

Jaguar Tracks

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

NOVEMBER 1978

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into a genuine haunted house for the occasion. Room dividers were hung. A rope was stretched to guide the unwary through the darkened passages where spiders hung to touch the persons of the careless and drops of water fell on the heads of the victims. Egg shells were scattered on the floor to resemble the sound of crunching bones when stepped on. Suitable music was played to add to the eeriness of the journey through the ghostly haunt.

OCTOBER DINNER MEETING

Courtesy of Ute Lester

October 13th., 1978. The October Dinner meeting of the Jaguar Automobile Club of San Diego was held at Sexton's Steak House, 7553 El Cajon Blvd., San Diego on this date. The Club had a good turn out and everyone had a really good time. The food at Sexton's was excellent and met with the diner's approval.

Randy Prine, President, showed slides from the Western States meet at Lake Tahoe and our August Concours. Slides from the Concours were provided by Bev Holle.

Olga and David Naccarato attended after a long absence and we were happy to see them. Guests attending were David Gill and friend Joan, Ken and Elizabeth Kitson, Warren Johnson and Rachel Fleet. Ms. Fleet arrived in a brand new XJS, a beautiful car.

Brian Powell announced the Hallowe'en Party to be held at the Powell residence on October 28th. and gave directions on how to find the address.

Jim Shiner, Chairman of the Nominations Committee announced candidates for the coming year, to be voted on at the November dinner meeting. (See election data on Page 2.)

EDITOR'S NOTE: Sorry Ann and I were unable to attend but we left that morning on vacation. Twice the Club has had dinner meetings at Sexton's and the food and service have been excellent from all reports. The room is large enough for our group and is away from the distractions of other diners. Thanks to Ute for another good selection and for the time she allots for arranging our dinner meetings.

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GHOSTS, GOBLINS AND A HAUNTED HOUSE

Information by Les Lester

October 28th., 1978. Cowboys, Indians, Dracula and wife, expectant bride and reluctant groom, a fairy princess, a zoot-suiter, a monkey mask and much more, they were all there at the Hallowe'en Party for the Jaguar Automobile Club of San Diego at the Powell residence, 3212 Azahar Place, Rancho la Costa.

Bryan and Louise Powell converted their garage

Vera Bagdal, attired in a wedding gown and padded with a pillow as the expectant bride won first prize in the ladies division. Randy Prine in the garb and accouterment of Dracula, including fangs and a black velvet cape was acclaimed winner of first prize in the men's division. Randy, saying that the help he had from the wardrobe department of the Junior Theater made him ineligible, declined in favor of second place man, Les Lester suitably attired as the Flasher. Overcome with his victory, Les could not remember what everyone wore but here are a few of them. The Powells were in the dress of Indians and the Simpsons appeared in western garb, perhaps to chase the Indians, but there were no casualties. Lee Fagot was the reluctant bridegroom in tuxedo, no shirt and barefoot. Paula Osuna was the Roller Derby Queen. Diane Ingalls was a fairy princess. Marilyn Prine, as Dracula's wife was in matching attire to Randy. Don Richards went back a few years to be a zoot suiter.

There were some of our newer members present, getting involved in our Club activities. About thirty-five people were expected, but as only twenty-one arrived, we must assume the absentees were waylaid by mischievous goblins, enroute. Les reports that the Powells were excellent hosts, opened their whole house to the guests and made everyone feel welcome. Our thanks to the Powells.

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OCTOBER BUSINESS MEETING

October 25, 1978. The Jaguar Automobile Club of San Diego held the October business meeting at the home of Lee Fagot and Vera Bagdal, 4790 Orten St., San Diego. Present were Randy and

Continued-----

Marilyn Prine, Lee Fagot, Vera Bagdal, Marjie Simpson, Gloria LaValle, Bill and Bev Holle, Frank Kovach, John and Barbara Dormer, Les and Ute Lester, Norma Shiner and Ray Tetzlaff.

The meeting was called to order, Marjie Simpson gave the Treasurer's report. It was voted to wait until the November business meeting to decide on additional donation to the Aero-Space Museum. Acceptance was voted on Warren Johnson's membership application.

