



Jaguar Tracks

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

APRIL 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 Drive, Spring Valley, Calif. 92077

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MARCH DINNER

March 11, 1978. The Jaguar Automobile Club of San Diego celebrated its nineteenth anniversary at the Mexican Village Restaurant, 120 Orange Ave., Coronado. About seventy people attended, there were too many guests to attempt to list all the names.

President Randy Prine called for people to be seated at about 8:00 PM, after the no-host cocktail hour. As salad was being served Randy asked for opinions about an outing at the Malibu Grand Prix Racing Center on Miramar Road. He received a favorable response, he will set up a date to be announced later. Norma Shiner was asked to announce the March birthday people. Present were Ed Soens and Bill Wise. Absent were Ed Van Patten, Nylene Stickney, Lou Dillon and Jan Poleski. She then read the horoscopes covering the two periods of the month.

Randy asked Bob Fitzgerald to say a few words about the Club in the beginning. The Fitzgeralds were the senior members present. Bob mentioned some of the founders, including our only remaining Charter Member, Cleo Adams. Others were Dr. McPherron, Bill Grevemeyer, Forrest Adams and John Duncan, the first president, all of whom were there as founders. Bob also named the Presidents in order of their service.

Chuck Flack then told of the first dinner meeting that he and Fay attended, a Christmas Party with thirteen people present. At the time there were seventeen members in the Club. He remarked on the growth of the Club during the time he and Fay have been active, and how the good times overshadowed the bad.

Carmen Burgess mentioned the good times she has enjoyed and the really nice people she has met since being in the Club.

Randy Prine thanked Ute Lester for her persistence in getting the dinner set up. Introduced were Lee Fagot, Vera Bagdad and Frank and Mary Lou Owens, new members.

The Hayhursts presented a very interesting slide show. Howard set up the projector and acted as narrator while Jeanice operated. Views included the Prescott Hill Climb sponsored by the Bugatti Club, races at Silverstone presented by the Bentley Club and XK Day at Sudeley Castle. Also shown were cars in the Lord Montagu Beaulieu Motor Museum collection and some antique airplanes. Howard and Jeanice Hayhurst scheduled

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their English vacation of last summer to include all of these events. Howard is a member of the Jaguar Driver's Club in England.

John Dormer gave a description of a Jaguar experience which will be told in more detail in the JAGUAR TIPS section.

Chuck Flack reminded of the Brunch and live theater at Sebastian's in San Clemente on April 23rd and the Wild Flower Tour to Borrego Springs on March 18th. if it is not raining.

Jim Bean and a friend arrived late. They had attempted to cross the bay by boat and on arrival at Coronado found the boat landing washed away by the storms. They had to return to the San Diego Yacht Club landing and come over by car. The return across the bay was a harrowing experience as heavy rain and lightning made things more adventurous. On the return journey across the bay Jim called Randy by ship to shore telephone to explain and to request that food be saved for two hungry mariners. They finally arrived very late.

Stuart Lennie and his friend, Ginger arrived late also but they had decided that their English palates and Mexican food were not simpatico so did not eat.

The rain held off until we arrived but we had the swishing of windshield wipers and splashing water to make the homeward journey more interesting.

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APRIL POT LUCK

The first Pot Luck of the year will take place APRIL 15, 1978. NOTE: This is SATURDAY night. TIME: 7:00 PM. PLACE: 10382 Carioca Ct., San Diego at the home of Frank and Gisela Kovach. To bolster up our Club Treasury there will be a charge of \$5.00 per couple and each couple is asked to bring a favorite dish. The \$5.00, in addition to helping the Treasury, will pay for paper goods, coffee, etc. that are incidental to Pot Lucks. Also BRING YOUR OWN BOTTLE.

For this Pot Luck we are going to revive something from past history of our Club. Each couple is to bring some Jaguar part (1 item) to be sold at auction to the highest bidder, the proceeds to go to the Treasury. To the person whose part brings the highest price will go the door prize of a beautiful Jaguar Clubs North America belt buckle. This is a worthwhile prize. Each of us must have some Jaguar part that is still good but perhaps of no use to the doantor and useful to someone else. Call Gisela Kovach, phone 292-0144 or Ute Lester, phone 276-2047 to let them know what you are bringing to eat and how many in your party. Previous Pot Lucks have been lots of fun so plan to be there.

