



Jaguar Tracks

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

MARCH 1978

JAGUAR AUTOMOBILE CLUB OF SAN DIEGO
Randy Prine, President
2128 Fiarfield Ave., San Diego, Calif. 92110
Phone (714) 276-0148
Ray Tetzlaff, Editor, Phone 466-3446
3255 Calavo Dr., Spring Valley, Calif. 92077

-0-

FEBRUARY DINNER

February 10, 1978. In spite of the rains about fifty people assembled at the Cafe Del Rey Moro, Balboa Park, for the February dinner meeting of the Jaguar Automobile Club of San Diego. The cocktail hour passed as we greeted one another and joined in pleasant conversation, spiced by drinks from the bar.

Dinner was served at 8 o'clock and while salad was being served, Carolyn Soens filled in very capably for Norma Shiner. Birthdays of the month announced by Carolyn were for Chuck Flack, Buck Fields, Charles LaValle, Carol Rafea who was Lee Fagot's guest, Don Richards all of whom were present and for Frank Mulligan and Jan Poleski who were absent. Carolyn read horoscopes covering the two periods of the month and presented them with tokens to remember the occasion.

The food was excellent, better than some we have had in the past and everyone seemed to enjoy the room. The only drawback was the parking situation. Randy and Marilyn Prine's car being a casualty of a backer who did not see the large rear fender surface of the 3.8 Saloon.

Speaker Chairman LeRoy Lester introduced the speaker of the evening, Carl Godfrey who is tire engineer for Pirelli. His talk was enlightening to those of us who are interested in the shoes we put on our cars. His interesting talk also featured slides followed by a question and answer period. Our thanks to LeRoy and Carl Godfrey.

Guests included Charles and Carol Salinas, Frank and Mary Lou Owen, Jim and Pat Broderick, Ken and Margaret Smith, Richard Grafton and friend and James and Louise Stark.

Events Chairman Chuck Flack announced a run to Barrett Junction Fish and Chicken Fry for Sunday, February 19. Ray Tetzlaff requested corrections in addresses and types of Jaguars for the new 1978 membership Roster which we hope to have with the April Jaguar Tracks. Another successful Jaguar event for 1978. Our thanks to the arrangers.

-0-

FOUR CATS AND A HORSE

February 19, 1978. That's what we had on the Barrett Junction Fish Fry, three XKEs, one 3.4 Mark 11 and a Mustang 11. It was such a fine day, a special day for driving a Jaguar out into the back country. We met at the usual place, the College Grove Parking Lot at 3:30 PM. There, ready for take off were Chuck and Fay Flack,

PAGE 1

XKE; Frank and Mary Lou Owen, XKE; Howard and Jeanice Hayhurst, 3.4 Mark 11 and Frank and Teresa Mulligan with Teresa's parents, Don and Kay Clinger as guests in the Mustang 11. We were not away until 4:00 PM and as we were to be at the cafe at 5:00 PM, Chuck led us straight out Highway 94. This was not quite as interesting as our usual back country route, but was a most pleasant drive. The food was delicious, the beer cold and the conversation good. This all made for another excellent Jaguar Club event. Darkness was falling over the hills as we started on our way to our homes.

-0-

NO SHOWS

From time to time we have the problem of members making reservations for our dinner meetings and then not showing up. In many of these cases the Club has to pay for the dinners. This happened again at our February 10th. dinner. This money has to come out of the Treasury and under our set up there is no way to make it up. It is not fair to the other members who do show up and pay. Last year it was decided on by the Board of Directors that no-shows will be billed. This is a reminder. If you are not able to make the dinner call one of the Reservations Committee far enough in advance so they will have time to cancel with the restaurant.

-0-

ANNIVERSARY DINNER MEET

PLACE: MEXICAN VILLAGE RESTAURANT, 120 Orange Ave., Coronado, Calif. DATE: March 11, 1978. NOTE: This is SATURDAY Night. TIME: 7:00 PM for Cocktails, 8:00 PM for Dinner. MENU: Shredded Beef Taco, Cheese Enchilada, Chili Relleno, World Famous Salad, Beans, Coffee or Tea. Dessert, Churros (Spanish Pastry). PRICE: \$6.00 per person. Reservations must be in before March 8, 1978. Call Ute Lester, phone 276-2047; Fay Flack, phone 282-9983 or Marilyn Prine, phone 276-0148. Our Club was organized at this restaurant in March of 1959. Each year it is our custom to have our March dinner meeting here. Unfortunately the restaurant was booked for Friday night so Ute Lester arranged for the dinner to be SATURDAY night this month.

