



Jaguar Tracks

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

MAY 1979

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APRIL DINNER MEETING

April 20, 1979. The monthly dinner meeting of the Jaguar Automobile Club of San Diego, Inc. was held at the Red Candle Inn, 875 Hotel Cir. South, San Diego on this fine spring evening. About forty people were in attendance.

The program was opened by an Auditor's report by Ed Van Patten who concluded by mentioning that copies were available for those who wanted them. Margie Simpson then gave a brief Treasurer's report.

Randy Prine mentioned that a few Club members had attended the Classic Jaguar Ass'm Swap Meet at Santa Anna on March 18. Also mentioned was the 1st Annual Concours for Chairty in Del Mar earlier in the month. Frank Kovach and Dick Cook were in attendance. Dick reported that some very nice cars were on display.

Lee Fagot substituted for Norma Shiner in announcing the birthday people for April. Named were Bill Holle and LeRoy Lester who were present. He also read the horoscopes for those who were involved. Celebrating April anniversaries were LeRoy and Ute Lester and Frank and Mary Lou Owen. Both couples were non-committal as to how many.

Randy then introduced new members, Frank and Jo Phillips and Tim Key. Tim missed the last meeting when his name was first read. A number of guests were introduced, including Victor and Sophia Noeder, Lon Botterman and his guest Susan, Lee Hansen's guest, Treasure and Kirk and Brenda Brabant. Treasure is the owner of three Jaguars, an XJ6, an E-Type and a 3.8S. We hope she follows through, anyone with that many Jaguars should be in the Club.

Charles and Carol Salinas were unable to attend the dinner but they made the long trip from Bonita to bring the projector so that the film "Road Atlanta" could be shown after dinner. We are grateful to them as this was a very interesting film, depicting some of Jaguar's fortunes on the road racing circuit. In this particular film the race at the Road Atlanta Race Track was won by the E-Type V-12 roadster, running its last race before retirement back to the factory in England. The race prepared XJS carried on bearing Jaguar's colors to win the Manufacturer's Championship last year.

The door prizes were won by Victor Noeder and Chet Manock. After the drawing, the meeting was adjourned. The buffet style dinner was very successful, with plenty of food for even thirds for those with the capacity. Our thanks to Ute Lester for her efforts in making the arrangements and to Vera Bagdal for helping Ute with the telephoning.

APRIL BUSINESS MEETING

April 25, 1979. Present at the Jaguar Automobile Club of San Diego business meeting

THE PRESIDENT'S MESSAGE

President Randy Prine and I seemed to have missed connections on his message this month. Since it is time to go to press, I will attempt to fill the space. I believe that one of the things Randy wanted to stress is making new members and guests feel welcome at all of our events. If you noticed, last month the guests and new members were handed ribbons so that they could be so identified. Each member should introduce him or herself to any person wearing a ribbon. Make sure that you introduce them to another person before you leave them.

To those of you planning to attend the Jaguar Owner's Club's 1979 Lido Concours d'Elegance at Newport Beach, please note. On this date, May 2nd, I received a Flyer from the JOC and I notice that the trophy presentation and supper to be held at the Velvet Turtle has been scratched from the Flyer. Otherwise the event is as scheduled (see Activities of Other Clubs, page 2) and further information can be had by contacting Wayne Shively. Randy will be back in this space next month.

Ray Tetzlaff

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FROM THE EDITOR

I will attempt to make a Jaguar Directory or Roster if everyone will supply information on your Jaguar or Jaguars. The list included on the Roster may be outdated in many cases, as we seem to change cars from time to time. If the information comes in I will try to get the list out with the July Jaguar Tracks.



held on this date at the Lee Fagot, Vera bagdal residence, 4790 Orten St., San Diego were Randy and Marilyn Prine, LeRoy and Ute Lester, Bob and Marlys Lakin, Marige Simpson, Bev Holle, Vera Bagdal and Ray Tetzlaff.

Margie Simpson read the Treasurer's Report. She also said that copies of the Auditor's Report are available to any member who wants one or they may be inspected by contacting her.

