



Jaguar Tracks

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

JULY 1978

JAGUAR AUTOMOBILE CLUB OF SAN DIEGO, INC.
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As an added touch the speaker's podium was decorated with a beautiful, hand worked wall hanging featuring the Club emblem. This piece was done by the eldest Prine daughter, Jerri Palla. The work is well done and a very thoughtful present to her parents.

JUNE DINNER MEETING

June 9, 1978. The June dinner meeting of the Jaguar Automobile Club of San Diego, Inc. was at the Sheratin Inn-Airport, 1590 Harbor Island Dr., San Diego, in a room overlooking the bay and the many sailboats tied up nearby. After the cocktail hour, Randy Prine called the meeting to order. He reported on the Jaguar Owner's Club Concours held at Newport Beach on May 21st. Three of our members participated and brought home three trophies.

Vice-president Ed Van Patten reported on the status of efforts to have our incorporation brought up to date after it had been allowed to lapse. Ed stated that the Franchise Tax Board had requested that some forms be filled out and with a fee of \$10.00 we should be re-instated. This announcement met with the approval of everyone present.

Randy told the assembly that he had received an invitation for our Club to participate with the Jaguar Owner's Club in their Christmas Party to be staged at the Hotel Del Coronado on Dec. 16th. It was voted to join in with the Jaguar Owner's in a joint Christmas party rather than have one of our own if details can be worked out.

Hostess Norma Shiner, back from her trip to England and Paris, announced the names of the June birthday members. June 9th. was Ann Tetzlaff's birthday. It was also the birth month of Stuart Lennie. Others having June birthdays, but not present, were Carolyn Fields, Jim Poleski and Mary Gibbs. Those having anniversaries this month were Frank and Gisela Kovach, Ed and Joanne Van Patten and Don and Sue Richards.

Randy Prine thanked Ute Lester for her efforts in putting the dinner together and making the many phone calls it takes to get everyone there. He also presented the members who have joined in the past two years the pins and decals that go with the ceremony of being inducted in the Club. If you did not receive these mementos when you joined contact Randy Prine at the next meeting.

LeRoy Lester was the speaker for the evening. He gave a very interesting description of the trip last month to England and the visit to the Jaguar factory. He had a slide presentation to go with the talk, with Ute as projectionist. Included were some slides of the recent Concours at Newport Beach.

Many Jaguars made it to the dinner so the Kitty was not enriched very much. A new Jaguar addition was the beautiful green XJ12 which was recently added to the household of John and Lorna Morris. Congratulations. The meeting was adjourned. An excellent event.

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14TH ANNUAL CONCOURS D'ELEGANCE

The Jaguar Automobile Club of San Diego, Inc. is presenting its 14th Annual Concours d'Elegance on August 27th, 1978 at the Hilton Inn located on the shores of Mission Bay. At 8:00 AM the grounds will be opened to contestants. All Concours cars must be in place by 9:00 AM. Judging will begin at 10:00 AM. Presentation of Concours trophies will be at 4:00 PM. There will be a cocktail hour (no host) at 7:00 PM. The Awards banquet will be at 8:00 PM. Best of Show and Reserve Best of Show will be presented at this time. To make this event a success will take the co-operation of each and every member of our Club. We hope to have entries from other areas of the State and we need the participation of all members with their cars. Remember that at the last dinner meeting President Randy Prine declared all alibis cancelled. Join in, back your Club's biggest event.

In addition to seeing our Jaguars, we will be involved with the San Diego Aero-Space Museum in helping them in our small way to rebuild the Museum which was destroyed by fire a few months ago. Each spectator will be asked to donate \$1.00, Children under 12, 50¢ and the entire doantaion will be turned over to the Museum restoration fund. People will be able to see a gleaming array of Jaguars and to also help a worthy cause. Every civic minded person should get behind the effort to rebuild our internationally known Aero-Space Museum.

Besides the automobiles in the Concours under JCNA rules there will be a Street Class. The Concours classes are open to any member of a JCNA affiliated Jaguar Club and to other privately owned Jaguar or SS models. The Street Class will be open to any complete Jaguar. The rules for this class will not be as strict as for the Concours Classes but all cars will be judged in the same class. There will be first, second and third place trophies awarded. If you don't feel that you have a concours car enter it in the Street Class

There will be entertainment and door--- Cont.

