

Jaguar Tracks

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

DECEMBER 1979

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the meeting, please call by phone to let them know you are coming. To make 1980 a banner year for the Jaguar Automobile Club of San Diego we need full participation by the membership.

If any of you would like to make your home available for a business meeting let our 1980 President, Glenn Simpson have your name. The business meetings have been going around in a small circle for the past few years and it is only fair to these people that someone else take a turn. The meetings are held on a Wednesday night, following the dinner meeting. They are called to order at about 7:30 PM and usually last about two hours. Coffee, snacks and a dessert are usually furnished by the hostess for the evening.

THE PRESIDENT'S MESSAGE

Remember the Xmas Party, Let's have 100% attendance.

The elections are over and the new Officers are raring to go. Thanks to all of you who came forward and said they would serve. Now, let's ALL pitch in and make the San Diego Jaguar Club "ROAR" in the 80s.

I appreciate all your hard work and support in 1978 and 1979; without you there would be no San Diego Jaguar Club.

Randy Prine
Member at Large

ELECTION RESULTS

November 9, 1979. At the Reuben E Lee The election of Officers for 1980 was held on this date. President Randy Prine appointed Bob Lakin to head the Committee to count the ballots. He was assisted by Bev Holle and Lee Fagot. Absentee ballots were turned in by Ray Tetzlaff and they were opened and counted by the Committee at this time.

Results are listed below:

PRESIDENT Glenn Simpson
VICE-PRESIDENT Frank Kovach
TREASURER Ute Lester
SECRETARY Mary Lou Owen

This was a close election. The actual count was not released but can be obtained by contacting Bob Lakin. Now that the election is over, let's close ranks to support our Officers for 1980.

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NOVEMBER DINNER MEETING

November 9, 1979. The electricity of a big election was in the air at the Reuben E Lee, on Harbor Island, San Diego as the JACSD met for dinner on this date. The election and its excitement could not dim the usual beautiful view of the down town skyline across the shimmering water of San Diego Bay. The water was a mirror of lights disturbed only by the wake of an occasional passing boat.

After the cocktail hour when everyone was seated, President Randy Prine introduced our guests including Frank Phillips father, Ralph Phillips from Oklahoma and Gloria LaValle's brither, Hugh Wood and his wife Bea. Guests who arrived later were Wally and Leslie Bagdasarian, owners of a 1955 XK140 Roadster.

Introduction of guests was followed by a short financial report by Margie Simpson. She reported about a thousand dollars in the Treasury with only about \$260.00 to come out to pay for plaques to be awarded entrants to the Concours 1979. They are on order. →

FROM THE EDITOR

We have had our election of our Officers for the 1980 year. It is now up to the membership to get behind them. In the past, almost four years, in each issue of JAGUAR TRACKS I have asked and pleaded for more membership participation at the business meetings. Each month we see the same faces which is fine, but we also need some new ones. We must have more input from the members. The Board Members do not know if the programs planned are what you want if you do not tell them.

It has recently come to my attention that some of the members are under the impression that only Board members are expected at the Board meetings. This is not the case at all. Every member is invited and welcome at all Board meetings. You do not need a special invitation. As a matter of courtesy to the members who are letting us use their home for

Randy mentioned that he had been contacted by Jack Jackson of the Sacramento Jaguar Club regarding the 1980 California Clubs Meet. Our Club is co-sponsor of this meet. Details will be discussed at the November business meeting.

Candidates for the 1980 election were introduced. Neither of the candidates for Secretary, Carol Salinas and Mary Lou Owen, was present. Marilyn Prine and Ute Lester, running for Treasurer stood up but both declined to campaign. Of the two candidates for Vice-president, John Dormer was absent, Frank Kovach stood up. Presidential candidates were introduced last. LeRoy Lester acknowledged the introduction but declined to speak. Glenn Simpson stood to thank Randy Prine for his outstanding efforts to advance the Club, gaining National recognition for us. In reply Randy said that the Club was not a one man operation but progress was due to the cooperation of the membership and that everyone had done every task that had been asked of them.

