



# Jaguar Tracks

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

MAY 1978

JAGUAR AUTOMOBILE CLUB OF SAN DIEGO

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## APRIL POT LUCK

April 15, 1978. The Kovach residences, 10382 Carioca Ct. was the setting for the April Pot Luck. Forty-six people assembled for an evening of eating, drinking and conversation. There was plenty of good food and Hostess Gisela Kovach saw that everything went smoothly.

While waiting for the food to be ready Auctioneer Frank Kovach got the sale underway. Many of the people brought Jaguar parts and accessories to be auctioned for the benefit of the Club Treasury. An XK140 hub, XK knockoff, chromed stone guards for the headlights and an XKE steering wheel were the items that brought the most money. A total of \$135 was added to the coffers after spirited bidding ceased.

After dinner President Randy Prine, assisted by guest Alan Payment, set up the 16 MM projector. A JCNA film entitled "Those Were the Days" about the Monterey Historic Car Races was presented. Each year one automobile is selected to be featured. This particular year was "Salute to Jaguar." Once the sound projector was tamed the film was intensely interesting, especially to an old motor race fan like you editor.

The surprise of the evening was the appearance of the former Olga Tuchscher and her new husband, David Naccarato. The newly weds will be at home at 3590 Yerba Lane, Bonita.

The rain which fell during most of the evening did nothing to dampen the spirits of the party. Our thanks to Frank and Gisela Kovach for so graciously opening their home to us.

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## CONCOURS

Plans are moving forward on the 14th. Annual Concours d'Elegance to be presented by the Jaguar Automobile Club of San Diego. This will be conducted under JCNA rules and will be open to all Jaguars. Only Jaguars will be eligible. In addition to the JCNA classes there will be a special "Proud Owner's Class" for cars that are used daily and not considered to be of Concours quality. The judging will be somewhat less demanding than in the JCNA classes.

Details are being worked out for sponsorship of the event for the benefit of a very worthwhile organization. As soon as details are firmed up a further announcement will be made by the Concours Committee. The organization involved has a big place in the hearts of many San Diegans.

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To make this event the success it deserves to be will require the co-operation of the entire membership both during and before the event. Get in touch with Chuck Flack, Concours Chairman, phone 282-9983 to find out what you can do to help.

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## RACE DAY

The Jaguar Automobile Club of San Diego has reserved the facilities of the Malibu Gran Prix track at 6606 Miramar Road, phone 566-4121 from 8:00 Am to approximately 11:30 AM on May 20th., 1978. There will be at least eight cars available for our exclusive use. The events will be run on the basis of timed laps, no head to head competition. There will be a Ladies Class, a Men's Class and a Teenage Class. Teenagers must have a valid driver's license and parents must sign waivers to permit them to participate. The Club has to pay the fees in advance so Treasurer Marjie Simpson will collect \$5.00 per couple at the May dinner meeting from those who wish to drive. This will apply at \$1.00 per lap fee at the track and you will be able to run additional laps, if you wish, at \$1.00 per lap.

The pit crews will furnish helmets, see that seat belts are buckled and give instruction on the operation of the cars. They are small, single seaters in the Gran Prix style and the track is about 1/2 mile in length, I believe. It is a road course type with turns both ways and all laps are timed. There will be trophies for the winner of each class. Here is a chance to develop or demonstrate your skill at the wheel. Should be fun.

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## MAY DINNER MEETING

PLACE: SEXTON'S STEAK HOUSE, 7353 El Cajon Blvd. La Mesa. TIME: 7:00 PM for cocktails, 8:00 PM for dinner. MENU: Prime Rib of Beef, Tossed Green Salad, Baked Potato, Hot Rolls, Butter, Coffee and Dessert. PRICE: \$9.00 per person. Call Marilyn Prine for reservations, phone 276-0148. This is the Club's first visit to this restaurant but people who have eaten there speak well of the food and the service.

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## MAY BUSINESS MEETING

The Jaguar Automobile Club of San Diego will hold its May 24th. business meeting at the home Glen and Marjie Simpson, 7635 Jennite St., San Diego, phone 461-7635. Most of the business meetings have been well attended so far this year and each meeting has seen a lot accomplished. Some of you who have not attended a business meeting should do so. That is the way to find out how events are planned and gives you a chance to take part. You may have the new idea or suggestion that is needed to make 1978 the best year yet for the club.