A WOMAN'S POINT OF VIEW

Ahhhh...the comments, thoughts and teasing we all took----not to mention the "worry"; the "closer look in the mirror"; the receding hair-lines; the "feeling" that we may be "OVER THE HILL"!!!! WOW.....40 YEARS OLD!!!! Why Frank Kovach got so desperate, he changed his birth certificate a few weeks ago.

After talking to 5 members of our club at random, I first of all felt lucky at not having insulted all those 39 & under by asking how THEY felt and what were their thoughts on turning 40! ha! It was interesting, however, to note that we all wished to remain anonymous! Myself included but I figured if ya can't beat 'em, join 'em, sooo when I turned 40 in October... why not accept the fact and make the most of my large pores, smilin' lines and all!

The average "opinion" was..."I am getting older!"; "My life just MAY be half over!"... and THAT'S what seemed to be a shock, making the FEELING come over the majority....."to take a double look at the life that was left!"

One person said, "From now on I'm not going to do anything that I don't believe in." "How do you do that?", I asked. He said, "By making myself what the DEEP INSIDE OF HIM believed in." He also came to believe and felt after many years of "DOING HIS THING" ALONE, that God was there too! Someone who listened and spoke to him! Daily he found he'd say a silly thing like, "God, I got a problem, can't seem to solve it, what do I do now?"... That ONE question usually kept him out of the "games" he'd played for the first 40 years. That ONE question usually gave him a FEELING of what to do!

Now, the ladies points of view were just as deep; being the women we are....and yet some ideas centered around, "As far as I am concerned, my life's just begun!"; "If I AM growing older by number, I don't FEEL older!"...."Why?", I asked. "Weel, our children are grown & gone but we're used to that, and we're so busy that we don't stop to compute THEIR ages...in fact THEY don't seem to ever get old!"

Another said, "He seems to think I'm the fair young bride of the old and happy days. Tho' our hair is greyer, our steps not quite as fast, our pace of living slower, we really FEEL much the same!"

FEELINGS kept comin' up in all its reality. It wasn'tHOW old we were chronologically, but it was how we FELT about ourselves!

Oh sure, we have to use the used, squeezed out tea bags to put over our swollen, puffy eyes; the "instant face-lift" MASKS to tighten up those pores that all of a sudden made their grand appearance at age 30; the use of "cream" instead of soap for our faces; and ahhh yes, those "smilin'-lines!" (Don't ever let anyone tell ya they're CROWS FEET!); Rose Milk???? Wonder if it's too late..... wouldn't it be neat to have the complexion of that Julie London, much less her body!?

In any case, folks, you men alike, it's HOW YOU FEEL, and that's what we all should be proud of & work for....

Abundant living; serenity; peace of mind; and doing what you believe in!....

Remember the words of Stanley Hall...who, by the way, never owned a Jaguar, but who does offer food for thought and a rather neat attitude to adopt around 39'''' "FORTY IS THE AGE OF YOUTH! FIFTY IS THE YOUTH OF OLD AGE!" God bless Ya All (whatever your age)
CAROLYN SOENS

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WILD FLOWERS

March 18, 1978. To those of you who missed the trip to Borrego Springs for the wild flowers, you missed a pleasant Jaguar day. The sky was overcast and that kept the temperature down to a springtime level. Some of you have been asking for longer trips to get a chance to put some miles on the Jaguars. You missed an opportunity. My odometer read 200 miles from our house in the morning to our return that afternoon. Five Jaguars and twelve people made the trip. Chuck and Fay Flack, Bryan and Louise Powell, Jane, Patti, Terry and Bob Fitzgerald, Bob and Marlys Lakin and Ray and Ann Tetzlaff made up the party in four XKEs and a 3.8S.

Ray and Ann Tetzlaff almost missed out. No one wrote down the time and Ray's alarm clock doesn't seem to work automatically on those early morning events. We should have met at 7:30 AM but we planned to arrive a little early for an 8:30 starting time. We did manage to get in on the tail end of the line as the other cars were waiting for a signal change on College Avenue.

