodge Brunch
- Briggs Cunningham Museum
- SDJC Concours d'Elegance
- Cancer Society Car Show (Ascot)
- Fiesta Dinner Theater
- Palm Springs Tram

These events will all become a part of the year's activities. □

Technical Tips

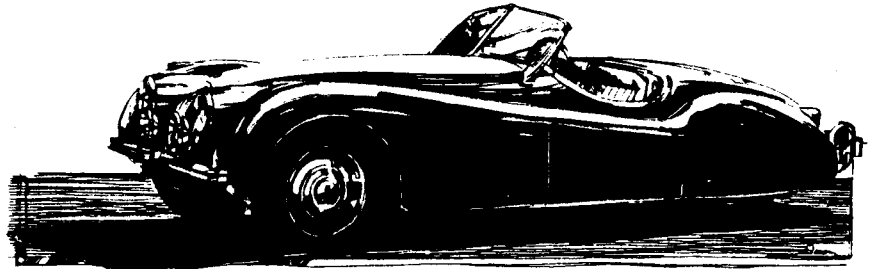
by Kent Stenberg

Twice in the past several months I've had to find a solution to a problem with S.U. carburetors as used on XK-120's and 140's. The caps that fit over the jet adjusting screws were missing. Those caps also seal fuel leakage from the bottom of the carburetor.

The caps are difficult to find, one

supplier saying they are no longer available. Since both caps had been lost, I used one piece of 3/8 fuel hose slipped over the threaded end of each jet support where the caps had been and secured them with clamps.

This may not win a prize at a car show, but you're safe from the risk of fuel leakage around a hot engine. □



ADVERTISE!

For the first time in its history, the San Diego Jaguar Club is going to take paid advertising in the pages of its newsletter. This is for two reasons. The first is that it can help us to put out a higher quality publication and send it to a greater number of interested persons as well as businesses and organizations without putting too great a strain on the treasury. The second reason is that it helps to make visible to our members and other readers of the newsletter those persons whose businesses have products or services that will help us to keep our lovely Jaguars in top condition. An advertisement in our newsletter constitutes an endorsement of that particular business, and so we will seek to have quality advertisers with reputable products and reliable services. The rates for the ads in our newsletter will be \$10. per issue for a business card sized ad, or \$100. on a yearly basis. A one-third page ad size will also be available and this will be charged at \$25. per issue. Anyone interested in advertising is urged to contact Pres. Glenn Simpson at 461-7635. □

