



# Jaguar Tracks

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

FEBRUARY 1979

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## JANUARY DINNER MEETING

January 12, 1979. The Country Gentleman Restaurant, 6737 La Jolla Blvd., La Jolla was a slightly different setting for our dinner meeting. The atmosphere was very pleasant, the dinner excellent, although it would have been difficult to have crowded in more than the fifty-three people who attended. Imagine, two or three cups of coffee at a time from the kitchen for that many people.

After a pleasant social hour, everyone was seated and President Randy Prine made a couple of announcements while dinner was being served. He had talked to John Dormer who is still ailing from his back problem. He thanked Lee Fagot and Vera Bagdal for introducing the Club to this new (for most members) dining place.

Norma Shiner named the January Birthday people, including Lee Fagot, Jane Fitzgerald, Frank Kovach and Bob Lakin who were present. Anniversaries were John and Barbara Dormer, not present, and Bob and Marlys Lakin. She then read the applicable horoscopes.

Randy announced that the February dinner meeting would be dedicated to the ladies of the Club as it is Valentine month. Norma Shiner has arranged for a couple of speakers who will talk on Restoration (not the Jaguar kind.) Marlys Lakin will also be involved in arrangements. (See her article on Page 2.)

Bev Holle has been designated as having charge of the purchasing of the door prizes that we customarily raffle at the dinners.

Les Lester, our new Vice-president, talked about a forthcoming Slalom event to be staged by the San Diego area Datsun Clubs on January 20-21, 1979 for the benefit of a charity. He reminded participants that they must have a crash helmet and seat belts to participate. Les has been involved in Slalom driving for some time and can give anyone interested tips on what is necessary to compete.

Bob Lakins has been appointed Outings Chairman for 1979. He asked for suggestions for driving events, limited to San Diego County and preferably not over fifty miles one way.

Lee Fagot was introduced. He is Concours Chairman for 1979. He asked for volunteers to help in the many facets of presenting a Concours. The Concours d'Elegance will be presented on August 26th at the Hilton Inn on Mission Bay.

The Powells, Bryan and Louise, were introduced by Randy who thanked them for their hospitality in lending their home for the 1978 Hallowe'en Party last October. This was the first event they have attended since that time, probably just recuperating from the big event.

Stuart Lennie was appointed Chairman to look into staging a Slalom for our Club later in the year if a suitable site can be arranged for and financing found.



## PRESIDENT'S MESSAGE

If the January dinner meeting is any indication of things to come for 1979, we are going to have a great year. Fifty-three people, including 13 prospective members, attended. The average attendance for all events in 1978 was 45.13%! This shows that the members at large are interested in their Club and support it.

In honor of St. Valentine's Day, the emphasis will be on the ladies at the February dinner meeting. All you women drivers bring your loved ones, or husbands, for an evening with a few surprises.

A unique feature of our Club is its dedicated telephone committee. The number of people on the phone list has increased greatly. In order to make their job easier, if you plan to attend a Club event, please call Ute or Vera; that is just one less call they will have to make.

If anyone would like to sponsor an event or have a business meeting at your home, please let us know.

RANDY PRINE

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## FROM THE EDITOR

For those who have not paid, the 1979 dues are due now and payable to Treasurer Margie Simpson. We will get started on a Roster for 1979 in the near future. To assure your name being in its proper alphabetical sequence, get your dues in by the February Dinner Meeting.

We would appreciate some help with the Personal Items column. Let us know about your trips, vacations, changes in automobiles or any other thing that will be of interest to other members of the Club.

Ed Van Patten, Vice-president for 1978 was presented with a placque in appreciation for his services in the year 1978.

After the drawing for door prizes, the meeting was adjourned. It was pleasant to see some of the old faces as well as several guests who are interested in our brand of automobiles. The Club extends its thanks to Ute Lester for arrangements and calling members and to Vera Bagdal for introducing the place and assisting in phone calls.

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JANUARY BUSINESS MEETING

January 24, 1979. The Jaguar automobile Club of San Diego, Inc. held the January business meeting at the home of Glenn and Margie Simpson, 7635 Jennite St., San Diego. Present were Les and Ute Lester, Jim and Norma Shiner, Stuart Lennie, Randy and Marilyn Prine, Dick Fuller, Lee Fagot, Bev Holle, Frank Kovach, Glenn and Margie Simpson and Ray Tetzlaff.

The meeting was called to order and Margie Simpson gave the Treasurer's report. Randy Prine reported on the plans for the February dinner, where the men's and women's roles will be reversed for the evening with some surprises thrown in.

