



# Jaguar Tracks

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

AUGUST 1978

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

## JULY POT LUCK

July 15, 1978. Lee Fagot and Vera were host and hostess at the July Pot Luck and did so very capably in a very nice setting. There were about thirty people in attendance. The food was up to the usual standards of our club members, which is excellent. Most of us particularly enjoyed the cool patio at the rear of the house as we were having one of San Diego's summer hot spells on this special night.

After dinner, Lee Fagot, acting for President Randy Prine, called the meeting to order. He announced that he had word from Randy telling of taking second in class at the Western States Meet 78 at Lake Tahoe. An auction, to raise money for the Club Treasury was next. Each person who brought a Jaguar part auctioned his own offering. There were a couple of items that might have been at the last auction. They found new homes. A total of \$47.95 was raised for the benefit of the Club money box.

Mr. Tom Dillon of the Jaguar Club of Florida was our special guest. He was in the area enroute to a seminar at Newport Beach, I believe. He brought with him an album of their club activities and many pictures of their beautiful Jaguars. Of special note was the Walter Hill collection containing one of the few XKSS models as well as a factory racing E-Type. They seem to have good dealer/owner relationship in that area. They try to have at least one event each month. They also have an annual concours. Tom gave a very interesting talk about their club and as he was one of the founders, he could tell about how they recruited their charter members.

This was a very pleasant, enjoyable Jaguar event which no one should have missed.

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## WESTERN STATES MEET 78

Randy and Marilyn Prine report that the Western States Meet 78 was very successful. There were about sixty entrants in twelve classes. Top score was by an E-Type Series V12, 99.7, only .3 of a point from perfect. In Class 1V in which Randy's car was entered, there were seven XK150s. Randy's Roadster took second in class with a score of 92.7. The first place car, a 1961 XK150 Drophead, low mileage, was only one point ahead with a score of 93.7.

The Prines say the event was very well organized. One of the highlights was an evening at

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the Ponderosa Ranch, set for the long running TV series of that name. The event featured dining, drinks and dancing, also a tour through the house. Frank Owen flew up for part of the event to see the cars, as our only other Club representative. Randy says the Jaguar Owner's Club did an excellent job in staging this big four day event. The next Western States meet will be in Washington state in 1980.

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## 14TH. ANNUAL CONCOURS

The Jaguar Automobile Club of San Diego, Inc. will present the 14th. Annual Concours d'Elegance on Sunday, August 27, 1978, at 10:00 AM. This event will be for the benefit of the Aero-Space Museum restoration fund and admittance will be by donation, \$1.00 for adults and 50¢ for children 12 and under. There will be drawings for door prizes throughout the day. The setting is the Hilton Inn on the shores of Mission Bay. Entrance fee is \$10.00 per car. Automobiles will be grouped according to established JCNA rules. Judging will also be by JCNA rules including raised bonnet, hood and boot open. The decisions by the judges and Concours Chairman will be final. In addition to the above classes there will be a Street Class. All cars in this class will be grouped together and will compete in one class only. Street Class entrants should be for cars that the owner does not feel are up to the Concours Class. The Concours is limited to Jaguars only, this means complete Jaguars, no other power trains or modifications. Every member of the Club should plan to have a car in at least one class. We already have an entrant from Arizona, one from Brentwood and several from the Jaguar Owner's Club are expected. Prospects are good for a number of out of town and out of state automobiles.

The Concours Committee needs the help of the entire membership to make this event a success. Be there, it will be a day of meeting people with your same interests in our favorite automobile. Come down and help, talk cars and have fun. Volunteers contact Chuck Flack, phone 282-9983.

NOTE: ALL MEMBERS OF THE JAGUAR AUTOMOBILE CLUB OF SAN DIEGO, INC. The Concours d'Elegance and the awards dinner are the only events scheduled for the month of August. The Awards Dinner will be at the Hilton Inn. MENU: Baked Cornish Game Hen stuffed with wild rice, Buttered Broccoli, Salad, Bread, Butter, Beverage, Dessert. TIME: 7:00 PM for Cocktails; 8:00 PM for dinner. PRICE: \$22.00 per couple. Reservations must be in 48 hours in advance. Call Ute Lester, phone 276-2047 for reservations.

SUPPORT YOUR CLUB ON CONCOURS DAY.

