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Mary Woods

Jaguar Tracks

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

MAY 1981

FOUNDED IN 1959

Current EVENTS

MAY 8

This month's dinner meeting will be held at the Salmon House restaurant in Marina Village on Mission Bay. The price for the Salmon dinner will be \$13. and the London Broil will be \$10.50. Selection of meal must be made when your telephone committee person calls you for reservations. The cocktail hour will begin at 7 p.m. and dinner will be served at 8.

MAY 13

The May business meeting will be held at the home of Joe and Frances Tarantino at 2645 33rd Street. Call them at 280-2178 for directions. Meeting time will be 7:30.

MAY 17

Briggs Cunningham Museum trip. Leave May Company parking lot at 9 a.m. sharp. A stop will be made in Corona del Mar at the Five Crowns restaurant for brunch. This is a lovely spot right on the water with a patio-greenhouse dining area. We will arrive at approximately 10:30 a.m. The prices will vary with your choice of meal. After brunch the club will proceed to Briggs Cunningham Museum in Costa Mesa for a 1:30 tour. The prices for the tour are \$4. for adults, \$2.75 for juniors and \$1. for children.

1982 Peking To Paris Motoring Challenge

by Barbara Cottrell
(as reported in *Collector's Car*)

Rallying European style is quite different from it's American counterpart. In Europe it's very competitive spectator sport. The drivers are profes-

sional or very experienced amateurs and the cars are factory sponsored. The races are gruelling events that last
continued on page 4

Also...

June 6

Kent Stenberg will hold a tech session at his shop in National City. The subject will be "Preventative Maintenance and Tune-up," which should be an especially interesting topic to all Jaguar owners, especially those who have just purchased their first Jaguar automobile. This session will be held from 10 a.m. to 12 noon. Check with Kent for exact address.

JUNE 20

Our June dinner will be a potluck at Frank and Mary Lou Owen's home in Rancho Bernardo. The dinner will have a Mexican theme, so everyone start thinking about fixing your tastiest Mexican dish. The telephone committee will contact all members to arrange for the type of food that each is to bring. There will be a \$5. per couple charge, and everyone is encouraged to bring something (like a Jag. part) for the auction. And, yes...it is BYOB.

and...

June 14

Los Angeles Club Concours d'Elegance.

June 21

Wheels for Wings, a benefit to be held in Balboa Park for the Aerospace Museum. Joe Tarantino should be contacted for information regarding this event.

June 28

San Francisco's JCNA Sanctioned Concours.

August 2

Our club will hold its annual Concours d'Elegance on the grounds of the Marina Village on Mission Bay. This is a new location for us, and a beautiful one. Anyone interested in working on Concours projects should get in touch with Frank Owen, Concours chairman.

September

All British Car Meet (possibly again in Ramona)

October 9-11

Cal Clubs meet at Solvang, CA. S.F. Club is in charge with Bernie Marks as chairman. Accomodations will be at the Ramada Inn at Solvang.

Board Meeting

The meeting was called to order at 8:00 PM at the home of Pam and Bill Hodge. Members present were Bob Lakin, Joe and Frances Tarantino, Ray Tetzlaff, Marion Butler and Margie Simpson.

OLD BUSINESS

A. Membership—We had eight new couples at the last dinner meeting. The following people were voted into membership pending verification of receipt of their dues: Mark Hoffman, Tom and Margaret Denny, Jack Loman, Tom Ricketts, Robert and Barbara Engh, Art and Gretel Olson. It was decided to purchase a guest book and have all new guests sign in at dinners.

B. Events—Joe Tarantino will be co-chairman for the events for the coming year.

C.—Historian—Jack Bulter has volunteered to act as historian. Please submit any negatives or slides you may have of events, so we can have prints made.

D. Cal Clubs—Scheduled Oct. 9-11. Make your reservations now at the Ramada Inn.

E. Coming Events—May 17th, Briggs Cunningham Museum with brunch at Five Crowns on the way up to Costa Mesa.

April 25 & 26th, National Meeting

WANTED!

