

# Jaguar Tracks

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

\*\*\*\*\*HAPPY NEW YEAR\*\*\*\*\*HAPPY NEW YEAR\*\*\*\*\*HAPPY NEW YEAR\*\*\*\*\*HAPPY NEW YEAR\*\*\*\*\*  
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### CHRISTMAS PARTY 1978

December 15th, 1978. At the Reuben E Lee, Harbor Island, forty-nine people assembled for the 1978 Christmas Party of the Jaguar Automobile Club of San Diego. The ladies were all beautifully dressed and their escorts were suitably attired.

The dinner, Filet Mignon, proved delicious and seemed to please everyone. The dessert was good and the editor managed to snag part of Ann's in addition to his own.

After informal talk at each table, President Randy Prine called for order. He thanked the members most involved for their efforts in behalf of the Club; Vice-president Ed Van Patten for his success in having our papers of incorporation re-instated. Margie Simpson for her great job as Treasurer, Jim Shiner for his time spent as Membership Chairman and Norma Shiner for her excellent birthday and anniversary recognition at each dinner meeting. Randy called the Sebastian Lunch-Theater trip the outstanding run of the year. He praised the Concours Committee for an excellent presentation of this Annual event. Ute Lester was recognized for her efforts in planning and arranging the dinner meetings and thanked for the hours she spends phoning members for their reservations.

Officers for 1979 were introduced, two of whom, President Randy Prine and Treasurer Margie Simpson, were re-elected. The new Officers, Vice-president LeRoy Lester and Secretary Vera Bagdal were introduced.

Retiring Secretary Gloria LaValle was presented a plaque in recognition of her services in the past year, often under handicap because of business hours. A similar plaque will be sent to Ed Van Patten, retiring Vice-president. He was not present.

Lee Fagot, Concours Chairman appointee for 1979 was introduced. In acknowledging the introduction he asked for volunteers to assist in the many facets of a Concours.

Marige Simpson took the floor to praise President Randy Prine for the excellent job he has done in 1978 in getting the Club involved in a full schedule of events including the outstanding 14th Annual Concours d'Elegance.

Ray Tetzlaff, Editor, was surprised by being awarded the beautiful Gold bullion wire on black JCNA Blazer Badge. (It is very nice to be recognized, deserving or not.)

Randy reminded those present that the Club is still well stocked with windshield de-cals. They will be available at all dinner meetings.

Norma Shiner announced the names of the December birthday people. Included were Gaylord Stickney, Jim Shiner, David Naccarato and Norma Shiner. She then read the horoscopes.

The surprise of the evening was the arrival of Santa Claus. Some of the ladies sat on his lap to make their requests for Christmas. Santa, with the help of Ute Lester and Gisela Kovach,

### PRESIDENT'S MESSAGE

Now that the Holidays are over, we can turn our thoughts to more important things; namely, the San Diego Jaguar Club.

The Club is twenty years old this year. We are almost of legal age. Come to the business meeting to discuss plans on how we can celebrate our twenty years of accomplishment.

Thanks to the membership, 1978 was a very successful year. In 1979 we hope to continue this trend and improve on our outings and driving events. The Aero-Space Museum is interested in being the beneficiary of our Concours in 1979. What are your thoughts on this?

Thanks to Fred Horner of Jaguar Clubs of North America, we have a Union Jack that was flown over the Jaguar factory on Sir William Lyon's birthday (9-22-78), Bonnie Prince Charlie's 30th birthday (11-14-78) and a few days after the 50th Anniversary of the Swallow Company's move from Blackpool to Coventry in Nov., 1928. In Fred Horner's words, "The fact that the flag has been flown over the factory does make it look quite authentic. There is no evidence of its original pristine condition." We are not paying homage to the Queen by any means; but, we are grateful to have a physical tie to the source of our agonies and triumphs.

Please let us hear your suggestions and ideas for the coming year.

Randy

### FROM THE EDITOR

We plan to have the President's Message as a regular feature in this space in 1979. I feel that a message from Randy will give space to his ideas and thoughts about the club on a more personal basis.

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Pay your 1979 Dues now. Get involved in your Club.	

distributed the gifts that had been brought by members of the dinner party. It was finally revealed that Santa Claus had been impersonated by our own Bob Atkins. He did an excellent job.

After the gifts were passed out, one of them, a weird little man in a wet suit and in the clutches of an octopus, actually a floor lamp, was auctioned off by the donor, Lennie Stuart. The proceeds, \$22.50, went to the Club Treasury. The center piece, selected by Vera Bagdal, was auctioned off by Randy Prine and brought \$17.00 for the Treasury. It was another fine Jaguar event and brought a fitting close to 1978.