John Dormer was appointed to arrange for a speaker for the November Dinner. An outing for Brunch at the Pine Hills Lodge was planned for November 19th., 1978, (Details in the November Events column.) Bev Holle was appointed to arrange for the door prizes at future dinners.

Lee Fagot was appointed Concours d'Elegance Chairman for the 1979 Concours. His committee will be named at the January business meeting.

The Election Nominating Committee made a report and the list of candidates named, (see the article on the election.) The meeting was adjourned. Coffee and delicious cake was served by the hostess while everyone enjoyed pleasant conversation. Thanks to Lee and Vera for a very good business meeting.

NOVEMBER EVENTS
DINNER MEETING

DATE: November 10, 1978. PLACE: Cafe Del Rey Moro, 1549 El Prado, Balboa Park, San Diego. Enter the park off 6th. Ave on Laurel Street. TIME: 7:00 PM for Cocktails; 8:00 PM for Dinner MENU: Teriyaki Steak (8 oz), garden greenery salad with bleu cheese dressing, Baked stuffed potato, buttered zucchini with herbs, hot rolls and butter, coffee or tea and Chocolate Mousse. PRICE: \$8.50 per person. This is ELECTION night. Vote for your favorite candidate to head your Club for 1979. (See election article on this page.) Call Ute Lester, phone 276-2047 for reservations.

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PINE HILLS LODGE BRUNCH

On November 19th. the Jaguar Automobile Club of San Diego will hold a back County run ending at the Pine Hills Lodge, near Julian, for Sunday Brunch. We will meet at the May Company Parking lot, Mission Valley, at our usual spot at 7:45 AM. The run will get underway promptly at 8:00 AM. This will give us enough time to wind through the countryside in the fresh air in our Jaguars so we can arrive famished enough to really enjoy the fine food served at the Lodge. Call Ute Lester, phone 276-2047 for reservations. Pine Hills must know in advance how many to expect.

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NOVEMBER BUSINESS MEETING

November 29th. is the date. Charles and Gloria LaValle's residence, 1106 Sangamon Ave. is the place for the November business meeting of the Jaguar Automobile Club of San Diego, the time, 7:30 PM. This meeting was postponed one week due to Thanksgiving being the day after our regular Wednesday night. Our newly elected Officers will be in attendance at this meeting. Be there to meet them and exchange ideas for the events of the coming year. It takes everyone, pulling together, to get the most out of an organization like ours. Try to get to the meeting. See you there.

ELECTION

November 10th., 1978 is election day for the selecting of Officers for the 1979 calendar year. According to the By-laws the President of the Jaguar Automobile Club of San Diego appoints a five member nominating committee to select a candidate for each of the four elective offices, namely President, Vice-president, Treasurer and Secretary. At the September Board meeting the following committee was appointed; Jim Shiner, Chairman and members Ute Lester, Gloria LaValle and Bob Lakin. The candidates they have selected are for President, Randy Prine; Vice-president, LeRoy Lester; Treasurer, Marjie Simpson and Secretary, Vera Bagdal.

As Editor and for publication, I should remain neutral. The Editor must try to co-operate with whoever is elected. In the three years that I have been Editor I have enjoyed a good relationship with all the elected Officers. There is a point to consider though, and that is that it takes the first half year to get into the swing of administering the affairs of an organization such as ours.

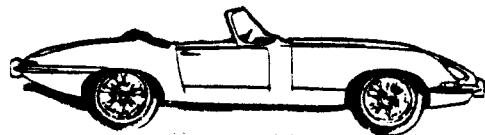
Nominations are still open from the membership. If you have a candidate that you like, put his or her name in the ring. Contact your candidate before you make the nomination. Be sure that he or she is willing to run and above all, that the person has the time to devote to the office. Each office takes several hours each month to conduct the assigned duties.

Chairman Jim Shiner will have ballots printed and requests that all nominee's names be turned in to him by November 5th. so that all the names can be printed on the ballots. His phone number is 295-6740.

We need the best turn out of the year at the November 10th. dinner meeting for our annual election. The winning candidates will assume office at the December Christmas Party.

