

Jaguar Tracks

JAGUAR AUTOMOBILE CLUB, INC.
OF SAN DIEGO, CALIFORNIA

March 1982

Founded in 1959

CALENDAR

DINNER MEETING

The March Dinner Meeting will be held on Friday, March 12 at the Admiral Kidd Officer's Club located on Harbor Drive just south of the end of Nimitz Boulevard. The cost will be \$13 per person and the cocktail hour will start at 7, with dinner being served at 8.

BUSINESS MEETING

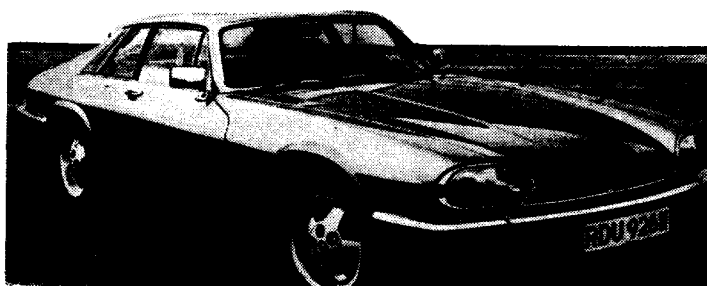
The March Business Meeting will be held at the home of Dick and Joanne Fuller on Wednesday, March 17, at 1524 Shadow Knolls Drive in El Cajon. Meeting time is 7:30 p.m. Call the Fullers at 440-0789 to let them know you are coming and for directions if you have not been there before.

CALENDAR OF EVENTS

March 28th - North County Wine Tour
April 18th - Borrego Springs Run
May 23rd - Tecate, Mexico Run

1982 DINNER MEETINGS

March - Admiral Kidd Club
April - Albie's Hideaway
May - S.D. Zoo
June - Pot Luck -- Mary Lou Owen
July - Torrey Pines Inn
August - Concours
Sept. - Pot Luck - Jack & Marian Butler's
October - Reuben E. Lee
November - Caesars
December - Christmas Party



THE RETURN OF THE XJS

by Ray Tetzlaff

The 1982 Jaguar XJS is a super way for the Company to start its second 50 years of producing fine automobiles. Those who have driven this new model rate it as Jaguar's best road car ever. The body lines are the same. Chrome strips atop both the front and rear bumpers are new. New alloy, five spoke wheels that are ½ inch wider (15 x 6½) roll on Pirelli P5 steel belted radial tires. The 215/70VR15 P5s were selected for a combination of low roll resistance, soft ride and grip.

Real elm burl decorates the dash panel, center switch panel and door trim panels. This is the first Jaguar sports car since the 1957 XK140 to be so decorated. In addition to Connolly leather seats of the previous XJS, the new car has door panels, armrests, rear side panels and sun visors also done with Connolly leather. As an additional touch, the steering wheel rim is leather covered.

Standard equipment added for 1982 are twin power mirrors, AM/FM, 4 speaker cassette system with seek/scan and station memory, intermittent wipers, door/edge warning/courtest lights, interior courtesy light with a 15 second delay. The trunk compartment is pile-carpeted.

The XJS is said to be a little short of foot room due to the large tunnel necessary for the GM 400 THM automatic transmission. At 102 inches of wheelbase, the new model compares with the XK120-140-150 models. In length it has grown for about 177 inches to 191.3 and some 700 lbs. of weight from these early sports cars. Motor Trend test drivers considered the XJS to be either the nimblest heavy car or the heaviest nimble car on the market.

