



Jaguar Tracks

JAGUAR AUTOMOBILE CLUB, INC. OF SAN DIEGO, CALIFORNIA

JUNE 1979

RANDY PRINE, President
2128 Fairfield Ave., San Diego, CA 92110
Phone (714) 276-0148
Mailing Address for
JAGUAR TRACKS
Ray Tetzlaff, Editor
3255 Calavo Drive
Spring Valley, CA 92077
Phone (714) 466-3446

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The restaurant had cancelled the Los Angeles Club dinner with no advance notice; so, the results were given us later:

| | | | |
|------------|-----|---------|-------|
| Class 1X | 2nd | Fagot | 82.76 |
| Class V111 | 1st | Simpson | 90.26 |
| Class 1V | 1st | Prine | 96.67 |
| " " | 2nd | Kovach | 92.50 |

Thanks to Lee Fagot, it was a great outing and a great time was had by all.

Randy Prine

Note: If your electric windshield wipers will not park, but otherwise work normally, remove the cover from the gear mechanism and clean the park switch contacts. They should work fine after that.

SPECIAL THANKS TO: The Salinas for the projector. Jim Shiner for the display case. Ed Van Patten for the Club audit and Ray Tetzlaff for covering for me in the newsletter. Also to Bill Streitenberger, Jaguar Owner's Club of Los Angeles for the speedy delivery of the Concours Trophies.

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MAY DINNER MEETING

May 11, 1979. The slight movement of the Rueben E Lee, rocked by the wind and the full moon shining across the waters of the bay as it rose above the tall buildings of downtown San Diego added a touch of romance to the evening. This was the May dinner meeting of the Jaguar Automobile Club of San Diego, attended by forty people on this beautiful, if windy, evening.

After the cocktail hour, when everyone was seated, Randy Prine called for order. He mentioned that five of the Club's beautiful Jaguars were going to the Jaguar Owner's Club's Lido Concours d'Elegance at Newport Beach on the following Sunday, May 13th.

Lee Fagot, substituting for Norma Shiner, read the names of the people having birthdays in May, including John Dormer, Marlys Lakin, Keith Lewis, John Morris, Randy Prine and Edith Kodmur. Marlys and Randy were present. May anniversary will be celebrated by Dick and Joan Fuller. Lee read the appropriate horoscope.

Randy introduced the guests for the -->

THE PRESIDENT'S MESSAGE

The Annual Lido Marina Venture

"To Hell with the gas 'shortage', we're going anyway!" With that as our rally cry, five San Diego Club cars (full of gas and 3 extra gas cans "just in case") roared away from Mission Bay on Saturday, May 12th. The entourage included Glenn and Margie Simpson in their Mark 1X, Frank and Gisela Kovach in their 150-S, another 150-S with Marilyn and Randy Prine, Lee Fagot in his Mark 11 and Les and Ute Lester in their XKE Roadster.

Lee made arrangements for us at the Sheraton Newport complete with discount, free "Happy Hour" and breakfast! They also provided security for our Jags.

After a non-stop drive, we arrived at 2:00 PM. My ammeter showed discharge all the way up; but, everyone knows Jaguar instruments don't really mean what they say.

We had reservations at the Velvet Turtle, courtesy of Frank, for Saturday night dinner. After a delicious meal, I was presented with a birthday cake -- a complete surprise; but, a very nice one! Back at the hotel once more, I tried to move my car and the batteries were dead. Guess the ammeter was right!

Up early the next morning to dust and clean. Art, a friend of Simpsons', was kind enough to loan his jumper cables and Glenn gave me a start. Everything worked normally.

Show time was 9:00 AM at the Lido Marina Village, a beautiful setting on a very warm, clear day. Thirty-six Jaguars were in the show, all spic and span. The earliest was a 3 1/2 liter drophead; the newest, an XJS with only a couple thousand miles. We all renewed a lot of acquaintances and enjoyed seven hours of talking Jaguars. Glenn and Les were pressed into service as judges.

Lee left early and arranged with the hotel to have our luggage stored in his room. When we returned to the hotel, Lee's clothes were still in the room??? After some discussion, we decided to bring them with us anyway.