CALENDAR OF COMING EVENTS

- November 10, 1978 Dinner at Cafe Del Rey Moro
- November 19, " Brunch Pine Hills Lodge
- November 29, " Business meeting at LaValle's
- December 15, " Christmas Party, Details at the November Dinner and December JAGUAR TRACKS



INFLATION

Inflation seems to have really gotten a good hold on the used car market as indicated by the two classified ads taken from a recent issue of the San Diego Union:

VOLVO '67 122S, good cond., 1 million dollars or best offer, 222-9251

1957 JAGUAR, Black XK140 drop head conv. MC Eng., auto trans \$27,500 277-4163, 283-6361

Of course, if the dollar continues to drop on the World market, these prices might be common place, maybe even cheap.

Are there any talented and aspiring editors with fresh new ideas for the JAGUAR TRACKS? If so, come forward. If there are no volunteers I will continue for another year, at least.

OTHER CLUB EVENTS, PAST AND UPCOMING

WAIF

By Les Lester

The second annual car show was put on by the Women's Association for Infant Foundlings on October 15th., a Sunday. Over 100 cars were displayed. Your Club was represented by five members and cars, the Simpsons' Mark 1X, Fuller's XK120, the Kovachs' XK150S Roadster and the Lesters' E-Type Roadster. Chuck Flack and Frank Kovach were judges for the event.

In addition to the Club's four Jaguars there was an SS100 entered by Molly Keith and an E Coupe entered by Rick Zolla, respectively, of the Jaguar Owner's Club of Los Angeles. There were also two non-affiliated Jaguars, a Mark 1X and a Mark V, both sedans.

The winners were Fuller's XK120, Kovach's XK150S and the non-affiliated Mark 1X, in that order. I can't remember the name of the 3rd. place Mark 1X owner, but it had something to do with a water holocaust. The SS100 was very good but was in another class and did not compete under the Jaguar marque.

This year the show was limited to cars of 1967 and earlier vintage. Some later cars were exhibited but were not judged.

The crowds were good, indicating the rising interest in the nostalgia and collecting of vintage cars. Several people were interested in our organization and information was exchanged.

The Jaguars were all located in one general area and attracted a good share of the crowd.

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JAGUAR OWNER'S CLUB

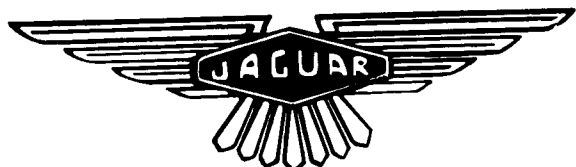
The Jaguar Owner's Club of Los Angeles is presenting its annual Christmas Party at the Hotel del Coronado, December 16th. 1978. The price is \$26.50 per person and includes disco dancing. Reservations must be made in advance for the dinner. Jaguar Automobile Club of San Diego members are invited. If you wish to dance and not attend the dinner, we are also invited for that. The only cost will be for drinks, \$1.75 each. Dancing will be after 9:00 PM. Ute Lester will make arrangements if you wish to go. Her phone is 276-2047.

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THE JAGUAR CLUB OF SOUTHERN ARIZONA

Last month we announced that the Jaguar Club of Southern Arizona was sponsoring their annual Concours d'Elegance. Here is the information we did not have last month. The dates are November 11 and 12, 1978, to be held in the El Con Mall, Tucson, Arizona. Included in the two day show will be an Awards Dinner atop the 21st. floor, Old Pueblo Building. For further information contact Mrs. Rose Massey, Concours Chairman, 7140 E. Port au Prince, Tucson, Ariz. 85710, phone (602) 885-6608 or Mr. Roy Long, President JCSA, 2301 E. Seneca, Tucson, Ariz. 85719, (602) 623-9416. Tucson should be a delightful drive in a Jaguar in November. Several Arizona Club members made our show in the August heat.

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PERSONAL ITEMS

Bob Atkins is home from tuna fishing activities, possibly until after January 1, 1979. He says the trip was fairly successful and that he had a marvelous time seeing new land as well as lots of ocean water. His boat unloaded at Costa Rica and while in the vicinity, he spent a few days fishing and hunting on Cocas Island. The Costa Rican Military detachment, stationed on the island had been having trouble with their generator and radio. Bob was able to make the necessary repairs. This insured his ship and crew a big welcome on the island, hence the unusual hospitality.