The ride, the finish and the beauty of the car is exceptional. The truly remarkable feature of this machine is the new V-12 HE engine (HE is for High Efficiency). The previous V-12 used a flat cylinder head with recessed top pistons for the combustion chambers with a 9.5 to 1 compression ratio. The new V-12 uses the May Fireball combustion chamber. This design was developed by Michael May, a Swiss engineer. Several car manufacturers in Europe were involved in the beginning but did not carry on with it. Jaguar began experimenting with the head design on single cylinder research engines several years ago. In 1979 they applied a May cylinder head to six cylinder, experimental engine that was actually one half of a

Continued on page 3

NEW MEMBERS FOR MARCH

Wayne Brewton
4011 Fanuel Street
San Diego, CA 92109
274-0959 1975 XJ6C

Hal Hendricks
1210 Petree Street, No. 293
El Cajon, CA 92020
588-5755 1964 XKE Coupe

Tony Tricarico
4751 Lomitas Drive
San Diego, CA 92116
296-1276 1952 XK 120 Roadster



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PRESIDENT'S MESSAGE

Our February Dinner Meeting was well attended by forty-nine members. Besides being a fun evening, our auction raised \$91 for the Club. There were some "interesting" items, Jaguar and non-Jaguar. Jim Shiner did a great job as auctioneer. We plan another one later in the year, so start putting something aside for it.

The membership dues are coming in nicely. The deadline has passed for the \$4 discount. A new Membership Roster will be printed in March. If your dues have not been paid by the March Dinner Meeting, you will not be in the new roster.

We have some exciting events planned for the next few months, such as a wine tour in North County, a Borrego Springs Run and a Tecate, Mexico run and much interest has been expressed in having an overnight run to the Queen Mary. We are also planning a Rallye-Brunch. If you are interested in working on the Rallye, contact Mary Lou Owen.

Don't forget the Los Angeles Concours, May 23rd. We have many fine Jaguars in our Club to represent us and now is a good time to start preparing your car.

Check the calendar of events and plan on attending these functions. We always have a good time!

Marian Butler

It is with sadness we report that Jim Bean, a long time member of the Jaguar Club, has passed away. Jim had been hospitalized for some time, but prior to that had been as active a member as possible. Those who knew him well will know that the club will miss a good friend.

SAN DIEGO JAGUAR CLUB

PRESIDENT
Marian Butler
444-4076

VICE PRESIDENT
Ray Tetzlaff
466-3446

SECRETARY
Barbara Carpenter
223-1784

TREASURER
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420-0700

MEMBERSHIP CHAIRMAN
Frances Tarantino
280-2178

CONCOURS CHAIRMAN
Ian Cottrell
(1) 481-0199

EVENTS CHAIRMAN
Mary Lou Owen
(1) 487-7698

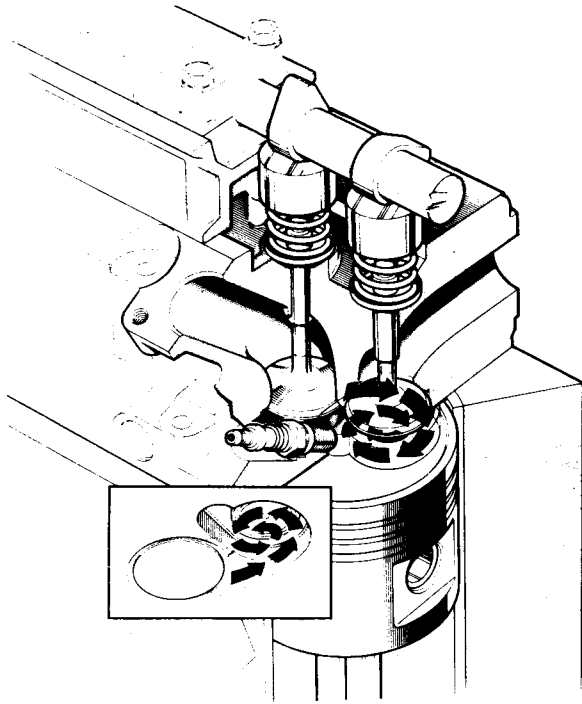
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460-7542