We parted at the Mission Bay parking lot, after exchanging empty gas cans, and Marilyn and I stopped at Lee's to drop off his luggage. My car wouldn't re-start. Nothing! No lights, horn -- dead as a door nail. Vera came to the rescue with good old Arm and Hammer Baking Soda. After cleaning the battery connections, it roared back to life.

evening, including John and Jerry Krase and Joseph and Dorothy Willis

Les and Ute Lester, Ray and Ann Tetzlaff and John and Barbara Dormer.

The outstanding Brochure, designed by Bev Holle for the upcoming Concours d'Elegance, was passed around for viewing. It was received very well and Bev was given well deserved applause for her efforts. The Flyer which will be distributed next month was also shown and it will be an attention getter, for sure.

Margie Simpson read the Treasurer's report. The subject of No-shows was brought up as there were nine at the May dinner. It was decided that they will be billed, as this is Club policy and that a reminder will appear in Jaguar Tracks. (See From the Editor.) Margie also said that the June dinner meeting is the last date for ordering the red golf shirts with the Club logo in black on the back. They are the same as some members wore at the Concours last year.

Ray Tetzlaff commented on the results from the Jaguar Club of Central Arizona's Concours 1979 held April 22nd at the Biltmore Fashion Park at Phoenix. They had a total of 39 Jaguars and 11 entries in an open class.

Les Lester said that he has been asked by the management of the Bahia Belle to move our time for the July event up an hour to 1 to 3 PM as they open the lunch to the public now. It was agreed that this was acceptable. Members of the Jaguar Owner's Club of Los Angeles will again be invited to take part. Les Lester will extend the invitation.

Margie Simpson gave a brief Treasurer's report. She was followed by Concours Chairman Lee Fagot. He outlined plans for distributing the Brochure and the Flyer. All Club members will be on the Distribution Committee for the latter.

Bob Lakin reported that all arrangements had been completed for the May 27th Brunch at Camp Pendleton by Don Richards. Possible events for June will be considered and announced at the June Dinner meeting. The planned trip to the Cunningham Museum is considered too far during the gas crisis.

Bob Lakin reported on the run to Borrego Springs, saying the flowers were scarce, the weather was warm and that everyone was able to fill a Jaguar gas tank at Borrego Springs at prices lower than in San Diego.. Bob also announced plans for the May 27th Brunch at the Camp Pendleton Officer's Club.

Ray Tetzlaff needs to have all members list their Jaguars for a Jaguar Roster.

Randy Prine paid tribute to our efficient Telephone Committee, Ute Lester and Vera Bagdal assisted by Barbara Dormer and Rachel Fleet. Their efforts are a contributing factor in the high percentage of membership participation in the many Club events.

Randy Prine brought up the subject of a hot air balloon for advertising at the Concours and possibly for rides. The matter was tabled and will be considered at the June 11th Concours Committee meeting. (See Lee Fagot's message. page 3.)

The Film of the Month was loaned by British Leyland and was entitled "America's only Champion." Featured was Phil Hill, a Californian who went on to fame on the Grand Prix circuit. (The Editor had the privilege of seeing Phil Hill win at the old Torrey Pines Road Course in one of the C-Type Jaguar's first U. S. wins in the early 1950s.) This film pre-dates last year's champion, Mario Andretti, Italian born but an American citizen for many years. Charles and Carol Salinas furnished the projector again and deserve our thanks, again.

Membership Chairman Jim Shiner brought up names on membership applications and they were considered. The telephone Committee name list was reviewed and names of disinterested people were removed and the list was brought up to date.

Hostess Barbara Dormer served delicious cheesecake and coffee to end a pleasant and fruitful meeting.

After the film, introductions were made but there were quite a few Jaguars driven to the parking lot so the Kitty did not fare too well. The drawings for the door prizes concluded the program. Frank Kovach and Ute Lester were the lucky winners. This was an especially good event and the moonlight setting added a nice touch.

BRUNCH AT CAMP PENDLETON

May 27, 1979. Ten Jaguars and twenty-four people made up the group that enjoyed the drive along the coast that ended in a Champagne Brunch at the San Luis Rey Club at Camp Pendleton. Don Richards made the arrangements and Bob Lakin set up the timetable for our caravan. The San Diego group left the May Company parking lot in Mission Valley at 9:00 AM and met the North County contingent at Carlsbad.