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## A WOMAN'S POINT OF VIEW

In running later than expected, I would guess my attempts at trying to find the "TIME" to accumulate some recipes for THIS column was a failure! (Next month's newsletter will be on some special "homemade" LIBATIONS that can be made, at home, inexpensively AND savored by the fire, or in relaxing after a hard day's work with those you love! This special column for JUNE will include; Galliano; Carolyn's "Little Pink Drink"; Creme de Mint; Amerto; Ute's special German Liqueur; Kalua AND perhaps more IF you will call 222-8273 and contribute some of YOUR specialties!) A Pina Colada Rum Cake will be featured which is delicious, by the way! And guess what?.... Norma Shiner graciously offered two unusual recipes.. NOT recommended as a libation I might add! One as a matter of fact is for homemade SOAP; the other, a treatment remedy for chancer sores of the mouth!! (Being a nurse, I felt these home remedies sometimes do far better and leave less side effects than some of the questionable modern medicines!)

Speaking of failures, for a change, let's consider THEM as well as Successes!

Interesting as it may seem, we all live and perhaps even BASE our living, as it were, on whether we're a success or a failure! Be it a salesman, artist, handyman, mechanic, parent, mother, father, man or woman....we ALL tend to question ourselves at times! Would that there was an award for us who came to understand the "CONCEPT" of ENOUGH!....Good enough, successful enough, thin enough, rich enough, socially responsible enough!

In not changing our WEE, much less our HUGE thoughts of... perhaps..."we're a failure"...we don't grow. If we don't grow we're not really livin'!

Having not lived as long as SOME of you friends of mine out there and being older than the rest of my friends out there....and trying to add maturity each day to my life....let me add....

There are few positions, no matter what our role, in which we've not met difficulties. They're really our best TEACHERS ya know, as our mistakes often MAKE & FORM our best experiences! We will learn from FAILURES more than from SUCCESSES!

Hearing an old saying once not too long ago... I share it with you now...." we often discover what will DO; by finding out what will NOT do!"

(Guess you've ALL gathered that "favorite" sayings are a part of a referral guide for me when I feel failure at something tried. They tend to teach, make it worthwhile actually.)

One of your gentlemen cohorts said "He'd become all the better acquainted with the 'country' from having had the good luck sometimes to lose his way!" (REST ASSURED IT WASN'T OUR PILOTS, RANDY PRINE OR TROY STIMSON! ha)....(Wouldn't it be neat if some of US couldn't have an easier going attitude when WE took a wrong tyrn, our navigators having said..."TURN LEFT"... and we wind up going miles or so out of the way BUT to places and streets we'd never seen otherwise! ha Instead we're somewhat a failure as navigators but how neat if we would laugh and grow by such things.)...besides enjoying the view on the way BACK to the RIGHT turn! ha

Lloyd James said, "We who try to DO something and fail are infinitely better than those who try to

do NOTHING and succeed!"

Success is another aspect of our goals, our dreams, our needs for personal acceptance and love of self. (It took ME 40 years to keep telling myself that if you don't love yourself, you can't love anyone else!) Oh well, better late than not at all!

We ALL need to feel it, experience it and live it...children, aged and the lonely! I DO have one recipe (NOT a libation...that's NEXT month.) It's not IMPOSSIBLE to make (and remember can't never could do anything!)...for any of us, man or woman, SO LONG AS WE BEAR IN MIND CERTAIN DIRECTIONS!

First....what success means; the successful doing, the doing of whatever you do in whatever position you are!

Second....the price of success; hard work, patience and a few sacrifices!

Mix all these together with the following key ingredients; third....your religious life, a firm unwavering belief....in your faith (whatever it may be, or however you may feel it; belief in God, in prayer AND a life consistent WITH that belief in yourself....(this is the YEAST that makes it rise...Blend; In your social life... moderation. In your marriage... love, honesty, trust and friendship, be Pals.) In your business ....thoroughness...not thoroughness alone in LARGE things or what is apparent to the eye, but thoroughness in ALL things... not slighting the small.