-0-

MARCH BUSINESS MEETING

The March 22, 1978 business meeting of the Jaguar Automobile Club of San Diego will be at 7:30 PM at the home of Jim and Norma Shiner, 3415 Lark St., San Diego, phone 295-6740. We have been having very interesting meetings with twelve to fourteen members in attendance. Join in with your ideas and suggestions.

-0-

PICTURES-PICTURES

Club Historian Ann Tetzlaff requests that all members have a photo taken with their favorite Jaguar posed with the family. These photos will be added to the collection in the Club Albums. These should be a worth while addition of historical significance in the future of the Club.

A WOMAN'S POINT OF VIEW

Would you believe some Old Wives Tales for indoor and outdoor gardeners? I know you're out there... so get a load of this! The absurd stuff discovered and the seemingly ridiculous suggestions to make plants, vegetables, etc. to grow profusely, was hysterical! BUT, if given a try, you "GREEN THUMBERS" just might get better. Those of us who, just by LOOKING or TOUCHING our dearly beloved greenery and have it wilt and turn brown before our eyes in one day.... there IS hope!

Listen to this... our grandmothers, mothers and even some members of our club had kooky ideas that in all actuality can't be found in current gardening books, BUT have turned out to be practical advice that WORKS!

CONSIDER THE MOON: When it's waxing and NOT waning, that's the time to plant seeds OR to transplant! Why? It's been proven that all water everywhere (even in the tiniest organisms, plants, etc.) moves in tides, like the sea! The moon also affects the earth's atmosphere so that statistically, it's more likely to RAIN.... heaven forbid the word lately.... heavily after a new or full moon!....all just in time to water those great gardens and plants we've sowed or transplanted! (Speaking of a FULL MOON... ever notice the attitudes, feelings of things goin' wrong & just plain chaos & clashes with life in general? ha).

CONSIDER THE ROSES: Ever try planting those grade #1, #2, #3 roses from the Alpha Beta, Fed-Mart or Nurseryland?...maybe some turned out, some didn't! Try burying FAT "below" the roots of your rose bushes. (Ask your butcher for extras).... it's great and your roses will bloom and flourish ever after....deriving natural nourishment not found in current "ROSE FOOD" formulas on the market! You banana lovers....save the skins, bury just below the soil surface....Why?...They rot quickly but provide a considerable amount of calcium, magnesium, sulphur, phosphates, sodium and silica.

CONSIDER STRAWBERRIES: On our next trip to Pine Hills Lodge...gather a couple bags of dry pine needles AND a couple bags of top soil under those needles. You won't believe the "flavor" to be had from packing the top soil directly about the plants AND topping the ground with the dry pine needles! A rather interesting new kind of mulch!

CONSIDER "WASTING NOT": Anything you can eat, plants can use too, excepting liquor of course.. That reminds me about BEER though! Seems there was this fellow from England... I believe his name was STEWART....who threw his left over beer out his kitchen window! Having a LONG row fo HOLLYHOOPS which did reasonably well, THOSE directly under the window grew to 18' 6"!!!!

Needless to say, a few swallows left over in your beer cans...filled with water for dillution just might make your gardens grow better! The trick is the yeast content which just might be a better "NIP" for YOUR plants and vegetables after cocktail hour!

At this point, with sagging, wilting, browning, buggy house plants and the urge to go PLASTIC, I'm desperate and will try anything! Why even my talking and singing has turned them in indescribable contortions! (Maybe if I switched to Chopin?)...a la record player.

Margie Simpson has so much patience with her

"CHARLIES", that when those little white "cotten-ball buggs" (I call 'em) appeared in droves all over her prizes....she took Q-TIPS and alcohol and dobed each blob 'til they were cured. Now THAT'S what I call a truly dedicated GREEN-THUMBER!

NOW, this is the one that takes the cake (or ices it, which ever)... Save your old (combat) boots, (hunting) boots, which ever OLD boots, old shoes.. and bury them throughout your vegetable garden,,,,,YCK!....But ya know what?... Leather is FULL of good things and they'll rot down eventually, except for the rubber and plastic soles. The SALTS in the human sweat aren't without their uses either!

So much for helpful hints in gardening! Another THOUGHT which might encourage those of us struggling for VICTORY over the indoors plants...maybe those aforementioned old wives tales might be our next approach..... PIJS....

