



Jaguar Tracks

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

JUNE 1978

JAGUAR AUTOMOBILE CLUB OF SAN DIEGO
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MAY DINNER MEETING

May 12, 1978. About thirty-five people met at Sexton's Steak House, 7353 El Cajon Blvd., La Mesa to enjoy the fine food, delicious drinks and good company for the May dinner meeting.

After the guests were seated, President Randy Prine introduced Carolyn Soens who handled the birthday congratulations for Club members born in May. Present were John Dormer, Randy Prine and Marlys Lakin. Absent were Keith Lewis, Jonn Morris, Harvey Gibbs and our usual birthday Chairperson, Norma Shiner who is sojourning in England and Paris for most of the month of May.

John Dormer was speaker for the evening. He talked on the value of our favorite cars and the expected increases in valuation in the future. He considers all models of the Roadster as having the highest potential with Fixed Head Coupes next. Of the XKEs the 4.2 from 1965 thru 1967 are probably the most desirable due to the all-synchro gear box and lack of required smog devices. Sedans are receiving increased interest, especially the Mark 1X in the older ones and the 3.8S models as well as all XJs. He considers the XJ12 as probably a good buy for the future. He recommends the XJs up to 73 due to the added smog equipment after that year. His talk was very interesting and the question and answer period which followed brought forth many questions from both men and women in the group.

The membership introduction period made a lot of money for the Kitty as Jaguars seemed scarce for some reason. Even our President and your Editor were remiss.

Four prizes were claimed by Ed Soens and Pat Broderick with Pat getting first choice. The dinner meeting was adjourned by Randy Prine. Special thanks should go to Ute Lester for making arrangements before leaving for her trip to England and an extra thanks to Margie Simpson for following through, making the phone calls and checking final details.

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THE GREAT RACE

The Great Race that wasn't. In some of our dinner meetings a race event to be held at the Malibu Gran Prix Race Track on Miramar Road was mentioned by President Randy Prine. A vote was taken and the membership was very favorable to having arrangements made for such an event. Challenges were thrown about and plans made by some of our heavier footed members for secret practise sessions at the track.

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Came the time. Randy Prine made preliminary arrangements and Treasurer Margie Simpson followed through with a deposit to reserve the track for Saturday, May 20th. It was necessary to have at least thirty couples deposit \$5.00 each to cover track rental with extra laps at \$1.00 each. At the May dinner meeting about three couples responded with a deposit. By telephoning Margie got a few more people to agree to participate. Chuck Flack had been appointed to take care of the running of the meet and doing the scoring. He made arrangements for awards to the winners of the Men's, Women's and Teen-ager's Classes. Seeing that it was an uphill battle to have enough participants to cover the track fees, the event was cancelled in time that our deposit could be refunded. Unfortunately Chuck Flack was not notified in time to stop arrangements for the awards. This event seemed to receive such a favorable response in the beginning that it is hard to understand why it fell so flat.

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JAGUAR OWNER'S CLUB CONCOURS

Courtesy Randy Prine

May 21, 1978. The Jaguar Owner's Club of the Los Angeles area held their JCNA sponsored Concours on this date at the Lido in Newport Beach. Twenty-five Jaguars were entered and fifteen or so more were on display. There were three entries from the Jaguar Automobile Club of San Diego and three trophies were brought back. Randy Prine, XK1500 Roadster took 1st. in class. LeRoy Lester, 1970 XKE Coupe took 3rd. in class. Lee Fagot, 1962 Mark 11 also took 3rd. in class.

After only a couple of day's notice Lee Fagot cleaned his car to be entered in the show and was able to take a third in the face of stiff competition. Randy's car competed with four other XK150s, all Drop Heads. LeRoy's car was in a large class also. This shows that our Club has potential Concours winners.

Randy reports the Concours very well run, low key, and with very efficient and knowledgeable judges. The dinner at the Velvet Turtle was very well served, also informal and with a friendly atmosphere. Our own Concours was announced as well as the Bahia Bell luncheon in September to which the Jaguar Owner's Club has been invited.

EDITOR'S NOTE: Our three Club members are to be congratulated for carrying our colors so ably.