A goal of \$5,000.00 was set to be raised for the purchase of a male Jaguar for the San Diego Zoo at the Concours through entrance fees and donations from admissions at the Concours d'Elegance at the Hilton Inn on August 26th, 1979.

The subject of walkie-talkies to be used on our caravans, the Concours and other Club events was discussed and a vote 9 to 2 authorized Bob Lakin to look into the purchase of two instruments at a cost of approximately \$100.00.

Bob Lakin has made arrangements for the Annual Christmas Party to be held at the Officer's Club, Naval Air Station, North Island on Friday, Dec. 21, 1979. Details will be announced as they are finalized. This should be an excellent event at a reasonable cost.

Secretary Vera Bagdal read the minutes of the March business meeting, they were approved.

Bev Holle had samples of the Flyers for the Concours. They will be more attractive than last year, visually, and they met with the approval of the Board. She is working on the Brochures, they sound outstanding also. Bev also discussed means of getting media publicity for the Concours and how it can be done.

A Pot Luck was planned for July, the place to be announced later. The meeting adjourned for a social hour. Delicious cake, coffee and brownies were served by hostess Vera Bagdal.

BORREGO SPRINGS TRIP

April 29, 1979. Glenn and Margie Simpson, Dick Fuller, Peter and Karen Zovanyi, Dick and Lori Cook and Bob and Marlys Lakin enjoyed the run to Borrego Springs. There were three roadsters, one XJ6 and a 2 Plus 2 in the party.

The first stop was at Santa Ysabel for the famous danish and coffee. After a stop at the lookout point they continued to Borrego Springs and a picnic under the shade of a tree in the town square. The temperature was 94 degrees. There were still desert flowers, purple sage, octillo and some cactus in bloom. After a tour of the vicinity and a stop to purchase pink grapefruit the party made its way homeward.

MAY EVENTS

DINNER MEETING

PLACE: Reuben E Lee, East end of Harbor Island, San Diego, Texas Room, upstairs. DATE: May 11, 1979. TIME: 7:00 PM for cocktails; 8:00 PM for dinner. PRICE: \$11.00 per person. MENU: Roast Sirloin, Potato, Tossed Green Salad, Dinner Rolls, Butter, Dessert, Beverage. There will be a J. C. N. A. film shown. When this dinner was announced at the last dinner meeting there was a good response from the crowd so we should have a good turnout. Phone your reservations to Ute Lester, phone 276-2047 or Vera Bagdal, 276-4148 or (ans. Ser.) 276-2006.

MAY BUSINESS MEETING

PLACE: John and Barbara Dormer's residence at 2834 Arnoldson Ave., San Diego. TIME: 7:30 PM. DATE: May 23 1979. Directions to Dormer's from 805 North take Exit 52 West to Regents Road Exit. Go up hill on Regents Road to Governor Drive, turn left on Governor, go west until you come to Stressman, turn right, go 3

short blocks to Arnoldson Ave., turn left aroundcurve to 2834 Arnoldson. From I-5 North take Exit 52 (San Clemente Canyon) east to Regents Road, proceed as above. If you are coming, please give the Dormers a call.

CAMP PENDLETON BRUNCH

Don Richards has arranged for an outstanding event for May. DATE: May 27, 1979. Our destination will be the San Louis Rey Club (Officer's Club) at the Camp Pendleton Marine Corps Base for a Champagne Brunch. All the San Diego area members will assemble at the May Company Parking Lot, Mission Valley, at 8:45 AM. We will leave promptly at 9:00 AM so that we can meet the North County members at the Twin Inns Parking Lot at Carlsbad at 9:30. From there Don and Sue Richards will lead the caravan to Camp Pendleton where he has made arrangements for us to pass through the gate. The price for this Champagne Brunch will be \$5.00 per person which will include tip.

ACTIVITIES OF OTHER CLUBS

Jane Fitzgerald has contacted John Kucera of the Coronado Sports Car Club regarding the Annual Rallye in Rhyme. The event is still under discussion by the Coronado Club but due to the rising cost of food it is thought that the event would be too expensive. Jane will be notified if the event is to take place. If it is scheduled it will be May 27th. Call the Editor at 466-3446 later if interested.

