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Jaguar Tracks

John... 1959... 2%

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

John... 1959... 2%

NOVEMBER 1981

FOUNDED IN 1959

CALENDAR

DINNER MEETING

November 13, Friday, at the HANALAI, Mission Valley. **THIS IS A CHANGE!** (We will NOT meet at Caesar's as planned.) Price is \$10.50 per person. Time for cocktails- 7 p.m., Dinner at 8. **RESERVATIONS MUST BE MADE BY THE EVENING OF THE 10th!** If your tel. committe person has not called you get in touch with Marian Butler at 444-4076 or Pam Hodge at 460-7542 **THIS IS OUR ELECTION MEETING!!!**

PINE HILLS BRUNCH

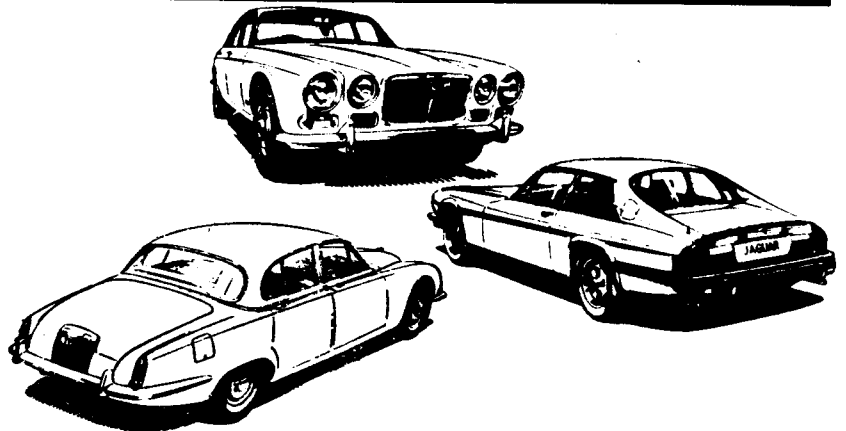
November 22, Sunday, meet at the east parking lot by MAY CO in Mission Valley. **LEAVE AT 8 a.m.!** We must arrive at the lodge by 10. Price for adults \$6.75, children $\frac{1}{2}$ price. This is one of our most enjoyable events. Come on out!!!

BUSINESS MEETING

November 18, Wednesday, at the home of Marian & Jack Butler. Time is 7:30 p.m. All members welcome. Call for directions, 44404076.

CHRISTMAS PARTY

December 12, Saturday, at the N.A.S. Officers Club.



Cal Clubs Meet

by Ray Tetzlaff

On an overcast morning Glen & Margie Simpson, Mary Lou Owen, Bob Atkins, Lou Dial and Ray and Ann Tetzlaff met at Pam Hodges for the drive to Solvang, actually Buelton, for the Cal Clubs Meet. Glenn led the way with the Mark IX, Ray's E-type coupe was next with Bob Atlins following in his van. Pam, Mary Lou and Lou Dial kept Bob company in the van.

On 805 near Balboa Bob pulled up beside Ray giving signals for him to pull over to the side of the road. The word was that a stream of water was flowing from the E-type, which was unusual for this car as it normally runs cool. It seems that the car behind Ray had to use windshield wipers to be able to see. It was decided to pull off 805 at the next off-ramp, which proved to be a less crowded freeway, 52. Glenn was of the opinion that the problem was a stuck thermostat, and so it was removed, hot coolant and all. The thermostat proved to be very stuck, in fact closed. Bob had a supply of water in the van, and after the radiator on the E-type was filled the caravan was rolling again. The E-type ran cool for the rest of the trip, sometimes a bit too cool for greatest efficiency.

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Meeting Minutes

BUSINESS MEETING
October 14, 1981

The meeting was called to order at 8 p.m. at Pam & Bill Hodge's home. Members present were Jack & Marian Butler, Lew & Lucia Skaug, Ray Tetzlaff, Bob Atkins & Wright Benson.

Old Business:

A. Membership- voted in as new members were Bob & Connie Caro.

B. Newsletter- Bev Holle will continue as Editor with Barbara Cottrell as assistant. Barbara will be contacting members to make contributions to the newsletter.