Norma Shiner introduced the people having birthdays or anniversaries in November. The reporter was involved with election business at this time, and unfortunately, missed getting the names. Sorry. Norma also announced that she will be involved in putting on a program at the Del Mar Fairgrounds for the Cancer Society on February 10, 1979. Watch for further announcements in future issues of JAGUAR TRACKS anyone wishing to volunteer to help will be very welcome indeed.

Jim Shiner, Membership Chairman, introduced two new members; Ed Amis, Jr. and Pamela Hodge. Husband, Bill Hodge was not present.

Stuart Lennie introduced the door prizes for the evening; a bottle of liquor and a cute, stuffed baby jaguar (actually a baby leopard.) Everyone hoped to win this little one for a mascot. Stuart wanted to rush the drawing but was restrained by Randy so that more tickets could be sold. Meanwhile, introductions were made and the Kitty, passed by Stuart, was enriched by a few penalties from those people who did not arrive in a Jaguar.

Jim Shiner drew the first lucky number for the choice of door prize. He chose the liquor but was intercepted by Norma as he was enroute to his seat. Norma returned the liquor and chose the baby jaguar much to the delight of the audience. Lee Fagot won the second ticket and, of course, chose the liquor. It was fitting that Lee should win a door prize as it was announced that this would be his last dinner meeting. He will leave in about two weeks for a new assignment.

The dinner meeting was adjourned, another good event programmed by Ute Lester. Thanks again, Ute.

NOVEMBER BUSINESS MEETING

November 14, 1979. The meeting was called to order by President Randy Prine at 7:40 PM at the home of Ute and LeRoy Lester. Members present were Ann and Ray Tetzlaff, LeRoy and Ute Lester, Marilyn and Randy Prine, Margie and Glenn Simpson, Frank Owen and Bob Lakin.

Treasurer's Report: Balance as of November 12 of \$1083.53.

Pine Hills Lodge: Sunday, November 18 for brunch. Reservations for 38 members have been received.

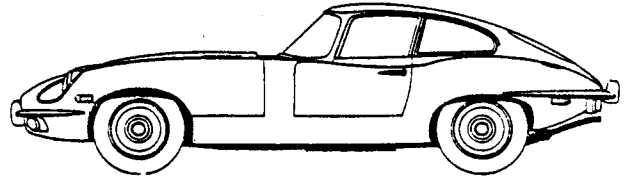
Christmas Dinner: Friday, 21st of December at North Island Officer's Club, Coronado. The Menu will include: Roast Prime Rib, Spinach Salad and Black Forest Cake. The cost per member is \$5.00. The Club will provide wine and Poinsettias for each table.

December 1979

Cal Clubs Meet: October 10, 11, 12, 1980 at Kingsburg, Calif. (South of Fresno) sponsored by the the Sacramento Club. SDJC is the co-host. The Sacramento Club has asked us to put on the Concours instead of the driving event, since they are a new club and have never put on a Concours. Frank Owen was appointed to check into this location and report back.

Business Meeting: The next meeting will be December 12th at the home of Frank and Gisela Kovach.

Mary Lou Owen, Secretary



PINE HILLS LODGE

November 18, 1979. After the weather man gave us showers on Saturday night and threatening skies on Sunday morning, the day turned beautiful. Thirty-two people in thirteen Jaguars and one Honda Prelude met at the May Company parking lot for the start to the back country. Chuck and Fay Flack led the way out Interstate 8. The further we went the nicer the weather turned. By the time we had reached the turnoff to the Sunrise Highway the sun was out in full force.

A brief stop was made at the Laguna Lodge to stretch our legs. On the resumption of travel Bob and Nancy Atkins and Jim Bean and friend, Nancy in their respective cars moved up behind Chuck and Fay so that when we arrived they would be able to park in the area near the Lodge. This was Bob's first outing and on top of this, his first time driving on an outing since his accident. Jim Bean was driving his recently acquired XJ6. A big day for both.