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The Sacramento Jaguar Club's first Concours d'Elegance is being presented May 6, 1979 at the Auburn Valley Country Club, Auburn, Calif. The Concours is open to all privately owned Jaguar and SS motorcars. Judging will be by JCNA rules. The Concours and brunch are open to the public and there will be no registration fee. For information contact Jack Jackson, SJC President, 8612 Pendleton Dr., Roseville, CA 95678, phone (916) 791-1887 or Richard Blizzeard, SJC Concours Chairman, 1546 34th St., Sacramento CA 95816, office phone (916) 442-8155.

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The 1979 Lido Concours d'Elegance presented by the Jaguar Owner's Club, Los Angeles, will be held Sunday, May 13, 1979 at the Lido Marino Village, Newport Beach, CA. It is under JCNA rules, classes recognized by JCNA. Registration begins at 9:00 AM, cars will be on display from 10:00 AM to 3:00 PM. Winners will be announced and trophies presented at an early supper at the Velvet Turtle Restaurant in Fashion Island at Newport Beach immediately following the Concours.

Registration fee is \$10.00 for each privately owned Jaguar who is a member in good standing of a JCNA affiliated club for at least one day before the event. Contact Concours Chairman Wayne Shively, (213) 968-7810.

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The 1979 Eastern States Meet will be staged at Lime Rock Park Race Track, Lime Rock, Conn. on June 1, 2 and 3. This will include a Concours, track events and a Rallye. Rachel Fleet will be our designated representative and has promised us an article about the event on her return.

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The Concours d'Elegance of the Rocky Mountain Jaguar Club will be at the Hiwan Country Club, Evergreen, Colo. on June 16, 1979. For information contact Ted Hummell, 2980 S. Gaylord, Denver, Colo. 80210, phone (303) 761-5806

CLUB SHIRTS

The red golf shirts with the Club emblem in black on the back will be available again this year for those members wishing to wear them at the Concours as well as other Club events. The price will be \$8.00 each and orders must be in Margie Simpson's hands by the July Dinner Meeting. There are still a few T-shirts, white with black emblem on hand, in two sizes. Club badges are also available. Margie Simpson, phone 461-7635 will take your order.

BAD DAYS

Furnished by Les Lester.

You know you are going to have a bad day when:

- 1. You leave the restaurant after a very expensive dinner and find 4 tires on your 3.8 slashed.
2. You put your bra on backwards and it fits better.
3. You call the suicide prevention and they put you on hold.
4. You see "60 Minutes News" team waiting in your office.
5. Your birthday cake collapses from the weight of the candles.
6. Your son tells you that he wishes Anita Bryant would mind her own business.
7. You want to put on the clothes you wore home from the party and there aren't any.
8. You turn on the news and they're displaying emergency routes out of your city.
9. The Jaguar dealer calls to say the repairs are finished and asks to meet you at your bank.
10. Your twin sister forgets your birthday.
11. You wake up to discover that your water bed broke and then you realize that you don't have a water bed.
12. Your horn goes off accidently and remains stuck as you follow a group of Hell's Angels on the freeway.

PERSONAL ITEMS

Les Lester, Lee Fagot, Frank Kovach, Randy Prine and Glenn Simpson were among the lookers at the Classic Jaguar Association Swap Meet in Santa Anna on March 18th. Some of the people stopped by the Briggs Cunningham Auto Museum at Costa Mesa on the homeward trip.

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Frank Kovach displayed one of his Jaguars at the recent 1st Annual Concours d'Elegance at Del Mar. The results are to be mailed later. Dick and Lori Cook were spectators.

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Randy Prine, the Simpsons, Lesters, Dick Fuller, Lee Fagot and Frank Kovach are planning to enter cars in the Jaguar Owner's Club Concours d'Elegance at Newport Beach on May 13th. Anyone else who is interested call Randy Prine or Lee Fagot. They plan to go up Saturday and spend the night there. Lee will be able to get reservations at the Hilton hotel. They will have some security for the cars.

