

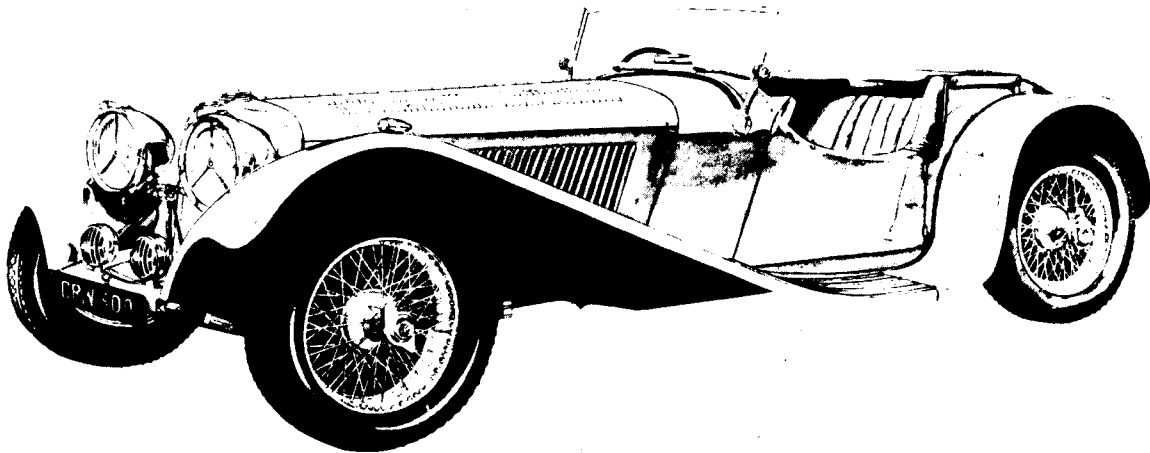
Jaguar Tracks

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

August 1981

FOUNDED IN 1959

Special CONCOURS Issue



San Diego Jaguar Club Seventeenth Annual

CONCOURS D'ELEGANCE

SUNDAY, AUGUST 2, 1981

The San Diego Jaguar Club proudly presents its seventeenth annual Concours d'Elegance for Jaguar automobiles only, to be held Sunday August 2, 1981, on the greens at lovely Marina Village located on the shores of beautiful Mission Bay.

Marina Village by the bay, with its lovely backdrop of blue waters and tall masts will be a picturesque setting reflecting the beauty and elegance of these fine automobiles.

8:00 a.m. Concours grounds open to contestants

9:00 a.m. All Concours cars must be in place—Grounds open for paying spectators.

10:00 a.m. Judging of Concours cars begins 11:00 a.m. to 3:00 p.m. Various entertainment.

4:00 p.m. Presentation of Concours Trophies.

6:00 p.m. Attitude adjustment period.

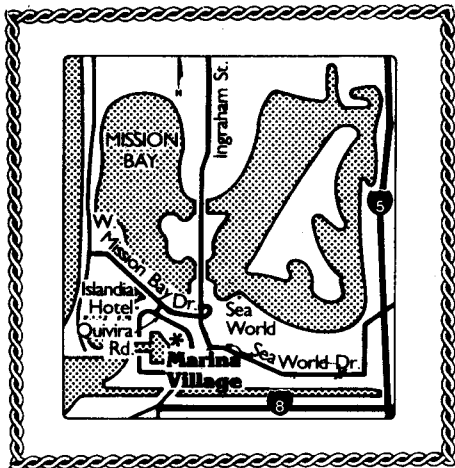
7:00 p.m. Awards Banquet.

Calendar

CONCOURS D'ELEGANCE

SUNDAY, AUGUST 2, 1981

Our club will hold its annual Concours d'Elegance on the grounds of the Marina Village on Mission Bay.



CONCOURS AWARDS BANQUET

This year's Concours Awards Banquet should be one of the finest we have ever had. It will be held in the beautiful West Room at the Atlantis. We will have the use of the lovely patio area for our cocktail area, which has an extraordinary view of the lagoon just north of the Atlantis, and is shaded by an assortment of tall trees. Summer evenings are balmy and all of this should create quite a delightful atmosphere.

The menu for the dinner is one of the most extensive we have ever had served at a concours banquet, or any other dinner, for that matter. It is as follows:

Roast Prime Rib of Beef
 Chicken Teriyaki Mahi Mahi
 Tossed Green Salad Mixed Fruit Salad
 Carrot & Raisin Salad
 Pineapple Coleslaw
 Cucumbers in Sour Cream
 Three Bean Salad
 Assorted Relish Trays
 Vegetable du Jour Potato du Jour
 Assorted Desserts
 Bread and Beverage

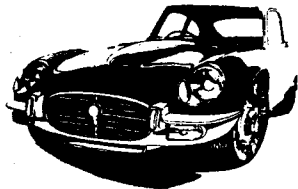
The price will be \$17.50 per person, but well worth it this time!



