

# Jaguar Tracks

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

DECEMBER 1978

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not present.

After the announcements by Norma Shiner, Jim Shiner, as Chairman of the Nominating Committee, took the floor to conduct the election of Officers for 1979. (See Election in article preceding.)

Thanks to arrangements by John Dormer we had a very interesting question and answer period with answers to our Jaguar problems supplied by Gary Curl of Shoupe and Celeste. This session will be covered seperately on Page 4.

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ELECTION OF OFFICERS 1979  
November 10, 1978. On this date, at the Cafe del Rey Moro, members of the Jaguar Automobile Club of San Diego elected Officers for the year 1979. President Randy Prine and Treasurer Margie Simpson were re-elected for another year. Newly elected were LeRoy Lester as Vice-president and Vera Bagdal as Secretary. Nominations Chairman Jim Shiner asked for nominations from the floor. Jim Bean nominated Glen Simpson for President and he received two votes. Otherwise the election was unanimous for the Nominating Committee's choices.

Guests were Richard and Joan Fuller who became members, Harvey and Jolly Williamson, Curtis and Shelia Parker, Donald Dombrow and Carolyn Janzen who came with speaker Gary Curl.

The food was excellent, even the squash, and we owe another vote of thanks to Ute Lester for arranging an outstanding dinner.

It was hoped that we would have had a better turnout of members who were eligible to vote at an important election meeting. It is true that the weather was threatening but many of us did make it to the meeting.

It is up to the entire membership to get behind the newly elected Officers. It takes full co-operation of everyone to make this a banner year for the Club. To those of you who lurk in the background, the way to get the events staged that you want and the dinner meetings at the places that you like is to participate, get your feelings and desires known. It is safe to say that less than 25% of the membership actually take part in the day to day operation of the Club.

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### BRUNCH AT PINE HILLS LODGE

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NOVEMBER DINNER MEETING  
November 10, 1978. The November dinner meeting and election of Officers for 1979 was held at the Cafe del Rey Moro, 1549 El Prado, Balboa Park, San Diego by the Jaguar Automobile Club of San Diego, Inc. The rain which had been threatening, with showers to substantiate the threats, held off until after the party was over. There were not as many members as had been expected since it was election night, but we had several guests. Actually there were more people than reservations for a change.

November 19, 1978. A clear, blue sky, back country roads and a Jaguar drifting along over the hills was a beautiful combination. This happened on this date as Jaguars, including a 3.8 Saloon, several E-Types and an XJS, even one Volvo, gathered at the May Company parking lot in Mission Valley for an early morning start to the Pine Hills Lodge, near Julian, for Brunch. Chuck and Fay Flack had mapped out an ideal route along Interstate 8 to Descanso Junction. The caravan then left the Freeway, went through Descanso, on passed Cuyamaca, winding along through the pine trees. Patches of snow added a touch of winter to the scene.

President Randy Prine introduced Norma Shiner, who took over to announce the names of members who had anniversaries in November. Included were Jim and Norma Shiner, Margie and Glen Simpson and absentees Bob and Jane Fitzgerald and Carolyn and Ed Soens.

Just before reaching the Cuyamaca store, three deer were seen grazing in a field to the left of the highway. It is hoped that hunters did not spot them.

November birthday people were Norma Shiner, Chet Manock, Ute Lester, Margie Simpson and Barbara Dormer. Marilyn Prine and Gloria LaValle were

At the Lodge the food was excellent with a variety of dishes being served, buffet style. Twenty -six people enjoyed the outing. The LaValles and their guests met us at the Lodge. Bloody Marys and Coffee added a nice touch.

After a leisurely meal everyone seemed to disappear, some to enjoy a food settling walk along the pine tree lined side roads, others to talk a while but whatever, it was not long before all the Jaguars were back on the road, some by way of Julian and others making stops at the wayside markets on the road toward Santa Ysabel. Everyone must have enjoyed the ride home, whichever road they took. These trips through the back country always make the owning of a Jaguar seem worth the price of ownership.

