



# Jaguar Tracks

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

FEBRUARY 1978

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JAGUAR AUTOMOBILE CLUB OF SAN DIEGO  
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## JANUARY DINNER

January 13, 1978. A large crowd braved the Friday the 13th. jinx to attend the first dinner meeting of the New Year. It was held in the Bomb Shelter room of Boom Trenchard's Flare Path, 2888 Pacific, San Diego. This was a nice setting but there were a few times when noise from above simulated a real bomb attack.

Guests were introduced by Norma Shiner as salad was being served. Included in the guest list were Frank and Mary Lou Owen, John and Lorna Morris, Jeb and Jean Hancock, Lee Blaine and Margeret Morley, Lee Fagot and Vera Bagdad, Jim and Pat Broderick, Keith Mattern, Rich Apgar and Jan Turley, Stuart Lennie, Cookie Burgess' guest, Jimmie Long, Jim Bean's guest Nancy Fenton. The Lesters had as guests Fritz and Carmine Heck. The Hecks are from Germany, are Jaguar owners and also belong to a club in Germany. Norma also mentioned the names of members having birthdays in January and read their horoscopes. Since the month is covered in parts by two signs and birthdays came under both, horoscopes for each sign was read.

LeRoy Lester, Speaker Chairman, introduced Abe Tucker as speaker for the evening. Mr. Tucker is on the engineering staff of Solar Turbines International of San Diego. His field is lubricants and bearings. His talk and the question and answer period following cleared up many points and questions we have had about lubricants for our automobiles. It was very interesting.

Frank Kovach gave a brief account of the recent Kruse Auction held at Scottsdale, Arizona. He reported that several Jaguars were sold at good prices and that there seems to be increasing interest in our favorite automobile.

Sources for several products and services were mentioned by members who have had good results and we will cover them in a separate article. Our usual drawings for door prizes were held, after which the meeting was closed. It was a good meeting and encouraging to see the interest from our many guests.

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## FEBRUARY BUSINESS MEETING

The February business meeting of the Jaguar Automobile Club of San Diego will be held at the home of Ed and Joanne Van Patten, 3575 Desert Way, Bonita, phone 479-6169. The date is February 22, 22, 1978 at 7:30 PM. We made

a good start at the January meeting with fourteen people attending. Let us keep up the record throughout 1978.

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## FEBRUARY DINNER MEETING

PLACE: CAFE DEL REY MORO, 1549 El Prado, Balboa Park, San Diego. Enter the park off 6th. Ave. on Laurel Street. TIME: 7:00 PM for no-host cocktails, 8:00 PM for dinner. DATE: February 10, 1978. MENU: Teriaki Steak, Stuffed Baked Potato, Green Beans Almondine, Salad, Waldorf on Lettuce Cup, Hot Rolls, Butter, Coffee or Tea. Dessert, Chef's Cake. PRICE: \$8.50 per person. For RESERVATIONS CALL Marilyn Prine, phone 276-0148, Fay Flack, phone 282-9983 or Ute Lester, phone 276-2047.

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## MEMBERSHIP DUES

Our Treasurer, Marjie Simpson, will miss the February Dinner meeting due to a date in the hospital for some surgery. She therefore requests that members who have not renewed their memberships to please mail their checks to Margie Simpson, 7635 Jennite Dr., San Diego 92119. Please note that our By-laws stipulate in Article VII, Section C that membership dues become delinquent after the February meeting each calendar year. Also, the March issue of Jaguar Tracks is the cut off issue if 1978 dues have not been paid.

To settle any misunderstanding, our annual membership dues are \$20.00. This covers a married couple; a single member is entitled to bring a guest to Club events. This is specified in Article VII, Section A of the By-laws. Associate members dues have been set at \$10.00 and this applies to someone who is not able to attend meetings but wishes to receive the Jaguar Tracks and to keep in touch, Rudy and Gladys Hradecky being a case in point.

