

# Jaguar Tracks

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

AUGUST 1979

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## JULY POT LUCK

July 14, 1979. Fifty members and guests of the Jaguar Automobile Club of San Diego assembled at the home of Jim and Norma Shiner at 3415 Lark St. on this date for the Pot Luck. Their lovely home proved to be an ideal setting for the occasion.

There was an interval of refreshment and time to greet fellow members before the call to partake of the delicious food came. A roving guitarist serenaded the party at this time.

After everyone had eaten his, her fill Vice-president Les Lester called for order for a brief meeting. He called upon Glenn Simpson to present Frank Kovach's third place trophy, won at the June Gymkhana. He spoke briefly about the event after the presentation. Les then presented Chuck Flack with the engraved tankard awarded the Past-presidents who are still active in the Club. Chuck was not able to be at the presentation last month when the other Past-presidents received theirs. Chuck called for Fay to come forward to participate in the honor as he said she had worked as hard as he had in keeping the Club healthy and active.

Lee announced that a parking place would be reserved on a portion of the grass near the landing a 998 W. Mission Bay Drive for the Bahia Belle trip on July 22, 1979. This space will be for Jaguars only.

Lee Fagot, Concours Chairman, announced that entry packets for the Concours were to be distributed to those present for convenience and to save the Club some postage. Flyers were also available.

The auction to raise money for the Concours was next on the program. Frank Kovach was asked to do the honors as auctioneer. His past experience at previous auctions made him the logical candidate and he proved to the crowd that his reputation was well deserved. There were not as many donations as in past auctions but the lively bidding made up for the shortage of articles. The item exciting the most interest was a bottle of imported gin.

A fitting final event was the showing of slides taken at this year's Gran Prix of Monaco. Vera Bagdal and Lee Fagot were the photographers and the pictures were excellent. The Monte Carlo background effects were beautiful. There were many good shots of the various cars in the garage area in all stages of disassembly as well as many race shots of both the Gran Prix cars and the preliminary racers.

This first Pot Luck of the year was a first-rate event and the host and hostess, Jim and Norma made every one of the party feel very welcome. Thank you, Shiners.

## THE PRESIDENT'S MESSAGE

Last call for the Concours!! Don't delay!! Get those cars ready and tell all your friends. There will be something there for everyone. San Diego Zoo will provide live animals, so bring the kids along and spend a great day on Mission Bay.

At our last meeting we received ten new members. Congratulations and thanks for showing such interest and enthusiasm in the Club.

If any of you are not being notified about Club events or receiving the newsletter, please let us know.

The California Clubs Meet will be attended by Marian and Jack Butler, Marilyn and myself. Plan on it if you can. Call for information.

Two of our members are hospitalized. Bob Atkins is at Grossmont. Don Richards is at the V A Hospital in La Jolla. Be sure and remember them.

I hope to see each and every one of you on August 26th.

Randy

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## FROM THE EDITOR

Please get your entries for the Concours d'Elegance, 1979 in to Lee Fagot as soon as possible. Lee needs them in so that the parking layout can be plotted. It is necessary to segregate the classes for the convenience of the Judges as well as the spectators. Also, all of you who have not volunteered for some type of activity at the Concours do so at once. Attend the August 21 Concours meeting at Lee Fagot's, 4790 Orten St., San Diego.

## TECH SESSION

July 15th, 1979. Les Lester presented a very interesting tech session at his home, 2187 Dunhaven St., San Diego, starting at 10:00 AM on this date. Les had a 4.2 engine mounted on a wood platform in an operable condition. This engine has been sold by Les but the buyer had not picked it up so it was available for demonstrating tuning methods. Being in the open the interested people were able to observe the various techniques without having to strain to see.

The methods demonstrated by Les were basic operations that most people could do with a little practice and a few pieces of equipment. Learning the basics could save most Jaguar owners a lot of money over the years. The people who attended were most interested and it was too bad that more members didn't take advantage of the opportunity. The Editor was present and takes this time to thank Les for offering the space and time for this session. In years past the tech sessions were a featured event each year and it is to be hoped that they will be revived.