CONCOURS

Continued from Page 1---prizes. The Hilton will have a bar serving cool and refreshing drinks, the coffee shop will be open for sandwiches.

The Awards Banquet Menu: Mixed green salad, house dressing, Baked Cornish game hen, wild rice stuffing, buttered broccoli, hot rolls, butter, chocolate cake, coffee. PRICE: \$22.00 per Couple.

Reservations and entries must be in by August 1, 1978, fee \$10.00 per car. We have already received our first entry, get yours in second. Send entries plus the fee to Chuck Flack, Concours Chairman, 4873 Vista St., San Diego, Calif. 92116. Phone (714) 282-9983.

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JULY POT LUCK

Saturday, July 15, 1978 will be the date for the second Pot Luck of the year. Lee Fagot and Vera will be hosts. PLACE: 4790 Orten St., San Diego, phone 176-2006. As with the last one, there will be a charge of \$5.00 per couple to defray cost of paper goods, coffee, etc. and to bolster the Club Treasury. Remember the auction last time? We will have another auction, each couple to bring a Jaguar part or something that can be used on a Jaguar. Each donor will auction off his or her donation. Call Ute Lester to let her know what dish you are bringing and how many will be in your party, phone 276-2047.

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BRUNCH

PLACE: Officer's Club, Naval Air Station, North Island. DATE: July 23, 1978. People in the San Diego area, assemble at the May Company Parking Lot in Mission Valley. Don Richards, leading the North County contingent will pick us up and lead the caravan around the Strand, through Coronado to North Island. Bob Lakin has made the necessary arrangements. The cost will be \$5.00 per person. Brunch will be buffet style, The money must be paid in advance as Bob Lakin must, as host, pay the entire check. The swimming pool will be available and there are cabanas for changing, near the pool, Call Ute Lester to make reservations, phone 276-2047. The hours will be from 11:00 AM to 2:00 PM.

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JUNE BUSINESS MEETING

June 21, 1978. The Jaguar Automobile Club of San Diego, Inc. held the June business meeting at the home of Randy and Marilyn Prine, 2128 Fairfield Ave., San Diego, on this date. Present were Gloria LaValle, Bob Lakin, Jane Fitzgerald, Margie Simpson, Jim Poleski, Ute and LeRoy Lester Lee Fagot, Bev Holle, Ray and Ann Tetzlaff and Randy and Marilyn Prine.

Margie Simpson gave the Treasurer's report and said that the Concours insurance fee has been paid. Randy Prine reported that about 100 Concours brochures have been mailed out to JCNA member clubs with about 25 going to the Jaguar Owner's Club at Los Angeles. Also discussed was the annual audit to be done by Margie Simpson and El Van Patten.

Gloria LaValle reported getting a supply of judges forms from Mr. Horner of JCNA for the concours. Bob Lakin reported on arrangements for the July 23rd. Brunch at Naval Air Station. Plans were made to assemble at the May Company parking lot for the June 25th. Palomar Picnic. Les Lester and Lee Fagot were appointed to contact the Hilton San Diego to make final arrange-

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ments for the Concours such as show area, bar and lunch arrangements and to report later. They were to also contact the San Diego Aero-Space Museum regarding Concours donations going to the Museum Rebuilding Fund and to report later. Jim Poleski is to purchase Street Class Trophies for the Concours.

We had as a guest, Mike Gregory, Newsletter Editor and member of the Holy City Jaguar Driver's Club of Charleston, S. C. After the formal business meeting, Mr Gregory told us his club has about sixty members from the entire state. They try to have at least one event a month, dinner, run or some other activity. Due to the distance some of the members have to drive, they don't have monthly business meetings. He said Jaguars are not thick in South Carolina. Mr. Gregory was in San Diego attending a convention and we were pleased to have him as a guest.

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WESTERN STATES MEET 78

Don't forget the Western States Meet presented by the Jaguar Owner's Club July 13th. through 16th. at Hyatt Lake Tahoe, Incline Village, Nev. At press time Randy Prine is the only member of our Club entering a car. He will have his shiny XK1500 there to uphold our colors. If anyone is vacationing in the area the big event is well worth stopping for.

