

JAGUAR TRACKS

OCTOBER 1993

JAGUAR AUTOMOBILE CLUB, INC. OF SAN DIEGO
FOUNDED IN 1959

PRESIDENT'S MESSAGE

CAL-CLUBS OVERVIEW

On the weekend of September 10, 11 and 12, members of California's Jaguar clubs gathered at the Santa Maria Inn at Santa Maria, CA to enjoy food, friends and cars.

There were 65-70 people in attendance representing the four California JCNA clubs and JCNA members at large. A total of 14 SDJC members made the trip.

The Saturday concours was held nearby at the county fairground and in contrast to the heat wave which had been forecast, the weather was refreshingly cool. Thirty-five cars were fielded. Twenty-seven of them were there for judging. Jason Len, owner of XK's Unlimited in San Luis Obispo, brought three cars: Series 1 E-Type, MK 2 Sedan and a "modified" competition car made from Series 1 and 3 E-Types.

A Sunday morning rally followed country roads through some very scenic areas and generated the usual wild stories of missed turns and fuzzy instructions. The real heroes were the folks (Marilyn Prine and Granville Jackson included) who manned the frosty check points in the early morning hours.

The atmosphere was very relaxed and throughout the weekend many people went on their own shopping and sightseeing trips.

The final event was an outdoor brunch at which the oversized gavel, signifying the responsibility for the next (1995) Cal-Clubs event, was passed to the Sacramento Club President. Goodbyes and departures followed.

CONGRATULATIONS

Three SDJC members have actively competed their cars for JCNA National standings this year by attending at least three concours,

we wish them well. They are:

Henry Krisel - 420 Saloon

Frank and Marie Reich - XK-120

Tim and Patti Tunnell - XK-120

Kudos also go to our out-of-area members Creig and Sue Turner of Pasadena whose XK-120 won both Best in Class and Journalist Trophies at the San Diego/American Cancer Society Concours, Sept 26th.

DINNER AND AUCTION AT PHELPS'

Although it wasn't announced as a rally, several of us turned it into one as we searched for the now-extinct "Valley Road" Exit off of Route 54. (It's very unsettling for coastal dwellers to see names like Jamacha and North Jamul). However, this provided for a lot of social hour and dinner conversation.

Our pot-luck dinners have always been great and this one was superb as Robin Phelps organized and hosted a wonderful Carne Asada dinner. Thanks again, Robin, and thanks to all who helped with dinner and contributed auction items.

WHAT'S AHEAD??

By the time you read this, British Car Day will have come and gone. I hope you were able to attend.

The October 8th dinner at Cindy Black's is bound to be a very good one, the food there is always excellent.

Please come to our first annual "SDJC Member Appreciation Night", October 29th, at the SD Auto Museum. This year it's a Halloween event and costumes are encouraged..., come whether you have a costume or not. We will be given a guided tour of the new exhibit. Watch for a separate flyer.

See you there...

Dick Cavicke

San Diego Jaguar Club 1993

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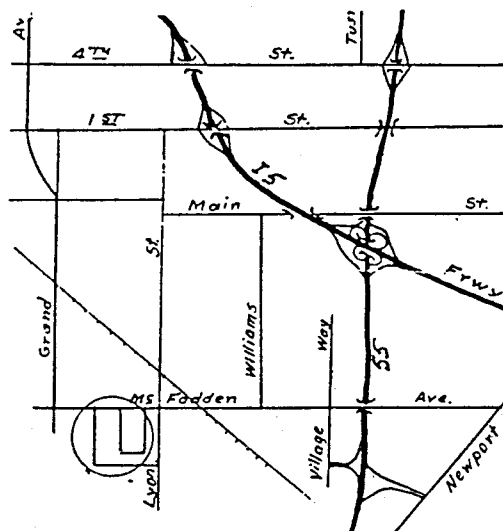
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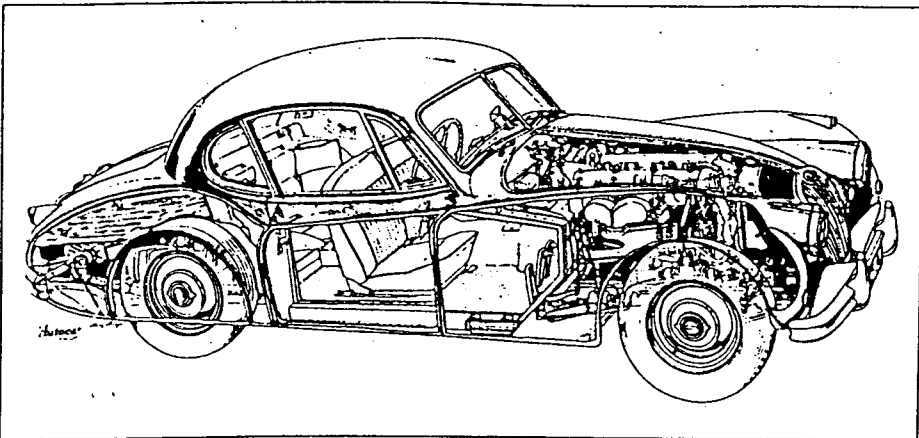
SU HD8 Carb Conversion Chapter II