Camp Pendleton is located on about 125,000 acres of the Santa Margarita y Flores land grant. Pio Pico, Governor of California under Mexican rule and his brother Andres were the original owners owners of this, the largest of the land grants in San Diego County. Pio Pico acquired his brother's share of the ranch, but eventually sold it to pay gambling debts. The original grant was for 89,642 acres but the addition of the Las Flores section made a total of 133,440 acres. After Pio Pico sold it the ranch passed through several hands until in 1941 the U. S. Government bought 9,000 acres for an ammunition dump. A year later they bought all the remaining acres that were in San Diego County.

FROM THE EDITOR

At the May 23rd business meeting of the Jaguar Automobile Club of San Diego we were again reminded that at the last dinner meeting nine people made reservations and did not appear or cancel. When a certain number of reservations are turned in, the Club is held responsible and they must be paid for. The persons involved will be billed as it is not fair to the membership to have to assume this from the Club Treasury. The subject of No-shows has been voted on by the Board on previous occasions and it was decided that the people responsible should be billed. Last month's dinner is the first time we have had so many No-shows for a while. Cancellations must be made at least three days in advance so that the restaurant can be notified.

This was an outstanding event in a very nice setting. The food was excellent and the service was very good. Those of us who attended owe a vote of thanks to Don Richards for his efforts in making the arrangements and to Bob Lakin for guiding us there.

MAY BUSINESS MEETING

May 23, 1979. Present at the May business meeting held at the Dormer home, 2834 Arnoldson Ave., San Diego were Glenn and Margie Simpson, Jim Shiner, Bob Lakin, Randy and Marilyn Prine,

JUNE EVENTS

DINNER MEETING

PLACE: Caesar's Mission Valley, 5010 Mission Center Rd., San Diego. DATE: June 8, 1979. TIME: 7:00 Pm cocktails; 8:00 PM Dinner. PRICE: \$7.00 per person. BUFFET: Meat Balls, Lasagne, Raviolis, Spaghetti, Antipasto, Salad, Oil and Vinegar Dressing, Home Made Garlic Bread, Provolone, Italian Salami, much more. People who have eaten here say the food is excellent and it is a good price for these inflationary times. Let's have a big turnout.

JUNE BUSINESS MEETING

PLACE: Glenn and Margie Simpsons' residence, 7635 Jennite Dr., San Diego, phone 461-7635. TIME: 7:30 PM. Call Margie to let her know you are coming. Some new faces will be made welcome, come out and get involved in your Club. DATE: June 20, 1979

JUNE SPECIAL EVENT

Due to the gasoline crisis the Board decided to cancel the June trip to the Cunningham Auto Museum at Costa Mesa. Plans are being made for something closer. John Dormer and Les Lester are checking into a location where we can have a Gymkhana. Also being considered is a run to the Barrett Junction Fish Fry or possibly a picnic. Final plans and date will be announced at the June Dinner Meeting.

15TH ANNUAL CONCOURS D'ELEGANCE

By Lee Fagot, Concours Chairman

There will be a meeting of the Concours Committee and volunteers at 7:00 PM, June 11th at Lee Fagot's house - 4790 Orten St., San Diego, phone 276-2006.

All people interested in working on the Concours, both the day of the event and in the weeks previous, please call or come. There is a wide variety of jobs that must be completed, all of which enhance the San Diego Jaguar Club in your community. All skilled and non-skilled folks are needed to make this, our 15th Annual Concours, a success.

Those who have indicated an interest should be at this meeting for specific assignments.

CLUB SHIRTS

Margie Simpson must have your orders for the red golf shirts with the Club logo in black on the back, by the June 8th dinner meeting. Also those interested in the name tags, with your name across the Jaguar of your choice, must be turned in at that time also. Price of the shirts, about \$8.00, name tags \$5.00. Give your order at the dinner or call Margie at phone 461-7635.

ACTIVITIES OF OTHER CLUBS

June 24th, the Jaguar Owner's Club of Oregon Concours at Blue Lake Park. Call Ray Tetzlaff, 466-3446 for details.

There are several other Concours in the Pacific Northwest from June 24th through August 17-19. Call the Editor for details if you are going to be in that area.

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TRIP TO ENGLAND FOR JAGUAR CLUBS: A group trip for Jaguar Club members in the U. S. and Canada is being organized. Departure is Saturday, October 20, 1979.