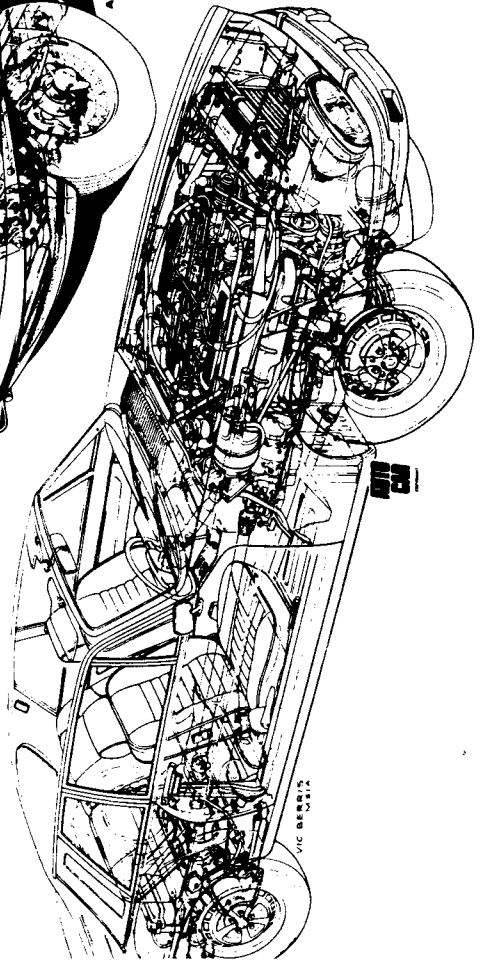
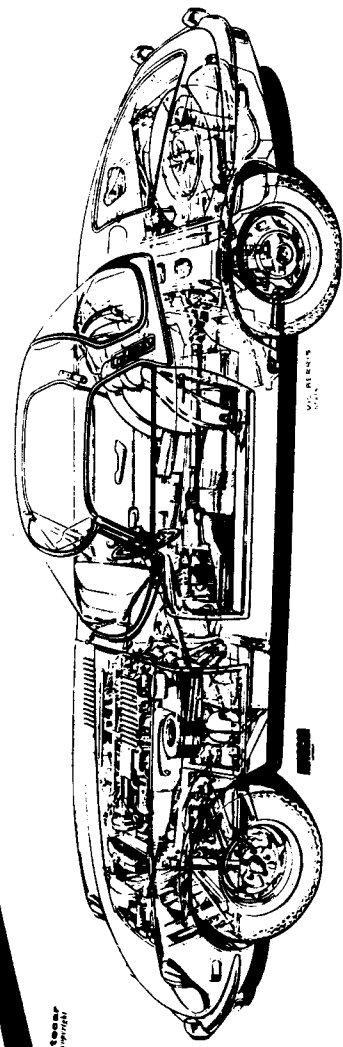
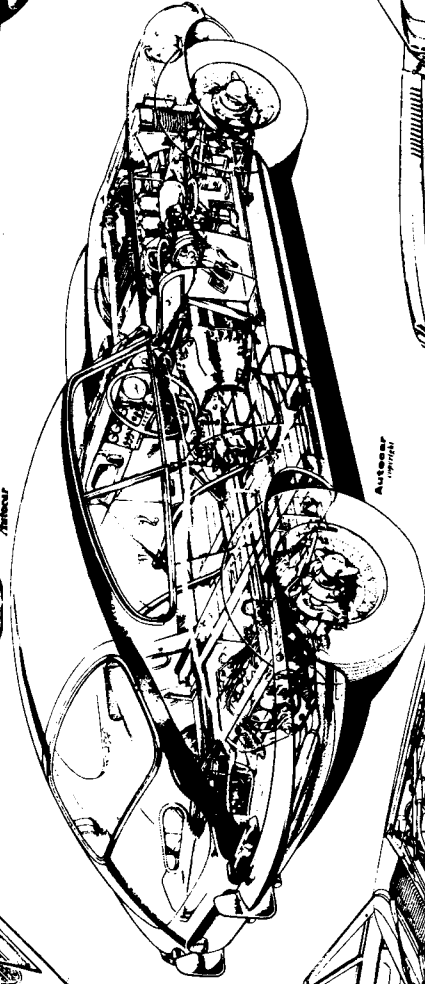
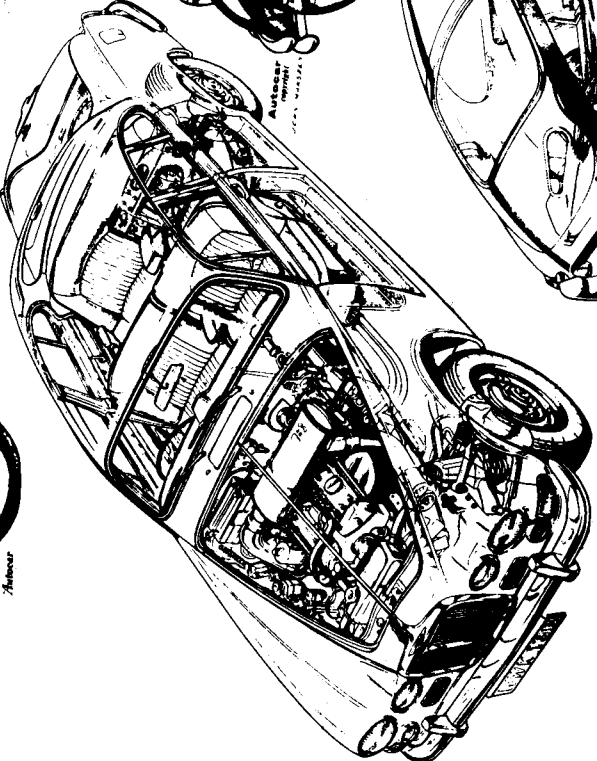
