

Jaguar Tracks

JAGUAR AUTOMOBILE CLUB, INC.
OF SAN DIEGO, CALIFORNIA

JUNE 1981

FOUNDED IN 1959

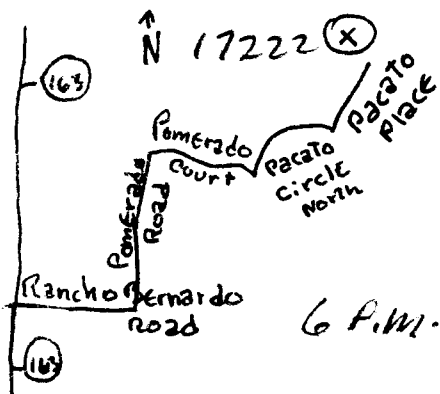
Calendar

JUNE 17

This month's business meeting will be held at the home of Bob and Irma Hayes (new members) at 2246 33rd Street. Call them at 281-5664 to let them know you're coming and get directions. Meeting time: 7:30 p.m.

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.



MAP TO OWEN'S HOUSE

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.

CONCOURS D'ELEGANCE

SUNDAY, AUGUST 2, 1981

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.

AWARDS BANQUET

This year's Concours Awards Banquet should be one of the finest we have ever had. It will be held in the beautiful West Room at the Atlantis. We will have the use of the lovely patio area for our cocktail area, which has an extraordinary view of the lagoon just north of the Atlantis, and is shaded by an assortment of tall trees. Summer evenings are balmy and all of this should create quite a delightful atmosphere.

The menu for the dinner is one of the most extensive we have ever had served at a concours banquet, or any other dinner, for that matter. It is as follows:

Roast Prime Rib of Beef
Chicken Teriyaki Mahi Mahi
Tossed Green Salad Mixed Fruit Salad
Carrot & Raisin Salad
Pineapple Coleslaw
Cucumbers in Sour Cream
Three Bean Salad
Assorted Relish Trays
Vegetable du Jour Potato du Jour
Assorted Desserts
Bread and Beverage

The price will be \$17.50 per person, but well worth it this time!



It's Show Time!

by Frank Owen

Our 17th Annual Jaguar Concours, a club tradition, will be presented on August 2, 1981. As in the past this concours will be on a Sunday. We feel we have a delightful setting for this event, the Marina Village on Mission Bay. Lots of green grass, (hopefully) sunny skies and plenty of blue water. As Concours chairperson this year I am trying to involve all club members to make this an enjoyable experience. Glenn Simpson is taking care of insurance that is required, also dash plaques and Street Class trophies. Bev Holle again is giving her time in preparing concours flyers and brochures, press releases to publicize this event. Jane Fitzgerald, as always, will be managing the scoring and score keepers. Frank Kovack will be the important chief judge. Bob Atkins will be lending his expertise in the technical areas of judging and scanning score sheets. Our ambassadors at large, Norma and Jim Shiner will help in the entertainment areas and Jim will be Master of Ceremonies. Jim Duffy has volunteered to set up the hardware for this event, which includes ropes, stanchions, drip pans, flags, a sound truck and perhaps umbrellas. Neal Farinholt has agreed to assist in the areas of

continued on back page

Board Meeting

May 13, 1981 Business Meeting
Minutes

The meeting was called to order by President Glenn Simpson in the home of Joe & Frances Tarantino.

The minutes of the last meeting were read & approved.

Glenn called for the committee reports

New Membership—Frances Tarantino reported that the following people were ready for membership approval—Ray & Rosie Foremost, Don & Irma Hayes, Bob & Barbara Engh, Bob & Jan Nickett, Mort & Shirley Jones and Mark Hoffman. A motion was made and passed for approval and they will be installed at the next dinner function they attend.

Pam Hodge reported that the posters were ready for distribution to Jaguar dealers & parts houses promoting our club for prospective new members. They were designed by Pam and made by George Bullen... and they are outstanding. Many thanks to their creative talents.

Glenn Simpson advised that he could obtain chrome license plates holders at a good price. A motion was made and carried that these be purchased. These will be presented to new members at installation and will be available to club members at a cost of \$2 each.

Newsletter Editor Bev Holle was congratulated by Glenn on the outstanding job she is doing on our newsletter. She reported that the advertising is going great and paid for the last newsletter Flyer inserts for advertising in our newsletter was discussed. Cost of the flyers will be paid for by the advertiser and we will charge the advertiser \$30 to insert the flyer. Bev needs any assistance she can get from club members with the newsletter.