C. Telephone- Everyone is doing a great job.

D. Dinners-November: HANALAI...changed from Caesars!

December 12: (Saturday) Our Annual Christmas Party, to be held at North Island Officer's Club. (Courtesy of Bob Lakin)

E. Events- November 22: Pine Hills Brunch.

Pam Hodge had lunch with the zoo director on Fri., October 16. He offered us free admission to the zoo and an opportunity to have one of our dinner meetings in their private dining room.

The Hemmings posters have arrived and will be on sale for \$3.50 at the October dinner meeting.

The next business meeting will be held at the home of Jack & Marian Butler on November 18.

Adjournment: 9:15 p.m.

Respectfully submitted,

Mary Lou Owen, Secretary

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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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

Editor. Beverley Holle
677 Catalina Blvd.
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Continued from page 1

The group had breakfast at San Clemente, and only one stop was made after that until the arrival at the Ramada Inn at Buelton, about five miles west of Solvang. After checking into the motel it was clean-up time for the Jaguars. Glenn, Bob, Lou and Margie plunged in on the Mark IX. However, Margie did say that this was the first concours she had attended where she had time to polish her nails while the Mark IX was being prepared.

Ray struggled along on the E-type, but two lovely ladies came along at the right moment to do the tires, wheels and glass. Mary Lou and Pam were indeed both "angels of mercy" for Ray was tired by this time and might not have made it. The consensus of opinion was that Ray's car was better prepared than for our own club concours. The Simpson's Mark IX was, as always, excellent.

The eight from San Diego and at least six more crowded into Bob's van for the short trip to Solvang for dinner. The San Diego group went to one place to eat, while the others picked another restaurant. There was time for a little shopping before returning to the cocktail party at the Ramada Inn. The late arriving party found all the snacks and goodies had been eaten by the time they got back.

Saturday morning was time to line up the cars and do a little final polishing. After the judges' meeting where Glenn, Mary Lou and Pam were given their assignments, the cars were placed in position in their classes. Bob Atkins checked scoresheets before they went to the scorers. Pam, Mary Lou and Glenn had a long and busy day of judging. For Ray it was the first time in a while that he was able to look over all of the cars on display. There were some beautiful cars to see, almost fifty in

Continued next page



ROSTER

The new membership roster for the San Diego Jaguar Club is out. These rosters were distributed to all members who were present at the October Dinner Meeting at the Jolly Roger.

If you did not attend the dinner and didn't get an up-to-date roster, please get in touch with Membership Chairman Frances Tarantino so that you may get one as soon as possible.

The roster includes all of the names of members and associate members who have paid their dues to date and are currently members in good standing.

The next roster will be put out at the end of March, and will include all new and renewing members who have paid their dues by that time.

Dues are due and payable from January 1st, and become delinquent on the last day of March. Anyone who is not current with their dues at that time will not be included in the 1982 roster.



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Editor's note

This month marks my "one year anniversary" as editor of our club newsletter. Up until now I haven't written anything to the membership regarding any of the trials and tribulations of putting together this monthly publication that we HOPE you all look forward to getting and reading thoroughly.

As simple as the newsletter may look, a great deal of time and effort has gone into the final product. Would you believe a total of about 40 hours?...or a regular workweek for many of you?

Up until last month I did it all by myself, as Ray Tetzlaff had done before me. It is no small task for volunteer labor, believe me! The actual production consists of three main stages:

1. Information gathering.. and try as we may there are always items that should have been in the newsletter, but those who needed to come forward with the info didn't realize that the general membership "needed" to know. We try to make the newsletter as informative and up-to-date as possible.

2. Production...this is the typing/typesetting, design, fitting it all together, filling in the blank spaces with SOMETHING that will fit, carefully waxing and pasting it all down on "boards" (the most time-consuming job of all!) and then off to the printers.

3. Addressing & mailing... a tedious and thankless experience as there is simply no reward to this job other having it done and out of the way. Fortunately for me, this is now done by Barbara Carpenter, who is an absolutely wonderful person to take over this timeconsuming task.

So you see, by the time you get YOUR newsletter it has had alot of valuable time spent on the "getting it there". Volunteers are always welcome as are contributions!