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JUNE BUSINESS MEETING

On June 21, 1978, the Jaguar Automobile Club of San Diego will hold its monthly Board meeting at the home of Randy and Marilyn Prine, 2128 Fairfield Ave., San Diego, phone 276-0148. The meeting will be called to order at 7:30 PM. Plan to attend and let the Board of Directors hear your ideas. Get the most out of your Club.

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JUNE DINNER MEETING

DATE: June 9, 1978. TIME: Cocktails at 7:00 PM, dinner at 8:00 PM. PLACE: Sheraton Inn-Airport, 1590 Harbor Island Dr., San Diego. MENU: Baked Sugar Cured Ham, Pineapple, Cherry and Raisin Sauce; Potato and vegetable, Rolls, Butter, Beverage and Dessert. PRICE: \$8.50 per person. For reservations, call Ute Lester, 276-2047. The dining spots have initiated a \$5.00 per 50 persons service charge for cocktails. This will amount to about 10¢ per drink. Previous dinners at this place have been well received and this should be another good Jaguar event. LeRoy Lester will be speaker for the evening. He will describe the Lester visit to Mecca, the Jaguar factory at Coventry, England. This visit occurred just last month and will be very interesting. Randy Prine and LeRoy also hope to show slides of the Jaguar Owner's Club Concours in Newport Beach last month.

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MAY BUSINESS MEETING

May 24, 1978. The Jaguar Automobile Club of San Diego held its May business meeting at the home of Glen and Margie Simpson, 7635 Jennite St., San Diego at 7:30 PM this date. Those present were Randy Prine, LeRoy Lester, Frank Kovach, Bob and Nancy Atkins, Ed Van Patten, Rick Ingalls, Bill and Bev Holle, Ray Tetzlaff and Margie Simpson.

Margie gave the financial report. Ed Van Patten reported on the status of our efforts to have our incorporation status re-instated. He reported no replies to his latest correspondence. (Later, Randy Prine says that Ed received a reply the next day and that efforts will be made to comply with requirements from the State office.)

It was decided that an annual financial statement should be made to members and this will be undertaken by Ed Van Patten and Treasurer Margie Simpson. It will be issued toward the end of the year.

Frank Kovach reported on the status of the Beach Party. July 22nd was the best date but plans are underway for a Brunch at the Officer's Club at North Island, being arranged by Bob Lakin. As it is, possibly the Beach Party will be dropped in favor of the Brunch.

Bev Holle showed samples of T-shirts that are to be silk screened with the Club emblem. It was decided to go ahead with a minimum order. It is expected to be ready to be on sale to members at the June dinner meeting. Bev Holle, assisted by husband, Bill, has spent a lot of time on the T-shirts as well as art work and printing on the Concours brochures. The Hollers deserve our thanks for their large efforts on behalf of the Club, especially since they are not members as yet. Hopefully they will be soon.

The people attending the meeting had a special treat in a pre-view of the Simpson Mark IX. It had just recently returned from getting a new coat of paint and a most beautiful coat it is. Very good workmanship. Meeting adjourned.

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CONCOURS

Progress is being made on the 14th. Annual Concours d'Elegance slated for August 27th. at the Hilton Hotel-San Diego, 1775 East Mission Bay Dr., San Diego. To make this event the success it deserves to be will take the co-operation of everyone in the Club. It means getting your Jaguar cleaned up and entering it. Cleanliness plays a big part in judging and every Jaguar owner should take pride in his clean, beautiful

automobile whether it wins a trophy or not. We expect to have cars from other clubs taking part and our Club should have pride enough to be well represented in our own Concours. Three of our members took their cars to the Jaguar Owner's Club Concours at the Lido in Newport Beach and took three trophies. That indicates that we have potential winners in our Club and even if we don't win a trophy, seeing the many fine Jaguars on display, having our own cars there and having an opportunity to talk all day with other people with our same interests should be incentive enough. See the article on Page 3 for hints on cleaning your Jaguar.

We hoped to be able to announce the name of the organization we will be sharing the spotlight with on Concours day but it will have to wait until next month. Our brochures have to be printed and in our hands before details can be finalized. When the brochures arrive we will need volunteers to assist in getting them distributed and mailed to out of town clubs. Contact Chairman Chuck Flack or President Randy Prine to find out what you can do to help. Let's all get behind this Concours and make it a noteworthy event in our Club's history.