WANTED DEAD OR ALIVE:
XK 150 SERIAL NUMBERS

The Classic Jaguar Association is conducting a major cat hunt with the Jaguar XK 150 series as their main objective. Bob Fechter has been deputized by C.J.A. to hunt down any and all XK 150's parted out, preserved, or still running the streets. If you know of any 150's, or anyone harboring these beasts, please send serial numbers, pertinent information, and records to Deputy Fechter at 3604 Sierra Vista Avenue, Glendale, California 91208. Telephone: (213) 249-6930. How many XK 150's are still at large from the long arm of the Classic Jaguar Association's XK 150 Register?

in Atlanta, Georgia. No one from our club will be attending. Bill Strietenberger will vote our proxy.

June 6th, Tech Session at Kent Stenberg's shop. Subject will be "Preventative Maintenance and Tune-up". This will be especially valuable for those new to Jaguars. It will run from 10 AM to noon.

June 14th, L.A. Concours. Location to be announced.

NEW BUSINESS

A. Next Business Meeting—Will be held at Joe and Frances Tarantino's.

Adjourned: 9:00 PM

Respectfully submitted,
Mary Lou Owen, Secretary

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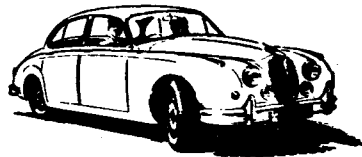


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The Jaguar



Sport Sedan

by Ray Tetzlaff

When the Jaguar Mark V Saloon was introduced and later with the Mark VII, VIII and IX series, Jaguar had no car for the smaller, sportier saloon market. To fill this void a new, smaller Jaguar appeared in 1956. For the first time a smaller engine of the XK design was installed. It was thought that the lighter weight would give better balance and the performance would be adequate. The capacity was 248cc, the bore being the same as the 3.4 but with a much shorter stroke. The next year saw the introduction of the car with a 3.4 engine. The performance of this combination was better suited to the American market.

The 2.4 and 3.4 had handling, ride, top speed gas mileage ahead of U.S. competition of the day. The cars were not without criticism, however. The rear tread was 4½ inches narrower than the front. The door sills and wind screen pillars were thick and obstructed vision. The rear window was small. Both cars were big in the market, especially the 3.4 in the U.S.

In 1960 the Mark II was introduced. There were visible improvements as well as mechanical design advances that made this an outstanding Jaguar. The rear tread was increased 3¼ inches and while it was still a couple of inches narrower than the front, looks were cut off at the tops and chromeed steel frames were bolted in for the window glass to operate in and the rear window was widened. The wind-screen pillars were smaller. The changes gave the car an entirely new, lighter, airier look.

A change in the front suspension raised the roll center higher which improved handling, coupled with the rear tread increase. The engines continued to be the 2.4, principally for the home market, and the 3.4. The addi-

tion of the two carburetor 3.8 engine, developing 220 horse power, made a high performance car of one that was already very capable. It was thought that the 3.8 engine was introduced with the U.S. market in mind. All of the smaller Jaguars had been available with a Borg-Warner automatic transmission as well as the standard four speed. Acceleration of the 2.4 was comparable to many of the 1981 automobiles but the 3.4 was capable of doing 0 to 60 in less than 10 seconds while the 3.8 was good for 8.5 seconds in tests made by "Motor" and "Autocar" magazines in England.

There are no perfect automobiles and the Mark II was no exception. It tended to understeer when pressed on a winding road. It was 1964 before some of the rear wheel tramp on fast starts was overcome. As with most Jaguar models rust was a problem in areas where salt sprayed roads were common in winter time. Overheating could be a worry if the car was not kept in tune but it was claimed by experts that proper tune would solve that. (It is the writer's belief that Jaguars, like many other cars, should be left alone once they are in tune. On their own they will keep fit for many miles, once properly tuned.)

With the shortage of the true sports Jaguars, the Mark II has become increasingly interesting to collectors. Be careful in buying one, and check out the possible rust areas. Pay particular attention to cars from England or the eastern part of the United States. Right hand drive cars are to be suspected as they are often recent imports and may have rust spots cleverly concealed with Bondo or a similar product. If you decide on a Mark II, pick a good one, prepare it right and I am sure you will have many days of happy Jaguar motoring.