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John and Barbara Dormer attended the last Club Board meeting. John's getting around and claims that he will have his back problem licked in the next two months. He gets our best wishes for a speedy recovery. We have missed the Dormers at the Club activities.

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It was a coincidence at the last Board meeting that the Prines and Simpsons discovered that each couple had arranged to meet friends on the same November 12th. weekend at Las Vegas. Not mutual friends, however.

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Ray and Ann Tetzlaff enjoyed a week of seeing eastern California and parts of Arizona. They spent two days visiting Ray's sister and husband in Needles, Calif. Two days were spent at Parks, Ariz. visiting Ann's sister and husband. It was a chance to visit the Northern Ariz. Pioneers Museum, of which Ray is a member, in Flagstaff. A day was spent looking at the red rock scenery at Sedona and one night and part of a day in Yuma visiting old friends, also visited a museum there.

JAGUAR TIPS

Les Lester received information from the Pirelli Tire representative that Pirelli 185-16 radials are available. This is rumored to be the last run Pirelli will make on this tire. They fit XK120, XK140 and XK150 and possibly some of the older sedans with 16" wheels. If anyone needs tires of this size the following two places have them in stock: Advance Sales, 3211 India St., San Diego 92103 phone 291-9666

West Coast Discount Tire Co., 1331 N. Cuyamaca, El Cajon 92020, phone 449-0296.

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FOR SALE, A COUPLE OF JAGUARS

1974 XKE V12 Roadster. This car has been driven 20,000 miles and is in good condition. The price is \$12,000 firm. For more information call Dan Kakowski, phone (714) 271-6763.

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1958 XK150 Coupe. Excellent condition, wire wheels that are gold color with chrome knockoffs. For further information write or call Cery Frank, 498 Read "P", Okaucha, Wis. 53069, phone (414) 567-8154. No price quoted.

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FITTED LUGGAGE

Fitted luggage for Xk120-140 and 150 is available, manufactured according to factory specs. Colors are brown, red, beige and black. If interested contact SKSS INC., 124 Nevada Street, El Segundo, CA 90245. Part number is BD.9586.

NEW MEMBER

Warren J Johnson
6933 Town View Lane
SD 92120

287-2662
70 XKE

JAGUAR HISTORY

Continuing----- Under Cunningham's guidance E2A was made ready for Le Mans. In the April trials the car, though slightly heavier than the D-Type, was faster. E2A was probably better streamlined than the D-Type- The car, driven by an American, Walt Hansgen, was noticeably faster down the Mulsanne straight than the Ferrari of Phil Hill. The Ferrari set the fastest lap at 124.7 MPH and the Jaguar was second at 121.42 MPH. Hansgen might have improved his time if he had not lost a quantity of oil. He was forced to coast to a halt or blow the engine.

In the race in June the car arrived very well prepared but was late for the inspection by one day. In the pre-race practice sessions E2A continued its run of bad luck. It had made the fastest time but then collided with a Ferrari and the nose section was damaged. The fast time did not change the grid positions though. The car was repaired and in the second and final practice session it was still faster than Phil Hill's Ferrari by .02 seconds.

In the race the drivers were Walt Hansgen and Dan Gurney. Gurney went on to drive Gran Prix in Europe and Indianapolis type races in the United States and presently builds the Gurney Eagles raced at Indianapolis. Bobby Unser is his driver this year. In the beginning of the race the Jaguar took a third place behind the Ferraris but was soon in the pits for a long time with trouble in the fuel injection system. Back in the race, it worked up to 18th. at two hours and was tenth at three hours. It started slowing though with a bad fuel injection line that caused a weak mixture. This mixture damaged the pistons and finally the cylinder head gasket blew out. The car was through for the day at 1:30 AM.

After Le Mans, the factory fitted a 3.8 engine with Weber carbureters. The hood then had to be modified with the familiar "power bulge" of the E-Type to clear the larger engine. The car was then shipped to America where Cunningham entered it in its first race at Bridgehampton, Long Island, This was its first and only winning outing. It came in ahead of a Lister-Jaguar and a Birdcage Maserati. It took a third at Elkhart Lake in the 500 mile event beaten by a Maserati and a Testa Rosa Ferrari. In other events the car was not successful and was eventually shipped back to England. It is now kept at Chipping Campden in Guy Griffith's very

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select collection.