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PALOMAR PICNIC

A picnic to Palomar Mountain is being planned for June 25th., 1978. At this time details have not been completed but will be announced at the June Dinner Meeting. We have had picnics in this area on previous occasions. They have been fun events and if the beautiful weather holds this will be another banner event. We have had good turnouts and the run up the mountain is a fine workout for our Jaguars. Plan to attend. Details at the June Dinner.

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TRAVELERS

The month of May has been a traveling month for some of our Club members. Cindy, Ute and LeRoy Lester returned from a two week trip to England at about the middle of the month.

Jim and Norma Shiner left a few days later to England and after visiting there, Jil will return home and Norma will go on to Paris for a stay in that city. We hope to hear all the details soon from our travelers.

Randy and Marilyn Prine expected to go also but due to the serious illness of Marilyn's mother their trip was cancelled. Marilyn has spent the month with her mother in the midwest but expects to be home around the 1st. of June.

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WESTERN STATES MEET 78

One of the outstanding Jaguar events of the year will be the Western States Meet 78 to be put on by the Jaguar Owner's Club of Los Angeles. It will be presented July 13 through 16 at the Hyatt Lake Tahoe, Incline Village, Nevada. Previous announcements had an incorrect address for registration and information. The correct address is Ms. Carol Monson, P O Box 1971, Pomona, Calif. 91769, phone (213) 968-2768. For more information contact Randy Prine, phone 276-0148 or Ray Tetzlaff, phone 466-3446.

Randy Prine expects to attend the event and has hopes of a good representation from the Jaguar Automobile Club of San Diego. This is a very desirable vacation spot and there are four full days of events planned. There is something for everyone. Just think, there are casinos everywhere in Nevada, not just one like in New Jersey. You might even make your expenses.

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SPECIFICATIONS

By Ray Tetzlaff

To many of our readers, I am sure, this explanation of specifications tables, relating to automobiles will be old hat. Perhaps I will make a point or two clearer that will help even the more advanced car fanciers. Specifications tables are similar for all automobiles, wherever manufactured, only the terms of measurement are different.

I will identify the terms and then explain how some of them are arrived at. The first term we see in most charts is the capacity of the engine in volume. Next we see wheelbase. This is the distance from the center of the front wheel to the center of the rear wheel on the same side. Track (English) or tread (American) is the distance from the center of one tire to the center of the opposite tire, sometimes this varies from front to rear. Width applies to the width of the body at the widest point. Length is the overall distance from the front most projection to the rear most projection, bumpers if they are fitted. Suspension indicates how the front and/or rear axles are fastened to the car and the type of springing used. Tires and wheels describes the type of wheels and the size and type of tires fitted.

English cars are usually listed in terms common to their engineering; American cars likewise and most of the rest of the world in metrics. The difference between British and American tables is that in England they use feet and inches in wheelbase, track, width and overall length. I will use the XK1503 Roadster as an example. The wheelbase, 8 feet 6 inches translates to 102 inches. The track is, front and rear, 4 feet $3\frac{1}{2}$ inches or 51 $\frac{1}{2}$ inches. The length is 14 feet 9 inches or 177 inches. The width is 5 feet $4\frac{1}{2}$ inches or 64 $\frac{1}{2}$ inches. Height is usually given with the hood (top) erected. It is 4 feet 6 inches or 54 inches. The weight, most confusing of all is given in cwt or hundred-weight which is 112 lbs., hence 28.2 cwt figures out to 3158.4 lbs. In the specifications table for an American car the figures would be in inches and pounds as translated.

Engine volume is given as litres, cubic inches and cubic centimeters or ccs. A litre is 1,000 cc or 61 cubic inches, therefore a 4.2 Jaguar is 4200 cc or 256.2 cubic inches. To determine this if only the bore and stroke is given, use the formula $\text{Pi R}^2 \times \text{S} \times \text{number of cylinders}$, in which $\text{R} = \frac{1}{2}$ bore and $\text{S} = \text{Stroke}$ and $\text{Pi} = 3.1416$. This is rather involved, it's easier to try to find a table. Actually, compared to American V8s the 4.2 is a small engine. My 400 Cu. In. Olds is almost 6.6 litres. Engine size alone does not determine performance. Weight, size, gearing, air resistance and the overall efficiency of the engine play a big part.