Dinners 1981

The dinner schedule for the club has been planned by Marian Bulter from now until December. These are the places that have been secured for the remainder of the year for our monthly dinner meeting:

May	The Salmon House in Marina Village
June	Pot Luck at Frank & Mary Lou Owen's home
July	The Torrey Pines Inn
August (2nd)	Concours Banquet at the Atlantis
September	Pot Luck at Jack & Marian Bulter's home
October (16th)	Bali Hai on Shelter Island
November	Caesar's in Mission Valley
December	Annual Christmas party at North Island Officers' Club

Because of all restaurants raising their prices, this year our dinners are going to be more expensive than they have been in the past. The average meal is going to cost \$12. to \$14. per person. C'est la vie! □

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continued from page 1

anywhere from hours to days and even weeks, and cover every type of terrain, the more difficult the better.

The ultimate in rallying must be the World Cup Rallies, the 1970 Daily Mirror London to Mexico, the UDT 1974 London (Sahara) Munich Rally, and the 1977 Singapore Airlines London to Sydney. Rallying dates back to the first automobiles and a certain Wylton Dickson, promoter and organizer of these modern events, who decided that a rerun of the 1907 Paris to Peking event was a must. It would be a formidable challenge, both geographically and politically, and others had failed.

Now, four years later, it is a reality. Interest was enormous from both the modern competitive cars and the vintage and veteran vehicles. Participants will be from around the world, Australia, Malaysia, and even a group of vintage car owners from North America.

The entrants will leave Peking on June 10, 1982 and their route will be north to Mongolia. Across the Gobi Desert and into Russia. They will turn west at Irkutsk (near Lake Baykal) and head toward Tomsk, Omsk, through the Urals to Poland or Czechoslovakia then through East Germany, West Germany and finally into France.

It would seem that the route would daunt all but the most experienced drivers, but to date there are over 400 entrants, ages 21 to 70, with a wide variety of backgrounds. One owner will drive his 1904 Darracq because the route would be too easy for his Bentley Speed Six. Other entries include a 1934 three-wheeled Morgan, a Frojeye Sprite and a 1957 Standard Eight. There will most certainly be some Jaguars.

An editorial in *Jaguar Driver*, August, 1980, (Jaguar Drivers Club, England) indicated that there was interest in the event from the owners of a 2-plus-2 E-type and a Mark I Saloon. However, the editorial went on to say that the club would sponsor only a very professional program.

The BBC has exclusive rights to the coverage of this event, but CBS is also reported to be interested. The only articles that I have seen on this event have been in the English magazine, *Collector's Car*, but it would seem that this great motoring event should have the interest and support of automobile enthusiasts everywhere.

Psst!

JAGUAR RUMORS



There are still rumors of a Jaguar Diesel. There is a possibility that the engine may be of German origin, perhaps by BMW. There are said to be some lightweight, smaller Jaguar engines in the works. There is always talk of a new Jaguar Sports car also. This rumor has persisted for some time now but the work from the factory seems to be "don't hold your breath." The latest from the mill is that a cheaper Jaguar Sedan may arrive soon. The Series III is up in the Mercedes Benz price range and out of reach of many buyers who would like to be Jaguar owners. The present Series III will be continued as is a prestige automobile.

The 1981 Series III seems to have much improved quality control. There are new names on the electrics, not Lucas. Delco is the name on the battery. It is said that the little minor irritants that plagued the cars are gone and that the cars are moving from the dealer showrooms about as fast as they can be procured.

The parent company, British Leyland, is planning to join forces with Honda to market the Civic Four Door Sedan which will be jointly manufactured in England. Apparently the Honda engine and drivetrain will be used. Some parts will be manufactured in U.K. If the car goes over it may be of great help in bailing BL out of its financial difficulties.

Submitted by Ray Tetzlaff



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New Members

In the past month we have welcomed seven new members into the club. These are Tom and Margaret Denny, Jack and Linda Loman, Art and Gretel Olson and Tom Ricketts. Our club is growing each month by several new faces and names, and we welcome these people as friends and hope they enjoy our future activities and events for Jaguar automobile enthusiasts.

