

# Jaguar Tracks

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

APRIL 1981

FOUNDED IN 1959

## Current EVENTS

April 10th

The April Dinner Meeting will be held at Romaine's in Old Town. The menu will be Carne Asada and the price is \$12 per person.

Cocktails: 7 p.m.—Dinner: 8 p.m.

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April 15th

The Business meeting will be held at Pam Hodge's home this month. Call Pam at 460-7542 for address and directions.

Meeting time: 7:30 p.m.

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April 25

A different racing event is the Times/Toyota Grand Prix Weekend at Riverside April 25th & 26th. Saturday, April 25th we will see the Historic Sports Car Races starting at 1:30 p.m. On Sunday it is the six-hour endurance race for Grand Touring Cars. Paddock and garage passes are available and with Riverside's excellent facilities it should be an enjoyable weekend.

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April 26th

The Borrego Springs Run will be held on Sunday, April 26. Leave May Co. East parking lot at 8 a.m. Bring a picnic lunch and plenty of water. HOPEFULLY... The wildflowers will be in bloom and the grapefruit will be in season. There will be a "coffee and donuts" stop in Santa Ysabel at Dudley's en route to the desert. Bring the kids!

## CONCOURS '81



By Ray Tetzlaff

Spring is here! It is time to think about Concours again. To put on an successful Concours 1981 and to maintain our record for excellence requires TEAM WORK. Whether entering your car, judging, scoring, setting up the grounds and placing the cars, policing the grounds, taking tickets or whatever, let's all get behind our 1981 Concours Chairman, Frank Owen, and give him a big boost. Many of these jobs only take one day of your time out of the year but we need every one of you.

If you are entering one or more of your cars, it is time to begin the many little details of preparing your car. There are many things that can be done as you go along. Go over the engine compartment, clean away those corners where grease and dirt can hide, polish that aluminum, clean the frame work. Even if you regularly drive the car, getting these little details out of the way now will give you time for the cleaning of the interior, polishing the bodywork and shining up those wires at a time closer to the Concours. Perhaps showing your car at the Jaguars Owners Concours in June will be a dress rehearsal for our own Concours. You might bring home a trophy too. Some of our members do that each year. Read your Jaguar Tracks for time and date.

A Concours can not go on without the many people who do the judging and scoring. There will be training sessions, get involved and attend them.

Even if you have served before, attend for a refresher course and to get a preview of the latest scoring forms. Each year at the J.C.N.A. Annual Meeting there are revisions on the score sheets and new points are brought up about judging. Our delegate to the Meeting will report on these at the Concours meeting after the April National in Atlanta, Georgia.

There are many other things you can volunteer for that are necessary jobs for a successful Concours. We need people at the entrance gates, to place the cars, check the grounds, etc. Contact either Frank Owen or Glenn Simpson.

Each year at the Concours the Street Class seems to grow in popularity. If you don't feel that your car is up to Concours standards, think about entering the Street Class. Entrants in this class are usually cars that are driven every day or cars that may not quite meet the standards of originally required to be a winner in the Concours class. Standards are becoming higher each year in the Concours class and it becomes increasingly expensive to compete. Many Concours Car owners do not drive their cars between shows so many people that used to show in this class are becoming interested in the Street Class. Consider this as a way to go. The main thing is to get involved, help your Club have a most successful Concours 1981. We need everyone to help. •

# Member profiles...

RAY AND ANN TETZLAFF

by Barbara Cottrell

Ray & Ann Tetzlaff have been club members for eight years, Jaguar buffs for twenty-six years and car enthusiasts for much much longer. Ann, who has been driving longer than Ray (over 55 years), first learned to drive on the desert roads of Arizona at the wheel of her eldest brother's car. Her exploits behind the wheel earned her the nickname of "Barney Oldfield".