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## JANUARY BUSINESS MEETING

January 25, 1978. The January business meeting of the Jaguar Automobile Club of San Diego was called to order on this date at about 7:30 PM at the home of LeRoy and Ute Lester, 2187 Dunhaven St., San Diego. In attendance were Randy and Marilyn Prine, Ed Van Patten, Margie Simpson, Charles and Gloria LaValle, Jim and Norma Shiner, Chuck and Fay Flack, Ray and Ann Tetzlaff and LeRoy and Ute Lester.

The financial report was read by Margie Simpson. It was decided to advance Jim and Jan Poleski \$20.00 at each dinner to buy two prizes for the drawing.

It was voted by the Board to asses a \$1.00 surcharge on dinner prices for guests who have fulfilled the qualifications of membership, Article 111, Section C of the By-laws---- Cont.

*DECEMBER 1978*

and have not applied for membership and paid dues. This will not apply to guests of single members.

It was also voted that membership dues should be \$20.00 for the period beginning January 1 and ending June 30th and shall be prorated at \$10.00 for the six months ending December 31.

A date was left open for a Pot Luck Dinner in the month of April, if someone will volunteer a location. It will probably take a large enough to accommodate about fifty people. Contact Randy Prine, phone 276-0148.

After refreshments the meeting was adjourned.

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#### JAGUAR OWNER'S CLUB

The Jaguar Clubs of North America, Inc. will hold the 1978 general meeting in Los Angeles, Calif. at the Marriott Hotel on Saturday, February 25, 1978. Ute Lester and Ray Tetzlaff will be the two voting delegates from the Jaguar Automobile Club of San Diego, appointed by the Board. All members of the Club are invited. Saturday night the Jaguar Owner's Club will host a dinner at the hotel. During the dinner JOC Officers and Board Members will be introduced. There will be speeches, movies and slides. JOC members will display their Jaguars after the general meeting. There will also be a tour of the local area, a tour and lunch on the Queen Mary. Jaguar transportation will be provided for the lunch and Queen Mary tour and there will be a small fee. These events are for the people who do not wish to attend the general meeting. Price of the dinner is \$12.75 per person. Anyone interested in attending should contact President Randy Prine for information about reservations.

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#### CLASSIC CAR SEMINAR

The Community Services at the San Diego Mesa College is offering a seminar entitled, "Classic Cars as an Investment." It will be at Mesa College, Room G110 on March 4th, 1978, beginning at 9:00 AM and closing at 3:00 PM. It is advised that you bring a box lunch. Nicholas Fintzelberg PHD, an instructor at Mesa College and Southwestern College will conduct. Mr. Fintzelberg has been an active car collector and restorer for 25 years and is currently president of the San Diego Region, Rolls-Royce Owner's Club. In his collection are cars from every decade of the 20th Century. The fee is \$5.00 and applications and payment must be made in advance. Jim Shiner was kind enough to Zerox a number of copies of the application blank. Anyone interested please call me, Ray Tetzlaff, phone 466-3446 and I will mail an application blank. I advise sending in your application as soon as possible to be sure of being included.

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#### MISSING ITEMS

We seemed to have missed connections this month on two of our features, the biography and the column "A Woman's Point of View" by Carolyn Soens. The person who was to furnish the material for the biography was involved with out of town guests and Carolyn and I just missed getting on schedule somehow. We hope to resume both features next month. This did, however, give as an opportunity to use the material on Page 3 and I am sure LeRoy Lester's article will be of interest as well as the suggestion by Charles Freshwater of the Orange County XKE Club.

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#### JAGUAR SPARES

From the Dinner Meeting at Boom Trenchard's came the following items:

For exhaust systems, Randy Prine has had success with Dualtone, 4745 Mission Bay Dr., San Diego phone 276-4525.

Troy Stimson suggests trying one of the Ace Auto Parts Stores. They are located in Chula Vista, San Diego, Lemon Grove and El Cajon. See the Yellow Pages for the store nearest you.

Jim Bean suggests Jack Armstrong. I was unable to get an address from the directory so call Jim Bean at phone 281-8460.

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LeRoy Lester recently ordered a parts catalog for XKEs from Loxleys, Ltd, 101 Bromley Common, Kent, BR29RW, England. He reported the price very reasonable and the service prompt. They have many other Jaguar items in stock also.