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Member Profiles

BOB AND JANE FITZGERALD

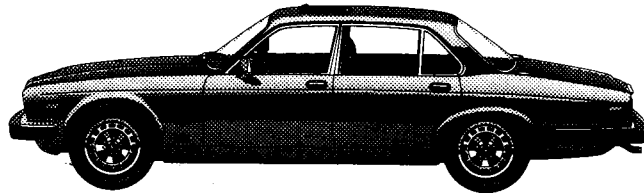
by Barbara Cottrell

Bob and Jane Fitzgerald have been members of the San Diego Jaguar Automobile Club for the last twenty one years. They joined the organization in 1960, one year after the club was formed. They had just purchased an XK 120M Coupe, and entered it in a rally in which the club participated. It was after that event that they made their decision to become a part of the club, and they have been very active members ever since.

Rallying was very popular in San Diego at the time that the Fitzgeralds became involved in Jaguars, and a single event would attract as many as 100 drivers. The S.D. Jaguar Club was an active group along with the Sports Car Club. The club manned a checkpoint regularly and sponsored five champion rallies. These rallies were usually about 100 miles long with five or six checkpoints.

Bob and Jane, with the help of their three daughters, participated in twenty four rallies, working a checkpoint. Of all these events, they remember one in particular, an early-bird rally which started at 6 p.m. and ended with breakfast the next morning. The Fitzgeralds spent the night in the Lagunas manning their 2 a.m. checkpoint by the light of Coleman lanterns. Although rallying was losing popularity by 1969, the club still held a few fun rallies. Several years ago two of the Fitzgerald's daughters won the Jagette's rally in a Honda!

Besides the rallies, the Jaguar Club held dinners, social gatherings and the first Concours at North Island in 1960, in which Bob entered his XK 120 (although he said it was not in Concours condition). The Fitzgeralds followed their XK 120 with an XK 150 S roadster in 1965, which was later replaced with a metallic grey 3.8S, which they still own along with their newer 1978 XJ 6L. With these automobiles, Bob and Jane have entered fifteen of the Jaguar Club's annual Concours often with a winning



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For the first time in its history, the San Diego Jaguar Club is going to take paid advertising in the pages of its newsletter. This is for two reasons. The first is that it can help us to put out a higher quality publication and send it to a greater number of interested persons as well as businesses and organizations without putting too great a strain on the treasury. The second reason is that it helps to make visible to

entry.

Bob served as club president in 1962, and Jane succeeded Cleo Adams as Treasurer and held that position for four consecutive years. Together they have also been very active in the tallying of the judges scores for many of the past Concours. Bob also designed the club's very handsome emblem, an achievement which he is reluctant to mention. With their long association and involvement in the San Diego Jaguar Club, they have both provided much support toward the success of our present organization.

our members and other readers of the newsletter those persons whose businesses have products or services that will help us to keep our lovely Jaguars in top condition. An advertisement in our newsletter constitutes an endorsement of that particular business, and so we will seek to have quality advertisers with reputable products and reliable services. The rates for the ads in our newsletter will be \$10. per issue for a business card sized ad, or \$100. on a yearly basis. A one-third page ad size will also be available and this will be charged at \$25. per issue. Anyone interested in advertising is urged to contact Pres. Glenn Simpson at 461-7635. □

Concours . . .

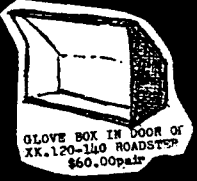
Don't forget the Concours. Start getting that car ready ahead of time so there will not be all that last minute pressure. Call Frank Owen or Glen Simpson to volunteer your help. Let's make it a BIG club effort for 1981!