NEW MEMBERS

Kirk Brabant (Brenda)
705 Elketon Blvd. R-566-4343 B-475-4586
Spring Valley 92077

Victor Noeder (Sophia)
3755 Amaryliss Dr. 223-1026
SD 92106 69 E-Type Rd.

Donald R. Dombrow (Maxine)
10046 Fuerte Dr. R-463-7287 B-464-2381
La Mesa 92041

JAGUAR TALK

From the April, 1979 E-JAG News Magazine we read of Gordon Valentine, a Colorado E-JAG member who has a 1952 XK120 Roadster that he purchased used in 1952. In the ensuing 27 years the car has covered over 300,000 miles. The engine and drivetrain components are said to be original, with an engine overhaul at 170,000 miles.

Mr. Valentine says the car is not concours but has been reasonably well maintained. He uses it for a ski car in winter and for touring in summer. The car has crossed the Loveland Pass (11,992 ft.) about 200 times in the last 23 winters and has never failed to reach its destination. He claims to be well satisfied with the car. It looks sold and straight in the pictures shown.

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The gasoline shortage impresses us as being genuine, for whatever reason. Our outings must be planned, in most cases, keeping in mind making the trip both ways on one tank of gasoline, if possible. On a recent weekend trip to Glendora, Ann and I noticed very few gas stations open and dispensing gasoline. Fortunately the Rebel will make the round trip on less than a full tank so we did not have to worry. Also, in talking to people from other parts of the country, I am of the opinion that people in California pay more for gasoline than they do in places further east. My crystal ball does not show any bright spots or flowing gasoline wells in the near future.

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A friend (not a Club member) recently had the alternator of his E-Type 2 Plus 2 stop charging. After taking the car to a shop that was able to tell him the alternator was not working, but not why, he took the car to Auto Electrical Supply Co., 3705 30th. St., San Diego, phone 298-8738. They quickly diagnosed the trouble as worn brushes. They replaced the brushes, a worn bearing and checked everything out. The charge was \$38.00 and the work was satisfactory. They had all the parts in stock. They have a second place at 552 La Pesa Ave., Spring Valley, phone 475-4486.

CALENDAR OF COMING EVENTS

- May 11 Dinner - Reuben E Lee
" 23 Business Meeting, Dormer Residence
" 27 Camp Pendleton Brunch
June 8 Dinner - Ceasar's, Mission Valley.
" 20 Business Meeting ??????????
July ?? Pot Luck
Aug. 26 CONCOURS d'ELEGANCE, Hilton Inn
Dec. 21 Christmas Party, Officer's Club, NAS.

CORRECTION TO 1979 ROSTER

Please make the following correction to your Roster. Glenn and Margie Simpson's telephone number should read 461-7635. If there are any other errors please call them to the Editor's attention so they may be corrected.

Everyone must get behind the 1979 Concours d'Elegance to make this our best one yet. Lee Fagot, Concours Chairman, can use your help. Volunteer and talk up the Concours among your friends. Automobile people are always interested even if they are not involved with Jaguars.



By Les Lester

This is not a saloon frequented by Torsions, as one might think. The torsion bar is what holds up the front of your E-Type. If you have an older "E" with the nose down you have tired torsion bars. These bars are on each front wishbone and in "twist" to hold the front tires down. They are about 5 ft. long and splined on each end. Front height should be 8 3/4" to center pivot bolt from the ground. Center pivot bolt is on lower wishbone between front end of torsion bar and lower shock mount.

The torsion bars tend to fatigue in time and beyond problems of hitting driveways, etc., with the front bottom, the balance of the car is also upset. The E-Type is already front heavy and a nose down attitude shifts even more weight to the front.

A recent survey of someone to reset this height came up with only two alignment shops who would attempt this in all of San Diego. One wanted \$140.00 and the other \$150.00 plus new bars as he would only replace, not reset these bars. We should note that the dealers would not commit to anything (no help) on this problem.

The process to adjust these bars involves the release of the upper ball joints and steering ball joints on both wheels plus the release of the spline ends on the torsion bars and a special measure bar.