Keep the temperature EVEN and you've made a good contribution to SUCCESS...and it tastes delicious

Hang in there for the "LIBATION" column in June's issue of the Jaguar News...just a reminder to call for your available contributions! They would be greatly appreciated. 222-8273

Ending THIS "Woman's Point of View".. on SUCCESS & FAILURE..."Anyone can be named among us who hasn't "failed" at some time or another." "In such defeat we should feel no shame. The shame or guilt consists in our NOT retrieving it!"

God Bless Ya'll  
CAROLYN SOENS

PS: those of you who know me must realize I'm not this "HEAVY"...only when I write! (Also for those who signed every other line on my "Suggestion Sheet for Ideas" for the column with the word "Sex"... I might suggest the above recipe--- you might just get more than you can handle! ha (That's the humorous side of me!)

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## APRIL BUSINESS MEETING

April 25, 1978. Only six people, Randy Prine, Chuck Flack, Margie Simpson, Gloria LaValle and Ann and Ray Tetzlaff attended the April business meeting at the Tetzlaff's, 3255 Calavo Drive, Spring Valley. Margie Simpson gave the Treasurer's report. Randy Prine announced that the decals have been received and will go on sale at the May dinner meeting. It was decided to have the membership vote on which of the patches (large or small) that we will have made up.

Details of the May 20 event at Malibu Gran Prix were finalized. See separate article, page 1. Details of the Concours were discussed. Chuck Flack and Randy Prine are to confer with our prospective sponsor, who will be named when details are settled. We are sure the membership will be as excited as we are when these details are released. The meeting was adjourned.

## THE WAX DERBY

The following article was taken from the "Cat TALES", newsletter for the Rocky Mountain Jaguar Club. They are presenting their Concours d'Elégance on the 10th. and 11th. of June. I could not include the article in its entirety due to space limitations. Thank you, Gary C. Hurst, author.

It is possibly impertinent to suggest that a concours car must be clean, but some advice on how to clean the car may be appropriate. There are four cleaning tasks to be done: the engine compartment, the cockpit (interior), the boot (trunk) and the exterior. If you have a team of workers, assign one or two basic areas of responsibility to each member of your team. Incidentally, you cannot possibly pay anyone enough to do the necessary job.....

Dirtiest of all the jobs is usually in the engine room. If this is a first time job for you, you may encounter a dark brown, greasy gob about the consistency of chocolate icing, but considerably less appetizing. If the deposit is really thick, use a wooden paddle to scrape it clean. A putty knife will remove the goo very well, of course, but sooner or later one of the corners will leave scratches. No matter how sharp the edge on a piece of wood, it probably won't scratch. The (formerly) 25¢ car washes can do a good job for a minimum expenditure. If you insist on driving your car home from the car wash, however, be sure to cover the coil, distributor, plugs and wires with a plastic wrap, plastic bag, or even aluminum foil. Get a spray can of Gunk or some other brand of engine cleaner. Preferably the engine should be warm (not really Jaguar hot) and left to sit 10 or 15 minutes before hosing off the solvent. You may even wish to keep the engine running during the cleaning process as a good Jag can easily run without a few plugs firing, but may well be this is wishful thinking to get it started in that condition! Besides, the heat from the operation will help speed the drying-out process.

One big disadvantage, however, is that the engine fan may cover the entire car with an overspray of cleaner and greasy mist. One final note is to avoid spraying the battery top with the high pressure wash. The pressure may carry some of the acid-heavy corrosion from the battery top onto neighboring parts of the car (or even bounce back onto your clothes or into your face.)

Getting the goo removed from around the engine, unfortunately, is just the first step. Now you get to clean up in all those inaccessible places: under the carbs, up in all the linkage, in each and every spot where dirt can collect. You'll need some tools to help you with the job. Things like tooth brushes and bottles brushes, and long thin sticks with rags wrapped around one end for cleaning and rubbing where your arms won't fit. The job now becomes one of detail, cleaning and polishing one spot after another. It may not be a bad idea to replace some of the lubricant that you removed from the throttle linkage when cleaning, by applying a drop or two of oil in each appropriate joint to ward off throttle arthritis.