Lee Fagot reported on correspondence with other California Jaguar Clubs regarding setting up the next Jaguar Club's joint meeting and car show. As Concours Chairman, Lee announced August 26th as the date for the Fifteenth Annual Concours d'Elegance which will be held at the Hilton Inn, same location as last year. The Awards Dinner will be buffet style. It was also decided to continue the Street Class again this year. Bev Holle will design brochures and flyers for this event and report later.

Les Lester was appointed to make arrangements for another Bahia Belle trip this summer and the Jaguar Owner's Club will be asked to participate this year. The date will be set later.

Norma Shiner said she would continue as Chariperson for a Committee to report on birthdays and anniversaries again this year. She will pick some assistants.

Stuart Lennie, Lee Fagot, Dick Fuller and Les Lester were appointed to check on the possibility of a Rally ending in a picnic at Lake Elsinore, possibly in May and also to check on a possible site for a Slalom.

Bev Holle will be in charge of purchasing door prizes for the dinner meetings. The business part of the meeting was adjourned and everyone sampled delicious Marie Callender Pies. The Simpsons were excellent hosts for this very productive meeting.

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FEBRUARY EVENTS

FEBRUARY DINNER MEETING

DATE: February 9, 1979. PLACE: Sexton's Steak House, 7553 El Cajon Blvd., San Diego, TIME: 7:00 PM for cocktails; 8:00 PM for dinner. PRICE: \$9.00 per person. MENU: Prime Rib, Tossed Green Salad, Baked Potato, Hot Rolls, Butter and Coffee. This is a special dinner honoring our ladies. All through the year they patiently listen to man talk about tires, oils, carbureters, valves and chrome. For one night they will be treated to the kind of talk they like to hear, Restoration, not the Jaguar kind. There will be a special speaker and other surprises for this occasion. Men, let's all get together to make this night a special one for the ladies. Remember, 'tis the month of the Valentine, too.

FEBRUARY BUSINESS MEETING  
PLACE: The Tetzlaff's residence, 3255 Calavo Dr., Spring Valley, phone 466-3446. Pass Casa de Oro to the last off-ramp off 94 Freeway, to the right and you are on Calavo, keep on about 3/4 mile to Eureka Road and Calavo, entrance is on Eureka Road. DATE & TIME: Feb. 21, 1979 at 7:30 PM. Let's have a good turnout. The business meetings are one of the more interesting parts of our activities, this is the time for planning and the time for good conversation about life and Jaguars, all for the Club. Some of you reluctant ones surprise us, you might find that you enjoyed the evening!

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MARLYS LAKIN COMMENTS

We were happy and flattered to be invited to a cocktail party one evening this month, to help celebrate the first issue of a new magazine, "HERSELF", published by one of our own Jaguar Club members, Bev Holle. HERSELF is a magazine especially for San Diego women, and quoting from the publisher's note, "an attractive and intelligent publication about and for women doing interesting things."

Champagne and good conversation flowed, and the fun of being in on the beginning of something new and exciting made for a memorable evening - best wishes and success to Bev Holle and HERSELF.

Marlys Lakin

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PERSONAL ITEMS

Victims of the flu, virus or whatever have been Jim Shiner, Marilyn Prine, Ann and Ray Tetzlaff. Ann escaped a trip to the hospital, temporarily, but will go in for a couple of days as soon as she recovers from the flu.

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Sue Richards was surprised by husband, Don, at Christmas time when she found, according to Don, a second cousin of a Jaguar parked in front of the door. It seems that there was a Cougar XR 7 waiting and ready for its new mistress.

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Two members of the Jaguar Automobile Club of San Diego tried their skills at Slalom driving in the Datsun Slalom. Les Lester managed to beat out Dick Fuller by fractions of a second but neither of them reported on where they placed overall. They did make respectable times and we congratulate them. Jaguars are somewhat large and heavy for Slaloms.

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Jim Shiner has decided to part with his excellent XK120M Coupe. Other things, including his SS100, take up so much time that the car is seldom used. Here is an opportunity for someone to get a real collector's item and Concours winner. Jim's phone is (714) 295-6740.

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CALENDAR OF COMING EVENTS

- Feb. 9 Dinner at Sexton's Steak House
  - Feb. 21 Business Meeting, Tetzlaff's
  - Mar. 9 Dinner, 20th Anniversary, place later.
  - Mar. 21 Business Meeting, open?
  - April 13 or 20 Dinner at Red Candle Inn
- We still need volunteers to host a business meeting. Call Randy Prine, phone 276-0148.  
DON'T FORGET 1979 DUES, PAYABLE NOW.