Another point of confusion on British cars, including Jaguars, is the thread types used on the nuts, bolts, etc. used in assembling the cars. On Jaguars such as we have in our Club there are no metric threads used, except on spark plugs and they are universal, world wide. The SS cars, SS Jaguars and some post-war models used Whitworth threads almost exclusively. Later Jaguars used the same threads as American cars except in some vendor supplied items such as SU carbureters and some fittings on Lucas parts, at least that is my experience on the Jaguars I have owned. If you have used a metric

size tool on any of these parts you are lucky if it fit, it was purely coincidence. The Whitworth thread was something designed by an Englishman in collusion with the devil. They are very fine to look at, radiused at top and bottom of the thread, a slightly different angle and very hard to grind a tool bit to cut them. I know, I had to do it in my lurid past.

I hope I have made some points clearer rather than more confused. If there are any questions I will try to answer them or to locate the correct information.

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JAGUAR TIPS

Don Richards says that Doug Garton is no longer involved with British Leyland Products in Escondido. He still owns the Volvo agency, also known as Garton Motor Company. British Leyland cars are now handled by Sports Car Center at the old address, 851 W. Mission Ave., Escondido, phone 743-6601. Garton Motor Company is at 900 W. Mission Ave. and their phone is 745-9400.

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LeRoy Lester tells us that Quality Plating of 8172 Center St., La Mesa, phone 464-1515 will polish the cam covers on all older Jaguars, prior to the ribbed, black anodized ones on the later E-Types and XJ6s. He charges \$2.50 each, about half the usual price.

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From the report on the Geneva Auto Show in the June Issue of Motor Trend, we borrow the following paragraph:

Jaguar's 6 cylinder 4.2 sedan now has the Rover 5 speed gearbox in manual form, but the main lure Leyland offered the Swiss was a warranty which seems to cover everything except feeding the baby-three years' cover with no mileage limit; free towing after an accident; and if you are on a trip abroad, free air-freight for spares and paid hotel bills; and if in dire trouble, air fares home. Of course, coverage is confined to Europe.

EDITOR'S NOTE: I am sure the 5 speed gearbox will not be offered in the U. S. due to smog regulations.

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If any of the owners of earlier Jaguars, specifically the SS cars, SS Jaguars, Jaguars Marks IV and V and XK120 are interested in joining the Classic Jaguar Association and receiving the News and Tech Bulletin, call the Editor, phone 466-3446.

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We have received the announcement of new ownership and a new address for XK's Unlimited. The address is 4420 Elma Road, San Luis Obispo, Calif. 93401, phone (805) 544-7864. They have a new catalog listing many new items and the price of it is \$2.00. They claim to have parts, new and used, for XK120, 140, 150 and XKEs.

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ADDRESS CORRECTION

Perhaps the third time is the charm. The correct address for Gaylord and Nylene Stickney is 1264 Vista Capitano Tr., El Cajon, Calif. 92020.

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NEW MEMBERS

Add the following names to your 1978 Roster:

Richard Grafton	477-5262
303 Palm Ave.	Mark V11 Sed.
National City 92050	

Bill Holle	(Bev)
677 Catalina Blvd.	224-7007
ST 92106	68 XKE 2 Plus 2 & 66 Mk 11

THE WAX HERBY, PART 11

EDITOR'S NOTE: Last month we printed the first part of Gary C. Hurst's article which appeared in "Cat Tales", the voice of the Rocky Mountain Jaguar Club. This is the second of three articles by Mr. Hurst. It was edited somewhat to fit our space limitations. Thanks again to the author.

Having left the concours novitiate hopelessly, helplessly mired in engine muck last month, we hope that he has extricated himself and is now ready for more acceptable car cleaning activities. You may be assured the worst is over.

Cleaning the cockpit (interior) and trunk (boot) are little more than a matter of standard household cleaning techniques. Carpets or floor mats can best be handled if removed entirely from the car. Go after them with a stiff whisk broom. If really dirty, wash them with a scrubbing brush. While the carpets are out, don't forget to remove all the tiny pebbles, tarnished dimes and antique bobby pins from all the unseen spots and floor. A folded piece of cardboard makes a good dustpan..... Don't forget the edges of the door, both when cleaning now and later, when waxing the car. If mechanically inclined and very brave, you may even loosen and remove some of the instruments to clean. Play it safe, however, by disconnecting the battery to avoid blown fuses and short circuits.

