

Jaguar Tracks

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

January 1982

Founded in 1959

Replicars/Repliplanes

by Ray Tetzlaff
(Continued from last month)

The new company's first design was a half scale Focke Wulf FW-190A. For power a 100 HP O-200 Continental engine was used, as this German fighter a radial, air-cooled engine. Carved foam and outside glass layup technique construction formed the fuselage. This aircraft can be seen in the movie "Young Joe - the Forgotten Kennedy."

After this first effort it was decided to design and develop an entirely new concept that would have the size and power to feel like a genuine fighter. Developments in design and construction techniques would, they believed, prove much easier to build than designs with other materials.

The Focke Wulf FW-190A was continued in their plans. A scale of approximately 80% was settled on. In WW II this plane forced the Allies to develop new fighters to maintain control of the skies over Europe. The replica was powered by a seven cylinder, air cooled, radial Continental W670 engine. 240 HP drove a three bladed, fixed pitch, wooden propeller. Performance was very satisfactory. Next came the V-12s.

The two Thunder Wing replicas that are most appealing to the Jaguar fan are the P-40C and the Spitfire Mark IX. Both were flown by V-12 engines, the P-40C used a liquid cooled Allison and the Spitfire Mark IX a Rolls Royce Merlin.

It is interesting to note that after WW II most of the surplus Allison and Rolls Royce V-12s were bought up by people involved in Unlimited Hydro-

plane racing to power the huge thundering giants that have raced annually on Mission Bay. The Rolls Royce seems most durable and is usually favored.

The P-40C replica has a wing span of 30' and length of 25'. The Spitfire Mark IX has a wing span of 27' and length of 23'. These dimensions are approximately 80% scale and the silhouettes are very close to the originals. No attempt was made to simulate the rivet patterns of the original aluminum surfaces, however.

Since Allison and Rolls Royce engines are no longer available, and would be too large for the replicas anyway, it was necessary to look for a suitable substitute. An engine of about 80% the size of the originals that would develop 300 HP was believed right for comparable fighter plane performance. The ideal engine would be of aluminum construction for reduced weight. V-6s and V-8s were checked out and while horsepower could be developed to fit the requirements, there were problems with each one. After considering several engines, the staff concluded that the Jaguar V-12 would be the basis for the new power plant. The unit produced close to 300 reliable horsepower in Jaguar automobiles. It has an aluminum block and cylinder heads and in size and shape is an 80% replica of the Rolls Royce Merlin used in WW II. As developed for aviation it was to be known as the Lightning Merlin.

An expert on Jaguar engines who also had a lot of aircraft engine experi-

ence was hired for the development work. The areas creating the most problems, as installed on Jaguars, were the cooling and keeping the machine in tune. By discarding all the automobile accessories these problems were eliminated. Carburetors, emission controls, radiators and airconditioning units were removed. Distinct advantages for this V-12 were the strength of the revolving parts, the ease of fitting a dry sump lubricating system and the possibility of installing double ignition distributors,

To be continued next month

CALENDAR

DINNER MEETING

The January Dinner Meeting will be held at Caesar's Restaurant in Mission Valley. Date: Jan. 8th. Time: Cocktails at 7 p.m. and dinner at 8 p.m. Reservations can be made directly to Dinner Chairman Pam Hodge at 460-7542.

BUSINESS MEETING

The January Business Meeting will be held at the home of Barbara Carpenter at 3826-204 Caminito Litoral in Sea Colony in Point Loma. Time is 7:30 p.m. Call Barbara for directions and to let her know you are coming. The number is 223-1784.

Dues are DUE

A GALA AFFAIR

CHRISTMAS PARTY 1981

Once again our Christmas Party was held at the Officer's Club at the North Island Naval Air Station, December 12th, 1981. The view from the 3rd floor Sky Room was spectacular. Each table was decorated with a potted, red Poinsettia with a lighted Christmas tree in one corner of the room. The cocktail hour was a pleasant interlude of drinks and conversation, greeting old members and welcoming the new ones and visitors.

President Glenn Simpson called for order after which he thanked the many members who had assisted in making 1981 a successful year for the Jaguar Automobile Club. Those named were asked to stand as their names were called. After dinner, Glenn turned the meeting over to retiring Vice-President Pam Hodge. Pam made the presentation of the perpetual Trophy to Frances Tarantino. She was voted the member who had done the most to promote the Club for the year 1981 and will hold the Trophy through 1982. Pam then presented a Jaguar belt buckle to Bob Atkins for his excellent job as Activities Chairman and for his organization of the Cancer Society Car Show at Del Mar in February.

Pam Hodge called Randy Prine to the podium to make a special presentation as a way of thanking Glenn Simpson for his outstanding two years as President for the years 1980 and 1981. After a nice speech Randy presented Glenn

with an inscribed plaque from the Club.

