



Jaguar Tracks

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

SEPTEMBER 1978

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CONCOURS D'ELEGANCE

August 27, 1978 On a pleasant August day the Jaguar Automobile Club of San Diego, Inc. presented a very successful 14th. Annual Concours d'Elegance. The grass in front of the Hilton Inn on the shore of Mission Bay provided an ideal setting for the forty-seven beautiful Jaguars that were entered. President Randy Prine, with the help of the San Diego Junior Theater Group provided two large columns, colored to represent blue marble, and capped by a lintel of similar material. Access to the grass, through the archway thus formed, was over a section of red carpet. At the base of the columns were large discs, each bearing the emblem of one of the participating clubs. Represented were the Jaguar Owner's Club, Los Angeles area, Classic Jaguar Ass'n, The Jaguar Club of Central Arizona and, of course, our own Club.

As the Jaguars arrived they were lined according to classes, with the Street Class being placed along the curb, perhaps fittingly, on the pavement as the grass was crowded with the many cars entered in the JCNA classes.

There were six judges, divided in two teams, one team scoring the odd numbered classes and the other one working the even numbered classes. Judges were Mark Mayuga, President of the Jaguar Owner's Club and a certified JCNA judge, Doug Garton, Honorary member of our Club and a veteran judge of many concours, and Jim Poleski, former President of the San Diego Club. These three judged the even numbered classes. Mark Mayuga briefed the judges at the meeting prior to the start of judging. The second team was composed of Frank Weikel, Concours Chairman of the Jaguar Owner's Club and a certified JCNA judge, Jack Rabel of the Classic Jaguar Ass'n and an experienced judge and the third member, Ray Tetzlaff of the Jaguar Automobile Club of San Diego, Inc., editor of the newsletter. Scorers were Jane and Bob Fitzgerald, assisted by Marlys Lakin on one of the computers. Jane and Bob have scored all of the San Diego Club Concours for the passed several years. Two neighbor boys of the Simpsons' acted as runners and they did a very good job. They were on hand wherever needed.

The Aero-Space Museum, for whose benefit the Concours was held had volunteers present to collect the dollar donations from adults and fifty cents for children, 12 or younger. \$720.00 was raised for the Museum from donations, This was remarkable considering the small amount of publicity in the media before the show.

Members of both judging teams scored the Street Class. This was the largest class with thirteen

entries. These cars were considered by their owners to be a shade below Concours condition, but some of them might have done better in the less crowded Concours classes.

Our Miss Jaguar, Gisela Kovach, looking very lovely, officiated at the hourly door prize drawings, posed with car owners for photos and with the judges at the end of the day. In between she acted, capably, as goodwill ambassador for the San Diego Club.

The highlight of the day, or perhaps, as tired as some of us were by this time, the anti-climatic event of the day, was the Awards Banquet held in the Lanai Molokai room of the Hilton Inn.

Seated at the head table were Randy and Marilyn Prine. Ed and Joanne Van Patten and Mark and Patty Mayuga of the Jaguar Owner's Club. Introduced was President John Harrison of the Jaguar Club of Central Arizona, also other members of the guest Clubs introduced themselves.

Chuck Flack, Concours Chairman took over the mike to announce the winners and Miss Jaguar presented the trophies. Winners will be charted on Page 3 of this issue. The winning automobiles were beautiful but many of the losers were also outstanding and on another day might have been winners. All the cars were very straight and clean.

Next, drawings were held for door prizes that had not been given away during the day. Two nice gifts were included in this group, two round trip tickets to any point to which PSA flies and an EKG stress test arranged for by Margie Simpson.

After the door prize drawings, Mark Mayuga was asked to say a few words. He answered some questions that had been posed during the day regarding Jaguar engine modifications for more horsepower, overheating and general use of our Jaguars. The impression he left on the writer was that Jaguar has a very good engine as it is.