Both Ray and Ann are from Arizona. Ray's father was the superintendent of logging camps near Flagstaff and his mother was a school teacher. They lived in the little town of Maine, near Flagstaff until he was eight and then the family moved to Phoenix. They stayed in Phoenix and Ray graduated from high school in Glendale in 1925. He was introduced to cars at an early age and he and his father went to the State fairgrounds in the 1920's to see the old Indy cars and such famous drivers as Barney Oldfield.

Ray and Ann met in Yuma County while he was boarding with her parents and were married in 1932. The day after they were married, Ray was transferred to San Diego and they have lived here ever since. Their interest in cars continued and in the years 1946-52 they took their daughters, Sally and Marilyn to see the sprint cars race at Balboa Stadium, and Ray worked on various pit crews for friends and acquaintances. Years

later his younger daughter, Marilyn, would take him to the Ontario 500 for his birthday. This was an annual event for ten year until the track closed last year.

Ray bought his first Jaguar in 1955—a 1950 XK 120 Super Sports Fixed head Coupe. Unfortunately he was not able to keep it for very long. It was soon followed by a 1957 XK 140 MC FHC which he drove for four years but eventually had to be sold as he did not have room for it and a new 1968 Olds. However, he must have had fond memories of that car because in 1971 he purchased a 1955 XK 140 MC FHC to restore. Then, in 1975 another Jag was added to the family when he purchased his present Jaguar—a 1968 XKE 4.2 Coupe.

Ray & Ann joined the Jaguar Club in December of 1973 and in 1976 he volunteered to become editor of Jaguar Tracks. With his various commitments, two Jaguars plus two other cars, he decided to sell the XK 140.

Ray was editor (as well as reporter, typist and mail clerk) for Jaguar Tracks until Oct. 1974 when an illness forced him to resign, however he still writes a monthly article. They are both very active members and have a continuing interest in all cars. Ann has recently acquired a Special Order Ford—a V8 Fairmont Futura—another car to add to their long list of 'Autos I Have Owned.' ●

SAN DIEGO JAGUAR CLUB



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## Noteworthy...

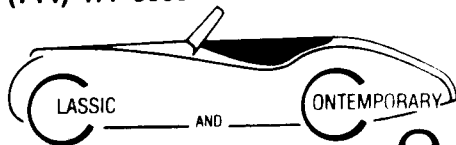
Joe & Frances Tarantino attended the Long Beach Grand Prix on March 14th & 15th. They stayed with friends in Riverside (it was a little closer than San Diego). It was the first time that they had attended a Grand Prix and found that it was quite a spectacle (ask Frances for details). There were many celebrities including Paul Newman, Joanne Woodward and Gene Hackman. It was a memorable experience but they have not decided whether it should be repeated.

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Bob & Marlys Lakin are building a home in La Jolla on Nautilus Ave. It will be Spanish-style, 3600 sq. ft. and with an ocean view. The highlight will be a three-car garage with workshop and a service pit. Work was started in September and it will take about two years to complete as Bob plans to do much of the work himself. ●

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# Technical Tips

By Kent Stenberg

I heard a comment last week to the effect, "if it's British, it leaks oil." I've also heard this in relation to a well known air cooled American cars. Some German and Italian cars were also noted oil leakers by some of the shops that worked on them. The problem really stems from lack of care and not understanding how to assemble the gaskets. Modern design has made assemble near fool proof. (No pun intended,—or maybe it was!!) Some pointers on oil passage from inside to outside the engine should be helpful.

If the gaskets are between aluminum castings, extra care must be taken to follow recommended torque specifications. Jaguar cam covers are a good example. Firm even pressure is essential to prevent warping, or at the worst, pulling the nuts through the cam covers.