A nice way to lift the front with much less hassle and get new shocks at the same time is to use a load/leveler shock.

This is a shock within a spring, usually used on trailer towing cars at the rear. The difficulty is that Jaguar does not show such a shock, also the size must be adequate to the car (piston size), the end mounts the same and the stretch (12" to 16") must be correct.

After trying six retail "shock" outlets, I found a "Monroe" load/leveler shock SRM-130 fits. The front of our '63 "E" came up from 7 1/4" to 8 7/8" and handles more firmly with less "drive" on hard turns.

These shocks are available at Dorman's for \$18.95 each, but I would not ask them to install them (I doubt if they would since the shock is not listed by Jaguar.) It may be necessary to swap the rubber grommets (inserts) in the loop ends of the shocks for best fit.

To change the front shocks is a simple mechanical function, after removal of each front tire for access, follow your manual for procedure. Note: The English manual refers to shocks as dampers.

The above may not be supported by dealers, etc., but it worked for my '63 "E" - the nose droop was corrected and the car handles better.

RUDY HRADECKY

Associate Member Rudy Hradecky forwarded a paragraph regarding premium gasoline. He sends his regards to all his friends in the Club. He and Gladys recently bought an XJ6. He did not mention the E-Type. Also says the snow has melted in Chicago and spring in all its beauty has arrived.

The following paragraph appeared in the Chicago Tribune Action Line Column and was in answer to an inquiry as to what additive can be used when Shell discontinues premium gasoline in the Chicago area this spring:

"A- Super Shell will be gone from the Chicago area by the end of April, but all may not be lost. An answer lies, not in additives, but in the available gasolines. According to a spokesman for the Ethyl Corp. you can do what

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American tourists driving in Mexico have done for years, mix the available gasolines to get the proper octane and lead. By mixing leaded regular with unleaded gasoline, the lead in the regular will distribute throughout the unleaded components and give them a substantial boost in octane number. A Shell spokesman agreed and suggested a mixture of "about" 20% Shell Regular (89 octane leaded) with 80% Shell Super Unleaded (92 octane), boosting the octane to about 94 (about the same as the current Super Shell Leaded.) The Shell spokesman recommended discussing with your dealer as to proper needs of your car. Editor's Note: The car discussed was an Oldsmobile but Jaguar requirements are similar.

CONCOURS SHINE

The 1979 Concours d'Elegance will be upon us in less than four months. It is time to start planning the big clean-up campaign. Remember "Cleanliness is next to Godliness." That is revived from Bernarr McFadden's 'Physical Culture Magazine' of my boyhood days.

I believe that the engine compartment and, of course, the engine should be the beginning place. When doing that part of the car last, there is always the chance of soiling the already clean exterior. There are several commercial cleaners that will render the engine clean but if care is not used, it is possible that the paint may be damaged. "Gunk" is one that I have used, years ago, on motorcycles and it did a good job but paint was not a problem and I was always careful to wash it off very soon after the application. A detergent solution can be used which should be washed off after application. Before doing any cleaning of this type, be sure to cover any opening (air cleaner, breather opening and distributor) with plastic or other water-proof substance.

If the under side of the bonnet has not been kept reasonably clean, it should be cleaned first. Cover the engine, suspension, radiator and cowl with plastic or canvas. Apply a detergent solution with an old paint brush and wash down thoroughly. You may find areas that do not respond to this treatment. I have used "Gumout" spray on such spots. It will loosen caked grease or oil but will also loosen the surface of the paint if left on for any length of time.

Care should be taken to remove all grease and dirt from cracks and crevasses, wiring harness and under sides of frame members. One place that accumulates a lot of dirt is the timing cover on the front of the engine and the exposed surfaces of the pulleys. Paint on the engine can be touched up with black engine enamel if your engine block is still black.

Last year I spent hours on my E-Type, mostly in the comfortable shade of my carport. When the car was exposed for inspection by the judges in the sun at the Concours I noticed several spots that I had missed while in the shade. It will pay to move the car out into the sun for a final inspection. The area around the acorn nuts on the cam covers need special attention as there always seems to be a slight seeping of oil there.