Doug Garton brought some articles, "cleaning out the garage", as he put it. These were Jaguar items left over when he sold his British Leyland dealership recently. With Miss Jaguar doing the drawing and with Doug Garton's subtle English humor, this made for a nice ending to a beautiful Jaguar event. It is hoped that our next Concours will be as successful.

There are many members of the Jaguar Automobile Club of San Diego, Inc. who are deserving of mention for the many hours they put in on this event to make it a success. We will try to mention them in a separate paragraph.

SEPTEMBER DINNER MEETING

DATE: September 8, 1978. TIME: 7:00 PM. Cocktails; 8:00 PM. Dinner. PLACE: Bonanza, 2633 El Cajon Blvd., San Diego, MENU: Cowboy Top Sirloin, potato, Salad Bar, Coffee, Tea. PRICE: \$6.50 per person. This restaurant requires cash only, no checks. For reservations call Ute Lester, phone 276-2047.

The Tuchscher Trophy will be awarded the car and owner who scored the highest number of points in the Concours d'Elegance. This award is for Jaguar Club of San Diego cars only. The trophy is awarded annually in honor of the late Bill Tuchscher and this year's winner will hold it until next year's Concours winner receives it. Highlights of our very successful 14th. Annual Concours d'Elegance will be related. This will be a very interesting dinner meeting. Don't miss out on all the fun, plan to attend. Get your reservations into Ute soon.

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BAHIA BELLE

Special Events Chairman LeRoy Lester has put together an outstanding outing for September for the Jaguar Automobile Club of San Diego, Inc. The date is September 24th, 1978 and will be a two hour cruise of Mission Bay aboard the Bahia Belle. The cruise will include a buffet style lunch, there is a bar aboard for refreshments of the liquid variety. The Bahia Belle has been reserved for the exclusive use of our Club for this two hour cruise. Members of the Jaguar Owner's Club of Los Angeles have been invited to join us and the event received a favorable response from the Los Angeles Club members who were in attendance at the Concours d'Elegance Awards Dinner on August 27th. The cruise requires that we have a minimum of fifty people to reserve the ship for us. It has a capacity of about 150 people so bring your friends.

The cruise ship will leave the dock at 12:00 Noon, we must be aboard before that time or swim out to catch the ship. Leroy reports that there is plenty of parking adjoining the landing at 998 W. Mission Bay Drive. The price per person will be about \$6.50 which includes the lunch and the cruise. Drinks at the bar, will, of course, be at your expense and discretion. Call LeRoy or Ute Lester to make reservations, at phone 276-2047.

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SEPTEMBER BUSINESS MEETING

The Jaguar Automobile Club of San Diego, Inc. will have the September business meeting at the home of Randy and Marilyn Prine, 2128 Fairfield Ave., San Diego, phone 276-0148. The date is September 20, 1978 and the time is 7:30 PM. Everyone should become involved to make the most out of your Club. Last month's Concours is an example of what can be done if people get involved. Twenty-four people attended the last committee meeting on Tuesday evening before the show. The Board is always open to new ideas and plans for new events. Perhaps the thing that you would like most to do with the Club has not been scheduled. Suggest it, who knows, it might happen.

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NAME CORRECTION

In listing the names of new members in last month's issue of Jaguar Tracks we listed Dianna Ingalls. It should have been Diane Ingalls. Please correct the name on your Roster, and Diane, please accept our apologies.

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Swallow bodied automobiles made their first appearance in 1927.

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MDA BENEFIT SLALATHON

The Datsun Competition Club of San Diego is presenting 32 hours of continuous racing with all the proceeds to go to the Muscular Dystrophy Association. The dates are September 3rd, and 4th., 1978 on the parking lot of the San Diego Stadium. LeRoy Lester has been running such events and he reports that few Jaguars are run. They would like to see more Jaguars in action. If this is your cup of tea, here is your opportunity to try your skills for a worthy cause. For more information call Events Chairpeople Patty McCuen, 578-0167 or Bruce Kates, 271-8980.