## BAHIA BELLE

July 22, 1979. The cruise of the Bahia Belle was scuttled dockside, not by pirates or hurricane or heavy seas, but by lack of interest. Only 28 persons were signed for the voyage and we needed 50. Those of us who made it to the Bahia, eighteen in number, enjoyed a very pleasant lunch in the Del Mar room.

Three people from the Jaguar Owner's Club of Los Angeles, Jane Dawson, President, Bill Dawson and their guest, arrived even though they had been notified of the cancellation.. After lunch our President, Randy Prine called order for a brief meeting. He announced the business meeting for July 25th at the Prine residence. Ray Tetzlaff reported on Bob Atkin's condition at the Grossmont Hospital. (See Personal Items, Page 3.)

Jane Dawson spoke about the California Clubs Meet, September 7 - 9, 1979 at Avila Beach, California, hosted by the Jaguar Owner's Club of Los Angeles. Those who attended the lunch had a very pleasant interlude but not as adventuresome as a cruise aboard the Bahia Belle.

## JULY BUSINESS MEETING

July 25, 1979. At 7:30 PM, Randy and Marilyn Prine hosted the July business meeting of the Jaguar Automobile Club of San Diego. Present were Bob Lakin, Jim and Norma Shiner, Les Lester, Glenn and Margie Simpson, Rick Ingalls, Lee Fagot, Vera Bagdal and Ray Tetzlaff.

Margie Simpson read the Treasurer's Report. Vera Bagdal followed with the minutes of the June business meeting. The minutes were approved by those in attendance. Vera also read a letter from Jane Dawson, President of the Jaguar Owner's Club of Los Angeles regarding the California Clubs Meet, September 7-9, 1979. (See Activities of Other Clubs, Page 2)

Jim Shiner, Membership Chairman reported on applicants for membership and the following were approved as having met qualifications: Larry Sillman; David and Janet Ellifson and Jack and Marian Butler.

Norma Shiner made recommendations for organizing future Pot Lucks, appointing committees to help with the serving of Foods, clean up, etc. These plans will be followed in future Pot Lucks as they met with the approval of the board.

Bob Lakin, Events Chairman reported that the Brunch scheduled for September at the Naval Air Station should be cancelled as that is

too close to our Christmas Party, also to be at the Naval Air Station. Instead, another Gymkhana will be arranged to be followed by a picnic. Les Lester will attempt to line up the Solar Turbine International parking lot again. Bob Lakin is to try to arrange for a trip to Sebastian's at San Clemente for a theater lunch event also.

Lee Fagot, Concours Chairman asks that all members planning to enter the Concours get their entries in as soon as possible. Only ten entries were in hand at the meeting. Anyone having door prize donations is asked to report so they may be listed. Vera Bagdal, phone 276-4148 is keeping the list. Ray Tetzlaff suggested that Lee get an assignment list printed to be included with Jaguar Tracks so participants will be reminded of what they volunteered for at the Concours.

Dash plaques, to be presented to the entrants in the Concours are to be ordered by Glenn Simpson. The design was selected and the plaques will be very desirable.

The meeting was adjourned and pineapple cake, very delicious, and coffee were enjoyed by those present.

## AUGUST EVENTS

## CONCOURS COMMITTEE MEETING

DATE: Tuesday, August 21, 1979. PLACE: Residence of Concours Chairman Lee Fagot, 4790 Orten St., San Diego. TIME: 7:30 PM. Please notify Vera Bagdal or Lee that you will be there, phones 276-4148 or 276-2006. All members who have volunteered for the Concours should be at this meeting and all others who want to participate come and get an assignment. The Club, your Club, needs your help to make this event a success for the Club and the Zoo. All members who are entering your cars, get your entries in to Lee as soon as possible.