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JAGUAR JOURNAL

The Jaguar Journal is the Jaguar enthusiast's magazine issued four times a year by British Leyland. It contains topics of interest to all Jaguar owners and costs only \$2.00 per year to members of JCNA affiliated clubs. Address correspondence to The Editor, Jaguar Journal, 600 Willow Tree Road, Leonia, NJ 07605. If enough people are interested, perhaps we can combine our order and one person can handle it.

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JULY BUSINESS MEETING

The July business meeting of the Jaguar Automobile Club of San Diego, Inc. will be at the home of LeRoy and Ute Lester, 2187 Sunhaven St., San Diego, phone 276-2047. It will be July 26th. at 7:30 PM. We have been having good meetings, but you who have not been to one, come in and make it an even better meeting.

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INCORPORATION

El Van Patten announces that our non-profit incorporation status has been re-activated. We have been working on this for two or three years and it is great that the ones who have spent so much time on it have made it a reality.

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PALOMAR PICNIC

June 25, 1978. Twenty one people in five Jaguars, a Ford, a Porsche and an El Camino had a very nice day for a picnic at the State Park on Palomar Mountain. Four of the Jaguars seemed a bit unhappy at the long, hot climb, the V12 of the Lakins found the going good. The sixes showed their resentment by spewing a little of their coolant at the top of the grade.

The food brought by each of the couples, fortified by a stop at the Escondido home of the Kentucky Colonel made an ample supply. The Powell's delicious apricot sherbert, turned by Bryan the night before, plus Margie Simpson's super Brownies topped the feast. The large trees in the picnic area furnished cool shade and the sunny surroundings made it all the more appreciated. This was an enjoyable event and everyone agreed it should be repeated more often.

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DRIVING THE BIG CAT

By Les Lester

Why must civilized society tolerate thousands of traffic "accidents" every year? We do - and think little of it unless we become the victims. As a Jaguar Car Club we should have more than an ordinary interest in addressing this international problem.

Here are some salient points to consider:

1. Most so-called traffic "accidents" are avoidable. Most happen in fair weather and good road conditions.
2. The use of alcohol and/or drugs is involved in up to one half the fatal accidents.
3. Accident researchers say that from 20 to 40% of incidents involve dangerously defective cars.
4. The vast majority (95%) of those killed in traffic accidents were not wearing seat belts.
5. The vast majority (97%) of those accidents occurred at a speed below 40 mph.

It is tempting to devise a simple rule from these points such as:

Drive in foul weather in a non-defective Jaguar on poor roads wearing a seat belt and always drive over 40 mph.

But it is not that simple. There is no overpowering reason for the accidents except people! Beyond cigarettes, defective cars, weather, etc., the direct cause is people.

Yet the enemies of society on wheels are ordinarily rather harmless people. They are the respectable working man who takes a chance on driving home after he has had a few drinks; the housewife preoccupied with checking her hairdo as she tailgates the car in front of her; the young fellow who says, "Let's see how fast this thing will go on the straight stretch"; the vacationer who sets out on an overnight run to his destination when he hasn't had enough sleep; the smoker who drops his (her) cigarette in his (her) lap and is distracted.

The quirk that makes people combine drinking and driving is all too well known, though it is difficult to deal with. Less conspicuous as a cause of accidents are the sudden waves of irrationality that come over perfectly sober people when they are driving their cars. Emotional upsets can impede drivers' reactions, hamper their judgement, and blind them to hazards that might otherwise be evident. A fit of anger when driving can easily mean not only loss of control over one's emotions, but over the vehicle as well.

On the legal front the case is not helped by a general disregard of the 55 mph traffic law. The argument for such open stretching of the speed limit is that the law is unrealistic. If this is the case, let's get rid of a temporary over-reactionary law caused by an unrelated (to safety) energy crisis and render these laws realistic and then insure that they are strictly enforced.

The disregard for the 55 mph seems to have spread to the lower speed limits and everyone is going 10 mph higher than the posted limit (except for those with CBs and radar detectors who go even more than 10 mph over the limit.)