Four days in London, a tour of the Jaguar factory, a visit to Stratford on Avon and many other exciting things are scheduled. Limited to first 100 persons who apply. For complete portfolio and information call Frank Weikel of the Jaguar Owner's Club, (714) 848-1917.

PERSONAL ITEMS

Frank and Mary Lou Owen enjoyed a sojourn in the Caribbean and a few days in New York.

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Lee Fagot and Vera Bagdal are enjoyinh the Gran Prix of Monaco at Monte Carlo as we go to press. Lee has promised an article on his return. Watch for it.

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Frank Kovach left for a visit to England on the 28th. He will have Stuart Lennie for a guide. Should be exciting.

FOR SALE

1967 RHD 3.4-S Saloon. Owner brought car from England recently. Engine rebuilt in past two years, leather good, wood excellent, new generator and new radials. Some rust. Price \$3,200.00. For information call owner, Tom Pembleton, 715 Windemere Ct., San Diego 92109, phone (714) 488-9656.

TOPS AND TONNEAU COVERS

Tops, 1951 to present 109.95 to 124.95 Tonneau, \$64.95 to 94.95, 1949 to present. Headliners, 1946 to present, \$39.95 For Hart's Cloth add \$50.00 to all prices. The Tufter, P. O. Box 971, Fallbrook, CA 92028, Phone (714) 723-1121.

PRODUCTION FIGURES

By Ray Tetzlaff

Recently figures in the amount of 50,000 have been quoted for the Jaguar V-12 engine. This is said to be the world's largest production of V-12s by any automobile manufacturer.

In a recent issue of MOTOR TREND magazine my friend Glenn M. Cox Jr., Secretary of the Lincoln Continental Owner's Club took issue with that statement. I, also, had a feeling that more V-12s had been manufactured in this country than that. I talked with Mr. Cox about the figures and he furnished me with a copy of his letter to MOTOR TREND which follows in part:

Mr. John Dianna, Editor, "MOTOR TREND" "I believe that your January 1979 issue is in error with regards to the quantity of 'Lincoln V-12 engines made by Ford'

The "Roving Report" edited by Jim McCraw states 'The Lincoln V-12 engines made by Ford amounted to about 40,000 total.' This is not a correct, or even close to correct, total.

Production of Lincoln V-12 engines from 1932 to 1948 amounted to nealry 200,000 units. In round numbers the amounts were:

Table with 3 columns: Model, Quantity, and Range. Rows include KB (2,200, 1932 & 1933), KA (1,400, 1933), K (6,800, 1934 - 1940), and H (188,800, 1936 - 1948).

The "H" is, of course, the famous Lincoln Zephyr and includes the Lincoln Continental of which the production was 5,300 units from 1940 to 1948."

Mr. Cox goes on to give his source for his figures and in a seperate note to me gave another source with similar figures. These engines were not 5.3 litre though, so, perhaps that is the crucial point.

I am not trying to stir up something and Mr. Cox assures me that he is not either. He is attempting to set the record straight. A production of 50,000 V-12 engines for a luxury automobile of Jaguar quality by a comparatively small manufacturer is a commendable record.

NEW MEMBER

Joseph Willis (Dorothy) 6388 La Jolla Scenic Dr., South 744-1150 La Jolla 92037 56 XK140 & 71 E-Type

Last month we talked about cleaning the engine and engine compartment. This month we will move along to the interior of the car.

On the E-Types and even the older XKs it is not a big problem to remove the seats for a thorough cleaning. On the E-Type move the seats as far forward as possible. Remove the bolt at the rear end of each rail. With the bolts removed, pull the seat back off the bolt heads at the front. Some earlier E-Types have seat cushions that can be removed and then remove four screws that attach the seat frame to the rails and remove the seat. A vacuum cleaner can be used after removing the years accumulation of gum wrappers, candy wrappers, hair fasteners and small toys, at least that is what I found in my 68 E-Type, all items left by the previous owner. The carpets can be removed and washed if they are very dirty or vacuumed if they are not too bad.

I use either Armor All or Tannery on the vinyl door panels, door sills, top of dash and the rear deck in my coupe. A solution of mild detergent such as Ivory Dishwashing Liquid can be used to clean very dirty surfaces. Tannery does a good job of cleaning vinyl surfaces. On leather, I use saddle soap to clean, by working in the lather on a sponge and letting it dry for about 10 minutes. I then go over the surface of the leather with a clean, soft cloth. After this, I apply Lexol, letting it stand for a few minutes and then rubbing it with another clean, soft cloth. I do this operation two or three times a year, regardless of Concours to preserve the leather. Before the Concours the spare wheel should be removed and thoroughly cleaned, air pressure checked and the compartment cleaned out. The tool kit, if one is included, should be checked and all tools cleaned.

