

February 1994 JAGUAR TRACKS

Castle W. Phelps, Editor
Bob Fitzgerald, Editor Emeritus

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

DINNER MEETING

WHEN: FEBRUARY 11, 1994
COCKTAILS - 7:00 P.M.
DINNER - 8:00 P.M.

WHERE: SHERATON HARBOR ISLAND
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YOU WILL BE CONTACTED BY THE TELEPHONE COMMITTEE PRIOR TO MONDAY, FEBRUARY 7TH, AT WHICH TIME YOU CAN CHOOSE YOUR ENTREE PREFERENCE.

TENTATIVE TECH SESSION... SHOPPING SPREE LUNCH

HERE IS THE EVENT YOU HAVE BEEN ALWAYS WAITING FOR... JAGUAR TECHNICAL STUFF AND SHOPPING. HERE ARE THE DETAILS WE'LL MEET AT JAGUAR SPECIALISTS AT 9:30 A.M. WHERE THE WIVES WILL DROP OFF THEIR HUSBANDS FOR A MORNING OF JAGUAR TECH AND THEY WILL CARPOOL TO OLD TOWN FOR A MORNING OF SHOPPING. WHEN THE TECH SESSION ENDS THE HUSBANDS WILL CARPOOL TO OLD TOWN AND WE WILL ALL MEET AT 12:00 P.M. AT CARLOS MURPHY'S FOR LUNCH. NOW HOW CAN YOU BEAT MORNING LIKE THAT? REMEMBER, IF YOU DIDN'T BUY ENOUGH BEFORE LUNCH YOU CAN STAY AND SHOP THE REST OF THE DAY!

WHERE: JAGUAR SPECIALISTS
SANTA FE STREET
PACIFIC BEACH, CA
274-5191

WHEN: SUNDAY, FEBRUARY 27TH
9:30 A.M.

**SAN DIEGO JAGUAR CLUB 1994
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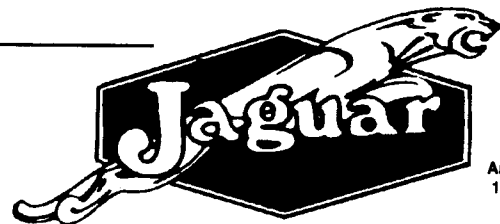
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MUSEUM CAR CLUBS
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Happy New Year from the President

We're off to a New Year. Can you believe it is 1994 and February to boot? The Jaguar Club is still reeling from 1993 and getting the newsletter off the ground was a bit slow but we are picking up speed every day. By the time you read this it will probably be old news but I have decided to step down from the Presidency and concentrate my talents on the newsletter. Regretfully, I can't do both jobs (I'm too busy just like you are!) but I firmly believe that a strong newsletter is the glue that holds the club together. A focal point about which to rally around. Tracy Hazelton has agreed to step forward as your First Vice President and fill in the shoes of the Presidency until such time as a new vote is taken to elect a new President. Tracy has expressed a sincere desire to lead the club as President and I hope you will join with me in electing him to the office.

See President, page 6



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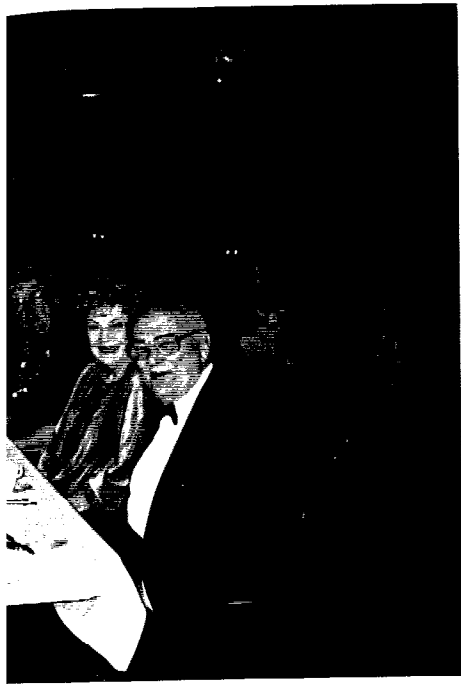
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SAN DIEGO CHRISTMAS





JAGUAR CLUB DINNER 1993



President cont. from page 2

There are still many jobs around the club that need to be filled. One most pressing is that of Concours Chairperson. Wayne Wynne has worked and led the concours for several years and is requesting a rest but will be grateful to fully assist the new Chairperson. He has all the information, forms, etc. computerized now which will make the job significantly easier. Please consider volunteering for this, the most important event we have each year. Our second most important event of the year is the Spring Tour to Temecula we have sponsored each year for the last four years. This year it is in danger of being canceled because we don't have a Chairperson. If you don't volunteer to help we will have no choice but to turn the event over to the Los Angeles club as they enjoy the outing and I am sure would like to capitalize on our successful creation of such a wonderful event.