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JANUARY EVENTS

JAGUAR AUTOMOBILE CLUB OF SAN DIEGO, INC, 1979

JANUARY DINNER MEETING

PLACE: The Country Gentleman Restaurant, 6737 La Jolla Blvd., La Jolla. DATE: January 12, 79 TIME: 7:00 PM for no host cocktails; 8:00 PM for dinner. MENU: Prime Rib of Beefm Salad, Baked Potato, Hot Bread, Beverage. PRICE: \$7.50 per person. RESERVATIONS: Call Ute Lester, phone 276-2047 or Vera Bagdal, phones 276-4148, if no answer 276-2006 and leave message.

This is an excellent price for this type of dinner and as the place is new to many of us, it should be a good experience. Let's start the New Year off with a good turn out.

JANUARY BUSINESS MEETING

Glen and Margie Simpson will host the first business meeting of 1979 at their home, 7635 Jennite St., San Diego, phone 461-7635. The DATE is January 24th, 1979 at 7:30 PM.

Please call to notify Margie that you will be there. We hope to have the largest attendance that we have ever had at a business meeting. This is an opportunity for every member to get involved with your ideas and suggestions before firm plans are made for the coming year. We want new ideas and new people to come in to help or standbys. It is your Club and to get the most out of it participate.

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ANNUAL CLUB DUES

A reminder, your 1979 dues are due now. All members of the Jaguar Automobile Club of San Diego can do our hard working Treasurer, Margie Simpson a big favor by paying your dues promptly. This will simplify her bookkeeping. The only ones excepted are the ones who have paid dues in the last three months. We hope to have a new Roster out in the next couple of months. prompt payment will assure that your name is there in its proper place.

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NATIONAL CHAMPIONSHIPS

Jaguar Clubs of North America, Inc. have announced the nation Concours d'Elegance Championships for 1978. Winners are decided on the basis of returns from Concours held throughout the United States. The list is too long to be included in our four page JAGUAR TRACKS. It is of note though that Randy Prine's XK150S was ranked 5th in Class 1V with a points rating of 90.37. This is good result from the effort put in by Randy in preparing his car and we offer our congratulations. If anyone is interested in seeing the list contact Randy Prine at 276-0148 or Ray Tetzlaff, 466-3446.

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CALENDAR OF COMING EVENTS

- Jan. 12 Dinner, Country Geltleman, La Jolla
  - " 24 Business Meeting, Simpson's
  - Feb. 9 Dinner, Sexton's Steak House
  - " 21 Business Meeting, Tetzlaff's
  - Mar. 9 Dinner, Mexican Village, Coronado
  - " 21 Business Meeting, open
  - April 13 or 20 Dinner, Red Candle Inn
- We need volunteers for places for the business meetings.

NEWS FROM AROUND THE CLUB

As Gathered by Les Lester

Pat Broderick has reported that Britania Motors Garage, which worked on her E-Type, has given the term "Car Sickness" a whole new meaning.

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Lee Fagot reported that a CHP pulled his RHD 3.8S over on a dark night and attempted to give his passenger, Vera, a speeding ticket.

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Norma Shiner reported her cat "Sam" is an All-American. He made 47 yards in one night.

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A survey of Citizens has shown that the most frequently heard lie from officials is, "I am from the government and I'm here to help you."

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Les Lester reports that the Russian flu has hit the North County schools harder than San Diego districts and the Board of Education is trying to figure out how to bus germs for bacterial equality.

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PERSONAL ITEMS

Barbara Dormer brought her charming daughter as her guest at the Christmas Party. She reports that husband, John, has had a relapse of the painful back condition. Give John a phone call to give him a little cheer, phone 455-0383.

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Ray and Ann Tetzlaff spent Christmas Eve and Day with the eldest daughter and her family at Valencia, California. The fog they dreaded on the return trip Monday night did not materialize, thankfully.

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The Prines, Kovachs and Simpsons attended the Jaguar Owner's Club dance at the Hotel del Coronado. They report that the party broke up early but they had a pleasant visit with some of the members of our neighboring club to the north. Glen Simpson was brave enough to take his newly acquired, shiny V-12 Roadster out on this rainy night.

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Bill Holle, with some assistance from Rick Ingalls, sorted out the universal joint problems on the Holle E-Type 2 Plus 2. Bill reports that the car is running very smoothly as a result of their work and a few new parts.