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JAGUAR PARTS

President Randy Prine has made arrangements for a discount of 20% on Jaguar parts at Westcott British Cars, 1112 National Ave., National City, phone 474-6745. Ralph Lowe is parts manager and he requests that our members show their membership cards at the time of placing your order. Westcott Motors also donated a nice door prize that was given away at the Concours,

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CONCOURS REFLECTIONS

From the Editor: I spent all day Wednesday before the Concours in waxing and polishing my XKE. At the end of the day I felt that all was ready except for a last minute check of lights, horn and a final touchup on the interior on Thursday morning. Saturday morning I drove the car to the service station for a supply of petrol. Out in the sun, I couldn't believe it, the finish was dull with no depth of color. Back to the garage for another coat of wax. No matter how hard I rubbed, nothing helped. A neighbor suggested that his son had had success with a polish called "TR3". Ann was going to the store and while out she located a can at our local auto supply store. This polish took lots of rubbing to get the old wax off but at last, I had a presentable sheen. I was dog tired and had a long next day staring me in the face. That first place trophy seemed to make it all worth while, though.

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This seems to be Concours time on the east coast. The Spotted Cat, voice of the Jaguar Club of Southern New England lists seven events between mid-August and October 1st. They seem to engage in slalom type events also. Both men and women compete. I always think of the rubber left on those turns and can't seem to get into the spirit.

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Your Editor was surprised by the number of Jaguars entered in our Concours as well as the quality of the entrants. I did not get to see all the cars but the ones I did see were first quality, even the Street Class Entrants. The Best of Show winning V12 was really a beautiful machine. Very hard to fault anything about the car.

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Concours day was a long, hard day for those of us who were involved, trying to make a success of it, but as I look back on it, the people I met, the cars I inspected and the people with whom I worked seemed to make it a special day.

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As an aftermath of our own Concours we should be thinking of a nice back county drive. Fall weather is in the offing. A drive along winding roads in our Jaguars should replenish the spirits for the months ahead.

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UPCOMING EVENTS, OTHER CLUBS

JAGUAR OWNER'S CLUB

On November 11-12, 1978 the Jaguar Owner's Club will hold their Gran Prix at California City, Calif. This is a high speed event, one Jaguar on the track at a time, running against the clock. Our Club has been extended an invitation to participate. Helmets and seat belts are required. Here is an opportunity to give the big cat a real workout.

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Jane Dawson of the Jaguar Owner's Club extended an invitation to members of the Jaguar Automobile Club of San Diego to attend their annual Christmas Dinner and Dance at the Hotel Del Coronado. The event will be Dec. 16, 1978, price \$26.50 per person. Dancing will be Disco. Reservations must be made in advance. Contact Randy Prine if interested.

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CALIFORNIA JAGUAR CLUBS MEET

Place: Monterey, Calif. October 13-15, 1978 Friday, Oct. 13, Registration and No Host Cocktail party.

Saturday, Oct. 14, Concours preparation, lunch, Concours d'Elegance, walking rally, Cocktail Party and Awards Banquet.

Sunday, Oct. 15, Gin Fizz and Bloody Mary recovery party, Rally, Farewell Luncheon and awards. Price \$35.00 Includes Door Prizes, 3 meals, etc., etc.

Room reservations direct to Holliday Inn, Monterey, Calif. Rates \$41.50 single and \$47.50 for double. For the event, Franz and Marilyn Imker, 2395 Delaware Ave., Santa Cruz, Calif. 95060. We should have some club representation if possible.

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NOTICE OF APPRECIATION

The September issue of "JAG TALK", the voice of the Jaguar Club of Central Arizona gave our Concours d'Elegance a very nice write up. In fact, I believe they devoted as much space to the event as did Jaguar Tracks. Thank you for your kind words, Bob Beian and John Harrison.

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THE JAGUAR CLUB OF SOUTHERN ARIZONA

We have word that the Jaguar Club of Southern Arizona is once again sponsoring their annual Concours d'Elegance in Tucson, Arizona in the month of November. When we receive more definite information as to date and exact location we will pass it along. I spent a winter there many years ago and have visited it since, Tucson is a lovely place in November.