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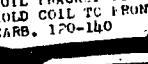
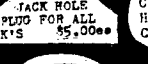
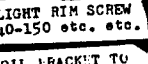
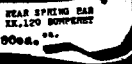
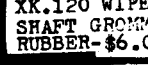
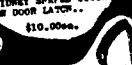
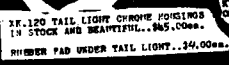
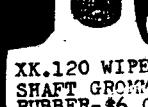
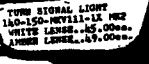
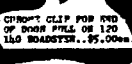
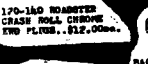
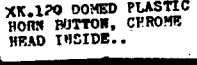
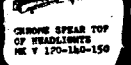
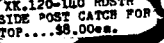
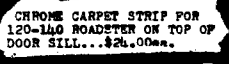
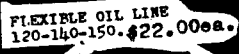
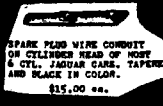
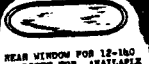
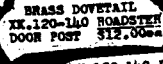
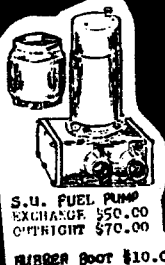
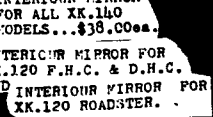
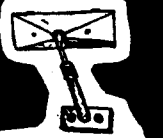
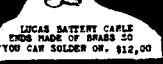


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Technical Tips

by Kent Stenberg

Being an amateur at this writing business, I see I need to clarify a point on last month's column. Regarding the rear bearing cap for the intake camshaft. Remove this bearing cap and the head adjacent to the cam cover gasket, and not between the bearing as I stated.

With the gasket held in place with contact cement, there are several details to watch while fitting the cam cover. Use new O-rings on the end caps or tach drive fitting at the rear of the camshaft. A little extra sealer is needed where the gasket fits next to the O-ring to prevent a small gap. If the gasket is not glued in place, it will slip and cause oil an oil leak in this area.

The end cap or tach drive fitting are bolted to the head and have copper washers under the head of the bolt to prevent oil leaks at the bolt head. However, sealer is needed on the thread of the bolt to prevent oil from running down the threads and leaking between the head and the end cap.

If your car has been serviced in real life for any length of time, the cam cover nuts have probably been over tightened. The area under the copper washers may be damaged and oil can leak past the copper washers. Before fitting the covers, place a 5/16 inch flat washer over the eight nuts that hold the cam bearing caps in place. Measure the height to the washer from the gasket face on the head. Then measure the depth on the cam cover (with the gasket in place) from the gasket face to the hole the stud goes through. Using 1/4 inch fuel hose, cut an O-ring slightly thicker than the difference of these measurements. The fuel hose will swell some what in the oil environment but causes no problems and prevents oil leaking past damaged sealing surface and the copper washers.



PINE HILLS In Retrospect

by Marian Butler

On the last Sunday in March, about fifty members journeyed to the rustic Pine Hills Lodge in Julian for a delightful outing. Our caravan of 25 Jaguars, a Mercedes & a motorhome was quite impressive driving out Hwy. 8 on this cool, clear crispy morning.

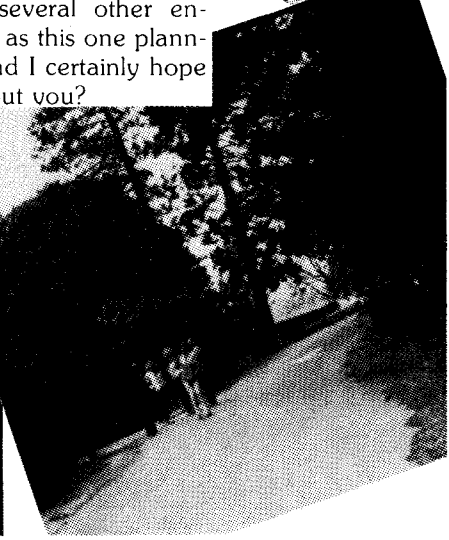
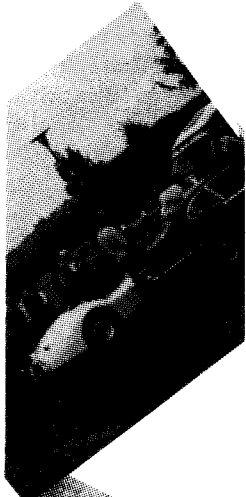
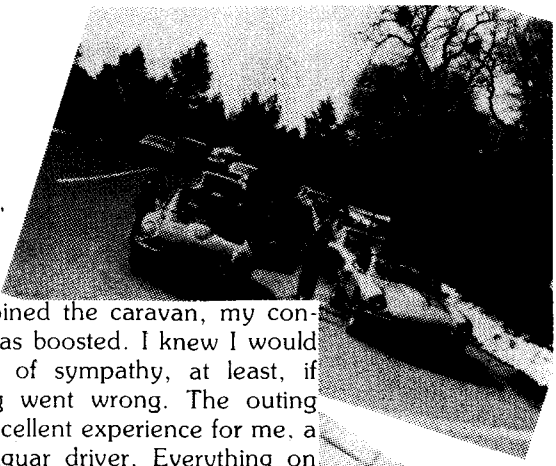
Once off the freeway, the road was just what a Jaguar driver enjoys most...lots of hairpin curves. Snow lined the shoulders of the winding road, which added just the right touch for a mountain drive.