VICTORY: "Attempt the end, and never stand to doubt,

Nothing's SO hard but search will find it out!"

Author....Herrick

God Bless Ya ALL (and your plants)

CAROLYN SOENS

-0-

DESERT WILD FLOWERS

On Saturday, March 18, 1978 the Jaguar Automobile Club of San Diego will have an all day outing to Borrego to see the wild flowers. We will meet at 7:30 AM at the College Grove Parking Lot and Chuck Flack will lead the caravan at 8:00 AM. There will be a stop a Julian. Eats will be on your own. We will visit an Arts and Crafts show on the Mall at Borrego Springs and make a tour of a County road where the wild flowers grow best. Call Chuck or Fay Flack, phone 282-9983. This is a chance to get some miles on those Jaguars, join in.

-0-

FEBRUARY BUSINESS MEETING

Feb. 22, 1978. The Jaguar Automobile Club of San Diego held the February business meeting at the home of Ed and Joanne Van Patten, 3575 Desert Inn Way, Bonita at 7:30 PM. In attendance were the Simpsons, Prines, Flacks, LaValles, LeRoy Lester, Norma Shiner, Tetzlaffs and Van Pattens. Margie Simpson gave the Treasurer's report. No shows at the last dinner were discussed.

The March 19th Borrego wild flower run was set. The April 23rd. San Clemente Brunch and live theater at Sebastian's was discussed. Reservations for this must be in Fay Flack's hands by March 1st with a check to cover.

A tentative schedule of events was presented to the Board. (See article Page 3). The proposed events will be put up for membership approval at the March Dinner Meeting.

Ed Van Patten was appointed to check into the Club incorporation status and to report later. Ray Tetzlaff was asked to check with Chairman Ron Cameron on this year's plans for the WAIF's Classic Concours and to report back.

Having some type of badge, pin or patch to be given new members was discussed and Secretary Gloria LaValle was asked to request information from Jaguar Clubs North America and to report.

The Board was reminded of the Jaguar Clubs North America convention in Los Angeles on February 25th. Ute Lester and Ray Tetzlaff are the official delegates. Meeting was adjourned

Business Meeting-Continued----

Ute Lester, LeRoy Lester and Ray Tetzlaff reported on the JCNA Convention in Los Angeles on February 25th.

A decision was made to assess \$5.00 per couple at the April 15th. Pot Luck to be held at the Kovach's to pay for incidentals and to build up the Treasury.

August 20th. was the tentative date for the Beach Party. Chairman Frank Kovach is to make the arrangements and report back.

LeRoy Lester is to make arrangements for a site for the proposed Concours to be held under JCNA regulations. He also is to finalize the lunch on the Bahia Belle on September 17th. He will report on both events to the Board.

Bob Lakin will attempt to set up a Sunday Brunch at the North Island Officer's Club on July 23rd. A driving event at the Malibu Grand Prix on Miramar Road will be arranged for on Saturday, May 20th., 1978. Details will be in the May issue of Jaguar Tracks. The meeting was adjourned with thanks to our gracious hosts for the evening, the Shiners.

-0-

APRIL BOARD MEETING

Ray and Ann Tetzlaff will host the April 26th, 1978 Board meeting of the Jaguar Automobile Club of San Diego. The time, 7:30 PM, at 3255 Calavo Drive, Spring Valley. Take the 94 Freeway to the Avacado-Calavo Dr. off-ramp just past Casa de Oro. Turn right on Calavo for about 3/4 of a mile to Eureka Road. The entrance is on Eureka Road. If lost the phone number is 466-3446.

-0-

RUDY HRADECKY

Associate Member Rudy Hradecky made a surprise visit from Chicago at the March Board Meeting. He was in San Diego on a legal matter in connection with his job. He reports having joined the Jaguar Association of Greater Chicago. There is not much activity at this time of year there. Most Jaguar owners do the polishing, tuning and repairing in the winter months while waiting the return of more pleasant spring weather. We had a very pleasant, but brief visit with Rudy and he requests that we say hello to the gang for him.

-0-

BRUNCH AT SEBASTIAN'S

This is to remind the Club members who ordered tickets from Fay Flack for the April 23rd., 1978 Brunch at Sebastian's in San Clemente that we will caravan. Meet at the College Grove Parking Lot at 8:00 AM. Chuck Flack will lead the cars away at 8:30 AM sharp. North County members will join the Caravan at the Safeway Parking Lot off Tamarak in Carlsbad at 9:15 AM. Parking is limited at Sebastian's so we should arrive in time to find room for the Jaguars.