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NOVEMBER BUSINESS MEETING

November 29, 1978. The Jaguar Automobile Club of San Diego board met at the home of Charles and Gloria LaValle, 1106 Sangamon Ave., Spring Valley at 7:30 PM. In attendance were Randy and Marilyn Prine, Margie Simpson, Jim Shiner, Vera Bagdal, Gloria LaValle and Ray and Ann Tetzlaff. The meeting was opened with Margie Simpson's Treasurer's report.

Christmas Dinner plans were discussed and a \$3.00 limit was placed on gifts, men bringing a man's gift and ladies bringing a ladies' gift. See the dinner announcement below.

It was voted to add an additional donation to the Aerospace Museum to round off the figures at \$800.00. They already received \$750 plus from admissions with some money still coming from the liquor sales at the dinner for the Concours. The additional amount will probably be less than fifty dollars.

It has been the custom of the Club to mail 3 issues of JAGUAR TRACKS to prospective members, after which, if they have not responded, no further mailing is done. By vote the Board decided to limit free mailing to two issues in the future. Rising printing and postage rates were taken in consideration for this decision.

November 29th being Marilyn Prine's birthday, she was surprised with a birthday cake after the business meeting was adjourned. Coffee, hot cider and rum and other goodies prepared by Gloria added a festive touch.

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DECEMBER EVENTS

ANNUAL CHRISTMAS PARTY 1978

PLACE: Reuben E Lee, East end of Harbor Island, in the water, San Diego. DATE: December 15th, 1978. TIME: Cocktails at 7:00 PM; Dinner at 8:00 PM. MENU: Salad, Filet Mignon, Baked Potato, String Beans, Rolls, Butter, Beverage, Dessert. PRICE \$12.50 per person. FOR RESERVATIONS: Call Ute Lester, phone 276-2047 or Vera Bagdal, phone 276-2006.

This is the last event of 1978 and should be a gala occasion for all the membership to get together one last time this year. There will be a Christmas Tree and President Randy Prine has scheduled a big surprise for everyone.

Each person is to bring a gift, men to bring a man's gift and each lady to bring a ladies gift. Gifts are not to exceed \$3.00 in value.

This should be a dress up time with men in suits and ties and we are sure all the ladies will be beautifully dressed. The newly elected Officers for the year 1979 will be introduced and the gavel passed but there will be no business conducted on this occasion. Everyone come for an evening of fun and good cheer. From JAGUAR TRACKS a very Merry Christmas to All.

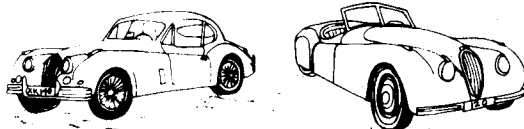
BUSINESS MEETINGS

There will be no business meeting during the month of December. Most of our members are actively engaged in Christmas shopping and planning other Holiday events. It has been the custom in the past for the newly elected Officers to take over at the January dinner meeting and to get in the planning stages for the new year at the January business meeting which will be held January 24th, 1979 at the home of Glen and Margie Simpson, 7635 Jennite St., San Diego, phone 461-7635. See January issue of Jaguar Tracks.

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CALENDAR OF COMING EVENTS

- Dec. 15, 1978 Christmas Party, Reuben E Lee
- Jan. 12, 1979 Dinner Meeting
- Jan. 24, 1979 Business Meeting at Simpson's



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PERSONAL ITEMS

Frank Kovach reports that his son, Keith is recuperating nicely from his serious accident in Bristol, Pennsylvania. This was reported in the October Issue of Jaguar Tracks.

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Gisela Kovach and her friend Marcia spent ten days visiting in England during the past month. Gisela is very enthusiastic about her trip. It was a vacation between jobs and she had to take advantage of this time period.

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The Simpsons and Prines met briefly in Las Vegas last November 12th. They were not too successful in beating the one armed bandits, although Marilyn and Glen, using Glen's system, managed to break about even.