OTHER CLUB EVENTS

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THE NATIONAL JCNA ANNUAL MEETING

This year the event will be in Denver, Colorado, hosted by the Rocky Mountain Jaguar Club. March 2nd will be a get-together cocktail party and on March 3rd the business meeting will be conducted by Fred Horner, Secretary of Jaguar Clubs of North America, Inc. Events are planned for those who will not attend the business meetings and Sunday outings, with possibly a skiing trip, are planned for those who are interested. Anyone wishing to attend should contact President Randy Prine for further details, phone 276-0148. This is an opportunity to meet Jaguar enthusiasts from all parts of the US and Canada.

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HACIENDA HEIGHTS CONCOURS D'ELEGANCE

The Jaguar Owner's Club of Los Angeles is announcing its First Annual Hacienda Heights Concours d'Elegance. This event is to benefit the construction of a stadium for the students of Wilson High School. The Concours will feature "The Great Britains" and will have cars from the Jaguar Owner's Club, the Southern California Bentley and Rolls Clubs, the MG Club and the Austin Healey Club and, hopefully, representatives from the Jaguar Automobile Club of San Diego. For entry blanks or information contact Ray Tetzlaff, 466-3446 or Dave Martinez, 16353 Santa Bianca Dr., Hacienda Heights, CA 91745, phone (213) 968-7810.

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TRIP TO ENGLAND

The Jaguar Club of Austin, Inc., 1706 Broadmoor Dr., Austin, TX 78723 has announced final plans for their 1979 Trip to England. Departure date is May 14, 1979 from Dallas/Ft. Worth Regional Airport. There will be tours of London, Jaguar Factory tour, museum tours and to many other points of interest. Air fare from Dallas to London and return is \$382.00 and the Grand Tour price is \$463.00 which includes first class hotels, double occupancy, transportation and Continental breakfast. Reservations with a deposit, must be made no later than February 10, 1979. For further information call Sheila Simmons, Trip coordinator, at above address or phones (512) 926-7181, residence or (512) 471-1743, business.

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SWAP MEET

On March 18, 1979 from 10:00 AM until ?????, the Classic Jaguar Association is having its annual Swap Meet. The address is Mike Garrett's X-Pertee Shop, 520 West Dyer Road, Santa Anna. If you want to buy or sell parts for older model Jaguars, up to XK120s or 140s, this is the place. Dyer Road is an exit off the Newport to Costa Mesa Freeway, west of the Santa Anna Freeway in Santa Anna.

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JAGUARS WANTED

Wanted to buy, the following two Jaguars: 1973-4 XKE Conv., both tops, V-12, 4 speed, wire wheels, preferably white (original color). Low mileage. Top Price for car in excellent condition.

1938 SS-100: Top price for car in excellent condition. H. A. Ferrari, MD, (704) 373-2372, 9 to 5. This request came from Holy City Jaguar Driver's Club in South Carolina.

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NEW MEMBERS

- Rachel Fleet  
7704 Whitefield Place 459-5300  
La Jolla 92037 1976 XJS
- Tim Key  
4437 Manitou Way 276-9477  
SD 92117 Mark V?????

JAGUARS FOR SALE

Mark VII Saloon. Engine rebuilt, wood refinished. New upholstery. Reasonably priced. For further information call Richard Grafton, 303 Palm Ave., National City, CA 92050, 477-5262.

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Mark II, 3.8 Saloon, formerly owned by Don Mc Clane. The present owner will sell for \$3000.00. If interested, call Randy Prine, 276-0148.

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XJ6 Sedan, silver, black interior, 15,000 miles, new condition. For further information, write Norbert J Heil, 7800 Worthington Road, Wayne, PA 19087.

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HUNTING VALVE SHIMS for fun and profit

The hemispherical combustion chamber is the most efficient 2-valve per cylinder head possible. It has a valve (at an angle to keep the dome shape of the chamber) on each side of the chamber and the spark plug on the top-center as it should be. This promotes the best "scrubbing" or cleaning out of the exhaust gases, the best "even" mixture of the fuel air by the cross flow of gas-air-exhaust.

There is no major production car out of Detroit or Japan that has such an engine. Chrysler did for a few years in the 60's by using a complex monkey-motion valve gear to make up for the usual 2-cams required, but the head casting was expensive. The American public was unwilling to pay extra for efficiency and Chrysler dropped the engine in favor of what the public wanted in the 60's - a rather gawdy array of tailfins, portholes, huge grilles and lots of chrome. This engine was heartily accepted by the engine oriented minority and is still seen today around drag strips and boat races etc.