-0-

CONCOURS 1978

March 29, 1978. The Concours Committee of the Jaguar Automobile Club of San Diego held its first meeting at the home of Randy and Marilyn Prine. The best available date is August 27, 1978. No dates were suitable in September and the WAIFs Concours is in mid-October.

The Hilton Hotel-San Diego, 1775 East Mission Bay Drive, San Diego will be the location. As details are finalized the information will be passed on. This type of show under Jaguar Clubs North America rules will take the co-operation of the full membership to make it a success.

-0-

UNIVERSAL JOINTS

By L. J. Lester

Owners of E-Types, Mark 10 and XJ Sedans have one of the best rear ends going (speaking automatically, at least.) This independent rear suspension is the best there is for handling but it requires an abundance of universal joints, two for each half axle (total of 4) in addition to those on the drive shaft. This rear end is so desirable that they are difficult to locate in the wrecking yards. Dune buggy enthusiasts find them and use them in the construction of a Dune Buggy.

Some early E-Types did not have grease fittings to lubricate these U-joints but later Es and XJs are so fitted. These should be lubricated as recommended. They are also fitted with dust covers but access to the grease nipple is available through a small plug. It may be necessary to rotate the wheels to align the grease nipple to your gun (this procedure may sound absurd but it's all in your mind.)

Should you hear a rolling squeak or see rust coming from a U-joint it's probably likely replacement time. The work shop manual tells us the entire rear unit must be lowered to replace these U-joints. Although this may be true of the drive shaft U-joints it is not true for the larger and more numerous half axle U-joints. This portion of the manual has merely corollative detail intended to give verisimilitude to an otherwise bold and unconvincing narrative.

By lifting the rear of the car, removing the wheels, loosening and pulling apart the lower spring shocks and loosening the inner U-joint flange (4) bolts and removing the hub fulcrum shaft; the entire half axle on each side can be pulled out of the unit.

The replacement procedure of the U-joints is then standard for all U-joints. The inner joints are fully accessible but the outer ones are partially in the hub. If you have double-jointed fingers you may be able to remove the outer ones but the manual advises you press the stub shaft out of the hub. If this is in tightly then a special tool is needed. This tool costs \$290.00 but British Motors has the tool. They will do the operation in 5 to 10 minutes if you take the shaft to them. The charge for this, last year was \$12.50. Re-installation is the reverse of the removal procedure. I have priced the U-joints and was quoted the following prices:

J C Whitney (Mail order)	\$11.00 each.
Jarco (Auto Parts House)	7.50 "
British Motors (Dealership)	25.00 "

Cost to you to change all four U-joints on rear:

If you do the work	\$ 45.00
Independent (LaValle's Garage)	120.00
British Motors (Jaguar Dealer)	240.00

The last two are for parts and labor.

Prices are quoted to me and may be subject to change without notice.

-0-

JAGUAR BARGAIN

Courtesy LeRoy Lester

FOR SALE: 1969 E-Type Jaguar, New orange paint and pink interior, Chevy V-8 Engine. In top shape except for circular dents on body where car people of good taste have been touching it with 10 Ft. poles.

Contact: OTTO D. FACER

-0-

All members should communicate your good ideas to your Club Officers and Committees. Get involved and get the most out of your Club.

-0-

JAGUAR HISTORY

Continuing..... Before going on with the XK150S mention should be made of a very interesting model of Jaguar. It was introduced at about the same time. It had a very short life span. The car in question was the XK-SS. The first shipment to the United States was in May 1957 and only a few were shipped. At the time the D-Type was taken off the market the XK-SS was introduced. In reality it was a D Type with slight modifications. It was equipped with a full windshield and pictures indicate sidecurtains to supplement the folding top. There was no trunk space and suitcases were carried on a luggage rack on the rear deck. The engine was even more powerful than the one furnished in the D-Type.

A disastrous fire in the Jaguar factory destroyed most of the tooling that was to be used to produce this car. The XK-SS was designed as a sports racing car for SCCA competition. After the fire and loss of tooling it was impossible to make the necessary 150 cars to have it qualify as a production sports racer. It was removed from the SCCA list. The XK-SS was then discontinued from production. Of the few made some were destroyed in the fire. It is said that the E-Type is descended from the D-Type but the XK-SS was an even more direct descendant. It weighed in at less than 2100 pounds and tests indicated terrific acceleration, but top speed was less than the D-Type. To my knowledge I never saw one of these cars and I believe there was never one of them in San Diego. They were shown by the Los Angeles dealer as well as on the East coast. Some of the movie people were interested in them, Gary Cooper and Jimmy Stewart to mention a couple.