Rick and Diane Ingalls, while starting late, arrived before the rest of us and were awaiting our arrival. They made our total thirty-four. Charles and Gloria LaValle, their son and daughter and guests made up the largest group.

The food was up to the usual high standard and the Bloody Marys were plentiful. Everyone seemed to enjoy the day. The only misfortune befell John Dormer's XJ6. It sprung a leak on the radiator. John left the car to get repair equipment.

After the brunch most of us made the run home, many wishing to watch the Steelers-Chargers football game. The trip down, through Santa Ysabel is always a fitting conclusion to a fun Jaguar experience.

DECEMBER EVENTS

CHRISTMAS PARTY

PLACE: Commissioned Officer's Mess, Naval Air Station, North Island, Coronado. DATE: December 21, 1979. TIME: 7:00 PM for No Host Cocktails. 8:00 PM Dinner served. PRICE: Club members \$5.00 per person. Guests \$12.00 per person. JACSD will pick up on members dinner price, leaving this the bargain of the year for members. MENU: Fresh Spinach Salad/Hard Bloled Egg Slices and Pimiento with Vinaigrette Dressing; PRIME RIB, Baked Potato, Sour Cream, Fresh Zucchini & Cauliflower Garnish; Rolls and Beverage; Black Forest Cake. Place settings will be at round tables, eight to a table, red table cloths and napkins →

and green candles. There will be two carafes of wine at each table, one Chablis, one Burgundy. After dinner drinks will be available. There will be a band and dancing in an adjoining room after dinner. Our members will be permitted to dance.

Each person is to bring a present, ladies bring a gift for a lady, men for a man. Be sure to mark the sex of your gift on the package. Price of each gift is not to exceed \$5.00. There will be a Santa Claus but no reindeer, they might interfere with incoming planes landing on the nearby runways.

At this event the 1979 Officers will turn over the reins to the new Officers for 1980. Make this a banner meeting. It will help the Treasurer if you will please mail in your checks to Margie Simpson, 7635 Jennite Dr., San Diego, CA 92119. At least phone Ute Lester that you are coming as there must be a firm commitment in Bob Lakin's hands by December 17th. We have no leeway on the attendance.

This is the one event in the year when the men should be in suits and ties. Our ladies always dress tastefully and will be for this occasion.

DECEMBER BUSINESS MEETING

PLACE: Residence of Frank and Gisela Kovach, 10382 Carioca Ct., San Diego, phone 292-0144. Please phone to let them know that you are coming. DATE: December 12, 1979. TIME: 7:30 PM. The formal change of command will be at the Christmas Party but the actual exchange of batons will take place at this meeting. All people who have been contacted to serve on committees and for specific duties should be at this meeting. New people, remember that all members are welcome at Board Meetings. You don't need a special invitation, come in and get your feet wet. That's what the Editor did and look!!! He is starting his 5th year on the job, you might be that lucky!!

DUES

Your Jaguar runs on gasoline, The Jaguar Automobile Club of San Diego runs on DUES. Most of our memberships expire at the end of 1979. Check your membership card to make sure that you are paid up. Up to the business meeting on December 12th, Margie Simpson will accept dues, after that see our new Treasurer, Ute Lester. Let's not have a dues crunch just because there is the possibility of another gasoline crunch.

ACTIVITIES OF OTHER CLUBS

At this time of the year most clubs are planning their Holiday events, just as we are. After the first of the New Year things will begin to happen again in a big way and we will try to keep our members posted about the doings of other clubs, especially those in the West.

PERSONALS

It was a pleasure to see Bob Atkins driving again after his accident and surgery. He was at the wheel of Nancy's Honda Prelude on the Pine Hills Lodge run on November 18th. Keep up the good work, Bob.

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Jim Bean is also at the wheel of a Jaguar again. The E-Type Coupe he formerly owned proved to be too much for his legs on the clutch pedal. He now owns a sharp looking XJ6 Sedan. He has been doing some restoration on the woodwork and cleaning here and there. The car is beginning to show results. Jim and Bob Atkins are two of our oldest members (not

in years, but in length of time in the club) members. Good to see them wheeling around.