AUGUST 12

The monthly business meeting will be held to discuss the success of the concours.

The tentative location for the Aug. business meeting is the home of Dick and Joanne Fuller. For confirmation or info call the Fullers at 440-0789



AUGUST 16

Our outing for this month will be a beach party on the Coronado Strand.

The beach party will be held at the same location as last year on Silver Strand at the State Beach. It will be a "bring-your-own" picnic and Bob Atkins will arrive early to set aside an area for the club. Any questions call Bob at 466-7903



For Sale

1954 XK 120 M * Very beautiful red roadster. 4 speed, wire wheels, 3,5 litre super sport. New headers, regulator, no rust. Worth approx. \$20,000 restored, a steal at \$7650. Needs some mechanical & body work. Serious inquiries, 452-9751

SAN DIEGO JAGUAR CLUB



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CAUSES OF LOW OIL PRESSURE READINGS

By Steve Simpson

Low oil pressure always seems to be a topic of discussion among Jaguar owners. Jaguar engines tend to develop low readings after about 60,000 to 70,000 miles for, essentially, two reasons:

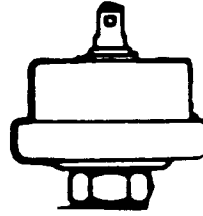
1. bearing wear; and
2. inaccurate oil pressure readings.

Bearing wear is usually caused by extensive flat-out driving, e.g. racing, or by poor maintenance practices such as infrequent oil changes, poor oil quality or even an oil of improper grade. To avoid or minimize bearing wear, my personal recommendations are:

1. change oil at 3,000-4,000 mile intervals;
2. always use high-quality oil (I do not recommend synthetics as their viscosity is too low resulting in high consumption); and
3. use oil of the following weights for conditions noted—for winter, 20 W – 50 Wt.; for summer, 40 Wt.; for extreme cold consistently below 25 degrees F, 10 W–40 Wt.

Jaguar engines are basically high performance engines and, consequently, they tend to consume oil at a higher rate than most other production engines. Due to this and the overhead cam design, proper oil lubrication should NEVER be neglected.

The second and most common cause of low oil pressure readings is inaccurate indications by the gauges. Earlier Jags of fifties vintage were fitted with direct hydraulic gauges that are generally quite accurate. Low oil pressure readings from these gauges usually indicate a real oil pressure problem in the engine. With the introduction of the Mk II, Mk X, and XKE, a new electrically operated oil pressure gauge was used. Although this gauge is fairly accurate, a common symptom may develop after several years of use. The sending unit, attached to the oil filter housing may begin to deliver faulty signals to the gauge on the instrument panel. Very rarely does the gauge itself malfunction. The interesting (or frustrating) fact about this problem is the faulty readings are exactly as if the engine itself has an oil pressure problem. An engine with true low oil pressure will show healthy oil pressure readings during the first 10-20 minutes of operation with gradual declining readings as the oil temperature climbs. This results from the fact that the oil is thicker when cold and more pressure is required to force it through the clearances between the bearings and the crankshaft. As the oil warms up, its viscosity becomes lower



SENDING UNIT SITS ON TOP OF THE OIL FILTER

(thinner) and it flows more easily through the bearing clearances. Thus, oil pressure begins to drop. Oddly enough, the oil pressure sending unit exhibits the same symptoms when it fails to indicate accurate pressure readings. Typically, the faulty sending units will show a fairly accurate reading until the engine reaches operating temperature and then will drop by as much as 20 P.S.I. from actual pressure. The best way, of course, to verify actual pressure is to remove the sending unit and temporarily attach a direct reading (hydraulic type) gauge to the engine. A simple and generally inexpensive direct reading gauge can be purchased from most any auto parts store and can be connected easily to the threaded hole where the sending unit is normally connected. The following are typical readings:

Engine	Condition/ Mileage	Oil Pressure
XK 6-Cylinder	Fresh to 50,000 miles	30-35 P.S.I. @ idle 45-55 P.S.I. above 2,500 R.P.M.
	Over 50,000 miles	15-20 P.S.I. @ idle 30-40 P.S.I. above 2,500 R.P.M.
V-12	Fresh to 50,000 miles	55-60 P.S.I. @ idle 70-80 P.S.I. above 2,500 R.P.M.
	Over 50,000 miles	40-50 P.S.I. @ idle 65-75 P.S.I. above 2,500 R.P.M.

(Note: The oil pressure relief valve is set to open at approximately 42 P.S.I. for the XK engine and 70 P.S.I. for the V-12 engine.)