Incoming President Marian Butler was introduced. She gave a brief talk of plans for 1982 and asked for the participation of all members in Club activities. Marian introduced the Officers for 1982; Ray Tetzlaff, Vice-President; Barbara Carpenter, Secretary and Lew Skaug, Treasurer.

The Jaguar Club was in possession of a large trophy that was awarded to the member that was outstanding in serving and promoting the Club. This trophy disappeared for a number of years but was recovered on the run to The Briggs Cunningham Automobile Museum earlier in the year. It had been left there by a former recipient for us to pick up. After due consideration the Trophy was presented by Pam Hodge to Glenn Simpson as a reward for the advice, assistance and help far beyond the call of duty that he has given to many of our members throughout the time he has been a member of the Club.

There were plus or minus sixty-five members and guests in attendance. A vote of thanks was given to Bob and Marlys Lakin for their efforts in obtaining the use of this facility for our Christmas Party. It was decided to ask Bob to try to make arrangements for 1982 in this excellent site. Those of you who missed, must make definite plans for a bigger and better party in 1982.

Contributed by Ray Tetzlaff

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MEMBER PROFILE:

JIM AND NORMA SHINER

by Barbara Cottrell

Jim Shiner's interest in automobiles dates back to his youth when his father was a distributor for Packard and Studebaker in eastern Utah.

Jim and Norma moved to Colorado in 1946 where Jim was very active in organizing SCCA events. He particularly remembers organizing a major road race held in Steamboat Springs in 1953. There were entrants from all over the west, including an heir to the Kimberly-Clark estate, who brought a trailer full of cars and entered each of the classes.

Jim and Norma have owned a variety of cars including an XK120 DHC, an XK140 Coupe, a 4-passenger Fiat Topolino (14 h.p. at sea level, 6 h.p. at 7000 ft.) and a Corvette. They moved to San Diego in the late 1950's where business interests kept them occupied. However, by the late 1960's Jim had time to resume his hobby and has since restored two MG's (a TF and a TD), a 1967 Morgan and an XK120

Coupe which is now owned by Jack Butler.

Four years ago Jim bought an SS100. It needed extensive body work which was finally completed just a few weeks ago. The SS100 is now home and Jim is doing the rewiring, upholstery and re-assembly. Needless to say, Jim and Norma will keep this rare and beautiful automobile.

The Shiners joined the Jaguar Club in 1975 and Jim served as Membership Chairman for several years. Norma, as a board member of the American Cancer Society, was responsible for involving the Jaguar Club in the Cancer Society "Ascot 80" car show and fund raiser. Norma has directed this very successful automobile show for the past two years, which included the car events, a cocktail party for entrants, entertainment and door prizes. Again this year, Norma and Jim, with the help of Dick Fuller, will be organizing the selection and display

of the automobiles. They hope to make it a true antique and classic car show. Other clubs will be invited to participate in the preparations for the show. It is a very worthwhile cause and one with which the San Diego Jaguar Club is proud to be associated.



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THE NUTS & BOLTS OF OIL LEAKS

by Kent Stenberg

A few months ago I wrote about oil leaks and engine assembly so as to prevent them. Since I recently overlooked some of my own advice, I'd like to review a few details that can save time and grief such as "where does that oil come from?"

I previously pointed out that the bolts that hold the end caps for the camshaft to the rear of the head, sometimes have oil leaks past the threads. The holes that they screw into are not always blind holes, but open into the oil drainage area at the rear of the head.

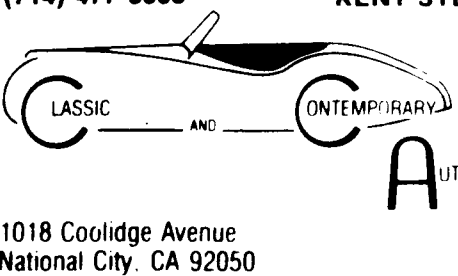
To prevent oil draining down the threads causing an external leak, some type of sealer is needed on the threads. I prefer automotive silicon gasket sealer.

The oil leak I recently corrected required that the engine of an XKE be removed. The housing that holds the rear crankshaft seal is held to the block by three bolts. One of the bolt holes was not a blind hole, but had an opening into the drainage area behind the rear main bearing. This may have been caused either by the hole being drilled too deep, or a casting core misalign-

ment when the block was made. Nevertheless, the point is to be aware when bolt holes may open into areas that contain oil, and than use something on the threads of the bolt to prevent leakage.

Another bolt to be aware of is the right front bolt that holds the pan (on Jaguar 6 cyl.) to the block. If the correct short bolt is not used it will bottom against the threads of the bolt just above it that holds the front engine cover to the block.

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