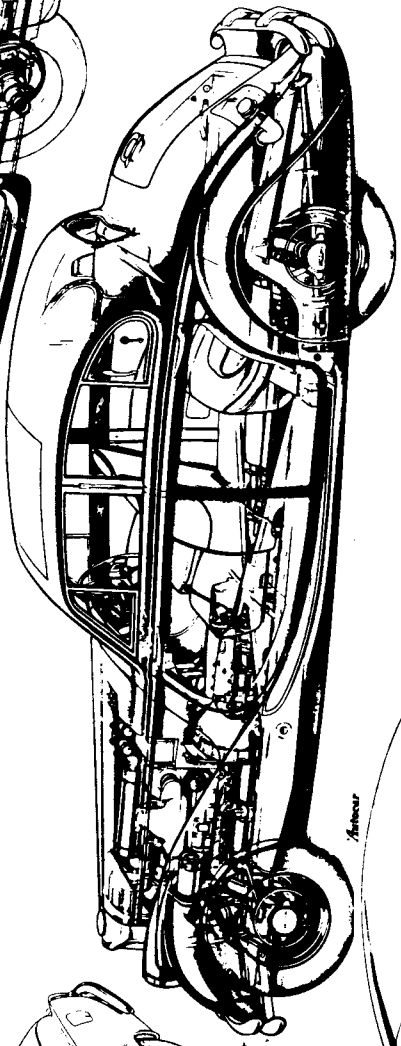
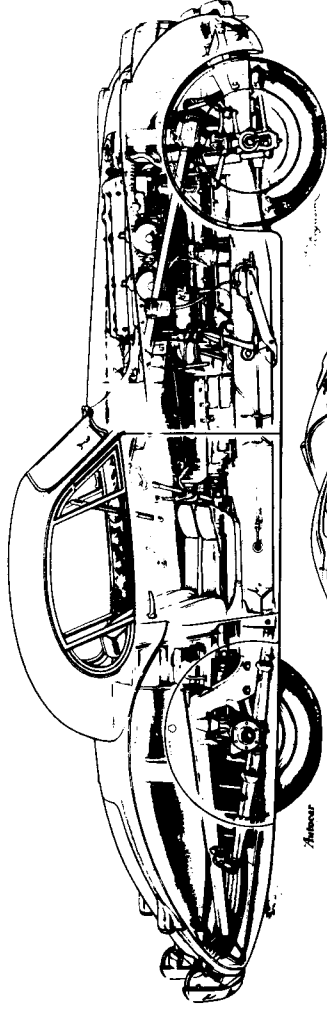
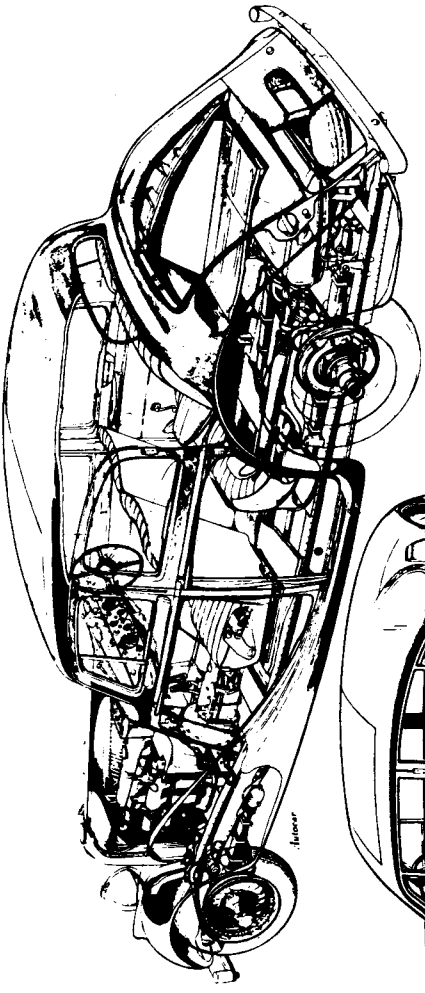
News and Notes