There is one car which offers a twin cam hemi head besides the prissy Alfa there is our esteemed 6 cyl. JAGUAR.

There are some people who claim that setting Jaguar valves is difficult and expensive because of the overhead cams and dealers charge \$ 175.00 for a major tune up.

The claim and the price is ridiculous. Firstly, the overhaul manual approach to setting the valve is the same as a complete engine teardown. This requires the cams to be removed from the timing chains and the use of (2) special tools to reset the cams and retension the chains; not a true requirement. Secondly, the cost to do it yourself is about \$ 12.50 or less depending on shims and the only tools you need are a micrometer and a feeler gage.

Here is the procedure:

1. Remove both valve covers, clean gasket surface and wipe oil pockets off enough to prevent messing the sides of the engine.

2. Using your feeler gage between cam and cup check clearance on valves which have the cam lobe (high spot) off the cup over the valve. Record and crank over engine to rotate cam lobes off remaining valves, measure and record until all valves have been done.

3. Check manual for clearance. This is .004" and .006" intake, exhaust on early Jaguars and .012" to .014" on later Jaguars.

4. Loosen (but do not remove) the 2 bolts on each cam holding the face "end" of the cam to the chain sprocket, (you may need to remove safety wire "carefully"- do not drop into sump via the chain cover. Rotate cam again for access to second bolt.

5. Back-out sprocket bolts about 1/8" or until sprocket moves forward enough to clear the land "flat edge" which fits over the cam end face. Then remove the left end-cap and tachometer generator (if so fitted).

6. Remove the 4 top bearing caps on each cam. NOTE: cams will lift up from the chain tension. Remove one bolt only from each cam sprocket "carefully". Roll the cam away on the remaining bolt.

WARNING: Do not crank the engine over at this point - or you will have a mess!

7. This next step is done one valve at a time. Lift one cup (the round thing the cams push on) pick out the little round shim (may be stuck in the cup or on top of spring keeper) and measure it's thickness with the micrometer. Now change this shim with another shim which is thicker by the amount you want to close the valve clearance or which is thinner if you want to open-up the valve clearance.

For instance: If the clearance was .010" and you want it to be .006" you would put in a shim which is .004" thinner than the one which was there. If it was .110" you want to change it to .106".

NOTE: There are 26 shims varied in thickness from .085" to .110" and are about the size of a nickle. They are marked A to Z in .001 increments. Do not depend on the letters for size for the letters may be worn or wiped. If you cannot locate a selection of shims then establish which ones you need and purchase them, (take your micrometer with you to check them).

Do not swap around the cups. If you cannot lift out the cups clamp outside with cloth so as not to scratch the slide surface top and sides of the cup.

8. After all the (6) valves on each side have been re-adjusted by changing of shims, the cams can be rolled back to fit into the circular land and the one loose bolt tightend (finger tight) and the second bolt installed (also finger tight).

9. Push the cam down gently and hold it down while installing the 4 bearing caps. NOTE: These caps are stamped by number and should be installed in the same place which has the same number stamped into the head; also you may need to tap the cam forward or backward to align the forwardmost cap which also has thrust or axial bearing face. Bearings should be wet with oil when re-installed. They should have been wet when removed but if you wiped them off you should oil the bearing surface again, (tighten nuts 15 ft.lbs).

10. Return to step 2 to check the clearance. Do not be disappointed if they are not exact to within .001" but it is much better that this clearance be more than specified rather than less. In other words if you want .006" I would recommend you accept .007" or even .008" but never .005".

NOTE: Shims may be indented by the valve stem on one side. These can be turned over and re-used.

11. If settings are too far off you will have to repeat steps 4 thru 10, but with any care this should not be necessary.

12. Tighten the 2 bolts on the cam face ends and check the bearing caps torque to 15 ft lbs. If you do not have a torque wrench just use common sense - a small wrench and an easy twist. If you feel unsure about the torque tend to the low or loose side as it is possible to pull the stud out of the aluminum head and the lock washers should protect from total loose to some extent.

13. Re-safety wire the 2 bolts on the front end of each cam.

NOTE: Careful! Do not drop wire when you trim it off.

14. Place gaskets - apply sealing compound - Bill Holle recommends 3-M silastic # 730. Replace tachometer generator (if fitted) and left side aft end cap. Install valve covers.

The gaskets will cost about \$ 6.00 at JARCO. The shims about \$ 1.25 each but you should not need an entire set of 12 as you can usually swap around some of the ones you have.

Would you believe the dealer charges \$ 175.00 for this operation?

Good Luck!

Le Roy Lester