## CONCOURS D'ELEGANCE 1979

DATE: August 26, 1979. Schedule of events; 8:00 AM Concours ground open to contestants. 9:00 AM (All Concours cars must be in place. Grounds open for paying spectators. 10:00 AM Judging of Concours cars begins. 11:00 AM to 3:00 PM Various entertainment. 4:00PM Presentation of Concours trophies. 7:00 PM Attitude adjustment period. 8:00 PM Awards Banquet. Fred Horner, Secretary of Jaguar Clubs of North America, featured speaker. BUFFET DINNER: 8 Salads, Baron of Beef, Teriyaki Chicken, Sweet and Sour Ham, Buttered Parsley Potatoes, Garden Green Peas, Rolls and Butter, Beverage, Apple Strudel. PRICE: \$12.50 per person. Dinners must be paid in advance.

All admissions will be donated to the San Diego Zoo toward the purchase of a live, real Jaguar to be placed on exhibition. There will be a plaque at the Zoo honoring the Club for the donation. The San Diego Zoo will have live animals on exhibit. Tell your friends and bring the children for a fun day.

## ACTIVITIES OF OTHER CLUBS

The Jaguar Owner's Club, Inc. of Los Angeles will host the California Clubs Meet, September 7-9, 1979 at the San Luis Bay Inn, Avila Beach, California. There is a continuous program of planned events including Concours, lots of eating and drinking, a Gymkhana and Champagne Brunch and Gymkhana awards presentation at 12:00 Noon on the 9th. For complete details and entry blanks contact Randy Prine, 276-0148. The fees include several meals and the area is beautiful at Avila Beach, about nine miles from San Luis Obispo. There will be two →

delegates from each of the participating JCNA affiliated clubs. Anyone interested in being a delegate should contact Randy Prine.

#### PERSONAL ITEMS

Ton Richards has been undergoing more tests at the hospital for his heart condition. He has been taking a newly developed medicine and is being observed to check results. He is in 3 South, Pod C at the V A Hospital in La Jolla.

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Bob Atkins is in Grossmont Hospital recovering from surgery on his legs. He was injured in a fall aboard a tuna clipper, in high seas, off the west coast of Africa. The bones and ankle of his left leg were shattered and his right leg was broken. He also suffered internal damage. On his return to the U. S. it was found necessary to do more surgery. He will be out of action for a very long time but hopes to get back into Club activities after returning home from the hospital. Bob will be happy to see any of his friends from the Club. He does get lonely at times. At present he is in room 332 but visitors should check at the desk as he may be moved later.

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The San Diego Zoo asked for a Jaguar to pose for publicity pictures for the ZOO-NOOZ. Since the Lakin car is a concours winner, Bob was asked to take the car to the Zoo for photos. Bob was working that day and Marlys had the day off so it fell to her to drive the car to the Zoo. Since she had only driven the car a couple of times it was somewhat of an ordeal to go through all that downtown traffic to get to the Zoo. She made it with flying colors and gets our thanks for going through the experience. The Lakin car, posing with Joan Embery, Willie the Cheetah and Lola Fa Llama appears on Page 16 of the August issue of ZOO NOOZ.

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It has been suggested that some of our Club members might be interested in attending the Long Beach Grand Prix as a group. The next event is March 28, 29 and 30, 1980. This may seem early to be thinking about next year, but the race is rapidly gaining in popularity and the grandstand seats sell out in the months right after the last event. If you are interested call Frank Kovach, phone 292-0144.

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It was a pleasure to greet Jane Dawson, President of the Jaguar Owners Club of Los Angeles and her party at the lunch at the Del Mar room at the Bahia. They made the trip after knowing that the cruise aboard the Bahia Belle had been scuttled. Jane did take the opportunity to speak a few words about the California Clubs Meet which her club is hosting. Thank you, Jane, Bill and your friend.

#### CARE AND FEEDING OF YOUR BATTERY

Furnished by Les Lester

The lead-acid type battery life is essential to the operation of your car. It must be taken care of to insure the power is readily available.

The state of charge is the physical as well as the chemical condition of the battery. An old battery may be fully charged and still have very little capacity due to the small amount of active material left in the plates for chemical reaction. As a battery cycles (charges and discharges) during use, the active material gradually sluffs from the plates to the bottom of the battery until there is not enough left to furnish the required capacity. Open circuit battery voltage is not a good

standard for state of charge.