ELECTRIC OIL PRESSURE GAUGE CHECKING THAT "LOW READING"

If the oil pressure readings taken from an independently attached gauge are not significantly different from that registered on the instrument panel, the problem obviously is not with the gauges but in the engine. Additionally, if the true oil pressure is less than 30 P.S.I. above 2,500 R.P.M. for the XK engine or less than 60 P.S.I. above 2,500 R.P.M. for the V-12 engine, avoid hard driving and give serious consideration to an engine rebuild. As an additional point of interest, there are four other causes for low oil pressure:

1. clogged oil filter (causes the oil filter by-pass valve to open thereby resulting in less oil pressure to the bearings and to the oil pressure sending unit);
2. damaged oil pump;
3. obstructed oil pressure relief valve (prevents the valve from closing normally with resulting low oil pressure at lower R.P.M., i.e. below 3,000 R.P.M.); and
4. worn oil pressure relief valve or weak relief valve spring (causes the by-pass valve to open at too low a pressure, i.e. below 42 P.S.I.).

These latter causes are generally rare but should be considered when diagnosing the source of low oil pressure. I have personally experienced the second and third of these when a connecting rod cotter-pin found its way into the oil system and lodged in the oil pressure relief valve holding it open (after, of course, damaging the oil pump). The remedy in this case was to fit a new oil pump and clean out the oil filter head and valves. The bearings were unharmed as the oil filter had trapped all particles.

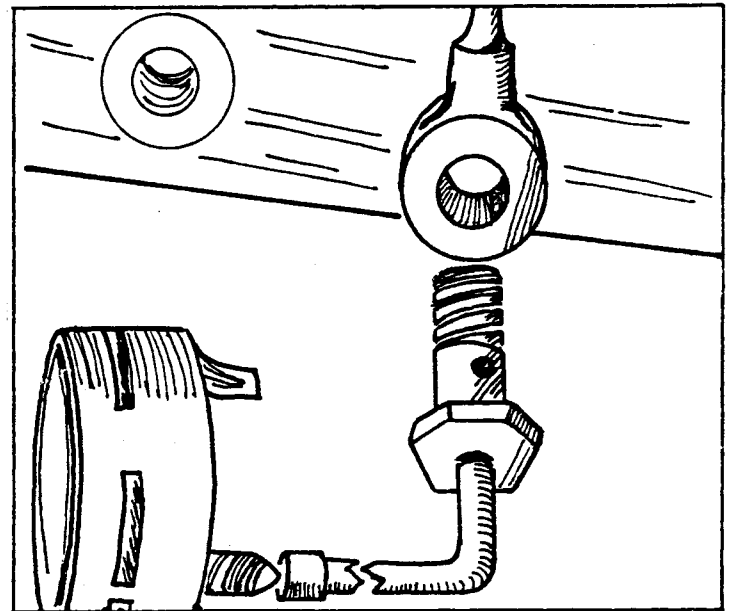
If the cause of low pressure readings is determined to be the sending unit, fitting a new one is the obvious answer, but care should be taken to ensure the correct unit is fitted. Several different versions, although identical in appearance, were used. Three versions were used for the 60 P.S.I. gauges fitted to the XK engines and a separate 80 P.S.I. unit was fitted to the V-12 engines. The difference in the three versions used on the six-cylinder XK engine is that each is calibrated differently for the respective gauges on the instrument panel. Consult the parts listings carefully for the correct Smith's part number. The following guide may be helpful in determining which of the three versions to use for a six-cylinder XK engine.

Engine	Smith's Part No.
Early XK engines fitted with electrical sending unit (2.4, 3.4, 3.8, early 4.2)	Pt. 1801/02
Later 4.2 (Series II E-Type, etc.)	Pt. 1810/10
XJ 6 4.2	Pt. 1811/10

Before you tear down your XK engine to remedy that low oil pressure reading, first do a bit of checking to see if the oil pressure is actually as low as it seems. You can check a low-reading electrical oil pressure gauge side by side with a direct reading type oil pressure gauge and take comparative readings on both gauges simultaneously as they are operating at the same engine speeds.

To make up a testing adapter, use a direct reading oil pressure gauge from an older Jaguar such as an XK or sedan (0-100 lbs/sq. inch gauge C.15913), together with parts of the oil pipe that was used with these gauges.