## BRUNCH AT THE OFFICER'S CLUB

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Margie Simpson read the Treasurer's Report. The Board was reminded that any expenditure of more than \$10.00 needs the approval of the Board. Ute Lester announced that reservations have been made for the September Dinner Meeting. See the September issue of Jaguar Tracks for details.

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## JAGUAR SERVICE

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## TRUE MEANING OF LIFE

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## A BIT OF HISTORY

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## NEW MEMBER

We are welcoming a new member, add to your copy of the 1978 Roster:  
Rick Ingalls (Diana)  
3344 Isla Vista Dr. 283-1326  
SD 92105 Mark X Saloon and 67 E-Type 2+2

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420 ~~MA...~~  
LORRAINE

VAN CHOC

2281  
X20

WINNERS OF THE 14TH ANNUAL CONCOURS D'ELEGANCE  
JAGUAR AUTOMOBILE CLUB OF SAN DIEGO, INC.

CLASS	ENTRANT	MODEL-YEAR	POINTS	TROPHY	AFFILIATION
1	Don Becker	SS100 1938	55.47	0	Classic Jaguar Ass'n
2	Jim Shiner	XK120 1954	92.2	1st.	JC of San Diego
	Richard Fuller	XK120M 1954	90.2	2nd.	Non.
	Bruce Carnachon	XK120 1954	86.0	3rd.	Jaguar Owner's Club
5	Chuch Flack	XKE 1967	88.8	1st.	JAC of San Diego
	Frank Kovach	XKE 1967	86.5	2nd.	" " " "
	William McLean	XKE 1967	80.5	3rd.	Jaguar Owner's Club
6	Ray Tetzlaff	XKE 1968	85.0	1st.	J A C of San Diego
	LeRoy Lester	XKE 1970	81.2	2nd.	" " " "
4	Randy Prine	XK150S 1959	91.4	1st.	J A C of San Diego
	Frank Kovach	XK150S 1959	87.7	2nd.	" " " "
	Don Richards	XK150 1959	81.9	3rd.	" " " "
7	Bob Leaby	V12 1973	97.0	1st.	Jaguar Owner's Club
	Robert Beian	V12 1971	94.8	2nd.	Jag. Club Cent. Ariz
	Bob Lakin	V12 1972	93.5	3rd.	J A C of San Diego
8	Glen Simpson	Mk. 1X 1960	90.4	1st.	" " " "
	John Harrison	Mk. 1 1958	83.7	3rd.	Jag. Club Cent. Ariz.
9	Gary Sturm	340 1967	90.3	1st.	None
	Bob Fitzgerald	3.8S 1965	86.4	2nd.	J A C of San Diego
	Robert Baumhefner	Mk. 11 1960	84.2	3rd.	Jaguar Owner's Club
10	Bill Streitenberger	XJ6 1971	92.4	1st.	Jaguar Owner's Club
	Ute Lester	XJ6 1972	73.5	3rd.	J A C of San Diego
11	Bill Dawson	XJ12L 1974	84.6	2nd.	Jaguar Owner's Club
13	Frank Owens	XKE 1967	87.3	1st.	J A C of San Diego
	Dave Martinez	Mk 1X 1960	83.7	2nd.	Jaguar Owner's Club
	Dennis Pistatti	XK140 1957	82.6	3rd.	None.

BEST OF SHOW

Pauline Lauteri XJ12L 1976 98.6 Jaguar Owner's Club

RESERVE BEST OF SHOW

Frank Weikel XJ6 1972 97.8 Jaguar Owner's Club

CONCOURS CHAIRMEN

Chuck Flack and LeRoy Lester

PEOPLE'S CHOICE

Glen and Margie Simpson's Mark 1X won the popular vote as the car most people wanted to take home.

JUDGES

Mark Mayuga, President of Jaguar Owner's Club  
Doug Garton, Honorary Member Jaguar Automobile Club of San Diego, Inc.  
Jim Poleski, Jaguar Automobile Club of San Diego, Inc.

Frank Weikel, Concours Chairman of Jaguar Owner's Club.  
Jack Rabel, Secretary Classic Jaguar Ass'n.  
Ray Tetzlaff, Jaguar Automobile Club of San Diego.