For some reason or another I keep violating the cardinal rule of the shade tree mechanic. KISS, stands for, "Keep it simple stupid". I've got the HD8s all cleaned up and all new internals just waiting to replace the XJ,s Strombergs.

But, since proper carb adjustment is dependent on correct timing, condition of the points, plugs, compression and etc.,etc.,etc. I decide now would be a good time to convert to an electronic ignition, which, based on everything I've read, hotter more consistent spark, plus my own strong desire never to have to replace the points again seemed like the way to go. So I asked my guru of Jaguar mechanicals, Mick Boyes, to order up an Allison Electronic conversion kit for the stock distributor.

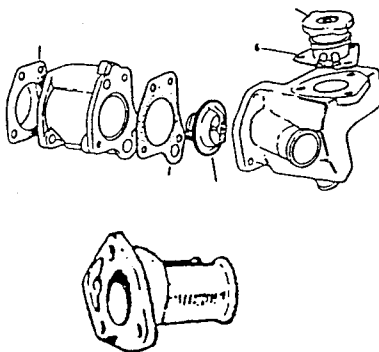
The instructions sounded like a piece of cake. Set engine at top dead center. Remove distributor. Remove rotor. Remove points and condenser. Bolt down new optical pickup. Put shutter gizmo over shaft and put rotor back on to hold down gizmo. Replace distributor. Mount black box in a convenient location. Connect red wire to + terminal of coil, yellow wire to - terminal of coil and, connect black wire to ground. Fire up engine and adjust timing to manufactures specifications. This shouldn't take more than a 1/2 hour. Some three hours later because the iron law of Jags says, "there ain't nothing easy about the pride of Coventry", the XJ is purring like a kitten.

Now it's time to get rid of the *@###@ Strombergs. Elapsed time about an hour and they are off intake manifold included. Just as a precau-



tionary measure because I know it will work I offer up the 420 intake to the head. Perfect. With both the 420 manifold and the XJ manifold on the bench for side by side comparison my acute visual inspection reveals there is a vacuum outlet for the automatic transmission toward the rear of the XJ manifold that doesn't exist on the 420 manifold. However there is a round flat spot in approximately the same position. The key word here is approximately. The solution is to drill a hole of proper size and pop in the fitting which twists right out of the XJ manifold. No sooner said than done.

We're off and running. Just bolt up the manifold, replace the 420 thermostat housing with the two piece XJ thermostat housing, header tank, connect the hoses, bolt on the SUs, then figure out how to connect



up the throttle linkage. Looks like we should be up and running in no more than an hour to a hour and a half. Wrong! The throttle linkage

bracket that bolts up to the two rear manifold studs won't fit because the vacuum fitting is in the way. After a lot of bending and fiddling the solution becomes apparent. Get out the die grinder and cut a notch in the bracket. The manifold is now securely bolted on.