From an economic standpoint the 55 mph limit on a freeway built for 75 mph at the cost of billions is particularly ridiculous when the speed limit is 50 on such roads as Harbor Drive, a road with stoplights, intersections, cross walks and animals crossing at any time.

We in the U. S. stand alone with this emotional-reactionary, political law. England uses 70 mph, Canada 70 mph, France 84 mph and Germany 150 kph.

In spite of all the arguments for the 55 mph - the fact remains - the actual speed has crept up to 65 mph and is increasing.

An exhaustive study designed to get to the roots of the traffic accident problem in the U. S. established that "inadequate driving skills" figure much more prominently in accidents than had been previously imagined. Poor driving not only gives rise to innumerable accidents, but adds to their severity. It was found that many drivers, when faced with a crisis, did not know the correct way to steer or stop their cars.

The only real and lasting solution, say the experts, is to get it into people's heads that driving is a skilled task requiring constant care and concentration

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JAGUAR TIPS

Since we are stressing clean up time for the 14th. Annual Concours, I have borrowed the following suggestion from E-JAG Magazine written by Claire Dumer on cleaning wire wheels: Material needed: Plastic hand pump spray bottle, 1 inch paint brush, naval jelly, household ammonia, soft lintless cloth.

In the spray bottle mix 1 part ammonia, 1 part naval jelly, 2 parts water. Shake to mix. Hose off the wheels to dampen and remove surface dust. Spray mixture generously on wheels using paint brush to spread and work into greasy areas. Do not allow mixture to get on painted surfaces. Let wheels stand for no more than 10 minutes. Hose off, but use water sparingly. If solution is too thoroughly removed water spotting may result. After rinsing polish with cloth.

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Rudy Hradecky writes telling of his winter's work on his car. I will give part of the letter this month and balance next month. Here is the first installment:

"A quick note to say hello and to update you on the resolution of some of my overheating problems. During the winter I overhauled my valves. While the head was off I cleaned out the water passages along the cylinder walls. It is possible on the right side from the top. The left side poses a different problem, because the inlet galley blocks access to the lower external cylinder walls. However, by removing the freeze plugs, you can get at most of the mud that collects there.

I had to replace my front timing chain cover because of pitting and corrosion in the water pump chamber. I would suggest that this area be watched carefully, because the wall is only 1/8 - 3/16" thick and pitting could result in water being pushed into the crankcase, etc. One indication would be to check for corrosion and pitting on your thermostat housing; if you have an appreciable amount, it might be worth it to remove the water pump and check for pitting. (Removal of the water pump requires removal of the generator/alternator only.) However, if you must replace the timing chain cover, then you've got to remove the head and pump. This was my problem. I thought it had nothing to do with overheating. Electrolisis can take its toll." EDITOR'S NOTE: Attempting to replace the front timing chain cover without removing the head is physically possible but is usually disastrous to the cylinder head gasket, resulting in a bad oil leak.

THE WAX DERBY, Part 111

EDITOR'S NOTE: This is the third of a three part article dealing with cleaning you Jaguar for our August 27th. Annual Concours. I have had to abbreviate this well written article due to space limitations, but thanks again to Gary G. Hurst of the Rocky Mountain Jaguar Club and their CAT TALES.

After over twenty years of jockeying around between hundreds of waxes and polishes, probably my best answer is, "Damned if I know!" It is my sincere belief that if you want your car to have a dazzling, concours-ing gleam, you must start with the best paint job you can buy, borrow or steal and then keep it clean! I am sure there is no short cut to this. While another half dozen articles could be written on painting, the only secret to a righteous paint job (and 90% of the work) is proper surface preparation. No polishing agent can possibly mask improper bodywork or sloppy preparation.

But assuming you've paid your dues, and not rushed the tedious detail work, what do you do with this perfect paint job?-----

At any rate, when washing the car, be gentle. The finish of a car is easily scratched and the little grains of dirt which repose on the surface can only make a mess of a paint job if they're rubbed in. The idea is to let the water loosen the dirt and wash it off--don't use a sponge as a wash cloth. Be careful, too, not to use the hose as a sandblaster. Flow the water on the finish gently.