The specific gravity of the electrolyte is a better indication of state of charge. This test also requires certain precautions since the specific gravity of a fully charged cell also varies inversely with temperature and electrolyte level.

Batteries must not be allowed to stand in a discharged condition or without the proper amount of electrolyte in them because the plates will become sulphated. The lead sulphate is a crystalline formation, a poor conductor and limits the capacity of the battery. Furthermore, the battery so treated never fully recovers.

The proper voltage regulator setting is of major importance. If the setting is too high, the battery will overcharge, causing it to overheat. The electrolyte will boil out through the vent plugs and excessive sluffing of active material from the plates will occur, resulting in premature failure.

If the setting is too low, the battery will never become fully charged, resulting in lowering the capacity of the battery in relation to the state of undercharge.

The overall program of battery maintenance should be based upon the fundamental needs of keeping the batteries at or near full charge; maintaining adequate electrolyte level by adding water, keeping the batteries clean and dry.

#### CAUTION

- 1) Hydrogen gas given off during charging and shortly after charging is highly explosive, and open flames and sparks must be avoided in these areas.
- 2) Turn charger "OFF" before placing a battery on charge or remove from charge.
- 3) the battery charging area must be well ventilated.
- 4) Sulphuric acid in the electrolyte is injurious to skin. If acid is spilled, neutralize at once. Use a water solution of sodium bicarbonate (baking soda.)

When the battery is fully charged, the specific gravity of the electrolyte will be between 1.280 and 1.290.

For permanently clean battery terminal connections, the surfaces to be in contact should be cleaned by scraping lightly. Then apply a film of vaseline to the cleaned surfaces, also to the terminal studs. After tightening, wipe off excess vaseline.

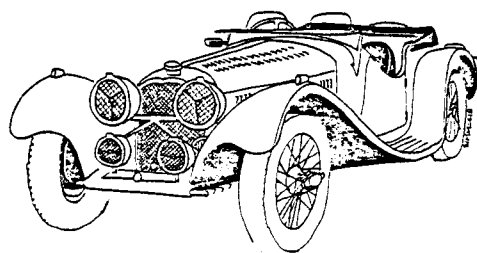
#### CAUTION

- A) Do not reverse leads to battery.
- B) Do not over-torque battery terminal bolts.
- C) Do not hammer battery terminals.
- D) Check that battery box does not short terminals.

#### RECOMMENDED VOLTAGE REGULATOR SETTINGS

Ambient Temperature	12 Volt Battery
65 Deg. F.	14.1 to 14.9
80 Deg. F.	13.9 to 14.7
105 Deg. F.	13.7 to 14.5

EDITORS NOTE: We will have further battery information in the next few issues as space permits.



CHANGING E-TYPE FROM AUTOMATIC TO MANUAL  
By Rick Ingalls

For those of you who are tired of having an automatic transmission in your XKE 2 plus 2, do like I did -- shift for yourself. Despite many scraped knuckles and much blue language, in retrospect, the changeover was not that bad.

The 4-speed I acquired was from a roadster, which was about 6 1/8 inches shorter than the automatic, so I had to have the drive shaft lengthened. This was done by Fleet Supply on Market Street at a very reasonable cost. The next step was changing pedals. You need both brake and clutch pedals because the automatic brake pedal does not work with a clutch pedal. I got the whole assembly from British Auto Salvage, including clutch master and slave cylinder. With 51 inches of hydraulic line and one flex line, your pedal assembly is complete.

The only other problem was that, with the transmission being shorter, the rear mount is no longer usable. I found a Volvo rear mount (BAP, part # TM 103) which, with minor modification, worked very well. This included a new bracket under the body. With a stick shift center console and a new leather gear-shift knob, you're all set, at a total cost, less 4-speed, of under \$200.00.

The driving change is great. With the higher rear end gears (3.31 to 1) the car is doing 55 mph at 2500 rpm, a very nice cruising speed. If you want to change your car and need more info, please call Rick Ingalls, (714) 283-1426.