Bev Holle

Continued from page 3

number, from a 1935 SS1 four-seater to a group of XJS models with just about everything in between.

Saturday night was Awards Banquet time. The dinner was catered, and unfortunately fell a little short on quality. The wine was good, and Bernie Marks and his crew from the Jaguar Associate Group deserve a lot of credit for the excellent event they staged. The restaurant at the Ramada Inn had not been installed as yet so the meals had to be catered. There was coffee and donuts at the Hospitality Room on both Saturday and Sunday mornings.

Awards were announced and trophies presented at the dinner. There were door prizes and raffle prizes by the dozens. Glenn and Margie were awarded First in Class in their division. The winners of each class will be announced at a later date. The concours winners seem to get better at each show. The regularly driven Jaguars don't win very often anymore. Being at a meeting of this type offers a chance to renew old acquaintances and make new ones. There are many interesting experiences that are related and it is of value to hear solutions to problems that have arisen or might arise on your own Jaguar.

Sunday morning was rallye time. There was a good turnout, with even Bernie Marks entering his prize-winning XK120 Roadster. None of the San Diego group entered into the rallye. Bernie Marks had a wheel bearing freeze up and his car ended up at an Arabian horse stud farm, and he later said that he was considering leaving it there for breeding purposes.

The brunch, due to a mix-up in scheduling by the caterers, ended up being a lunch at 12:30 p.m. The food, however, was better than the previous night's dinner. There was some speech-making, thank you's and the trophies for the rallye winners were presented. Goodbyes were said. Glenn & Margie stayed on at the motel in hopes that the Charger game would be available on TV in that area. The rest left for a pleasant but uneventful trip home in the light Sunday afternoon traffic. ■

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Overheating Problems?

by Kent Stenberg
CONTINUED FROM LAST MONTH

Cooling system problems can seem overwhelming when the temperature gauge rises to the hot side and coolant overflows onto the ground. You may begin to wonder if you can ever feel secure with your car.

If the cooling system is in proper order and you understand on hot days, perhaps in stop-and-go traffic or with the air conditioner operating, it is normal for the temperature gauge to go higher than normal.

Gauges that don't have the temperature indicated in degrees, only "C, Normal & H" areas, are usually 180° to 190° when the needle is midway across the gauge. On a day when conditions are as indicated above, 220° would not be unusual and won't cause damage to the engine. However, these are the conditions the manufacturer refers to when you are to "change oil more often under severe conditions".

Even early Jaguars can be fitted so as not to have heating/cooling problems. When 4 lb. radiator caps were in use and no anti-freeze was added to the system the boiling point was lower. In addition, the radiator fluid level was normally filled right to the top of the filler neck. When the rise in temperature increased the volume of the coolant, it had to expand, so it went out the overflow and many people considered that to indicate overheating.

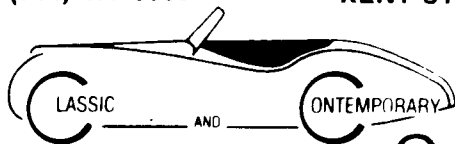
Now, recovery systems are inexpensive to fit, but don't use the 12-15 lb. pressure caps on the early Jaguars since the hoses and radiator-heater cores weren't made to hold that much pressure. 7 lb. caps will not overtax the early systems, and along with 50% antifreeze/50% water mixture the boiling point will be raised.

One place that an overflow tank can be placed that is out of view yet works efficiently is in a corner of the wheel well. This way it doesn't look out of place in our fine vintage automobiles.

NEXT MONTH: A few more tips will conclude this series on cooling systems. ■

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WINNERS

In the recent Cal Clubs Meet, Glenn & Margie Simpson took a First Place in their class with their 1960 Mark IX Saloon. Also placing was Ray Tetzlaff with his 1968 E-type coupe which took a 4th prize. Congratulations to the Simpsons & the Tetzlaffs!

1981 Year in Review
1982 Year in Review

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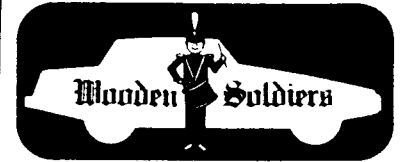


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