One thing to remember at this stage of the game is that the judges expect cleanliness and look for evidence of detailing. This includes items like polishing those ridiculous little copper washers under the chromed dome nuts on the cam covers. The radiator hoses and other rubber

parts could probably use an application of one of the polymer chemicals like Armorall. Be careful with this stuff, however! Overspray of Armorall onto painted surfaces can be a nuisance or worse, especially at repaint time. I've heard it can be removed by a 50-50 mixture of Tide and turpentine. But do you really want to turpentine your cat.

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## RETURN OF THE FISHERMAN

At the May business meeting I had the pleasure of the company of Bob and Nancy Atkins. Bob will be in San Diego until about July 1st. He is busy overseeing the overhaul of another tuna clipper. The last ship was sold at Panama just before sailing time. Bob was in Panama for about two weeks breaking in the new crew, after which he was transferred to another boat in San Diego.

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## LETTER OF THANKS

The following letter was received by President Randy Prine from F. S. Horner, Secretary of JCNA. It is self explanatory, our Club took part in the presentation at the JCNA Convention in Los Angeles in February.:

April 27, 1978

Mr. Randy Prine  
Jaguar Automobile Club of San Diego  
2128 Fairfield Ave., San Diego  
Dear Mr. Prine:

I would like to convey to you and the members of the Jaguar Automobile Club of San Diego my thanks and appreciation for the beautiful coffee set which was presented to me in Los Angeles at the time of the JCNA Annual General Meeting.

It certainly is a pleasure to be rewarded for something I enjoy doing so much. The inscription impressed me particularly and it is wonderful to know I have so many friends in JCNA.

The service will always occupy a place of honor in our home, and I hope to put it to good use for many years to come.

Thank you for your participation in the presentation. Best regards

Yours sincerely,  
(Signed) F. S. Horner  
Secretary J. C. N. A.

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## CORRECTIONS

In the 1978 Membership Roster there are a couple of corrections that should be made: Gaylord and Nylene Stickney's address should read 1264 Capitano Dr., El Cajon. The Roster shows it as 1265 Capitano Dr.

Also in the addition of names in last month's Jaguar Tracks we had the name of Keith and Donna Lewis to be added. Please note that their names were included in the original copy of the Roster.

If there are any other incorrect addresses, names or telephone numbers please let me know, phone 466-3446 or in person at one of the events.

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Participate in your Club events. You will get out of the Club what you put in it. We always need people with ideas and to help stage the many things we have planned for your pleasure.

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## ADD TO ROSTER

We are glad to welcome Bob and Nancy Atkins back into the fold. Add their names to your Roster.

Robert Atkins (Nancy)  
4271 Camino Paz 466-1464  
La Mesa 92041 XJ6 and XK120 Drp. Head.

## JAGUAR HISTORY

Continuing.....1960 was the year for the ultimate AX150, the 3.8 XK150S. Performance in the lower ranges and the off the line performance were not greatly improved over the 3.4S. It was in the higher speed range that the .4 litre began to show up. By 100 MPH the 3.8 was 1 second ahead and by 110 MPH the gap increased to 3.4 seconds. These figures were taken from tests for Autosport Magazine by John Bolster. Bolster considered the XK150 a development from sports car to a luxurious Grand Tourer rather than it being a tamed down racing car. The 4.09 ratio used in the overdrive models gave slower top speeds in the gears than did the standard 3.54 axle.

The XK150 gave its owners fast and reliable service on the road but as Paul Skilliter says in his "JAGUAR SPORTS CARS" anything the XK150 could do on the track, the XK120 and XK140 could do better and faster, in spite of the disc brakes. The forward engine position made the car an understeerer and the high cowl and fender line made the car prone to much more roll than the XK120. It was never intended, by the makers, to be a competition car and even so, they did score a few successes in the hands of private owners.

Before leaving the XK150S we will say that this seems to one of the most desirable Jaguars in the minds of many collectors. We have two outstanding examples in our Club, Randy Prine's black beauty and Frank Kovach's exceptional white car. Both of these cars have been restored and should be show stoppers.