Lee Fagot and Vera Bagdahl who moved to Oregon last year are now married and expecting their first child. Congratulations, Lee and Vera!



Norma Shiner wishes to thank all those who contributed to the success of the Ascot '81 Cancer Society Car Show. She reported that it went very well and she received lots of compliments from the participants. The entire event netted \$27,000. for the Cancer Society, and the organization will have a critique on this particular fund raising event at the S.D. Yacht Club.

Some suggestions for improvement of the event were: more publicity, television coverage, making it an invitational event, and working with other car clubs such as the British Car Clubs. □



Significant Jaguars in cutaway form by Autocar artists. Can you spot XK120 Coupe, 420, XJ-S, Vee-12 E-Type, E-Type FHC, Mark V saloon, and 6-cylinder SS-Jaguar Mark IV?

owners owe to the lowly MG TC Midget. Jaguar could then foresee a growing market for the more luxurious, a faster and a more beautiful automobile. Enter the mighty Jaguar XK120.

The first model of that car that was to become the MG was a sporting design of a rebodied Morris Oxford done by Cecil Kimber who was in charge of the Morris Garages. The year was 1923. Backed by Morris reliability and service the car which became known as the MG was a great success. It went through various stages of development using Morris engines. In the early thirties there were some models that used a single overhead cam, six cylinder, Morris engine. These were known as the SA and WA. Saloons were included also. During WW II I had a friend who owned one of the six cylinder roadsters. He was on his third speedometer and as near as he could calculate had driven the car close to 200,000 miles. His main criticism was that the brake rods stretched (Non hydraulic) and had to be adjusted frequently and that the engine was beginning to indicate the need for its first complete overhaul. I lost track of the friend and the car at

was end.

The models other than the TC were dropped after the War and the TC model, 1250 cc, 55 HP long stroke, pushrod four was the one sent to make its mark in the United States. The MG TC became the TD in late 1949 with independent front suspension, smaller diameter, larger cross section tires which in turn became the TF of 1954. The TF series was an attempt at better aerodynamics and in 1955 it received a 1500 cc engine for better performance. Development went through the MG A, no longer, beginning with the TF, called Midget and on to the final series of the MGB. The Midget name was revived with the MG version of the Austin Healey Sprite, in 1961 as a cheaper alternate.

While both the MGB and the Midgets were selling to some extent, meeting the U.S. smog and safety regulations spelled the end. British Leyland had come on hard times and there was not money for developing new engines and chasis. The factory and machinery was obsolete. Efforts by other groups to buy the factory and rights failed as finances could not be raised. MG is dead. □

SAN DIEGO JAGUAR CLUB

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

Vice Pres., Pam Hodge
(714) 460-7548

Secretary, Mary Lou Owen
(714) 487-7698

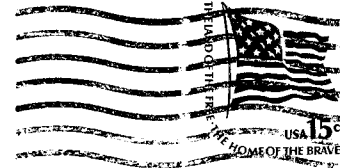
Treasurer, Sheri Duffy
(714) 442-7308

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

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



677 Catalina Blvd.
San Diego, CA 92106



Randy + Marilyn Price
2128 Fairfield Ave
San Diego, CA 92110