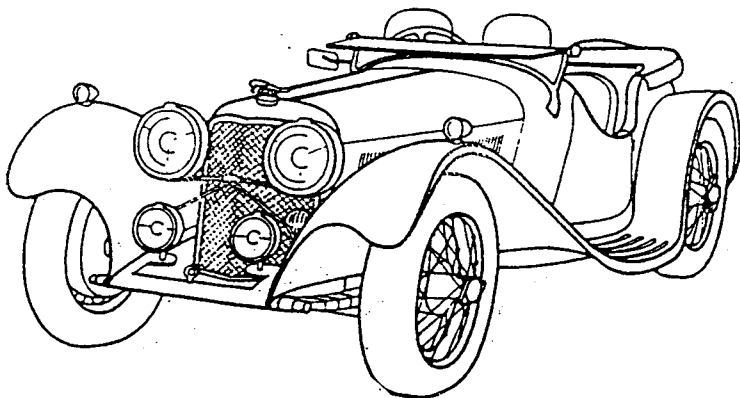
As illustrated the XJ thermostat housing is a two piece affair and the 420 housing is only one. When first contemplating this project I compared the two and determined they had the same bolt pattern so the XJ setup would work which would eliminate rerouting any plumbing, preserve the original look of the XJ, and be easier. What I didn't notice was the thermostat bypass was incorporated into the 420 manifold and the XJ bypass is in the thermostat housing. The net result is one huge coolant leak. While the bolt holes are in the same place the two housings cover a different area. !!!!@-@*** How dumb can one person be? The only solution is to remove the manifold and get the gap created by the bypass welded up. Two hours later the manifold is back on.

Offer up the thermostat housing and the filler neck. The fit is really close with no room at all between the front of the filler neck and the fan shroud. Apparently the 420 manifold is about a 1/2 inch longer than the XJ manifold, another detail I had failed to notice in my initial scrutiny, which creates a major prob-

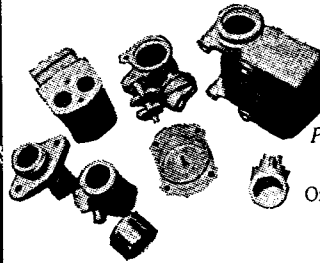
lem. The hose from the water pump to the filler neck is now offset by 1/2 inch instead of being a straight shot, which doesn't sound like a big deal except for the fact this is a very short, fat hose. There is only 3/4 inch between the two pipes. Off to the parts store. I get a correct diameter radiator hose with a 45 degree bend, cut it just before and after the bend, fasten it securely to the filler neck, and force the whole shooting match, down on to the water pump outlet. It works after expending the necessary profanities and skinning the appropriate number of knuckles. Bolt everything up and we're ready to attach those beautiful HD8s.

Why is the new thermostat staring at me from the work bench? My frustration level is about to peak. Undo hoses. Undo bolts. Remove filler neck complete with thermostat housing. Insert thermostat. Repeat profanities. Wipe blood from knuckles. Attach HD8s.

Low and behold the throttle linkage hook up is a piece of cake just when I was convinced it was going to be a fight every step of the way. There is light at the end of the tunnel. Which is just what the God of Jaguar do it yourselefers does so you will be willing to take the next punch. Stay tuned.



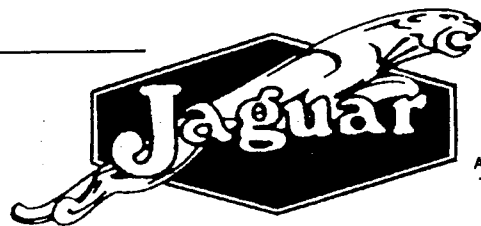
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EVENTS CALENDAR
SDJC, Area JCNA and Special Interest Activities

OCTOBER

- *Sun 3 British Car Day, Del Mar Racetrack, 10AM - 4PM.
Register 9AM - 11:30AM.
- *Fri 8 SDJC Dinner Meeting, Cindy Black's Restaurant, 5721 La Jolla Blvd, La Jolla (Bird Rock area).
- *Wed 13 SDJC Business Meeting, Townsend Jaguar, 588 Camino del Rio N. San Diego. 6:30 PM.
- Sat 16 Jaguar Drivers Club Swap Meet, 1610 E. McFadden, Santa Ana, CA
- *Fri 29 SDJC Member Appreciation, Halloween Costume, Wine and Cheese Party and guided tour of new Automotive Museum exhibit. SD Auto Museum 6-9PM (Balboa Park, next to Aerospace Museum).
-

NOVEMBER

- Sat 6 Jaguar Club of Southern Arizona, 21st Annual Concours. St. Phillips Plaza, Tucson. Len Wheeler (602) 297-3999.
- *Fri 12 SDJC Dinner Meeting, (Election Night), Tomatoe's Restaurant, 3111 Sports Arena Blvd. San Diego.
- *Wed 17 SDJC Business Meeting, location TBD.
- Fri-Sun 19-21 Palm Springs Races and Concours.
-

DECEMBER

- *Sat 18 SDJC Annual Christmas Dinner Party, NAS North Island.
-

* Indicates official SDJC function or planned club outing.