Leather is best cleaned like the human skin, with mild soap and a little water. To re-establish the oil content which gives leather its character, you can use saddle soap or neats foot oil. (Editor: I use Lexol after the saddle soap) If the leather is appearing a bit scuffed and you are unable to obtain matching Connelly Bros. dye, you may be fortunate enough to find a matchingshoe polish. Nothing glistens quite so well as a good spit shine enhanced everytime your derriere slides across the seat.

The best care for wood mouldings and facia panels, to wax them when the car is showroom-new with furniture wax and the kind of heavy coating you would use if you were expecting a group of drinkers to spill booze on them. Then always try to park the car in the shade, or indoors, or under a car cover whenever the sun threatens to shine. Keeping the little no-draft vents securely closed and the windows tight when it rains helps no end as well. If your wood or laquer is cracked and peeling, sorry, you had best check into the proper techniques of wood refinishing and restoration. (I believe one can still obtain, for 50¢ or so an article from the Jaguar Journal written by Bob Broser on refinishing the wood in old Jaguars; a superb article, well written, and in much more detail than we can present here.)

As long as we're in the interior, check out your lights, wipers and horn(s).... Unfortunately, also, if you have 2 speed wipers, a perververing concours judgewill insist that both speeds will function. In addition, if you have two horns, both must be working and to avoid the 30% non-originality penalty (if you have replaced your originals with air horns, that's nice), but your Jaguar horns must be in working order.

Don't forget to place the jack (and hammer if wires are fitted,) tool kit and owner's manual in the boot. Factory manuals, original advertising brochures, warranty papers, etc. are a nice touch, but, sorry, you don't get any extra points
NEXT MONTH: The exterior. "To wax or not to wax and if so, with what!!!!!"

JAGUAR HISTORY

Continuing----- As the fifties neared the end there was an idea at Jaguar that the Mark V11, V111 and 1X had become dated in styling and in other points of design. As a logical successor, the Mark X was introduced. This car was a complete departure in styling from the older Saloons. Retained, however, was the glove leather interior, the burlled walnut veneer trim and the overall quality and luxury.

When the car was introduced in 1962, or as a 1962 model, the tried and true 3.8 engine was retained. New was the independent rear suspension. Four wheel disc brakes of the Mark 1X were fitted. The Mark X was a large, truly luxurious Saloon and was in fact competition for the Bentley of its day. This model was never a big seller in the United States and still does not have the resale value of other Jaguar models. People who have driven the car say that its handling and ride were very advanced compared to other luxury cars on the American market. The criticism that I have heard most is that it was underpowered with only 3.8 litres to pull such a large automobile. I, personally, have had no experience with the Mark X.

In 1965 the 4.2 litre engine was installed in the Mark X, at about the same time that it was introduced in the E-Type. This engine gave a little more torque, especially with the automatic transmission that most buyers chose.

1964 saw the introduction of the S Type which could be had with either the 3.8 or the old reliable 3.4 engines. The S Type was an update of the Mark 11 Saloon. The change that did the most for the car was the introduction of an independent rear axle. The luggage compartment capacity was increased and also carried two fuel tanks, a tradition with most Jaguar Saloons. Also available were wire wheels. Whether they were a help or a hindrance was a matter of personal taste. My personal opinion, the wire wheels for looks but the discs for service with much less attention.

The S Types were more or less interim models, but they were very successful and today are a much sought after automobile by Jaguarphiles. If Saloons are your bag and you can find a good one buy it, it will only appreciate.

Successor to the Mark X and introduced in 1967 was the 420G. There were few differences in the two models, the most noticeable being a chromium strip down the side on the 420G. It also had power operated windows, they were an optional extra on the Mark X. The 420G could also be had with a limousine division. At one time, a few years ago, there was a 420G limousine in the Club. It was sold to a collector and changed hands at least one more time before dropping from the local scene.

The 420 introduced with the 420G was an extension of the S series, actually an S Type with a Mark X grill. The 420 didn't have the usual hardwood veneer of the other saloons and was smaller and more agile than the 420G. It was the forerunner of the XJ series that we will look at after the E-Type has been considered. The 420s, both series, do not seem to be as desirable as the earlier S-Types and I am of the opinion that they didn't sell that well, new, either. They do appear on the market from time to time though. Next month we will begin a study of the E-Type