PERSONAL ITEMS

Don Richards is up and busy again after a time spent in the Intensive Care Unit of the hospital at Camp Pendleton. He went in to have his pulse rate regulated. They were successful but there will be additional tests in the near future. Don says he is back working on his cars.

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Carolyn Soens is at home recuperating from surgery. She has had to take things very easy for the past month. She is already scheduled for additional surgery, possibly sometime in October. Our prayers for a quick recovery go with her.

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Frank Kovach reports his son, Keith, is on the way to recovery after a serious accident in Bristol, Pennsylvania, where he is visiting his cousin. He was riding a motorcycle when an automobile made a left turn directly in front of him. The fact that Keith was wearing an excellent helmet probably saved his life. He did suffer a concussion and two broken wrists as well as

October numerous bruises. He was in a coma for a few days but as of September 24th, was conscious and was thought to be out of danger. He will of necessity have a long recuperation period. Frank went to Bristol to be at the hospital during the most serious time.

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Frank and Mary Lou Owen are the proud owners of a nice 1974 XJ6L. We wish them many happy miles of motoring.



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Johnnie Dillon, Sr. is looking for a Mark 1X, preferably one that he can do some of the restoration on. If you have any information call Johnnie at 748-7033, address 13542 Mountainside Drive, Poway 92064

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Chuck and Fay Flack returned September 30th. from what they describe as a wonderful trip to England and Scotland. This is their second visit to England and this time they ventured a little further north to include Scotland. Perhaps we can prevail upon them to give us more details of their trip at one of the dinner meetings. We are glad they are back and hope to see them in the swing of things soon.

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John Dormer has been recuperating at home from a painful back ailment. He thinks that he will be able to attend the October dinner meeting. Best wishes for a speedy recovery, John.

OLD RACE CARS

Recently, while doing some research, I came on some interesting specifications of the famous 999 race car built by Henry Ford in 1902. Ford had been attempting to get into automobile manufacturing and after a failure he decided that the way to get people with money interested was to build a race car to defeat the already successful and proven Winton Bullet. This car was designed and driven by Alexander Winton. It had a straight eight cylinder engine of 17 litres capacity (approximately 1037 cubic inches.)

Ford's car was a huge four cylinder, seven inch bore and seven inch stroke, 1080 cubic inches. It had an overhead cam for the exhaust valves, gear driven and exposed, intake valves actuated by suction, customary at that time, and which limited RPM. Ford did not think that a race car needed springs at the rear so the ash, steel reinforced frame sat directly on the axle. It had short springs at the front. The crankcase was open except for a mud shield at the front and was oiled by drip. A 2 1/4 inch pipe from the gas tank to the engine fed the mixing valve. Mixing valves were used before carbureters came into common use. The Ford car had a 250 pound flywheel, two feet in diameter and six inches thick. It was steered by a 28 inch wooden bar mounted on an upright steel shaft. There was a short handle on each end and it took some muscle to steer the beast. There was no transmission and it was direct drive to the rear axle.

These two cars each had an engine that was equivalent to three Jaguar V12s in cubic inches. The Winton was rated at 80 HP and the Ford at 50 to 75. The Ford car had an interesting life and I will write some of it up later if there is any interest. One of the famous names in motor racing made his debut at the steering bar of the Ford 999.

JAGUAR HISTORY

Continuing----- Last month we ended with the "Pop Rivet Special", a prototype car originally planned as a mock-up. Engineer Heynes, of the Jaguar staff, decided that the car should be made ready to run. The rivets were removed and the body welded and brazed up. Many of the details of engine installation, exhaust, suspension mountings and cockpit designs were worked out. The car ran for thousands of miles in the test fleet. The prototype of the E-Type rear axle and suspension was used in this car as well as in a Mark 11 that also ran many miles of testing. The E-Type's development was not one of major problems but of a mass of small ones. This was contrary to the development of the Xk 120 and took about four years to complete. The sports car of 1960 had become much more complex than the ones of the late forties and fifties.