I especially enjoyed this trip because it was my first experience driving a Jaguar more than five miles without my "main mechanic", Jack. I left home that morning alone, with my seven year old co-pilot, just a little bit scared. We had just purchased the '64 "E" the previous Friday and had not yet "road tested" it, so to speak. Jack had warned me to "watch the temperature and oil pressure", but

when I joined the caravan, my confidence was boosted. I knew I would have lots of sympathy, at least, if something went wrong. The outing was an excellent experience for me, a novice Jaguar driver. Everything on the car worked!! I even "geared down" going around the curves instead of hitting the brakes, and for the first time, I really felt the thrill of driving a Jaguar.

The brunch was a hearty buffet, including ribs, chicken and Bloody Marys. The lodge is quite old, and includes typical "Old West" saloon, and bedrooms upstairs "For Let"! (*Now that has possibilities for another event.*)

After brunch some of us took a delightful walk down a winding road before heading back home to San Diego. We have several other enjoyable events such as this one planned for the future and I certainly hope to attend. How about you?



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New Historian

Our new club Historian will be Jack Butler. Jack takes over the duties of keeping our photo album up to date with pictures and mementoes of all of the club's events for the year. He takes over from Annie Tetzlaff who has done a very good job for quite some time. Any contributions anyone has for the album or scrapbook should be directed to Jack.

Notes on Laguna Seca

Contributed by Dick Fuller

Saturday, August 22nd—Laguna Seca Vintage sports car races. About 10 miles east of Carmel. Full day of races. Kent Stenberg will race his XK 120.

Sunday, August 23rd—Coucours at "The Lodge" at Pebble Beach. This is at Carmel. Top quality shows, (has

special class just for Dusenbergs.)

Going to Carmel for the weekend will be the Fullers, Shiners, Owens, Butlers, Prines and Frank Kovach.

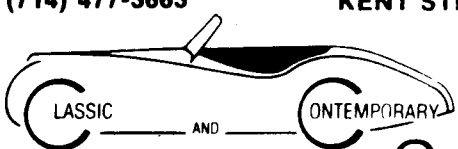
If you do not have reservations by now for a hotel or motel room, you'd better figure on going in 1982 instead.

Tech Session

by Ray Tetzlaff

The first Tech Session of 1981 will be held June 6, 1981 at Kent Stenberg's Contemporary Auto Repair, 1018 Coolidge Avenue, National City, phone 477-3663. Kent is opening his place of business for the occasion. Topics will be Preventative Maintenance and Jaguar Tune-ups. The program will be pointed toward the novice who is interested in doing some of his or her own car care. Kent says there is more to a tune-up than changing the points and spark plugs. I am sure that even of our more experienced Jaguar owners will be able to pick up some tips in prolonging the lives of our "cats." This event takes place on a Saturday morning and will be held from 10 to 12 noon. If things get really interesting Kent will stay longer. This is a worth while event and merits a good turn out. See you there!

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[Faint handwritten notes, possibly including names like 'Mick' and 'John']

[Handwritten notes:]
Aug 2nd
 L.H.
 JUNE 14 74
 BUSINESS Meeting
 SUNDAY
 0900