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Randy Prine talked with a representative from the Aero-Space Museum who says that it will be some time in the future before their Restoration Fund will be large enough to accomplish all the things that need to be done to restore the Museum to its final state. It will be well for our Club to think about having the Museum as the beneficiary of our 1979 Concours d'Elegance.

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It was a pleasure to see the Fitzgerald's new XJ6L Sedan at the Christmas Party. The color is a beautiful blue and the smell of new leather does something to a Jaguar lover's senses. The fuel injected 6 cylinder engine's smoothness at idle is a new experience.

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Bob Atkins suffered through the Christmas Holidays with an aching jaw. Tuesday, the 26th, he reported to an oral surgeon to have an impacted wisdom tooth removed. A few hours later he was notified to leave by plane for Puerto Rico, via New York to catch his boat. He got to New York to find chaos reigning supreme. On his arrival at Puerto Rico, after the hectic arrival at New York, he found that his ship was in Panama. He is signed on with a new company, based in New York, and things look good for an excellent trip out. As we go to press, however, he is waiting for transportation to Panama. Bon Voyage, Bob.

## EVENTS AND PEOPLE 1978

1978 came to a close with the Christmas Party at the Reuben E Lee on December 15th, 1978. This was an event arranged for by Ute Lester as were most of our 1978 dinners. She does this very efficiently and also does her share in phoning members to remind them to participate. Our Club is very fortunate to have such a dedicated person in our group.

Let's go back to the beginning of 1978 to share a few memories. Our January dinner was at Boom Trenchard's Flare Path. In JAGUAR TRACKS we had a column by Carolyn Soens on "A Woman's Point of View", an article by Les Lester entitled "The Change It Phenomenon" and some thoughts on overheating by Associate Member Rudy Hradecky. Note how many times the same names appear throughout the year in arranging the good things our Club was involved in. President Randy Prine attended most of the meetings and saw to the scheduling and keeping the operations running smoothly.

FEBRUARY dinner meeting was at the Cafe Del Rey Moro in Balboa Park. Les Lester arranged for Carl Godfrey, Pirelli tire engineer, to discuss tires for our Jaguars. It was very informative. February 25th was the date for the Jaguar Clubs of North America, Inc. Western Meet 78. Ute Lester and Ray Tetzlaff were the representatives for our Club. They reported on it in March. Chuck and Fay Flack arranged a back country run ending at the Barrett Junction Fish Fry. A good event. Les Lester's article on Electronic Ignition was featured in JAGUAR TRACKS.

March was the time for our Annual Founders dinner at the Mexican Village Restaurant in Coronado. Bob Fitzgerald related incidents of the Club's beginnings. Chuck Flack told of the first meeting that he and Fay attended and Cookie Burgess described many pleasant experiences she has had as a member. Jim Bean and a friend attempted to arrive by boat on this stormy night but were unsuccessful. They finally arrived by a conventional automobile, not even a Jaguar. Howard and Jeanice Hayhurst presented slides of their vacation in England where they attended many car events. March 18th, we had the run to Borrego Springs to see the wildflowers. We were too early for the wildflowers, but it was a good Jaguar run planned and led by Chuck and Fay Flack. The Hradeckys, Rudy and Gladys made a surprise visit to San Diego this month. LeRoy Lester's article "Universal Joints" is still being picked up by editors of other club newsletters, the latest being the December issue of HEADLIGHT, Empire Division of JCNA, the New York City Jaguar Club.

In APRIL we held the first Pot Luck of 1978 at the Kovach's. Features of the evening were a JCNA film arranged for by Randy Prine and called "Those were the Days", a salute to Jaguar on the Historic Monterey Car Races. Also an auction of Jaguar parts and accessories for the benefit of the Concours d'Elegance fund. April 23rd was the day for what many members think was the outstanding driving event of the year. It was to Sebastian's in San Clemente for lunch and the stage production of "Fiddler on the Roof" by a professional cast. Thirty-two people and a lot of Jaguars took part. Fay Flack made the arrangements and Chuck laid out the run. We hope to repeat this event in 1979. Carolyn Soen's column was in most issues.

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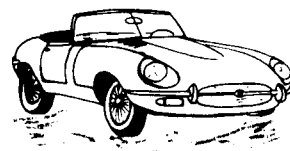
MAY was the dinner at Sexton's Steak House and John Dormer was the speaker, talking about the value of our Jaguars. Three of our members entered the Jaguar Owner's Club Concours at Newport Beach. Randy Prine's XK150S won 1st in class, Les Lester's 70 E-Type Clupe and Lee Fagot's Mark 11 3.8 each took 3rd in their respective classes. Bev Holle was busy with the brochures and flyers for our Concours d'Elegance. Chuck Flack and C-chairman Les Lester, with the Committee, were making Concours arrangements.