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FIREBALL COMBUSTION CHAMBER

The Fireball Combustion Chamber patented by Swiss engineer Michael May is being further developed by Jaguar for the next generation of V12 automobile engines. The May chamber can be described as a split-level arrangement, with the inlet valve set into a shallow collecting zone, recessed slightly from the head-joint face, and the exhaust valve set higher up within the "bathtub" combustion chamber which also houses the spark plug. A swirl-inducing ramped channel connects the two regions. As the piston rises during the compression stroke, the mixture

charge is pushed out of the inlet-valve pocket and swirls rapidly into the main chamber. Carefully developed shaping of the surfaces ensures that, at the point of ignition, there is a low-turbulence concentrated charge in the vicinity of the spark plug. This, combined with the high axial swirl in the chamber, gives good flame initiation and propagation for rapid and complete burning of very lean mixtures. Controlling the flame in this way, according to Jaguar engineers, means that efficiency-boosting high-compression ratios can be used with normal-octane gasoline.

— Great Britain

OLD MEMBERS/NEW ADDRESS

For all you who knew Lee and Vera Fagot as members of the club a few years ago, we have a new mailing address for the Fagots. It is: 55 Lowell, Pembroke, Mass. 02359.

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V12. By this time, they had researched the dimensions of the various features of the combustion chamber for most efficiency and were ready to adopt the design to the V-12, as well as the 6 cylinder engines.

The May design features flat topped pistons. The intake valve is set in a shallow collecting zone. The exhaust valve is somewhat higher in a bathtub shaped combustion chamber which houses the spark plug. A swirl passage way connects the two pockets. When the piston comes up on the compression stroke forces the air-fuel mixture out of the intake pocket into the exhaust pocket, giving it a swirling motion that compacts the mixture in the spark plug area. This mixture, when fired by the spark plug, burns evenly, rapidly and completely. This type of combustion enables a very high compression ratio to be used. 11.5:1 for U.S. cars and 12.5:1 for European automobiles.

Gasoline mileage, city rating, increased from 15.5 to 18.7 with an increase in horsepower of 18 to 290 and 21 ft. pound of torque in the 1982 engine over the 1981. Using this high compression made necessary a reliable ignition system that would consistently fire at 7,000 RPM. The H.E. engine will use a twin coil system with an 8 amp Lucas magnetic pickup. The secondary coil will be mounted ahead of the radiator for cooling. Small, tapered-seat spark plugs will be used.

Since there is additional horsepower available, the rear axle ratio has been changed to 2.88:1 in place of the previous 3.07:1 gearing. This will help fuel economy and give higher maximum speed (155 MPH for the European version). The new EPA rating for the cars will be 15 mpg city and 21 for the highway. The H.E. engine is even smoother than the previous one. The new rear axle ratio will allow slower engine speed for quietness and long life. This is my dream automobile, and perhaps that is what it will ever be at the \$36,000 price off the lot. I predict that this car will hold its value in future years better than the older model. It may be a classic of the future.

still fixing JAGUARS
and other nice things

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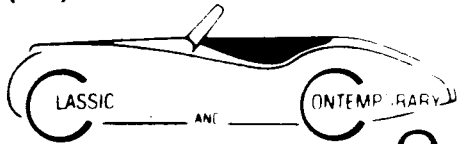


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TECH TIPS

by Kent Stenberg

Have you rebuilt a Dunlop master cylinder (such as those used on a Series 1 XKE) and then not been able to bleed the system? Then maybe the check valve at the bottom of the cylinder might be of some interest to you.

Fluid from the reservoir enters at the base of the cylinder and exits part way up to the bore. This is opposite most master cylinder designs. To make it work, a check valve is fitted so that it blocks the opening to the reservoir just as the piston (brake-clutch pedal) starts to move. If the end of the cylinder is damaged, rust pitted, or scratched from cleaning it with a screwdriver, the check valve can't seat and fluid will be returned to the reservoir.

Study the design of this valve so you can be sure it is operating properly. Use the wave-spring washer, as this is the only pressure that sets the valve to its seat. Once hydraulic pressure has been established, the valve is held firmly to its seat.

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2128 Fairfield Avenue
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