Our first stop was at the Santa Ysabel Bakery for 10¢ coffee and fresh out of the oven delicacies. We then went through Julian and down the Banner Grade to the turn off to Borrego Springs.

We spent a pleasant hour at the Arts and Crafts Show at the shopping center. Most everyone made a purchase, the most noteworthy being a watercolor by Patti Fitzgerald and a beautiful oil by Fay Flack. The other purchases were of a smaller nature.

We had a delightful lunch at Del Zorro, after which the Fitzgeralds had to leave for home so Patti could get to work on time. The rest of us went to the north end of the valley to purchase delicious grapefruit to bring home. We were about a week or ten days early for the wild flowers as they were just beginning to bloom. We did tour through the beautiful homes lining the golf course before starting for home. We took the alternate route up the canyon to S. 79 near Warner Springs and after another shot at the 10¢ coffee and pie at Santa Ysabel each car made its way home. Days like this make me appreciate my E-Type.

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MARCH BUSINESS MEETING

March 22, 1978. The Jaguar Automobile Club of San Diego held its March Board Meeting at the home of Jim and Norma Shiner, 3415 Lark St., San Diego. The meeting was called to order at 7:30 PM by President Randy Prine. In addition to Randy, those present were the Lesters, Gloria LaValle, Chuck Flack, Jim Poleski, Bob Lakin, the Simpsons, Frank Kovach, the Tetzlaffs and the Shiners.

Margie gave the Treasurer's report as a first order of business. The Board voted on membership applications. Hostess Chairlady Norma Shiner discussed ideas about birthday recognitions, etc.

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SEBASTIAN'S BRUNCH

April 23, 1978. The run to Sebastian's in San Clemente for brunch and the stage presentation of "Fiddler on the Roof" was acclaimed as one of the best events staged by the Jaguar Automobile Club of San Diego. The first group, led by Chuck Flack, left the College Grove Parking lot at 8:30 AM. By way of I 805 and 5 we arrived at the parking lot in Carlsbad on schedule where we met most of the rest of the group. There were several Jaguars, a TR3, a Thunderbird and some other cars in the caravan. Don and Sue Richards were driving the 68 XKE 2 Plus 2 that is to be Sue's treasure when the overhaul bugs are ironed out. The Hayhursts and guests and Ed and Carolyn Soens and daughter went directly to Sebastians. We sat in an open patio having drinks before the dining room opened. After a sumptuous brunch the "Fiddler on the Roof" was presented by an excellent cast. It was 4:00 PM when the show finished. The fine, sunny weather, food and entertainment made it a day to remember. Our heartfelt thanks to Fay Flack for her efforts in putting it together and to Chuck for his well planned caravan.

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REMINDERS

A reminder of coming events by other Clubs if you happen to be vacationing in their direction. June 10-11, 1978 are the dates for the Rocky Mountain Jaguar Club's 1978 Concours d'Elegance. It will be at Evergreen, Colorado just 35 miles west of downtown Denver. The Hiwan Golf Course should be a beautiful setting for the Jaguars. It is not too late to enter if you wish to show your Jaguar. Your Editor has details.

July 13th. to 16th. inclusive are the dates for the four day Western States 1978 Meet sponsored by the Jaguar Owner's Club of Los Angeles. It will be at the Hyatt Lake Tahoe, Incline Village, Nevada. There is still time to register your car. Both of the above events are JCNA shows and there will be lots of Jaguars to see if you are going to be in the vicinity.

The Greater St. Louis Jaguar Association is holding their 4th. Annual Concours d'Elegance May 27-28, 1978 at the Plaza Frontenac in St. Louis. All Jaguars are welcome.

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THE JAGUAR MAINTENANCE MYTH

Another Jaguar Dealer myth we should like to explore is the \$100.00 tune-up on the 6 cylinder engine.

Some dealers would have us believe it is a complicated and time consuming process which requires a high skill level, expensive parts and critical tools. I have a Portuguese relative who believes this; he also believes in the "coella de pascoa" or in English; the "Easter Bunny."