John Dormer, with Motoring Classics, Ltd., 4109 Sports Arena Blvd., San Diego, phone 223-8163, says they carry a line of enthusiasts and classic automobile books. They also have car covers and other interesting items. Motoring Classics gives Jaguar Club Members a discount.

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Glen Simpson tells us that he has a source for obtaining Jaguar Bras. This particular one has a terry cloth lining which is said to retard or prevent the usual sanding of the paint that some of the bras inflict, due to the sand and dust lodging between the bra and the paint. See or call Glen Simpson, 7635 Jennite Dr., San Diego, phone 461-7635.

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I have parts numbers and installation instructions for a Delco-Remy alternator which can be substituted for the Lucas units on Jaguars. The cost, according to the information source, is about half of the Lucas units. This also includes the regulator to match. The article is too long for the newsletter but if anyone is interested, I will have a copy made for you, Call me at 466-3446.

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Wooden Soldiers Foreign Car Parts, 3727 El Cajon Blvd., San Diego, phone 283-6156 has or can order many of the rubber parts for doors, etc. on XKEs. They also have Lucas parts and NKG spark plugs.

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LeRoy Lester ordered chrome spokes from Loxleys, address above, at a price of 65¢ each. The price locally is usually about \$3.50 to \$4.00 each. LeRoy installed and tightened about four of them in a wheel without removing the tire. He did remove the wheel for convenience. This can be done if the nipple is in usable condition. I did this on an XK140 I owned a number of years ago while the wheel was on the car. The nipples take a  $\frac{1}{4}$  inch end wrench. A heavy, thick wrench is more desirable as it gives more contact on the nipples with less likelihood of damaging the flats.

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It has come to my attention that the Bug House, 5855 Market St., San Diego, phone 264-2144 does repairing on Jaguars. I have had no experience with them but do know one person who seemed satisfied with their work and according to prices on his work sheets they were reasonable for the times. He also recommended Eli Vigderson, European Car Repair, 820 University Ave., San Diego, Phone 295-8482.

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ADVERTISING AND THE CONSUMER  
Courtesy of LeRoy Lester

People don't make a beaten path to the mousetrap maker's door unless they know he has a mousetrap to sell and at a price they can pay.

This is the basic of advertising which has been refined to a much greater degree by the automobile industry. Here in the United States we have the best automobile engineers in the world, also (to our misfortune in this case) we have the best marketing (sales-advertising, etc.) people in the world, indeed America is the seat of intellectual economics and the application of psychology to business.

American automobile manufacturers were the first to commission a study into what made people buy a particular car. The study, quite startlingly, revealed that although it was the man who decided to purchase a car, the woman had more to do with the selection. She selected a car primarily on appearance (at first sight) and for comfort; the main item was its color and this is what brought on the 2 tone and even 3 tone cars of the 1950s.

To this day the American car manufacturers have the largest selection of colors. Certainly there is nothing wrong with color, but when the emphasis goes into appearance, safety and engineering go out the door; as Ralph Nader pointed out. Of course Ralph is a lawyer and not an engineer. He brought in the impact for change but the detailed direction was still with Detroit.

The advertising also followed this emphasis of function following form. Observe what Detroit stresses in their new cars: digital clocks, hidden windshield wipers, "fake" wood grain dash panels, "fake" wire wheels (hub caps), Continental tire decor on the rear trunk (which does not contain the tire), etc, etc. The idea is to make you wonder how you have managed to drive up to now with exposed wipers.

Recently Detroit has finally advertised the obvious safety and handling improvement of disc brakes (front wheels at least) on their cars. Here is an American invention (Lockheed) which first was used on production automobiles in 1954 in England and in 1956 by Jaguar (earlier in Jaguar racing) which was not seen on production American cars until 10 years later on the Studebaker Avanti and short wheelbased Chevy's with plastic bodies (Corvette)

A common (old wives) tale about cars is that the large Detroit cars are safer because they are larger. Yet the Volvo (a small car) is accepted as the safest car made. To me there is some merit to size but it appears as primarily an emotional thing. All that mass around you makes you feel safer although it's so heavy it's stopping ability is bad and the suspension is so poor that panic turns are disaster.