November

The other two prototypes E1A and the steel bodied car were cut up with welding torches after they had done many miles of test running. Jaguar has never attempted to keep all its prototype models, possibly due to space limitations at the factory.

The new E-Type Roadster and Coupe finally arrived. They were close to the prototypes under the skins. The E-Type was made up of two basic main sections. The passenger and luggage compartment was made up of welded 20 gauge steel panels. The second part consisted of a framework of welded Reynolds 541 square steel tubing. This framework was bolted on to the rear compartment. On the front of this framework was bolted a smaller framework which supported the radiator and bonnet pivot points. On the original D-Types this frame had been welded to the monocoque rear section. This was expensive to repair in case of damage so on the E-Type the main framework was bolted, not welded. Next month, further details of the E-Type.-----

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TIRES AND STEERING

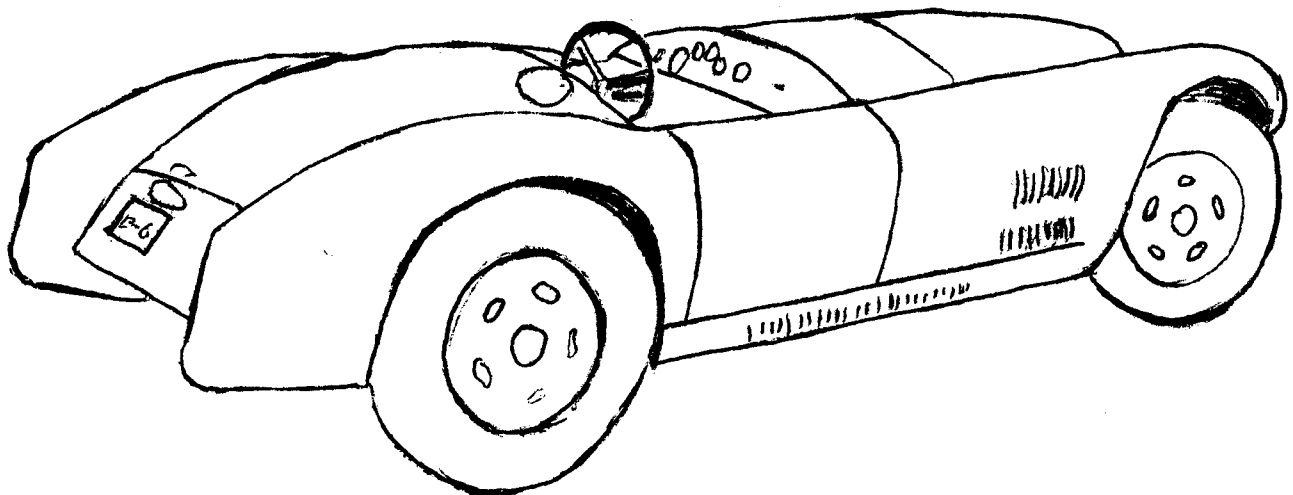
By Les Lester

Since I first purchased my 1970 E-Type, new, it has had one prevailing drawback, the steering is rather stiff. On a long series of turns such as old Highway #1, down the coast from Santa Clara to Santa Barbara, it is really exhausting. The alignment, toe-in and steering was all checked out, but no change. When we got our second E-Type, an older roadster, the steering was easy and quick. It wasn't until the show where I swapped all four wheels from one car to the other that I found out why the steering was stiff on the coupe. It was the tires. The coupe had always had Dunlops and the roadster had Kelly-Springfields and Pirellis.

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A FEW FIGURES

Few people, club members and Jaguar owners included, realize just how small Jaguar really is. This may prove a point, last year, 1977, Jaguar made just 24,000 cars of ALL types. Compare that with Mercedes-Benz's total of 401,300 cars and BMW's total of 292,200! It is indeed a miracle and a tribute to Jaguar's present engineers that they succeeded in designing and building cars which equal and often surpass the quality and performance of these (by comparison) giant manufacturer's products. EDITOR'S NOTE: The above information courtesy of the SWAMP CAT, the Holy City Jaguar Driver's Club newsletter.



Cunningham Roadster, there was also a Coupe model similar to the E-Type Coupe