CREDITS:

Chuck Flack. Many hours spent in organizing, telephoning, making up entry envelopes and planning this event. Good job, well done.  
LeRoy Lester, making arrangements with the Hilton Inn for Space, arranging publicity, pushing the event with dealers, etc.  
Ute Lester, hours spent on the telephone calling on dinner reservations, helping with arrangements at Hilton and painting the medallions at the entrance to the Concours.  
Margie Simpson, much time spent keeping entry fees straight, dinner reservation money deposited, attending meetings, arranging for a nice door prize worth over one hundred dollars.  
Jim Poleski, arranging for the Street Class Trophies, judging and helping wherever needed.

Randy Prine, who made the dream come true. He spent hours contacted dealers for door prizes, phoning JCNA and other clubs to get entries. He organized committees, assigned tasks and in general kept the things moving.  
Lee Fagot helped setting up the arrangements at the Hilton Inn and was available for any of the many jobs that had to be taken care of.  
John Dormer, although he was unable to attend, offered many words of advice in the beginning and his firm donated a nice trophy.  
These are only a few of the many people who helped out such as Rick Ingalls, Bev Holle who was outstanding in her help with the printing of the brochures and flyers as well as other printed matter. Thanks to all of you and those we have not mentioned.

## 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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3344 Isla Vista Dr. 283-1326  
SD 92105 Mark X Saloon and 67 E-Type 2+2

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420 ~~MA...~~  
LORRAINE

VAN CHOC

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K20

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RESERVE BEST OF SHOW  
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Chuck Flack and LeRoy Lester

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Glen and Margie Simpson's Mark 1X won the popular vote as the car most people wanted to take home.

JUDGES

- Mark Mayuga, President of Jaguar Owner's Club
- Doug Garton, Honorary Member Jaguar Automobile Club of San Diego, Inc.
- Jim Poleski, Jaguar Automobile Club of San Diego, Inc.
- Frank Weikel, Concours Chairman of Jaguar Owner's Club.
- Jack Rabel, Secretary Classic Jaguar Ass'n.
- Ray Tetzlaff, Jaguar Automobile Club of San Diego.

CREDITS:

Chuck Flack. Many hours spent in organizing, telephoning, making up entry envelopes and planning this event. Good job, well done.  
 LeRoy Lester, making arrangements with the Hilton Inn for Space, arranging publicity, pushing the event with dealers, etc.  
 Ute Lester, hours spent on the telephone calling on dinner reservations, helping with arrangements at Hilton and painting the medallions at the entrance to the Concours.  
 Margie Simpson, much time spent keeping entry fees straight, dinner reservation money deposited, attending meetings, arranging for a nice door prize worth over one hundred dollars.  
 Jim Poleski, arranging for the Street Class Trophies, judging and helping wherever needed.

Randy Prine, who made the dream come true. He spent hours contacted dealers for door prizes, phoning JCNA and other clubs to get entries. He organized committees, assigned tasks and in general kept the things moving.  
 Lee Fagot helped setting up the arrangements at the Hilton Inn and was available for any of the many jobs that had to be taken care of.  
 John Dormer, although he was unable to attend, offered many words of advice in the beginning and his firm donated a nice trophy.  
 These are only a few of the many people who helped out such as Rick Ingalls, Bev Holle who was outstanding in her help with the printing of the brochures and flyers as well as other printed matter. Thanks to all of you and those we have not mentioned.

Last month we featured part of a letter from Associate Member Rudy Hradecky, now living in Great Lakes Illinois. The balance follows: "I replaced the lower radiator hose with a 17" X 2 X 2 1/4" hose (Modac). It's different from the Series 2 hose that you identified. Mine is a Series 1, 4.2. I don't know if the 3.8 Series 1 hose would be the same. Point is, there may be differences among the various models.

"I also experimented with restricting the flow of water to the right side of the radiator. As you know, the 4.2 Series 1 had a crossflow radiator with inlets to both left and right sides. I had heard it suggested that one should restrict the water flow to the right side so as to increase what flows through the core. However, this didn't prove correct in practice. I had placed smaller diameter rubber hoses within the hoses from the thermostat by-pass for the radiator, and from the expansion tank to radiator (right side); the idea was to reduce flow to the right side. Actually, the flow of water to the right side creates a water wall, permitting the water flow from the left side to flow through the core slower and hence be cooled more. It then mixes with the right side flow and goes back through the pump. Part of the problem may be inherent in the size of the lower radiator hose- the larger the diameter, the faster it will draw from the radiator. Probably, the ideal solution is to keep the lower radiator hose the same diameter as the original design to permit the system to work in balance. The point is, there is no automatic cure-all for one's heating problems, since a modification to one part of the system may require adjustments elsewhere.