EDITORS NOTE: Rick actually changed engines also at this time, otherwise he would have had to secure a flywheel as the automatic has a drive plate assembly in lieu of a flywheel. This procedure should also apply to the various sedan models.

CONCOURS SHINE, PART 3

Almost every Jaguar owner who has shown his car in a concours has his own pet method of cleaning wire wheels. I have successfully used Dow Bath Room Cleaner on my wheels. My 1968 E-Type had apparently never had the inside of the wheels cleaned, only the visible outside. The Dow cleaner and some scrubbing removed all the dirt and exposed the chrome in all its glory. The Dow cleaner tends to water spot unless the wheel is carefully dried. I have been told that if you immediately drive the car that it will air dry without spots. If the wheels have been removed for cleaning, as I do, this poses a problem of hurriedly replacing the wheel, lowering the jack, etc.

KPC Wire Wheel Cleaner, made by Kleenmaster Products Co. of Oceanside can be used. It does not clean like the Dow but it can be rinsed off with no water spots.

Naval jelly will remove rust as well as grease. It should not be left on over ten or fifteen minutes before rinsing off. Any rust spots that remain should be removed with chrome polish. Naval jelly is hard on both rubber and paint so be careful. I have heard that aluminum naval jelly does not attack the chrome and rubber like other naval jellies and does not water spot as much either. For the ultimate sparkle do each wheel spoke by spoke, and rim by rim with chrome polish. I made the mistake of applying wax to the inside rim once. It got dull in a short time and was very hard to remove.

Pave Schumacher, writing in "THE PAW PRINT", Jaguar Club of Austin, Texas advises spending 90% of your time on 10% of the car. The 10% being under the bonnet. There are lots of very visible parts under there that need

attention, so perhaps his advice is worthy of heeding, at least time wise.

This will conclude my remarks on preparing for our Concours d'Elegance on August 26th. I hope I have time in the remaining few weeks to take my own advice on my E-Type. It will be in the Concours barring highwater, earthquakes or other unforeseen events.

FOR SALE

Steve Diggins, 5225 Ewart St., Burnaby, British Columbia, V5J 2W5 is offering Jaguar Bras for XK140, 150 and E-Types. Bras for XK120s and other models will follow soon. Prices are \$70.00 (U. S.) for XK140 and 150 and \$90.00 (U. S.) for E-Types 1, 11 and 111. For more information call Ray Tetzlaff, phone 466-3446.

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1967 Jaguar 420 G Saloon, automatic, RHD, new tires, radio. Price \$4800.00 For more details call Al Verbeek, phone 280-6459.

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Bruce D. Barth, 6518 West Medlock, Glendale, Ariz. 85301, phone (602) 846-2585 is selling many new old stock and used Jaguar Parts. Included are SS and Mark IV, XK120, Mark V11, V111, 1X and X, Mark 1 and 11, S-Type and a few E-Type parts. If you are interested in any of the above items call the Editor, phone 466-3446 for additional information or call Bruce Barth. Bruce is the new Editor of JAG TALK, newsletter for the Jaguar Club of Central Arizona.

Bob Beian, Jaguar Club of Central Arizona, phone (602) 997-4544 is selling his 98 point 1971 E-Type Roadster, V-12, BRG with bisque interior. Chrome wire wheels, four speed. Six times a concours winner. This car took second in class at our Concours last year.

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Two wrist watches, Swiss made, stainless cases, Jaguar on face, outside rim represents Jaguar steering wheel, worn only twice. If interested call Ray Tetzlaff, phone 466-3446. Price \$20.00 each.



ASSOCIATE MEMBER

President Randy Prine was approached by A T S, 3617 India St., San Diego, CA 92103 who wants to receive Jaguar Tracks. The owner was not only interested but paid for two years in advance. In addition a donation was made to the Zoo Concours Fund. ATS is of course an automatic transmission service familiar with the foibles of Jaguar automatics.

NEW MEMBERS

Larry Sillman  
6676 Convoy Ct.  
SD 92111  
560-0944  
KJ-6C

David Ellifson  
6819 Deep Valley Road  
SD 92120  
(Janet)  
287-3304

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XK120M Fixed Head Spe.  
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