Aerodynamics is another area where the U. S. leads the world in aviation but again in car design it has been set aside for appearance. The Detroit large grills, square fronts and backs are the poorest design possible yet, only the area in front of the radiator needs "push" air. The XKE is probably the most aerodynamic production car made. Road and Track magazine lists only the small "Lotus" as having less frontal drag than the XKE, (form follows function!)

The buying public will benefit when it learns to form its own judgement of what is good. If a purchaser does not make clear what he wants he cannot hold the seller responsible for a short-fall in safety, quality and appearance. There is no need to wait for experience in order to become a wise purchaser. There are books, magazines, even night classes available. Why purchase a machine which carries your life on the basis of "pretty". Certainly it can be attractive but first it must function. There is no need to buy only Swedish cars, other cars are as well made also without looking like a shoe box.

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MORE ABOUT OVERHEATING

Perhaps many members who attended the meeting with the Orange County Jaguar Club (the one where they showed up) will remember Mr Charles Freshwater. He was president of the Orange County Club at the time. In response to the article by Rudy Hradecky in our last issue, Mr Freshwater writes as follows to Randy Prine. "Your last edition had an article "Jaguar Over-Heating" by Rudy Hradecky. We at the Orange County XKE Club use a modification designed for the E six cylinder engine pressurizing the system to 15 lbs. doing away with the surge tank. My 62 E Coupe has been using this system for 3 years with no temperature problems. Suggest, if interested, you contact our E member John Huber, 6241 Warner Ave., Space 110, Huntington Beach, Calif. 92647, phone (714) 842-7851. He designed and builds the unit. No sweat at 110 deg. in Palm Desert on a summer day."

Editors Note: On the occasion of our joint meeting I had the pleasure of looking into the engine compartment of the Freshwater XKE. It is a beautiful automobile and at the time had, I believe, about 150,000 miles on the clock. The cooling modification appeared to be of first class workmanship. I don't remember all the details but it is worth checking into if you have a heating problem.

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JAGUAR TIPS

From the Jaguar Owner's Association/ SW I have borrowed the following Jaguar tips: On some of the early model V12s there was a fuel starvation problem with missing at high speeds though the fuel pump pressure and volume checked out OK. The trouble was found to be in a plastic tee close to the carbureters (a connection tee). The plastic fitting would shrink with age and reduce the diameter of the fitting, thereby letting less fuel pass. SOLUTION: Replace it.

Other Tips: The GM fan clutch, part #154143, is interchangeable with the fan clutch on the 1972 XJ6 (and possibly others) at less than half the normal Jaguar costs.

The Series 11 E Types have a two section lower radiator hose, connected by a metal tube. The whole three-piece assembly can be replaced by a Gates VE-27, #26432 hose. These tips have made the rounds in other club newsletters.

As to the Gates hose, last summer, after having one of the lower hoses give way, dumping my coolant over the carport floor, I used a Gates hose to replace the three piece set up. At the local parts store I found Gates AF 7-40, #26433 to be satisfactory.

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## JAGUAR HISTORY

Continuing----Perhaps I should have passed over the 1955 Le Mans and thus escaped mentioning the terrible tragedy that occurred in that event. Since I have mentioned it, I did some searching of the back numbers of automobile magazines that seem to collect wherever I live.

The September, 1955 issue of Speed Sport contains an account of the race and accident by their European correspondent, Barclay Inglis who was there. In a preface to the article, Editor Jack Spear claims that this story is backed up by the reports of investigators after the accident. We will therefore digress to attempt to clarify the situation. If you will recall we saw Hawthorn in the Jaguar coming into the pits for his pit stop and at the same time Macklin's Austin Healey swerved in front of Levegh's Mercedes.

According to the eye witness account by Inglis, Hawthorn passed Macklin just before the pits. He swung over to make his stop, applied his four wheel disc brakes, and Macklin's Austin Healey could not slow behind him. Macklin swerved to the left into the path of the Levegh Mercedes which was traveling at better than 150 MPH.