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John Dormer, according to rumor, drove a 1949 MG TC in the Historic Car Races at Laguna Seca. Perhaps he will give us highlights of the events at a future meeting.

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The Simpsons and Kovachs attended the Kruse Auction at Newport Beach on November 25 and 26. The ladies shopped and the men enjoyed cars.

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Ray and Ann Tetzlaff had a busy ten days in mid-November, the wedding of a grandson on the 18th, the brunch at Pine Hills Lodge on the 19th and back to Glendora again for a family gathering at daughter Marilyn's home on Thanksgiving day. One trip by Rebel, one by Jaguar and one by Oldsmobile. Nothing like variety.

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Bob and Jane Fitzgerald are the happy owners of a brand new, fuel injected XJ6L. From recent write ups in both the Union and Motor Trend this must be the ultimate Jaguar. We wish them many happy miles.

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NEW MEMBERS

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|--|---|
| Richard Fuller<br>1524 Shadow Knolls Dr.<br>El Cajon 92020 | (Joan)<br>440-0789<br>XK120 Rd. & V12 Rd. |
| Milton J Kodmur<br>6215 Avenida Cresta<br>La Jolla 92037   | (Edith)<br>Bus. 276-1102<br>XKE Cpe.      |
| Jim Broderick<br>350 El Camino #75<br>Encinitas 92014      | (Pat)<br>436-0407<br>XKE 2 Plus 2         |
- Our apologies to the Brodericks. They became members in May, 1978 but through a mixup were not put on Jaguar Tracks mailing list.

OTHER CLUB'S EVENTS

THE MPG GAME

By Les Lester

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JAGUAR OWNER'S CLUB, LOS ANGELES

The Jaguar Owner's Club's annual Christmas Party will be at the Hotel del Coronado, Coronado, CA, December 16th, 1978. Reservations must be made in advance by calling Jane Dawson, 1621 Lakewood Ave., Upland, CA 91786, phone (714) 985-4329. Dancing will start at about 9:30 PM and members of the Jaguar Club of San Diego are invited to both. Dinner and dancing is \$26.00 per person. The only charge for dancing is no-host drinks. Your Editor or Randy Prine can give further information on this event.

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There is not much car club activity in the month of December. Most clubs have their Christmas party and that's about it.

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FOR SALE

Bob Fitzgerald is offering his beautiful 1965 3.8S Saloon for sale. Bob is the second owner of this automobile. Delivery of the car was taken at the factory by the original owner, Dr. Merle McPherron. It was equipped with four speed and overdrive. Bob purchased the car from Dr. McPherron. It has always been garaged and has taken many Concours trophies. It has Michelin tires, has been recently overhauled. The car has been appraised by John Dormer at \$10,000 and that is Bob's price. Bob can be reached at 8035 Morroco Dr., La Mesa, phone 466-9365. If anyone is interested in a fine Jaguar Sedan, see this one.

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Rick Ingalls wants to sell his 1962 Mark X Saloon. It is a 3.8, Gold Head engine and is in good condition. It was the best looking Mark X at our Concours. All the original manuals are included. Call Rick Ingalls, 3344 Isla Vista Dr., San Diego, phone 283-1326. Rick is selling this car to support his XKE 2 Plus 2.

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Westcott British Cars, 1112 National Ave., National City, phone 474-0675 has in stock in the original crate a bonnet for XKE 1961 through 1967, price \$1500.00. If interested call Ralph Lowe, Parts Manager.

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Randy Prine also has information on a source for Jaguar bonnets as well as other parts. If interested give him a call, phone 276-0148.

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JAGUAR TIPS

The Editor had acaasion to have a required smog certification made on a Jaguar recently. Bill Looney, 8181 Broadway, Lemon Grove, phone 464-0777 was recommended and he did a good job at a reasonable price. Looney has an official smog and lamp station, he also does tune ups.