There was a third car that was used in the development of the E-Type. It was a racing car designed as a replacement of the D-Type. Jaguar did not go on with its factory racing program so the car was not carried on into any kind of production. The lines were much like the D-Type. It had a longer bonnet line. without the power bulge of the later E or the D-Types. The body went straight back to a bulky tail which allowed the luggage space required to meet Le Mans specifications. It also had a windscreen which extended across the cowl, also to meet new Le Mans specs. The track was 4 ft., two inches narrower than the D-Type. The wheelbase was 96 inches, same as the E-Type but five inches longer than the D. The body was monocoque in design with body panels stressed and extended back from the rear bulkhead to carry the fully independent rear suspension. The front carried a tubular framework to support the engine and front suspension. The differential was rigidly mounted and had inboard disc brakes like the E-Type. Since it was a race car there was no platform mounted on rubber blocks to silence road noises as on the E-Type. The car, designated E2A, had serious problems with the inboard brakes giving off too much heat when severely used. This led to carbonization of the differential lubricant and heat destruction of the seals. On this particular car the problem was solved by installing an oil cooler with the oil circulated by an ordinary SU petrol pump.

The engine was a 2997 cc version of the XK with the first publicly shown aluminum block. There were steel liners in the cylinders but there was a saving of 80 pounds in using this set up. The engine was a fairly short stroke design with extra large valves and 10:1 compression ratio. It developed 293 HP at 6,750 RPM and a triple plate clutch and four speed transmission were used.

Since Jaguar did not go through with building a fleet of these cars to run at Le Mans, Briggs Cunningham persuaded the factory to allow him

October to enter the car in the 1960 Le Mans. Cunningham, if you are not familiar with the name, is a wealthy American who, for years, had ambition of winning Le Mans. He tried doing it with a couple of Cadillacs. They proved too bulky and not fast enough. He, for a few years, built his own car called Cunningham, Chrysler powered and with special bodies. They were never successful in winning but did place. He later turned to D-Type Jaguars which he raced at Le Mans as well as on American road courses. Cunningham drove himself in the earlier attempts but later had good American drivers in his cars. He at present has the Cunningham Museum at Costa Mesa. Our Club made a run to the Museum three or four years ago. Unfortunately I was unable to go. Next month we will relate the racing history of E2A under Cunningham guidance.

JAGUAR TIPS

White Post Auto Restorations Co., Inc. of White Post, Virginia 22663, phone (703) 837-1140 offers a brake cylinder reconditioning service. They rebore and sleeve old pitted or rusted wheel and master cylinders to standard size. They use brass for the sleeves.

Wheel Cylinder Reconditioned	\$12.00 each
Master Cylinder " "	18.00 " "
If new rubber cups are needed	1.00 " "

They also have silicone synthetic brake fluid at \$8.00 per pint. Send your check with disassembled cylinder(s) and they will return the reconditioned cylinder(s) by prepaid UPS within three days.

I am sure that this probably applies to the older Jaguars and it might be a way to go if you are not able to hone your old cylinders so they will take kits.

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Don't forget that Rick Ingalls has a microfish to check parts lists of several models. If you need parts numbers, you are welcome to use the microfish. If you do not have access to a viewer call Les Lester, he may be able to help you.

COLLECTOR'S AUTOMOBILE SALE

- Carmen (Cookie) Burgess id offering five of her collection of automobiles for sale. The cars are listed below, a couple with comments.
- 1957 XK140 Drophead Coupe. This is a fine automobile. I know the previous owner, who restored the car. It is in immaculate condition, needs tender care and love. (Editor)
- 1959 Morgan Plus 4 Roadster. This one is also a very fine automobile, TR engine, painted British racing green. (Editor)
- 1959 Mercedes-Benz 190 SL Roadster.
- 1958 Edsel
- 1956 Thunderbird.

Cookie can be reached phone (714) 233-1467. If the recorder responds to your call, leave your phone number and she will get back to you.

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*Sublet, Roadster
7704 Whitefield Rd
459-5300*