Club Photographer A motion was made and passed to nominate Bob Lakin as Club Photographer. He will photograph club events for the newsletter and for the Historian. The club will pay for the cost of film & developing.

Glenn Simpson announced the following:

Cal Club Meet—Oct. 9, 10, 11th—Solvang. Motel reservations must be made & paid in advance at the Ramada Inn.

Los Angeles Concourse—June 14—Southcoast Plaza. See Glen Simpson for entry forms. Entry fee is \$15. New score sheet will be used. L.A. Club will buy their own trophies instead of pewter mugs. There will be no awards banquet and trophies will be mailed.

San Diego Concourse—August 2—Marina Village. Jim Duffy reported that volunteers are needed in all areas. Please contact Frank Owen, Glenn Simpson or Jim Duffy and offer your assistance. The Awards Banquet promises to be elegant—at the Atlantis—cocktails on the patio and a "King's Menu".

All British Car Picnic—September 27th. Trophy will be awarded for best car. There will be competition in volley ball, horse shoes & soft ball among the clubs. We need teams. Portable poles are needed for our volley ball net. Jim Duffy was volunteered for this job and can use assistance from anyone.

The meeting was adjourned at 9:50

Submitted by Marian Butler for
Secretary—Mary Lou Owen

SAN DIEGO JAGUAR CLUB



President, Glenn Simpson
7635 Jennite Drive
San Diego, CA. 92119
(714) 461-7635

Vice Pres., Pam Hodge
(714) 460-7542

Secretary, Mary Lou Owen
(714) 487-7698

Treasurer, Sheri Duffy
(714) 442-7308

Concours Chm., Frank Owen
(714) 487-7698

Editor, Beverley Holle
677 Catalina Blvd.
San Diego, CA. 92106
(714) 224-7007

Member Profile: Dick and Joanne Fuller

by Barbara Cottrell

Exotic automobiles appeal to different people for different reasons. Some like the styling and craftsmanship, others regard automobiles as an investment, and there are those who enjoy the practical involvement of restoring and/or racing an exciting machine. Dick Fuller belongs to the latter group and over the years has owned a wide variety of sports cars with which he has participated in hill climbs and SCCA racing.

Dick purchased his first sports car in 1952—a new MG-TD which he sold after six months because it was too slow. In 1953 it was followed by a '52 Porsche Cabriolet with which he entered hill climbs, but, because of its terrible brakes and max RPM of 5400, it lasted one year.

Dick's next experiment was with a Jaguar, a new 1954 XK 120M roadster. He drove the car every day as well as entering it in SCCA Class C production racing events in Illinois and Wisconsin. Soon after buying the car Dick met Joanne and they were married in 1956. They drove the XK to California on their honeymoon, a one month trip which included San Francisco, Carmel and Las Vegas.

The Jaguar was followed by a 1956 Alfa Romeo Veloce Spider and in 1957 by a new Corvette equipped with a full racing package. However, because of his new family responsibilities he was forced to 'retire' from racing, the Corvett intried. Subsequent automobiles included a 1958

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Get Ready for Concours '81

By Ray Tetzlaff

Time is short for preparing that Jaguar beauty for the Concours 1981. June is here and the Concours is scheduled for August 2nd. If you are one of the rare ones who maintains a reasonable amount of cleanliness under the bonnet, detailing is your biggest worry. If your car's engine is hidden away under a coating of oil, grease and dust, you have more to worry about. Also, keep in mind that a clean engine is a cooler running engine. Grime is a poor conductor of heat.

In getting your car ready for the Concours, it is advisable to start with the engine compartment, and of course, the engine. When doing this part of the operation last, there is always the chance of soiling the already clean exterior. There are several commercial cleaners that will remove that coating of dirt but care must be used as most of them will also work on the paint if left on the metal very long. "Gunk" is a preparation that I used on motorcycles, years ago, but engine enamel was not a problem and I always washed it off soon after application. A detergent solution can be used but it, to should not be left on the enameled metal. Before doing any

still fixing JAGUARS and other nice things

dale SHOUPE—o'brien—jw—jay—jay jr—les— al
joanna—hawes—hearst—willie—genaro—luis—doug



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cleaning of this type, be sure to cover any opening (air cleaner, breather and distributor) with plastic or other water proof substance.