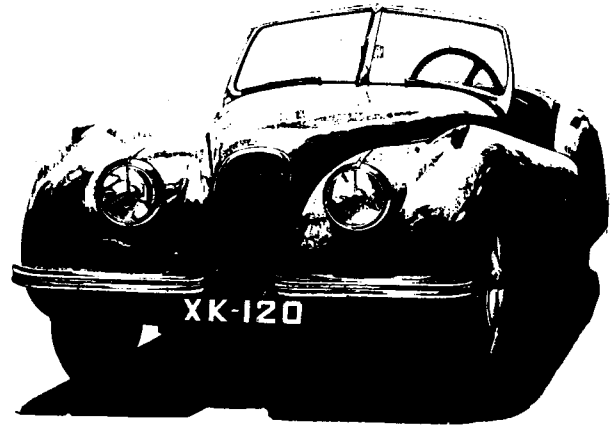
Braze the oil pipe union (part no. 2698) to an oil feed line banjo bolt (C.5846) with a 1/8-inch hole drilled through the head of the banjo bolt. This banjo bolt adapter is then screwed into the cylinder block in place of the regular banjo bolt on the bottom end of the oil feed pipe to the camshafts.



Once it is in place and tightened, attach the direct reading oil pressure gauge and you are ready for comparison checks with the electric gauge in the car. When checking for low indicated oil pressure, run the engine at 2,500 RPM for about 3 minutes to obtain a reading on the electrically operated (0-60 lbs/sq. in.) oil pressure gauge.

Remember that the prescribed oil pressure for these XK engines is 40 lbs/sq. inch at 3,000 RPM. Idling in traffic on a summer day will produce low oil pressure readings and it is not necessary to tear down the engine at the first sight of a 10 - 20 lbs/sq. in. oil pressure reading.

The REAL Cost of a Sport Car



It isn't the initial cost or even the upkeep that flattens the bank account of the sports car owner. Instead it's those hidden costs. Here is the poignant record of a fellow Jaguar owner;--a systematic and orderly type, the entries start in a firm, sure hand.....

1963

	\$\$\$\$
May 1-8... Expenses for old auto while shopping the foreign car lots.....	2.91
May 8 Flowers for wife to introduce subject of bargain XK-120 just found	2.50
May 8 Evening at O'Brien's bar after argument	4.75
May 9.... Dinner for wife to lure her by car lot to see 120	7.75
May 10.... New hairdo for wife after demonstration ride	4.00
May 10.... Bought XK-120	1,100.00
May 11.... Bought babushka for wife so hair wouldn't blow65
May 12.... After dramatic scene, traded babushka on special hardtop	75.00
May 13 Friend who claimed to be expert demonstrated speed shifting. New third gear.....	143.65
May 14.... Wife bought sweater to match car	25.00
May 18.... Paced with 120M on way to work. Speeding citation.....	25.00
May 19.... Wife bought slacks to go with sweater of May 14	19.95
May 20.... Had car modified to 120M specs. Raced other 120M on way to work. Speeding citation & modifications	245.00
May 21.... Neighbor's five year old son drew crayon picture on upholstery. Leather cleaner.....	1.50
May 22.... Settled out of court for clobbering neighbor's son	50.00
May 23.... Wife bought shoes to go with slacks which went with sweater that matched car	16.95
May 24.... Expert friend showed how to adjust carburetor. Replace two burned pistons	52.95
May 25.... Evening at O'Brien's after argument resulting from returning handbag wife had bought to go with shoes which went with slacks, etc.....	4.75
May 26.... Raced with XK-140MC on way to work. Speeding citation.....	25.00
May 27.... Jaguar Club membership and badge	15.00
May 30.... Had car modified to 140 MC specs	215.00
June 10.... Added up all the figures listed above. Told wife she'd have to economize. Evening at O'Brien's.....	4.75
June 15.... Expert friend demonstrated proper cornering technique. Repair right front fender.....	19.00
June 19.... Party to placate expert friend and wife after heated discussion. Gin, Vermouth, and canapes.....	9.10
July 1.... Taught wife to drive 120. New clutch.....	139.00
July 2.... Gave wife second lesson. Evening at O'Brien's.....	4.75
August 1.... Wife raced against E-Type. Speeding citation.....	25.00
August 2.... 120 expenses while shopping the foreign car lots for E-Type.....	1.75
August 9.... E-Type Roadster, used, good condition	3,975.00

Simple addition proves that the price of a good XK-120, used, - is somewhat more than the guidebooks tell you. Our friend has added some grey hair, some lines to his forehead. The bonding company has sent him three warning notes about his credit standing. He has sent them a short, curt reply and put the XK-120 in his wife's name!

THE JAGAZETTE

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:

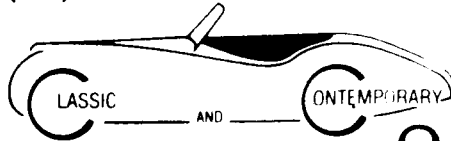
- August (2nd) Concours Banquet at the Atlantis
- September Pot Luck at Jack & Marian Butler's home
- October (16th) Bali Hai on Shelter Island
- November Caesar's in Mission Valley
- December Annual Christmas party at North Island Officers' Club

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! □

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