In 1960, while the XK150 was still in full production, Jaguar found that they needed more space for the production of the Mark 11 and a new car to be known as the Mark X. As a solution to this problem, the Daimler Company, manufacturers of one of Britain's finest cars, was purchased by Jaguar. The extension of the present factory was not in accord with local government regulations, the acquisition of the fine Radford factory only two miles away meant doubling the floor space available to Jaguar.

This also meant becoming involved in the bus line Daimler had been successful with. The passenger car division of Daimler was in a mess. however.

Daimler had been marketing the SP250, a roadster with, at best, very unique body design. It had a very flexible chassis on which a fiberglass body was mounted. The highlight of the car was an excellent 2½ litre Daimler V8 engine. Jaguar toyed with the idea of re-designing the body of the car but cost figures indicated that it would have to be priced in the same range as the E-Type which was in the works at this time. It was dropped. Jaguar did put the 2½ litre engine in the Mark 11 bodyshell with a Daimler grill to create the popular Daimler 2½ Litre Saloon. This car and later variations of Daimler in the XJ chassis were never marketed in the U S and are not well known here and do not have a high value among collectors.

The XK150 made its mark in the late fifties and only the new design of the E-Type detracted from it. It was a solid car, somewhat heavy and a design that was at the end of the road with its heavy frame and solid rear axle. It had lost some of the XK120s agility but had gained room and creature comfort and it had style. It will be a collector's car for many years and will continue to climb in value as the good ones become scarcer.

Next month we will cover a little more on the Saloon models before starting with the E-Type. We will skip a year or so and will have to come back to the development that went into the E. but there was development and improvement of the species on the Saloon also.

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## LETTER TO THE EDITOR

EDITOR'S NOTE: We have been pleased to note that LeRoy Lester's columns have been picked up by the editors of other newsletters. This has pleased us very much. However, it seems that his last column in the May issue of Jaguar Tracks brought forth the following comment: Open letter to Mr. Les Lester to be printed in Jaguar Tracks.

I would like to thank Mr. Lester for his "knowledgeable" article in your newsletter. I don't know what Mr. Lester does for a living; but, I hope it is not repairing Jaguars (the car type.)

If he can say "valve setting doesn't take any special tools, skill, or expensive parts", then just let the unwary be ready to pull a head when they turn the engine over with one of the cams loose or don't get the two cams in timing properly. It does great things for bent valves.

Don't worry, Mr. Lester, I loved your article on the "Change It Phenomenon." Why don't you stay with humor and quit giving bad advise (sic) such as NKG plugs which haven't worked on any cars at our altitude. Your arithmetic isn't very good when you say plugs cost 69/89¢ each and then you figure up a cost of six plugs to be \$6.50 which figures out to be \$1.08 per plug.

I'm in independent Jaguar repair service in Colorado. Although I don't have a lot of love for dealers, I respect their position as far as cost goes. The name of the game is profit (not rip-off) and without it, I would be writing articles in newsletters like yours.

Sincerely yours,  
Jim Rickel  
3300 W. Hampden  
Englewood, Col. 80110

EDITOR'S NOTE: From many years as a car buff with many varieties of automobiles, American, English, French and Swedish, I have come to the conclusion that brands are a matter of personal experience and opinion. I have used NKG spark plugs successfully in two Jaguars, one of which went 20,000 miles on a set with no problems. I have not had that success with Champions. One car was good with Lodge plugs about 20 years ago. In my two Volvos I used Bosch. In my Oldsmobile 442 I use AC. It is still a matter of what you like or are indoctrinated with or perhaps sell.

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## LUCAS PARTS

The parts department of Motoring Classics, 4109 Sports Arena Blvd., San Diego have all the parts lists for Lucas parts and will check through for the cross references to get a suitable replacement part for your Jaguar. Jaguar Automobile Club of San Diego members get a discount by showing your membership card. Check with them for those hard to find Lucas parts.

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## MORE PARTS

LeRoy Lester reports that our Club members will receive a discount on Jaguar parts at BAP, 600 W. Grape St., San Diego, phone 232-2984. If you need something call LeRoy Lester for details.

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