I hope you will seriously consider these two very important jobs. Tracy and I as well as all the members of the club will pitch in and help in any way we can. We need talented and energetic people (we know you're out there!) to help us on our way thru another great year with SDJC.

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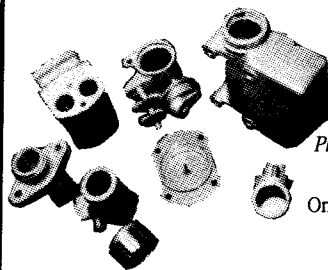
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**NEWSLETTER
DEADLINE IS
THE 20TH OF
THE MONTH**

THANK YOU

A very special thank you to everyone who helped make our Christmas Dinner so special...

Marlys Lakin
for making the arrangements with the
North Island Officer's Club

Granville Jackson
for designing and obtaining
the wonderful centerpieces

Kathy Howard
for coordinating our spreading of joy thru gifts

and to everyone who generously gave gifts for our
Charity drive.

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NOTES FROM THE INTERNET

THE INTERNET IS A WORLD WIDE COMMUNICATIONS SUPER-HIGHWAY ACCESSIBLE BY MODEM. THESE ARTICLES ARE FROM THE JAG-LOVERS BOARD WHICH IS ADMINISTERED BY SCOTT FISHER IN PERTH, AUSTRALIA

From: Rob Reilly <reilly@admail.fnal.gov>
To: Howard Taylor <hpt@galactose.mc.duke.edu>
Cc: Jag Lovers <jag-lovers@psy.uwa.edu.au>
Subject: Re: Questions on used XJ6's

Reply to: RE>Questions on used XJ6's
What is the difference between a Daimler and a Jaguar? Whats the history behind this "link"? The English Daimler and the German Daimler-Benz are both named after the same guy, Gottlieb Daimler. The English Daimler company was started in the 1890's to build cars under a patent license from the German company. The two companies paths diverged about 1900 or so, and the English company went on independently until 1960, when it was bought up by Jaguar. Daimler's own body styles were phased out, but the Daimler V-8 engine was used for a while in the Jaguar Mark2 body with a

daimler fluted grille and other trim. From the late 1960's on every Daimler has been an upscale version the equivalent Jaguar sedan, with a Daimler fluted grille and other trim. From the late 1960's on every Daimler has been an upscale version of the equivalent Jaguar sedan, with the exception of the Daimler Rosine, which has no equivalent Jaguar version. You may hear the term "badge engineering", meaning the only difference is in the badges and trim parts.

From: Scott Fisher <scott@psy.uwa.edu.au>
To: jag-lovers@psy.uwa.edu.au
Subject: RE: Kill Switches
From UCISTDG@cis.unocal.com Sat Jan 29 04:10:07 1994
Subject: Kill Switch

Hi Chaps-
Since I've had my 84XJ6 (Aug 1993) I've been keen on adding a theft deterrent means to it. A traditional way with electric fuel pumps is a cut off switch. With this in mind, when I was re-hosing my fuel injection, I discovered the fuel pump relay. The fuel pump relay picks-up ground from chassis wiring so it would seem that it would be easy to interrupt that ground pin at the relay, extend a wire (only one required) into the cabin to a hidden switch that controls this ground to the relay. However, unlike all my other cars, I could not find a readily available hole in the Jag's firewall to run this wire!!!! That sucker is really well sealed off!! Any other ideas?????

Hi Tom...your fuel pump already has a "cut-off" switch installed, it's the "inertia cut-off" switch that is tripped by excessive G forces like an accident so that the pump doesn't keep spraying fuel all over the place in a wreck. I simply lean over to the left-hand side of the car and move the cover-box and trip the switch. On a RHD Jaguar it's on the left hand side, down the side of the dash area

where the vent-knob is if you have a fresh-air filter in the foot-well. It's there to be abused why not : regards, Scott.
Scott Fisher [scott@psy.uwa.oz.au] PH: Aus
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