"Another thing not to ignore is a properly functioning thermostat. Merely because you have replaced the thermostat is no guarantee that the replacement thermostat is functioning. I replaced the thermostat until I got one that worked properly in the temperature range I wanted (72C/160F). So, thermostats may be a very large part of the problem also, and replacement should be done before doing anything else.

"My suggestions for overheating:

1. Check head bolts for proper torque.
2. Flush radiator and cooling system thoroughly. Replace anti-freeze every two years. Most people here recommend against using fast flushes, and suggest running tap water for 1/2 hour through the motor block. (Open rear petcock, and disconnect motor to heater inlet hoses to permit block flushing, can keep radiator petcock closed.)
3. Replace thermostat. Simplest is to take off the rubber hose from the thermostat housing to surge tank. Then, you can inspect for corrosion and also insure you keep position of thermostat square in the housing while you torque down the bolts.
4. Check for fan motor functioning- can increase pitch of fan blade. (Note: I am also looking for a lightweight flex-fan with more blades to replace that woefully inadequate single blade that my Series 1 has.)
5. Then, if that isn't helping have the radiator rodded. Insist on rodding even if the shop claims the radiator flow tests properly! It's no guarantee, and you may find your radiator was plugged in the bottom. This is particularly a problem with the cross-flow radiator where sediment build-up will have the same level in the block and radiator core. The cost isn't that much greater and you have eliminated another point of contention.
6. Then water pump (replace/rebuild) valves, head, head gasket."

Continuing ---- We are going to start by talking about the beginning of the E-Type, meaning the two prototypes that began the development. The first of these was a fascinating car, constructed almost entirely of aluminum. It was much smaller than the final production E-Type. This machine had a narrower track, was shorter and was lower. It was called the EIA by the factory. The A in the code name stood for aluminum. This metal was easier to work with so was chosen for a one off design prototype.

The design of the car followed the D-Type in having the center monocoque. It had the usual deep sills and front and rear bulkheads were riveted aluminum. The front framework carrying the engine was permanently fixed. This practice was not followed on either the D-Type or the production E-Type. This framework was of welded up magnesium alloy and it was claimed that it never gave any trouble during the hard life of the prototype car. The bonnet hinged forward and was of aluminum with no provisions for headlights. The car looked more like a race car with its bare, unpainted aluminum interior with many rivet heads in view.

As the car was smaller the 2.4 litre XK engine was chosen for power, particularly since its shorter block was the only one that would fit in the framework. Since the car was made to evaluate, in actual use, the main design features, the new Heynes designed independent rear suspension was mounted. This was carried on a strengthened sub-frame attached directly to the monocoque and reinforced by sheets of mild steel at points of stress. Two or three ideas were tried before the idea of using fixed length half shafts as the top link in the suspension system. It was finally decided that to get the quietest ride with road noise insulation, the system was mounted in a steel cradle which was in turn mounted on rubber attaching blocks to the monocoque. All of this was not done on EIA, however.

This little machine had a very hard life, putting on many miles on both test tracks and the road. With only 2 1/2 litres, but with a small, light body the performance was remarkable and the car was very manoeuvrable compared to other automobiles of its day.

The machine was a well kept secret, only Jaguar personnel driving the car except for Christopher Jennings and his wife, Margaret. She, before WW 2 was a factory driver for the SS cars. Both were impressed with the car and felt that it would have a bright future. In the pictures I have seen of EIA, the rear profile was not bad but the front view did not impress me. The end result, the E-Type was a much more handsome machine. One of the test drivers remembers that the car was very low and had a tendency to hang up on any high place on the road; the crankcase was fractured rather often during the car's life.

The second E-Type prototype was made of steel. The dimensions of this car were close to the production E-Type. It was affectionately known, at the factory as the "Pop Rivet Special." It was riveted together. It was originally intended to be only a mock-up and not as a runner. Engineer Heynes decided that the car should be made a runner. Next month we will delve further into this prototype and a third car that aided in the development of the E-Type