SPARK PLUGS: If you let a dealer install these he will charge you \$18.00 per hour for labor and an inventory stock type mark-up on the plug, about \$1.75 each. This same plug sells for 69/89¢ anywhere else. There are three things you should know about plugs; firstly any idiot can install a spark plug, secondly, why pay an inventory mark-up on something as common as dirt and almost as available. Thirdly; a dealer will use the factory recommended Champion N11-Y or N12-Y, depending on the heat range needed for your particular Jaguar. This plug, in the opinion of several people in our Club, is inferior to the NKG BP5 ES. This opinion corresponds to a recent magazine article which rates NKG best due to (1) 1005 test on plug. (2) Better

internal material, copper. (3) Wider heat range. Note: The BP6SES replaces 2 heat ranges of Champion.

An interesting story about the differences between Champion and AC should be told. Champion was started as a company by an inventor named Alfred Champion. He later sold this company and started another spark plug company which he named after his initials.

POINTS: Jaguar distributor points are the same as any other engine. After the distributor cap is snapped off and the rotor arm pulled off, just two screws replace the points. Once you crank the engine to get the points held open by any one of the cam lobes on the distributor shaft, a feeler gauge will allow you to set this gap, (usually .014"-.016".)

NOTE: If you don't have a feeler gauge (a shim of calibrated thickness material) a match book cover is pretty consistently .015" thick.

Two cautions should be listed here for the beginner. (1) The feeler gauge (or cover) is used not tightly between the points but with a light drag fit for the setting. (2) A capsule of grease is sometimes provided in the box with your points. This should be used conservatively on the distributor cam, too much will pile up on the points wiper and electrically short out the points and keep you from starting.

TIMING: For this you will need a timing light. If you do not have one, or choose not to borrow, the prices run from \$4.00 to \$40.00. The cheap neon type work but the light power is so low that it is difficult to see and works only in the shade or night. The more expensive AC or DC power lights are better and can be found for \$17.00 if you catch a sale. The light plugs into the front most spark plug. The engine is run at idle, and the strobe light flashes with the spark plug throwing a flashing light against the front crank pulley wheel. The manual will give you a setting (about 10 deg., etc, before top center.) A data plate on the car also may give the set point. This front pulley has the TDC, top dead center, degree and degrees before top center engraved on its face. Resetting is done by rotating the distributor after loosening the clamping bolt. Minor settings may be done by the vernier knob on the distributor.

NOTE: For the beginner; mark the TDC and set point from "0" deg. in chalk to locate it against the pointer on the front of the oil sump (pan.) The vacuum retard line to the distributor should be disconnected so as not to offset the reading during this operation.

NKG Spark Plugs (6)	\$6.50
Points and Rotor Arm	3.50
*Distributor Cap	3.80
*Condensor	1.80
Total	<u>15.60</u>

*Not changed on all tune-ups.

SETTING THE VALVES: This and carburetor settings constitute a "major" tune-up. The dealer will ask \$300.00 for it. Again it is not difficult and takes no special tools, skill or expensive parts. I hope to cover this in a later newsletter.

Ray and I would like to hear from you as to what type articles you would like to see.

The Dealer's friend
LES LESTER.

JAGUAR HISTORY

Continuing....We are still with the XK150S this month. To get right into the meat of things on a controversial point, I am going to quote Paul Skilleter from his book "Jaguar Sports Cars." He says, "During the first few months of 1959, it was announced by the factory that that 'S' engine was now to be available in the drop-head and fixed head coupes as well as the open two-seater; and that the Dunlop disc brakes were now a standard fitment throughout the range as they had been in practise ever since the production of the XK 150 began in 1957." I have always heard and most old Jaguar hands contend that the "S" version was only available in the roadster. Since doing research on various models of Jaguar, I have seen some production figures indicating such models were sold. To get ahead a little but still on the XK150S Coupes, the cars were not sold in England or made available for testing until 1959. At this time THE MOTOR, an English automobile magazine made one of the first British road tests of one, an XK150S Fixed Head Coupe. That was the only body style Jaguar released for full scale testing in Britain.

The road testers compared the performance of the XK150S in full touring equipment to the figures they had recorded on the C-Type in 1952. To their amazement the figures were almost identical to 100 MPH and the timed $\frac{1}{4}$ mile figures were 16.2 seconds for both cars. Due to lower gearing in the differential for the overdrive some acceleration figures for the XK150 were better than for the C-Type. The top speed of 132 MPH for the XK150 was considered very good, actually only about 11 MPH slower than the C-Type in racing form.