JAGUAR RACING, ETC. ●●●



In the August 21 finale of the Fast Masters event, Bobby Unser proved to be the fastest master by willing the \$100,000 last race. Again to refresh your memory, this event was for drivers over 50 who had an illustrious racing career. All cars were Jaguar XJ220s running at Indianapolis Raceway Park. "Yeah, this was special," said Boddy. "There's nothing like winning. I told everybody, I know what a dope addict feels like. Winning is like a drug, you need it occasionally." Others reaching the six-car final were David Pearson, Brian Redman, David Hobbs and Parnelli Jones. Pride means more to the Fast Masters Champion than the money. Congrats again to Bobby Unser.

ooo Denise McCluggage has long been one of my favorite "senior" sports-racing car drivers, editors and writers. Prior to the running of the Fast Master Series, she was given a turn at the wheel of the No. 1 Jaguar XJ220 at Indianapolis Raceway Park (not the best of courses for the big cats.) The following are some of her thoughts on the short ride: "Some 10 Jags sit in the infield, numbered and bearing the names of famous race drivers. Low and lovely, the 220s crouch. Pounce-ready as is their want. Those chaps (Brits) do have a way with beautiful cars! The car feels good. Comfortable seat. Crossbars of webbing in the shallow window. Shift lever high at elbow height. I step up through the gears onto the banking. As I accelerated, I catch the meaning of this intimidating show of needle

says and I acknowledge that fact. Respect, always respect your race car. Later leaving the pits, I purposely stab the throttle in a lower gear and the back and twitches predictably -- sensuous like a cat's tail!" Thanks Denise.

ooo Brian Fuerstenau was 50, when the antique plane he was flying crashed in Northern Virginia resulting in his death. Brian was the three-time SCCA National Champion. He was the engineering genius behind Bob Tullius' Group 4 success in sports car racing, circa 1960s and '70s. This was mainly done with Jaguar sports-racing cars. He had been active recently racing a triumph TR-6 in vintage events. So Long Brian. Howzat! Bob Fitzgerald



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CLUB MINUTES

Jaguar Club of San Diego

September 15, 1993

Call to Order: By President Dick Cavicke at the office of Kathy Howard, San Diego, at 6:45 p.m. Present: Mary Lou Owen, Granville Jackson, Kathy Howard, Dennis Crooks, Marilyn and Randy Prine.

Minutes: Approved as submitted.

Treasurer: Kathy Howard: Balance on hand \$3,668.14. Discussion on CalClubs Meet expenses. Our check for \$250 was not needed and was returned to us. Should be enough money in the fund to pay for trophies.

Chief Judge: Dick Cavicke: All score sheets for the SDJC concour have been sent out. Scores of the cars in Class Two had to be changed, and Wayne Wynne has called the participants who were affected.

Dinners: Dinner and auction at Robyn and Castle Phelps' on September 25. Christmas Party discussed.

Door Prizes: Granville Jackson: Reported on aluminum license plate holders. The cost is \$675 for 125 with raised letters. Granville will order ones similar to old ones.

Events: Dick Cavicke: Discussion on following: British Car Day, Cancer Society Concour, Tucson Concour November 6, and Palm Springs races. Halloween party will be held at the Auto Museum on October 29. Plan to send out flyers with information.

Membership: Randy Prine: John and Linda Phillips were approved for membership. The club now has 100 memberships.

Auto Museum: Dick Cavicke: Plans for celebrating 100th Anniversary of the Automobile. Swap Meet on September 26 at Jack Murphy Stadium. Drive for the Blood Bank will be held on December 4. Our account is No. 942, and all Auto Museum members are eligible. On October 9 and 10, the Aero Space Museum and Auto Museum will have a display of cars and planes at Gillespie Field.

CalClubs Meet: Dick Cavicke: Four clubs, Sacramento, San Jose, Los Angeles and San Diego, participated, with 27 cars in the Concour. Need to order more trophies.

Adjournment: 8:00 p.m. Location of next meeting to be announced.

Respectfully submitted,

Marilyn Prine
Marilyn Prine, Secretary

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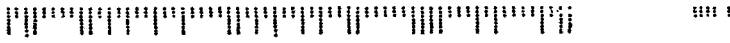
Private Party Classified Ads:

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Ad and payment must be received by the 20th
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