If the under side of the bonnet has not been kept clean, it should be operated on first. Cover the engine, suspension, radiator and cowl with plastic or canvas. Apply a detergent solution with an old paint brush and wash down thoroughly. You may find areas that do not respond to this treatment. I have used "Gumout" spray on such spots. It will loosen caked grease or oil but will also loosen the surface of the paint if left on for any length of time. Solvents or commercial bug remover will also work.

Care should be taken to remove all grease and dirt from cracks and crevasses, wiring harness and under the sides of frame members. Old tooth brushed, Q-tips and tooth picks are handy for close quarters. One place

that accumulates a lot of black grime is the timing cover on the front of the engine, also the exposed surfaces of the various pulleys. The engine block can be touched up with black engine enamel if it is still black.

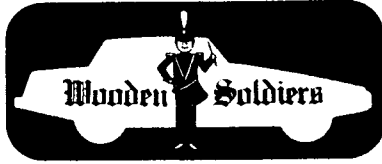
In the past I have spent hours on my E-Type, mostly in the comfortable shade of the garage or carport. When the car was exposed in the sunlight for inspection by the judges, I noticed several spots that I had missed while in the shade. The area around the acorn nuts on the cam covers need special attention as there always seems to be a slight seeping of oil there. This might be a good time to check Kent Stenberg's "Technical Tips" in the April and May issues of Jaguar Tracks. This may be an ideal time to follow his advice and cure some of the oil leaks permanently. Next month I will try to cover exterior treatment. In the meantime better get busy, time is fleeting!



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New Members

We welcome nine members this month. They are:

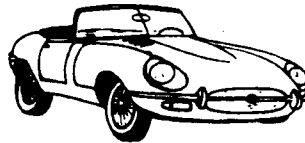
Ray and Rosie Formost, who own two 1980 XJ6 sedans.

Don and Irma Hayes, owners of a 1969 XKE Coupe.

Bob and Jan Nickett, who have a 1953 Drophead Coupe.

Morton and Shirley Jones, who own a 1962 XKE Roadster.

Ron Zappardino, who has associate member status, and owns a 1967 XKE Coupe.



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Alfa Romeo Sprint and 1967 Corvette Stingray, which he brought to California in 1972.

Dick's interests returned to Jaguars and in 1976 he bought a black 1954 XK 120M roadster—in Calixico. It took two years to restore the automobile and in 1978 he entered it in the Jaguar Club's Councours, taking second place because of some non-original modifications. He joined the club, made the appropriate changes and the next year had the highest point car in the club. The car was sold to a German in 1980, but Dick occasionally regrets losing it. Although he also owns a 1973 V12 roadster, Dick purchased another restoration project nine months ago, again an XK 120. It is one of the early all-aluminum bodied XK 120's, only 240 were made and this one has chassis #113. Dick plans to restore it to its original color silver, with a red interior and gunmetal

Briggs Cunningham

by Ray Tetzlaff

The trip to the Cunningham Automotive Museum is to be covered elsewhere but I thought a few highlights on Briggs Cunningham might be of interest. He was much respected in car an yacht racing circles for his dedicaton and determination. Ten times he drove in the Le Mans 24 hour races in the 1950s. He was never able to win this event. He drove a modified Cadillac to 11th place in 1950. The next few years he and his teammates drove Cunninghams. These cars were designed under his direction and though they were reasonably successful, they were never able to achieve his goal of winning with an American team in an American car. Later on he involved with Maseratis, Corvettes and Jaguars, into the 60s. He and his cars raced in many events on U.S. teams in U.S. waters as well as in England. In 1958 he skippered the "Columbia" to victory in America's Cup races against England Best. His car collections was started shortly after World War II, and He moved his cars to Southern California in 1962. He is a very interesting man and easy to talk to.

grey top.

Dick and Joanne are active club members—Dick being very effective in the Telephone Committee and Joanne with the now annual Ascot Auto Show. Next year, Dick will be working with Jim Shiner to organize the car selection and display for Ascot '82.



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JCNA News

LONDON, MAY 12: BL Ltd., England's largest carmaker, today announced the stoppage of car assembly at its plant at Solihull where Rover sedans and Triumph TR7 and TR8 sports cars are made. Rover production will be transferred, by next April, to the BL plant at Cowley near Oxford. TR7, TR8 and Rover production will be discontinued for the American market.

At the same time, BL announced a 209 million dollar, five-year expansion plan for Jaguar Cars.

In Leonia, N. J., Graham W. Whitehead, President of Jaguar Rover Triumph Inc., said "Our company will definitely remain a major factor in the luxury car market in the United States with an expanding volume of Jaguars. Sales are up over 30% for the year to date and we are fortunate in having a strong Jaguar dealer body. Most of our dealers have one of more franchises in addition to JRT and there is no question about their ability to stay in business profitably selling Jaguars."