At the JUNE dinner meeting at the Sheratin-Airport we had our first view of the wall hanging of our Club emblem. It was done by Jerri Palla, eldest Prine daughter. Later Vice-President Ed Van Patten announced that the re-instatement of our Incorporation had been completed. It was also announced that the 14th Annual Concours d'Elegance would benefit the Aero-Space Museum Restoration Fund. Outing of the month was the Palomar Mountain picnic attended by twenty-five people and several Jaguars, most of which protested the warm weather to some degree.

In JULY we had our 2nd Pot Luck at Lee Fagot and Vera Bagdal's. As a guest, we had Tom Dillon of the Jaguar Club of Florida. Our second auction was for the benefit of the Concours Fund. Marilyn and Randy Prine attended the Western States Meet 78 at Lake Tahoe. Randy's XK150S took 2nd. in its class. Bob and Marlys Lakin arranged a delightful Brunch at the Officer's Club at the Naval Air Station. The upcoming Concours d'Elegance was on the minds of the most active Club members.

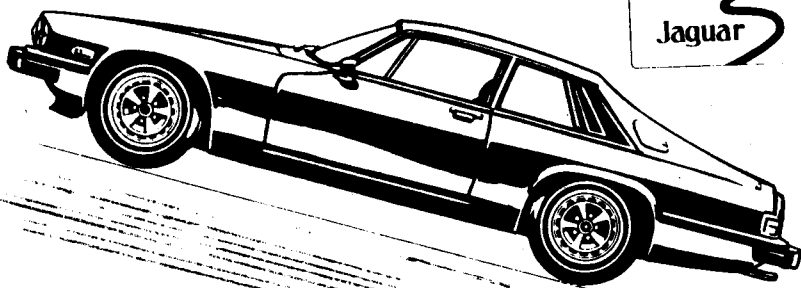
The 14th Annual Concours d'Elegance was probably the biggest event of 1978. The setting at the Hilton Inn was ideal and forty-seven Jaguars were entered with participants from the Jaguar Owner's Club, the Classic Jaguar Ass'n. and the Jaguar Club of Central Arizona as well as some independent entrants. The people involved were Chairmen Chuck Flack and LeRpy Lester and Committee Members Bev Holle, Lee Fagot, Jim and Norma Shiner. Fay Flack assisted Chuck with the correspondence with entrants and at the Concours. Randy and Marilyn Prine, Ute Lester, Margie Simpson, Jim Poleski, Glen Simpson and the judging teams Mark Mayuga and Frank Weikel, Jaguar Owner's Club, Jack Rabel, Classic Jaguar Ass'n., Doug Garton and our own members, Jim Poleski and Ray Tetzlaff had a busy day. Bob and Jane Fitzgerald and Marlys Lakin were confined to a hotel room all this beautiful day taking care of the scoring in a most efficient manner. Others lending a hand where needed included Rick Ingalls, Frank Kovach, Bob Lakin, Bill Holle and our apologies to anyone whose name we have not mentioned. For last, the person who was probably most noticed, and who was most gracious on a long, tiring day, our own Miss Jaguar, Gisela Kovach. She was probably photographed more times than all the Jaguars put together. The final event of the day was the Awards Banquet at the Hilton Inn.

For SEPTEMBER we will pass quickly over our most unusual dinner of the year at the Bonanza on El Cajon Blvd. Honest now, was it really that bad? The highlight of the month was the voyage on the Bahia Belle on a very hot summer day. Arrangements were made by Les Lester and we had as guests, members of the Jaguar Owner's Club. Some of these brave people made the journey, top down, in roadsters, in the broiling sun. →



Your editor missed the two big events of OCTOBER, the dinner at Sexton's Steak House and the Hallowe'en Party at the Powell residence at Rancho la Costa. The members who reported on these two events were very enthusiastic, Ute Lester on the dinner and Les Lester on the Hallowe'en Party. Five members of the Club participated in the WAIF's annual car show. Chuck Flack and Frank Kovach acted as judges. Cars entered from the Club were the Simpson Mark 1X, Fullers's Xk120, Kovach's XK150S and Lester's E-Type Roadster. Winners were Fuller and Kovach in that order.