To get on with the XK150, Chief Engineer Heynes didn't want the performance image of the car to erode, what with Ferrari, Mercedes Benz 300SLs and Corvettes coming on. The big fire mentioned above had less effect on the XK150 program than on some other models. The damage from the fire was estimated at $3\frac{1}{2}$ million pounds. Employees rallied to man the clean up operation as soon as the fire-brigade left. Limited production was underway in nine days and in six weeks was back to normal.

Shortly after the XK150 roadster was introduced in 1958 the "S" specifications became available as an option. There was a very useful increase in performance largely from a new cylinder head developed by Harry Westlake. He did extensive testing on airflow through the ports and valves using wood and aluminum mock ups. Careful measurements of progress were made after each alteration and from these studies a close tolerance male mock up was made for the production castings. As a result of the increased efficiency of this new cross flow head an extra carbureter was fitted and all three carbureters were now of 2" bore instead of the $1\frac{3}{4}$ " used previously. The compression ratio was raised from 8 to 1 to 9 to 1.

Lead-bronze bearings and a stronger clutch and lighter flywheel were also fitted. It was planned to introduce this new head on the 3.8 engine under development but as it was not ready in time the XK150S first used the old 3442 CC engine variously called 3.4 and $3\frac{1}{2}$ litre. The new engine rated 250 HP compared to the standard XK150's 210. The torque figures were 240 lbs. ft. at 4500 RPM against 216 at 3000 RPM in the standard engine.

When the XK150S appeared it also had new square, quick change brake pads that had been developed on the D-Types. These pads were much easier and quicker to change. The first "S" models were sold only overseas. They did not have the option of the regular four speed or automatic transmissions of the regular XK150. The "S" came only with four speed and overdrive.

The Roadster followed the original concept of the XK120 in that there were no little occasional seats. It was strictly a two seater. Next month we will continue with the performance data and other pertinent facts on the XK150S.

-0-

JAGUAR TIPS

At the March dinner meeting John Dormer related the following Jaguar Experience. He had had the power steering re-worked on the XJ6. Apparently everything was OK. On this day he returned from work to find that a tow truck had brought the car home. It could not be steered. He was somewhat upset by this development but opened the bonnet to check things out. He found that the emergency brake cable had tangled itself around the universal joint on the lower steering column. He separated the cable from the U-joint and had steering again. This could possibly happen to other XJs so keep it in mind.

-0-

LeRoy Lester had word that David L. Jones & Co., 236 Calle de Madera, Leucadia, Calif. 92024, phone 753-4604 has connections to locate parts in England for older British Cars. They are Morgan specialists but might have sources for older model Jaguar parts. Inquire of them if you have something you have not been able to locate here.

-0-

Don Richards has had a black porcelain job done on the exhaust manifolds of his recently acquired 1968 Series $1\frac{1}{2}$ E-Type 2 plus 2. The price was \$35.00 plus UPS each way, about \$42.00 total. He says they look very good. He will report on durability after he fires up the car. He is redoing the head, new exhaust valves, rings, etc. It is an automatic and is, hopefully, to be Sue's pride and joy. The address for the porcelain work is Porcelain Products, Inc., 4627 East 50th. St., Los Angeles, Calif. 90058, phone (213) 581-6288.

Don Richards has another new beauty, a 1969 280 SL Mercedes. He is doing some restoration on this one also.

-0-

From the Jag Rag, Jaguar Club of Greater Chicago; here is the way to remove the rear brake pads from inboard installations. Obtain a large turnbuckle. To one end affix a length of chain long enough to wrap around the support bracket at the rear of the transmission. To the other end of the buckle fasten a similar chain with a hook on the end which will hook into the disc pat to be pulled. Tighten the turnbuckle, tapping the pad with a small hammer as you do so.

-0-

From Nicholas Robert Raemaekers, Sevenoaks, Kent, UK, we have word of what should be a fine 1959 XK150 SE 3.4 Automatic, FHC, RHD that is being offered for sale. The owner is forced to liquidate the car. There are records of the car from the first owner to the present third owner. I have complete details of the car, too long for the Jaguar Tracks, if anyone is interested.

-0-

we have many Jaguar Club events planned for 1978. Keep posted and take part.

-0-