If you worked on the leather seats while they were out, they can now be replaced. They can be done either out of the car or back in the car after the interior and floor are clean.

The exterior of the body and the wheels should be next in line for a lot of hard work. Before washing an E-Type, the engine, radiator and suspension parts should be covered with a plastic or canvas cover. There is no use undoing all the engine compartment cleaning by letting water run everywhere through the louvres on the bonnet. I would assume this condition is not quite so critical on the Saloons, but an E-Type can be really wet down through the louvres with a garden hose. I prefer to wash the body before waxing as any dust that may have settled on it while you are doing the above mentioned cleaning will act like sandpaper in combination with polish and rubbing.

The wheels can be done first or last. If done first they should be covered when the car is washed so they will not become covered with water spots. Next month we will go on with the cleaning of wheels and polishing the paint and chrome. Probably every Jaguar owner has his or her own pet cleaning methods and products. After all, it is the results that count and what works for one doesn't always work for someone else. If my suggestions help you or give you an idea to try, my purpose has been accomplished.

JAGUAR TALK

By Ray Tetzlaff

As summer approaches, overheating of our Jaguars will become a topic of conversation at

most gatherings. Recently a couple of ideas cropped up in PAW PRINT, Jaguar Club of Austin, Texas. The first article was a quote from Larry Cook, prolific writer and expert on Jaguars, member of Jaguar Associate Group, San Francisco Bay area. His theory is that the cause of overheating in many E-Types is a water pump that is too efficient. It cavitates due to lack of sufficient pressure in the radiator, thereby sending air throughout the entire system. After some experiments his final solution was to remove the thermostat and in its place install a 1 1/2" diameter X 1/16" thick brass plug with a 5/8" hole in the center, thus reducing the 1 1/2" hose to 5/8" diameter efficiency. He then installed a 14-17 lb. pressure cap. He claims his 67 E-Type has never been bothered with overheating even on the hottest days. Your radiator, header tank and hoses must be in good condition to withstand the increased pressure. I have seen the reduction of water passage area worked successfully on midget race cars using the Ford V-8 60 engine in the forties and fifties. I believe it is worth trying if you have heating problems. This solution has been used on V-12 engines by Glenn Simpson in our Club. Anyone who is interested might inquire of Glenn as to details.

The other recommendation in PAW PRINT was a multi-step process, briefly as follows. Installing a thicker radiator, increasing the pitch of the fan blades, manual override switch on the electric fan, removal of oil and grease from engine block and transmission case, sealing of radiator fan shroud and at lower edges of radiator to prevent air from by-passing radiator into wheel wells, installing a brass plug as above except with a 1/4" hole and flushing the entire cooling system! I believe that if I were going to use the brass plug I would try the 5/8ths size first. 1/4" seems to be too restrictive in my opinion.

I have always used distilled water in the radiators of my cars and during the last fifteen or twenty years have used it in a 50-50 mixture with anti-freeze. Recently there seems to be a theory that tap water should be used. It is said that distilled water is deficient in minerals and consequently loads up with them by eating away at the water pump and picks up carbon dioxide and oxygen causing corrosion. The radiator should be flushed at the recommended intervals and new coolant installed as the rust inhibitors in the anti-freeze solutions have a life span of 12 to 15 months. Happy cooling to you!

NEW MODELS

The new Series 111 XJs have received some nice publicity lately. The June issue of ROAD & TRACK describes the new models from Jaguar, Triumph and Rover. The new Jaguars will be known as the XJ6 4.2 and the XJ12 5.3. There are some body changes and the fuel injection seems to meet with approval. The General Motors automatic used in the V-12 is said to be excellent and the Series 65 Borg-Warner used on the 6 shows improvement. The May issue of the E-Jag News magazine has a much more detailed description with some good pictures.

The June issue of MOTOR TREND magazine has a full road test of the XJS. The comments were mostly very favorable, including the handling and the ride. The brakes received some criticism and there were the usual car tester's nit picking that we expect, but on the whole a good report. If only I could afford one.