The NOVEMBER dinner meeting was also election night for the 1979 Officers, at the Cafe del Rey Moro in Balboa Park. Low light of the dinner was the ticket one member got for parking in the wrong place, \$25.00 worth. On a fine Sunday morning we made the run to Pine Hills Lodge for Brunch, through patches of snow, under a beautiful blue sky, breathing fresh mountain air. In a Jaguar what more could we ask? This was another of the fine runs arranged for and mapped out by the Flacks.



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JAGUAR TIPS

Jim Shiner has received a list of available parts for older model Jaguars. These are items for XK140, Mark V11, 2.4 Litre Sedan and Mark V111. There are also a number of Lucas parts listed by parts numbers only. There are manuals for Mark 11 Overdrive, Mark V11 Automatic transmission, 2.4 Litre Sedan and Mark V11 Sedan. A 30 page parts list is priced at \$2.50. These items are available from Bruce Mac Lean, 21 Park Ave., Venice, CA 90291, phone (213) 392-4308. For information on the listed parts call Jim Dhiner, 295-6740 or Ray Tetzlaff, 466-3446.

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Bill Holle recommends a 3M product called Silastic Rubber #730 for cam cover gaskets. Apply the Silastic and allow it to air dry for 10 to 15 minutes. The cam cover gaskets can be used again when this product is used as a sealant. It can also be applied to cotter pin holes to prevent the cotter pins from vibrating and possibly breaking.

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Rumors are afloat that the styling of the XJ Sedans is going to change in the near future. The designation of the car is thought to be Series 3 XJ6L. There will be no radical changes other than styling modifications. Jaguar is to be featured in TV advertising in 1979.

British Leyland will probably also push the Triumph line which has been absent from the market place due to a shift in factory sites.

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We have not passed on any information about the Group 44 Racing Jaguars as this type of racing is not presented in our area and I have a feeling that there are not too many race fans in the Club. Bob Tullius, at the wheel of the Group 44, Category 1, winning V-12 Jaguar has clinched the first manufacturer's championship for Jaguar in the final TRANS-AM race of the 1978 season. Even with its five wins at Le Mans

in the 50s, Jaguar had never won the Sports Car Constructor's Championship. If there is enough interest we could present the results in the 1979 season, if, of course, they are able to repeat the successes of last year.

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From the JAG RAG of the Jaguar Association of Greater Chicago we learn that the XK engine mounts are the same as the rear bumper mounts on the Mark 2, 3.8S and the Mark V11, V111 and IX. They say that the bumper mounts used to be cheaper, too.

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The December Road & Track had an interesting article on what was the first Jaguar. The name Jaguar did not appear until the 1935 Jaguar SS, before that the cars were known as SS. This included the SS100 also. No conclusions drawn.

Motor Trend also carried two interesting articles on Jaguar. One included an artist's sketch of the ideal modifications on the XJS. The only thing he forgot were High Riders at the rear. The other article covered a cross country trip in an XJ6L. The tester-driver was very favorably impressed.

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In the December issue of JAGUAR TRACKS in the for sale column we listed Rick Ingall's Mark X Sedan. We apparently have had the wrong phone number for Rick in our records, it was off one digit and should read 283-1426. Anyone interested in Rick's excellent Mark X, who has not been able to reach him, please call the correct number as we list it here.

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Rick Ingalls also reports that Torquas Motors, operated by Mattson in his home garage is a source for Jaguar parts for many models and is reasonable on his prices. He is a factory trained mechanic also. He lists his home phone, 463-1443 and shop phone 697-1974.

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CAR MAGAZINES

By Ray Tetzlaff

In write ups about Jaguars, especially the six cylinder models, it is becoming the custom of writers in automobile magazines to refer to the design of the engine as dated, if they are kind, or obsolete in some cases. The effect of this kind of writing is to build up a reluctance on the part of the buying public to invest money in an automobile that has become obsolete.

It is unfortunate because, while the engine, with many improvements over the years, has been in service for some time, it is also true that the reliability and soundness of design is well tested and has been proven in service.

Most of the V-8s in use in American cars are a development of early designs and not real new original engines. The General Motors V-8s are evolved from the Kettering engines first introduced to the public in the Cadillac and Oldsmobile of 1949, actually about the same time the XK engine was presented to the public. Ford and Chrysler were still using flat head engines at this time and did not show overhead valve engines until two or three years later. Chrysler did some work with a dual overhead cam engine but did not carry on with it as they considered it too expensive to mass produce. They adopted the hemi-head though, using a complex set of pushrods to operate the valves.

My thought is that this type of harping may have serious effects on Jaguar. I am sure that it helped bring an end to the big Austin-Healeys in the mid sixties. This sort of writing seems to satisfy the egos of some of the so-called automobile experts. Unfortunate, I would say.