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Ann and Ray Tetzlaff spent three days, over Thanksgiving visiting at Valencia, California, with the Ken Whites. Sally White is their oldest daughter. Thanksgiving was devoted to visiting and eating. On Friday afternoon the Whites, their two daughters and Ann and Ray visited the Getty Museum at Malibu Beach. This Museum is supposed to have one of the three best art collections in the United States. Saturday morning was used for a trip to the mountains north of the area where grandson, Steve White is building his second mountain cabin for sale. The first one sold before completion. This journey to the pine trees, while cold, was most enjoyable. Ann and Ray returned home Saturday afternoon.

BRIGGS CUNNINGHAM AUTO MUSEUM

Bob Atkins reports that he has received word that the Briggs Cunningham Auto Museum wants to move from Costa Mesa, California to a new home in San Diego, preferably in one of the Balboa Park buildings.

This collection of automobiles is outstanding and includes several Jaguars, D-Types and other models. There is also one of the six Bugatti Royales. There were only seven of this model made and only six remain.

Some of these cars have been in possession of the Cunningham family since they were new. There is also a Cunningham or two. These cars were manufactured by Briggs Cunningham in the fifties in his attempt to win Le Mans with American cars and drivers. They used Chrysler Hemi engines with Cadillac connecting rods as they were thought to be more durable. A few cars were powered with Cadillac engines. The cars were very costly to produce and never quite achieved the success Cunningham hoped for.

There were six series and the C-5s were the most successful. With a 310 HP engine and a Siata gearbox they finished 3rd, 5th and 10th at Le Mans in 1954. The C-6 was powered by a 16 valve, four cylinder Offenhauser engine of 260 HP. It did not have the speed of previous machines.

To get the San Diego City Council to accept the Museum and house it in Balboa Park will take all the support that the local automobile clubs can give the project. We feel that this will be a very worthwhile addition to our renowned Balboa Park. President elect, Glenn Simpson has written a letter to the City Council offering the support of the Jaguar Automobile Club of San Diego.

Ray Tetzlaff.

ODDS AND ENDS

From the JOA/SW newsletter we have borrowed the following tips for those of you who do some of your own restoration:

1) Loosening a Piston

A frozen piston in the block can be loosened by greasing its top and then covering the top with about $\frac{1}{4}$ inch of gasoline and igniting it. The grease and burning liquid insulate the heat from the piston top but will heat the cylinder wall causing it to expand and free the piston. Drain the block of water first. (Editor: I recommend care in using gasoline in this way.)

2) Removing Tight Cylinder Heads

This is usually caused by the studs becoming corroded and gripping the cast iron or aluminum of the head. Pour Coca-Cola →

between the stud and head, let stand over night. Vinegar is also a good release agent and mild rust remover. We have heard of this aorking where other penetrants have failed.

3) Re-chromed Parts

Many members have had bad luck with re-chromed parts chipping and peeling, spokes snap very quickly, etc. Relieve (technical term: hydrogen imbrittlement) without discoloring the chrome. Preheat a home oven to 350 degrees. - Place parts to be treated separately on a cookie sheet and bake for 3.5 hours; allow normal cooling.

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From the November issue of MOTOR TREND we have taken the following two pieces of information:

Jaguar Rover Triumph is using LASERS to show how fuel and exhaust gases behave during combustion. The object is to reduce exhaust pollutants and cut fuel consumption. Lasers are beamed through a 1 inch thick quartz glass window at the top of a single cylinder engine. The combustion occurs in one thousandth of a second, faster than the human eye can detect. The laser operates at a speed great enough to build up a picture of the movement and behavior of the air/fuel mixture and exhaust gases throughout the cycle. A special high speed camera uses 5,000 frames per second or 100 feet of film per second. The results are analyzed by computer with hopes they will show how to modify engines for better fuel economy and cleaner exhaust gases.

USA: STILL THE ONE!