To keep the gasket firmly located, I use 3-M trim cement-yellow, to glue the gasket to the cam cover. (If glued to the head, gasket chips find their way into the engine next time the gasket is replaced.) I spread the contact cement evenly (with the tip of my finger) on both the gasket and the cam cover face. Pay particular attention at the rear of the cover to place the gasket flush with the edge of the half circle cut out that fits over the cam bearing cap. Better yet, use the late style one piece XJ-6 gasket. When the glue has set, trim out the extra piece. On the intake cam cover, I don't use the gasket tabs that fit into the slot on the rear bearing cap. The square section rubber seal that fits into this slot can use just a bit of silicon sealer on each end to fill the right angle corner. Also, remove this bearing cap and use silicon seal between the bearing and the head.

A thin even coat of silicon seal is used on the cam cover gasket just before fitting. Only a small bead of silicon should show when the cover is tightened. The silicon is also squeezed to the inside. At the Riverside Vintage Auto Races I saw a complete oil pressure loss (not in a Jaguar) because excess silicon had gone into the oil pump and had coated the oil pump pick up screen.

Next month, solving oil leaks around the studs through the cam covers and the end caps at the rear of the cam shafts. ●

## SAN DIEGO JAGUAR CLUB Board Meeting March 18, 1981

The meeting was called to order at 8:00 PM at the home of Jack & Marion Butler. Members present were; Dick & Joann Fuller, Jim & Sheri Dufy, Joe & Francis Tarantino, Ray & Ann Tetzlaff, the Dennys, Bob Lakin, Pam Hodge, Margie Simpson and Bev Holle.

### OLD BUSINESS

A. Membership-Francis reported that we had six new couples at the last

dinner. We have approximately 10 applications pending. Voted in as new members were Gary & Norma Hirsh.  
B. Newsletter-Bev needs any items for the newsletter by the 20th of the month. Barbara Cottrell will be writing a piece each month. Letters will be sent out to solicit ads for the newsletter. They will be business card and 1/3 page size and the fees will be used to offset printing costs.

C. Dinners-April 10 at Romaines will be our next dinner. Carne Asada will be served at \$12 per person. Also, if you make a reservation and do not continued on back page

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BOUGHT - SOLD - LOCATED AUTOS OR PARTS  
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Personally - I Collect Jaguars  
TO HAVE AN EXCUSE FOR DIRTY FINGERNAIL