Hawthorn realized that something was happening so stopped beyond his pits and as regulations did not allow backing, he ran back to the pits to get permission to make another lap, which was granted. He came in then on the next lap. Meanwhile the Mercedes rode up over the tail of the Austin Healey, became airborne and landed on a three foot high safety bank. The car disintegrated. The rear half of the car fell on the earth wall and burst into flames as the front half, including the motor, turned over and over into the massed spectators. Levegh, already dead fell out onto the road. Macklin spun wildly toward the pit building and then went toward the outside of the track. He jumped out of the car even before it stopped moving.

The flames of the burning Mercedes were magnesium fed, white hot and scattering flaming sparks in every direction. The fire extinguishers seemed to only make the fire gain in intensity.

The crowd surged back and then massed again with the dead and injured lying in pools of blood, even as the loudspeakers went on playing jazzy music. No announcement was made of the accident to the crowd. It was thought that to stop the race and announce the accident would panic the thousands of people, many of whom would immediately jam the roads leaving no way to remove the injured and the dead. As it was it took some four hours to get things cleaned up.

There were eighty-two dead and over a hundred injured. Doctors among the crowd ministered to the injured but were too few in number. An appeal for blood donors was made although no explanation was given over the speakers. Inglis says that even the people in the pits did not realize that they had witnessed the greatest tragedy in motor racing.

Hawthorn must have realized that he had a part in what had happened. As he came into the pits he was almost in a state of collapse. He continued racing only under orders the the management. It can be said that even with this ter-

rible thing on his mind, he did a very creditable job.

In the following half hour most of the contestants made driver changes. Moss driving a Ferrari with Fangio was in the lead at this time, about 10 PM. Bueb driving Hawthorn's Jaguar was second, with Rolt and Beauman in Jaguars in third and fourth places.

After eight hours the Rolt/Hamilton Jaguar was delayed by ignition problems and the Dewis/Beauman Jaguar had dug itself into the sand at Arnage.

At 1:00 AM Fangio in the Mercedes was still two laps ahead of Hawthorn. During this time Team Manager Alfred Neubauer had been in touch with the Chairman of the Board at Mercedes. A decision was made to withdraw all the Mercedes-Benz cars from the race. This was done at 1:45 AM.

Hawthorn thereupon inherited the lead and maintained it to the end of the race. He did an excellent job, covering the greatest distance ever driven up to this time, 2,565 miles and he also set a lap record of 4.06.6 (121.9 MPH), ten seconds better than the previous record.

After this race, all racing in France was barred until regulations could be revised with better safety precautions for future races. At this time the Le Mans course was very narrow at the beginning of the pit area where the accident happened.

Next month we will get back on the track of Jaguar History and I promise to write no more accident stories. At the time this was a very controversial thing. Mercedes engineer, Dr. Nallinger issued a statement after they had concluded their investigation of the accident. His statement agrees with this brief account in most particulars. -----Cont. next month

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## REPORT FROM RUDY HRADECKY

Rudy Hradecky sends word that he has discovered that the header tank on his car is a brass replacement of the factory one and that his article of last month may not apply if the design is not the same as he describes. Rudy also has concluded that his overheating problem is water pump. He has ordered one from Sears, price \$51.00 plus shipping, waiting time about four weeks.

Rudy received a copy of "E-Type, End of an Era". He recommends the book to any E Type owner. He says, "It removes any doubts one might have ever entertained about the joys, pleasures and frustrations of owning an E Type." I might add that while the book does not cover other Jaguar models, the same joys, pleasures and frustrations probably apply.

Rudy's car is garaged for the winter so the frustrations of overheating are not pertinent at the moment but he is preparing for warmer months. I suggest reading the suggestion by Mr. Freshwater in another article in this issue if the heating problem persists.

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Reports are that British Leyland is in deep trouble financially. Their bread and butter lines of Austin and Morris are not selling and the volume on the other lines is not large enough. We hope Jaguar will survive somehow.