Road and Track magazine tested the XK150S Roadster soon after they arrived in the United States in 1958. They found it to be the quickest of the XK models they had tested. They clocked 7.3 seconds in from 0 to 60 MPH and 21.4 to 100 MPH. Their top speed checked out at 136 MPH. The testers remarked that many of the high speed runs in their tests were very scary but that in the Jaguar they felt the car was performing as if it was designed for driving at these high speeds. They ran the tire pressure at 30 lbs. front and 35 lbs. rear, a little higher than the recommended pressure for normal driving but what Jaguar advocates for high speed driving. The English testers used 10 pounds higher in their tests and found no loss of ride.

There were some criticisms of the car though. Some felt the seat backs should have more curve to hold the driver and passenger in place better on fast curves. They found the trunk lid tended to stay open on one side and had to be slammed shut. The author found on XK140s with similar trunk lids that this is a matter of adjustment and no big deal. They also felt that the window handles had to be turned too many revolutions to raise or lower the windows. I never noticed that this condition was much different than many other cars. Less turns would have required more physical effort.

There was a feeling that the rear springing and the heavy, solid rear axle was beginning to reach the end of the road for maximum road holding and handling. The optional limited slip differential provided a better initial grip on the road but in the wet you ended up with two spinning wheels which tended to whip the rear end around on a curve. I have had this experience with U S cars with limited slip differentials so it was not a Jaguar fault alone.

The 3.8 engine did not reach the XK150 until 1960. The Mark IX, still on the Mark VII chassis came out with the 3.8 engine and disc brakes all around in 1958 but the engine production was not sufficient for the XK150 at that time. Next month we will touch briefly on the 3.8 XK150 and will then go on to some of the Saloon Models.

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BOUND FOR MECCA

LeRoy, Ute and Cindy Lester left on the 27th. of April for a vacation in England. A visit to the Mecca of all Jaguar enthusiasts will be included in their plans. For the uninitiated Mecca is Coventry, home of Jaguar. Watch for LeRoy's column on their return.

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JAGUAR WANTED

John R. Vard, 3511 W. 10th. Ave., Vancouver, B.C. V6R 2FG, phone (604) 738-3887 is looking for a Series 1 E-Type Jaguar, 1961 to 1963, preferably a 1963. He wants a good original car that he can give full restoration. It can not be later than 1963 due to Canadian Customs Laws. If anyone knows of such a car contact Mr. Vard.

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BALL JOINTS

From the Central Oklahoma Jaguar Association, Inc. newsletter we have the following Jaguar Tip. Ball joints become frozen in place after years of use. The suggestion follows: Heat from a small oxy-acetyline torch applied to the metal surrounding the tapered pin of the ball joint will usually loose the most stubborn pin. First remove the nut and washer (if any), reverse the nut on the threaded portion of the pin and screw on finger tight. Remove all dirt and grease with a wire brush and solvent. After solvent has evaporated heat the metal around the pin until it turns blue-black. A smart tap with a copper hammer on the nut on the end of the pin will usually bring it out.

Editor's Note: I learned this trick from a friend who had spent several years as engineer on an Alaskan fishing boat. The rain and sea water of the far North made this problem a regular thing. I had success doing this on the ball joints of an XK140. I used a propane torch successfully as I do not have oxy-acetyline equipment.

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ADDITIONS TO MEMBERSHIP ROSTER

As we have done in the past, when new members come in or old members pay up their dues late, I will list their names on page 4. You can clip the names and paste them on your Roster if you like.

Carmen (Cookie) Burgess 2514 C St. SD 92102	KX140 Drop Head	233-1467 KXE 65 Roadster
G. Charles Freshwater 16479 Harbor Lane Huntington Beach 92649		(714) 816-5112 62 XKE Coupe
Don L. Harrington 520 W Ash, Suite 300 SD 92101		238-1355 (Bus)
Keith Lewis 6828 Cowles Mountain Blvd. SD 92119		(Donna) 461-8764 65 XKE
David Naccarato 3590 Yerba Lane Bonita 92002		(Olga) 479-3148 KXE 2 Plus 2

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