According to information supplied by the Automotive Industry Council (AIC) the United States still has the lowest per mile fatality rate of any country in the world, even though the number appear astronomical. Here is a partial rundown, expressed in fatalities per 100 million miles driven: USA, 3.3; Great Britain, 4.0; Norway, 4.2; Japan, 4.7; Italy, 6.4; Germany, 7.9; France, 8.0; Belgium, 10.5; Spain, 12.4; Hungary, 14.5; and Portugal, 22.5. Gives you some idea where not to take your car on that drive-through-Europe vacation.

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From the JAGAZETTE we offer the following: SU/Butee, a division of British Leyland Components has announced the invention of an Automatic Starting Unit (ASU) that automatically supplies additional fuel to the engine during cold starting, thereby eliminating the need for the automatic choke. This device is now being tested on Jaguars and other BL cars in Europe. No details are given or how the unit works but those of us who drive older XKs and sedans know that these engines are blessed with a supplementary starting carbureter. This device supplies extra fuel to the engine when cold and is shut off by a thermal switch when the engine warms up. Could this newly invented ASU be a modification of the older starting carbureter?

Incidentally, the older starting carbureter can be made much more useful by disconnecting the thermal switch and replacing it with a hand operated toggle switch on the dash. (Note: The Editor did this on older XKs and found it advantageous, allowing the engine to be choked only yhe time necessary to get it to good operating temperature.

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On the XK140 Jaguars the steering rack was mounted at each end of the rack to the frame. These mounts consisted of two metal plates drilled to accommodate a bolt at each corner

and with a bonded rubber center about a half the three quarters of an inch thick. In use and after some miles the mount opposite the pinion (right side on left hand drive cars) tended to pull loose from the bond. If this happened while in motion it could cause loss of control. Many owners removed the bolts at one end of the mount and replaced them with a U bolt which encircled the mount and secured that end of the rack but still allowed some action by the rubber. The end next to the pinion never seemed to give trouble, probably being supported by the pinion to some extent. XK150 owners might be advised to check this also.

FOR SALE

For sale, Don Richard's 1968½ Jaguar 2 plus 2, 1,000 miles on new engine, new radial tires, wire wheels, automatic transmission, air conditioned, new paint (blue), new head liner. Price \$5,200.00. Call Jim Richards, (714) 729-3318.

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1966 4.2 engine complete (needs rebuild) including 4 speed transmission, \$450.00.

Call Charlie Salinas (714) 475-1551

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3.8 litre, 2 carbureter, 8:1 compression engine, new head job. Make offer Neal Farinholt, 10480 Clairemont Mesa Blvd., San Diego, CA 92124, phone (714) 565-0093.

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Peter Wynne, phone (617) 879-6862 writes that he has recently acquired a large amount of old car parts. He believes that most of them are old Jaguar parts. He has a Jaguar man cataloging them. He did not include an address but the area code for his telephone is Massachusetts. He might be worth a call if you are unable to locate the things you need for you older Jaguar.

WANTED

Ernie Ryder, phones 563-0887 or 233-1511 is looking for the interior rear view mirror for his 1969 E-Type Roadster.

BRAKE CYLINDERS PITTED?

Along with our top-quality, frame-up auto restorations, we can also bore and sleeve your old wheel and master cylinders to standard size with brass. Using this method of reconditioning, you benefit two ways: 1) brass sleeving is more cost effective than new cylinders, and 2) brass will not pit or rust.

Calipers, wheel cylinders \$18.00 each sleeve. Master cylinder \$24.00 each sleeve. (Step bore 50% additional charge.

Send your check with disassembled cylinder/s and we will return your sleeved cylinder/s prepaid by UPS within three days.

WHITE POST RESTORATIONS

White Post Virginia 22663

Phone (703) 837-1140

NEW MEMBERS

Pamela Hodge (William)
7553 El Paso St.
La Mesa 92041 E-Type V-12

Stuart Lennie
11498 Via Promesa
SD 92124

CHANGE OF ADDRESS

Lon Botterman
1080 W. 7th, Apt. 71
UPLAND, CA 91780

67 E-Type 2 plus 2