40 cents in stamps for PARTS LIST

**PARTS LIST**  
XK 120, 140, 150  
MARK 2, 7, 8, 9

**XK.120**

A.  4.50ea.  
B.  4.50ea.  
C.  12.00ea.  
D.  4.50ea.  
E.  .50ea.

**GLOVE BOX IN DOOR OF XK.120-140 ROADSTER \$60.00pair**

**S.U. FUEL PUMP EXCHANGER \$50.00 OVERTIGHT \$70.00**

**RUBBER BOOT \$10.00**

**BRASS DOVETAIL XK.120-140 ROADSTER DOOR POST \$12.00ea**

**NEAR WINDOW FOR 12-140 ROADSTER TOP, AVAILABLE \$125.00**

**OUTSIDE DOOR HANDLE For XK 150 and XK 140 FHC \$22.00ea**

**SPARE PLUG WIRE COMBOUT OF CYLINDER REAR OF HOSE & CIL. JAGUAR CARS. TAPERED AND PLAGE IN COLOR. \$15.00 ea.**

**FLEXIBLE OIL LINE 120-140-150. \$22.00ea.**

**"TRON" KNOCKOFF HAMMER, COPPER & RAWHIDE. \$21.00ea.**

**XK.120-140 ROADSTER SOLID BRASS SIDE POST CHROME PLATED**

**CHROME SPINER TOP OF HEADLIGHTS MK V 120-140-150**

**XK.120 DOMED PLASTIC HORN BUTTON, CHROME HEAD INSIDE..**

**RED MEDALLION FOR TOP OF PARK LIGHTS MOST EARLY CARS \$3.00ea.**

**CHROME RING AT BASE OF XK.120 HORN BUTTON**

**XK.120 TAIL LIGHT CHROME HOUSING 14 STOCK AND BEAUTIFUL. \$65.00ea.**

**RUBBER PAD UNDER TAIL LIGHT \$4.00ea.**

**BACK UP LIGHT XK.120-140 \$119.00**

**120-140 ROADSTER KIDNEY SHAPED COVER ON DOOR LATCH. \$10.00ea.**

**XK.140 XK.120 SIDE BOLT FOR TOP OF ROADSTER \$14.00ea.**

**XK.120 WIPER SHAFT GRIPPER RUBBER- \$6.00**

**HEADLIGHT RIM SCREW 120-140-150 etc. etc.**

**COIL FRACKET TO HOLD COIL TO FRONT CARB. 120-140**

**JACK FOR 120-140-15 \$65.00ea.**

**TACK HOLE PLUG FOR ALL XK'S \$5.00ea**

**GROUND CABLE FOR FRONT OR MUST CARS \$8.00**

**JACK ROLL COVER IN FLOOR GRABER OF 120 140-150... \$16.00ea.**

**A. C.1051...2.50ea.  
B. C.1050...2.50ea.  
C. C.1049...2.50ea.  
D. C.1048...2.50ea.**

**XK120 STD. C.1056...2.50ea.**

**A. REAR BUMPERET FOR XK.120 STEEL-LEFT OR RIGHT, \$115.00ea.**

**B. FRONT BUMPER FOR XK.120 STEEL-BEAUTIFUL. \$135.00ea.**

**FRONT SPRING BAR XK.120 BUMPER \$22.00ea.**

**REAR SPRING BAR FOR XK.120 BUMPER \$22.00ea.**

continued from page 3  
show you will be assessed.

D. Events-May 17th, Sun. will be a run to the Briggs Cunningham Museum in Costa Mesa. There will be a guided tour at 1:30 PM. The cost is \$4 per person for adults and \$2 for juniors. Pam will co-ordinate a place to stop for brunch on the way up.

April 26th will be the run to Borrego Springs.

Tech Session-Kent Stenberg will conduct a session at his shop. Subject to be decided.

Laguna Seca-Dick Fuller will put together an article with some details of this event for the May newsletter.

J.C.N.A. Annual Meeting-April 12 & 13 in Atlanta, Georgia. Randy Prine and Jack Butler will be attending.

Wheels for Wings-June 21st at the Aerospace parking lot in Balboa Park. Joe Tarantino will organize.

Cal Clubs Meet-Oct. 9-11 at Solvang. The San Francisco Club is in charge.

Concours-Marina Village is the location and Aug. 2nd is the date. Frank Kovach is the Chief Judge, Pam Hodge is liason with the charity, (probably the Zoo), Glen will handle the insurance, Marion is making the din-

ner reservations and Jim Dutty will be in charge of the grounds.

We must purchase our own trophies this year. A motion was passed to order them at an approximate cost of \$375. We plan on using a different style of dash palques which will be less expensive.

#### NEW BUSINESS

Ann Tetzlaff has been doing a great job as historian for several years now. We need a volunteer to take over this job.

Meeting was adjourned at 9:40 PM.

Respectfully submitted,  
Mary Lou Owen, Secretary

## WANTED!


The Classic Jaguar Association will be publishing a register for the Jaguar XK 150 in about a year's time. The register will not only include chassis numbers and the related histories, but numerous detail photos and information pertaining to the Jaguar XK 150.

For more information write:

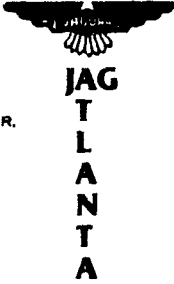
Bob Fechter


XK 150 Registrar

3604 Sierra Vista Avenue  
Glendale, California 91208



CHRISTOPHER T. MCWHIRTER,  
OWNER



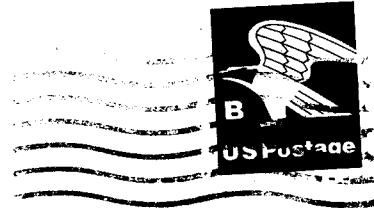


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