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If you have a noise in the rear end of an XKE or later sedan, especially when rounding a corner on an ocaasion when one wheel may be losing traction, it could be the lubricant. Drain the differential and replace the lubricant with General Motors Positraction Lubricant #1052271. It can be purchased at Chevrolet dealers, other General Motors dealers do not seem to stock it for sale at the parts counter. Take money with you, it isn't cheap but has been used by the Editor in both Jaguars and the Oldsmobile.

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The series 1 1/2 and 2 E-Types used a two section lower radiator hose connected by a metal tube. This three part assembly can be replaced with Gates VE-27, #26432 hose available at many auto parts stores

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One of the many things car owners like to be proud of is the fuel consumption, or lack of it. The government, in typical fashion, has stepped in and acted as the judge by testing all new cars to what is called EPA mileage. This made the test inaccurate by as much as 10 to 20% on the high economy side. The dealers loved showing these figures but were finally required to state that "your mileage may vary." The truth is your MPG is absolutely guarenteed to be lower. The government test is run indoors on a stationary car running on rollers. This means no hills, no turns, no asphalt and most of all no wind resistance. This means you will never achieve the mileage they state unless some extreme measures are taken such as the old "Mobil gas economy run" was apt to perform. Also, the less aerodynamic the car the greater the discrepancy, such as in the case of a van.

Road and Track Magazine has supplied the below figures over the years. Note some of the questionable figures such as the 72 XJ6 with better mileage than the 70 XJ6. This is due to the particular type of test being non-constant in all cases.

1952	Mark V11	15/20	MPG
1953	XK120	15.2	MPG
1955	XK140	16/18	MPG
1956	2.4 Sed.	17/25	MPG
1957	3.4 Sed.	18/24	MPG
1961	E-Type	15/21	MPG
1962	Mark X Sed.	15/18	MPG
1964	E-Type	17	MPG
1968	420 Sed.	15/17.5	MPG
1969	2 Plus 2	17	MPG
1970	XJ6 Sed.	13.5	MPG
1972	XJ6 "	15.2	MPG
1976	XJ12 "	13	MPG
1976	XJS	13.5	MPG

The last two cars were driven very hard. A brochure was picked up in England for the British specifications (less smog devices.)

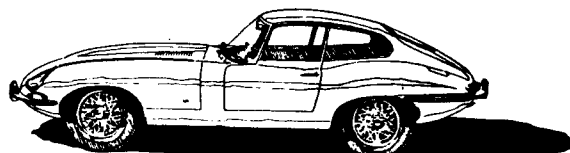
XJ12 Mileage	10.9 urban driving
	19.3 steady 56 MPH
	16.7 Steady 75 MPH
XJ6 Mileage	13.2 urban driving
	23.9 steady 56 MPH
	19.4 steady 75 MPH

These above were all with auto-trans. the manual trans. cars were even better, of course.

Mileage is a partially subjective figure because of the many variables, the most predictable of these is engine size, weight of the car and aerodynamic value of the car. The less predictable of these are the driver, weather conditions and engine condition.

There are many tricks to improve mileage and here are some:

- 1 Put a higher pressure in the tires, this reduces the rolling or "squeeze" friction at the point the tire touches the road.
2. Drive more steadily- use brakes less.
3. Reduce air resistance- windows closed-aerial down, etc.
4. Use choke on cold engine as little as possible.
5. Run engine "hotter"- use a 180 degree thermostat. All of the above have some draw backs in other areas of operation.



## JAGUAR HISTORY

Continuing----- In commenting further on the E-Type, the monocoque construction was very complex. Without getting too deep in an engineering dissertation, briefly all parts of the body are stressed. This means that since there is no frame as such, like in the XK series and the older Mark 1V through 1X Saloons, all the body panels as well as the driveline tunnel and the hollow sills must share the load. Even the welded steel flooring is important to the strength of the whole structure. The roof section of the coupe and the 2 Plus 2 contribute to the stiffening. It was decided, however, that the basic monocoque form of the roadster was sufficiently rigid without additional bracing.