BL's decision concerning the Solihull plant and three other plants was made to ensure that BL stays on course in its government-funded forward program. BL has stopped Triumph production because of heavy losses worldwide. Despite good reviews, the Rover never achieved the volume necessary to be profitable in its highly competitive U.S. market segment.

In a separate statement, John Egan, Chairman and Chief Executive of Jaguar Cars, said that North America is "our brightest hope, having consistently exceeded sales targets over the past months". He noted that Jaguar production is increasing for North America and at the same time the company is seeking ways to improve production flow and reduce costs. The Jaguar five-year plan includes the up-coming introduction of a high-quality version of their V-12 engine, a revised XJ-S sports coupe to be on sale in the United States by the end of 1981, new high-efficiency six-cylinder engines and an all-new sedan, code named XJ-40.

The company is working with the JRT National Dealer Advisory Council to effect a smooth transition to a single line marketing organization

Technical Tips

by Kent Stenberg

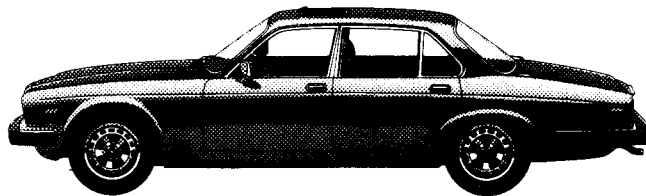
Just as oil leaks are difficult to stop, explaining how to stop them has its difficulties too. The first paragraph of the May 1981 Technical Tips should read—Being an amateur at this writing business, I see I need to clarify a point on last month's column. Regarding the rear bearing cap for the intake camshaft: remove this bearing cap and apply automotive silicon sealer between the bearing cap and the head, adjacent to the cam cover gasket and not between the bearing as I stated.

Since the first of the year, I've twice encountered problems with the charcoal canister in the evaporation controls for the fuel system. On the first, the engine would stall and not restart after slowing for a stop. The second, a 1976 XJ6 would run at reduced power or completely quit any time there was water on the highway. While the engine is running, manifold vacuum draws fresh air through the canister to cleanse the

activated charcoal of HC (hydrocarbons—fuel vapor) that are recovered from the fuel tank or the carburetor float chambers when the car is not in operation.

In each case air could be drawn through the canister. Their immediate result was slight vacuum being applied to the float chamber thus preventing fuel passing through the carburetor jets. In the case of the Jaguar, the canister is located in front of the right front wheel. At some time a screwdriver had been forced into the seam of the canister in an attempt to open it (the canister housing is bonded together). This allowed an opening for water to enter and mix with the charcoal dust that is on the gauze separator, making an effective seal. If your having a stalling problem, disconnecting the vent hose for the float chambers is a quick way to eliminate the evaporation controls as the cause.

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continued from page 1
 dispersing advertisements, flyers and being in charge of parking the Jaguars, so, if he asks for your assistance please help. Mary Lou Owen will set up the registration envelopes and dispersal. Pam Hodge had spent her time being our liaison with the San Diego Zoo, as all gate receipts will go to the Zoo. Hopefully, in return we will be awarded with some of their publicity. Another person spending a lot of her time is Marion Butler. She has arranged our banquet for that Sunday evening at the Atlantis restaurant, a cocktail bar to be included. Curtis Parker again

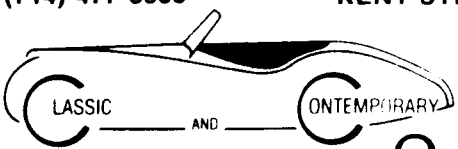
will set up door prizes (which I never seem to win).

This list is only the beginning, as I plan on enlisting every club member to help in some way. In the past, judging has been the role of the men, and I would like to see more women involved. So far Mary Lou Owen and Pam Hodge have contributed in this area and it has been very successful. Any suggestions or contributions will be welcome, please call me at 487-7698 or 569-7627

Each year we promote a Street Class in our concours event. This year

if you feel your Jaguar is not concours condition, then please enter it in the Street Class. The Street Class will be shown with the bonnet and boot closed, and for dropheads and roadsters the top can be displayed down. So you see, with some time spent washing and cleaning, you can participate in enhancing our club and your Jaguar. It's a good way to support your Jag Club and a great place to park your Jag. I will call each one of you personally in the next few months about participating in all the above areas so don't be shy.

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