It should go without saying, I'm sure, to caution you to wash it in the shade.---- A pile of dampened terry-cloth toweling is probably the best for drying the car, but a chamols (shammy) skin is adequate.----If you do find bug residue, tree sap, bird droppings and assorted other unpleasant grimy gunk accumulating on your car, you may care to try one of the specila car wash products sold at any auto parts store. However, baking soda and soda water are also quite good at cleaning off grime. Of course, one can now open the can of worms by recommending a cleaner or polish. Here you are on your own. Oxidation in the paint and road film may be removed by any of a dozen products, some of which profess to have a wax incorporated in the cleaner.---- If you have some rough spots, probably overspray droplets, you may need a mild abrasive, like the classic "Dupont #7". Be careful, though, as these polishes do remove paint and be especially cautious around creases and high ridges as these areas may have thinner paint than most of the car. The old prejudice that "the harder it is to apply, the better the final product and the longer it will last" may not today be easy to accept.---- Personally I have found myself using fewer and fewer waxes and more polishing glazes. They are easier to apply, and when you wax or polish a goodly number of times, every year--- one has to consider the amount of paint being removed even by a liquid wax. Many custom painters recommend staying away from silicone based waxes or polishes because of some difficulty in repainting.

So there you have it. There are hundreds of polishes and waxes out there waiting for you to dip into them. I know of concours fanatics who have gone through an entire season of shows, never using the same product twice. Have fun trying them out and if you do find the perfect effortless, all-protective wax with the blinding shine, please let me be the first to know.

JAGUAR HISTORY

Continuing----- When the XK120 was introduced at the end of the forties it really shook up the enthusiast's world. Here was a car that had grace of line, fine engineering and performance to match. It was a sensation wherever shown. My first glimpse of an XK120 Roadster was in 1949 at the only Indianapolis type car race ever staged at the Fairgrounds track at Del Mar. It and an American made Curtis Roadster were driven around the track before the start of the race. The XK120 really made an impression on you editor. The cars were not available on the market, however, for about two years as I recall. They were out of my reach, financially, when they were available but they did arouse my mind to a fantasy state. It was 1955 before I ever actually own one, a 1954 XK120 Super Sport Fixed Head Coupe. A long title but a real performer.

The next biggest new car excitement came when the E-Type was first shown. It made its debut at the Geneva Motor Show in March of 1961. I am told that some of the first ones in the U. S. were picked up at the factory in Coventry. With the E-Type came outstanding performance and for the first time brakes to match. (I will probably get some argument from the XK fans on this statement, but I had an exciting experience or two with the drum brakes on a couple of XKs that I owned that sort of disillusioned me.) The E-Type did not follow the usual pattern of evolution from the previous model that had been the usual custom at Jaguar. It did not originally come with the 2+2 configuration of the XK 140 and 150. It went back to the original XK120 concept of being a two seater with no compromises of carrying extra passengers which would add extra weight. At the end of the forties the XK120 was about the fastest thing you could buy off the showroom floor. The E-Type of the sixties offered the same thing, speed, performance, high quality and at a price within the reach of many people.

The E-Type was an example of an automobile developed from racing experience. It was not a direct evolution from the D-Type as the XKSS was. This car was in fact a D-Type with a few refinements hung on. The E-Type was an entirely new car designed as a road car, a replacement of the XK series. At the beginning comfort, insulation, a good ride were designed into the car. With this came performance that could be matched by few other cars at the time. The E-Type was in truth a triumph in design by Sir William Lyons and his team.

In the new sports car one could see the outward shape of the D-Type without the headfaring and with softer lines. The fixed-head model had even sleeker lines (my personal opinion, of course, but shared by many others) with the top blending in well to create a balanced look. Engineer Heynes, involved in much of Jaguar development, should be credited with the chassis design. Malcom Sayer and Sir William deserve credit for the outward appearance of the car. Here, again, was a car that would not be mistaken for any other make of automobile and will quite possibly be declared a classic in the future. It is a very desirable collectable at the present time and good ones are steadily increasing in value. Hang on to your fine example, it may be your nest egg for your old age. Next month we will look at the early development and at a couple of prototypes.