One vendor supplied the nose section and another made the internal steel sections. They were welded together in the Brown's Lane factory by Jaguar craftsmen. There was much more hand work involved in the welding and leading in of all the panels than is customarily practised in a modern automated automobile factory.

The non-stressed nose piece was made up of several detachable parts. There is a middle section and a wing on each side with a chrome strip along the sides where the parts are joined. In the center of the bonnet is a bulge to clear the overhead cams with a set of louvres pressed in on each side. The early E-Types had a separate set of louvres formed in a piece of metal which was attached to the bonnet. This assembly is hinged at the front on a subframe which is fastened to the main front frame.

The front suspension was a development of the D-Type suspension rather than the XK series. Torsion bars arranged longitudinally as before but the method of anchoring was not the same as the XKs. Ball joints were again used with inclined shock absorbers. An anti-roll bar was fitted. The steering rack was mounted forward of the front suspension and across the car behind the radiator. The steering column had universal joints.

While the rear suspension had been tried on E1A and E2A, it was mounted differently on the production E-Types. It had to be isolated from the monocoque itself to limit noise transference. A steel subframe to which the suspension, including inboard disc brakes could be fastened was attached to the body by four angled, bonded rubber mounting blocks. These blocks were similar in construction to engine mounting blocks. Two 'U' section trailing radius arms were mounted to the body by rubber blocks. These arms located the suspension longitudinally and an anti-roll bar was attached to the lower links. There was no metal to metal contact through which road noise could be transmitted. Some movement was allowed in the axle under acceleration and braking to dampen transmission shake. (I feel that some noise is transmitted and the rear axle is not as quiet as the XKs.)

The final drive was by the familiar Salisbury hypoid-bevel drive unit. It was rigidly mounted. The brake discs were mounted inboard with universal joints for driving the halfshafts attached on either side. The hub carriers were of aluminum alloy and the halfshafts were used in conjunction with a parallel lower suspension link. This link, one on each side, had forked ends. The inner end was mounted with needle bearings at each end of the fork and about 11 inches apart. The outer end was about five inches apart and mounted on the hub carrier. Both ends of the halfshafts ran on tapered roller bearings. (Seems to the author that this history is becoming endless.) We will continue it next month, barring earthquakes, snow or other natural phenomenon.

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## ANSWERS TO QUESTIONS

At the November dinner meeting of the Jaguar Automobile Club of San Diego there was a question and answer period, questions by members and guests and answers by Gary Curl of Shoupe and Celeste. In, it seems, all question and answer periods or by writers to the editor in automobile periodicals, overheating always comes up. Gary's answer on V12s and late XJ6s: remove the thermostat or thermostats and replace with a brass freeze plug with a 1/16th to 1/8th inch hole in it. In the early six cylinder models, the timing, carbureters and cooling system must be right on. A variation of a degree or two in the timing and point gap, a rich or lean mixture or a semi-plugged radiator will affect the running temperature of the engine. Also the advance mechanism in the distributor may have become rusted so that at higher speeds it cannot advance the ignition timing. Curl says that 75 degrees is the ideal temperature but that 90 degrees is in a safe range, this is Centigrade, of course.

In answer to questions as to replacement of surge tanks, Gary says that the baffles must be correct for your model Jaguar as there are several baffle arrangements in the tanks for different models. In answer to a question regarding a leaking front seal on an automatic transmission of a 3.8, Gary said that probably the shaft was worn and would have to be renewed as well as a new seal, meaning a complete overhaul.

Other points brought up by Gary Curl were as follows: A three Weber carbureter set-up does not produce that much additional power without further changes in cams and timing. He also expresses the opinion that headers do not help that much over the efficient factory manifolds. Clatter or whine in an E-Type rear end could be bearings, universal joints on drive shaft or halfshafts or possibly wheel bearings. (What else?)

Curl says that Jaguar recommends Michelin XWX tires for Dunlop replacements. He says that all V12s will be phased out in 1980 due to smog and fuel regulations. Sixes will be retained.

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