

Jaguar Tracks

JAGUAR AUTOMOBILE CLUB, INC.
OF SAN DIEGO, CALIFORNIA

FEBRUARY 1982

Founded in 1959

Replicars & Repliplanes

by Ray Tetzlaff
(Continued from last month)

An expert on Jaguar engines who also had a lot of aircraft engine experience 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, one driven by each camshaft. Each distributor was independant but they were connected to one spark plug per cylinder. If one system should fail the other could continue to operate the engine.

The Jaguar engine, as installed in automobiles, has a red line of nearly 7,000 RPM. It has a seven main bearing crankshaft and the valves are operated by overhead camshafts driven by a double chain. Each camshaft is supported by seven bearings. As used in aircraft the engine is redlined at 5,200 RPM. At this speed the engine is never near its maximum load capacity.

The design of the block is such that it extends below the line of the crankshaft. The oil pan mounting flange is flat so that a small sump can be bolted on. A powerful scavenging pump is mounted and several scavenge lines are
(cont. on pg 3)

President's Message

PARTICIPATE . . . CONTRIBUTE . . . & ENJOY . . . These are the three key words to keep this club rolling on the successful road we have had these past few years. We are getting new members every month. We have had some outstanding events which have been well attended and enjoyed. Let's keep this momentum going for 1982!

We plan to do the "tried and proven" but we also would like to try some new things. It is a new year and we have had some new suggestions from members, new and old. The only thing necessary to make the new ideas work is the enthusiasm and support of *all* members.

As you know, our dinner meetings have been very well attended, even though inflation has not allowed us any bargains. Usually we have an attendance of 40 to 50 people, and sometimes 60. This is great! But it does limit us somewhat to places which can accomodate this many on a Friday night. We always have to give the restaurant a *guaranteed* count by Wednesday, prior to the Friday dinner. Lately this has caused quite an expense to the club. One dinner meeting last year cost the club \$196.00 because twenty reservations did not show. I think you will each agree that this is not in the best interest to this club. Therefore, beginning right now, the Treasurer will bill each member who makes a reservation and does not cancel by the deadline for the cost of the dinner. We feel this is the only fair way to handle this. If you have any other suggestion in this regard, I will be happy to listen.

I, personally, cannot see why this should be a problem. Your reservations are made by a personal contact with a

member of the telephone committee the week of the dinner. We try to keep these dinner meetings as inexpensive as possible and provide a pleasant atmosphere at the same time. It is not an easy task, so please cooperate in this regard.

Participate, contribute and enjoy and make 1982 another great year for the club.

Marian Butler

CALENDAR

FEBRUARY DINNER MEETING - Feb. 12th, Cafe Del Rey Moro - Balboa Park. FUND RAISER - AUCTION - Carne Asada, \$10.50 per person. Bring Jaguar part or "White Elephant" item. Cocktails at 7, Dinner at 8.

BUSINESS MEETING - will be held on February 17th at the home of Lew and Lucia Skaug, 209 D Street, Chula Vista. Meeting time is 7:30 p.m. Call ahead to let them know you are coming, or for directions, 420-0700.

DUES ARE DUE . . . \$24.00 . . . Receive Discount to \$20.00 if paid BEFORE Feb. 28.

★★★

LOS ANGELES CONCOURS - May 23, 1982.

WESTERN STATES MEET - June 24-27, Carson City, Nevada.

Business Meeting
January 13, 1982

The meeting was called to order at 7:50 p.m. at Barbara Carpenter's home. Members present were Marian and Jack Butler, Norma and Jim Shiner, Ian Cottrell, Lucia and Lew Skaug, Joanne and Dick Fuller, Bob Lakin, Mary Lou Owen, Margie and Glen Simpson, Wright Benson, Frances and Joe Tarantino, Ray Tetzlaff, Hal Hendricks, Bob Atkins, Randy Prine, Irma Hayes, Chuck Inglett and Barbara Carpenter.

Old Business

Membership: Voted into membership were Jake and Diane Mater and Nat and Diane Ward. Frances Tarantino reported she has 28 pending membership applications. It was decided that new members names and addresses will be printed in the newsletter unless the member objects.

Telephone: Telephone Committee Chairman, Dick Fuller, needs to know who is on his phone committee and he needs some volunteers.

Dinner: The next dinner meeting will be February 12 at the Cafe del rey Moro in Balboa Park. There will be an auction of Jaguar parts and other items.

Events: Mary Lou Owen passed questionnaires at the January dinner meeting. She reported a lot of interest in Pine Hills runs, a North County wine tour and rallies. She also received volunteers for planning and assisting in the events. Norma Shiner reported on the Ascot '82 car show which will be on May 15 and 16. The Jaguar Club is a co-sponsor of this event and a lot of good exposure comes from this. Irma Hayes brought all the miscellaneous items for sale. These need to be priced, inventoried and displayed so they can

be sold.

Concourse: Concourse Chairman, Ian Cottrell, presented his ideas for the concourse on August 1, 1982. He is planning a less formal concourse, but with same emphasis on the quality of cars and judging. Plans will be discussed in more detail later.

New Business

Marian Butler asked for volunteers to attend the National J.C.&A. meeting in Indianapolis this summer. No one volunteered so she will contact other members not present.

It was suggested that the \$5.00 gift exchange at the Christmas party be changed to childrens gifts and given to an organization that helps the underprivileged. This will be discussed again.

The next business meeting will be on February 17, 1982 at the home of Lucia and Lew Skaug.

The meeting was adjourned at 9:15 p.m.

Respectfully submitted,
Barbara E. Carpenter
Secretary

New Members

Jacob and Diane Mater
11676 Andanza Way
Rancho Bernardo, CA 92127
487-6407
1957 XK 140 MC Roadster

Nat and Diane Ward
8756 Aquarius Drive
San Diego, CA 92126
566-6843
1954 XK 120M DHC

SAN DIEGO JAGUAR CLUB

PRESIDENT
Marian Butler
444-4076

VICE PRESIDENT
Ray Tetzlaff
466-3446

SECRETARY
Barbara Carpenter
223-1784

TREASURER
Lew Skaug
420-0700

MEMBERSHIP CHAIRMAN
Frances Tarantino
280-2178

CONCOURS CHAIRMAN
Ian Cottrell
(1) 481-0199

EVENTS CHAIRMAN
Mary Lou Owen
(1) 487-7698

DINNER CHAIRMAN
Pam Hodge
460-7542

EDITOR
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REPLICARS (cont. from pg 1)

attached. The supply of oil is carried in a remote, baffled tank thus giving the engine inverted flight capabilities, all of which goes to make an ideal V-12 engine for inline powered replicas of fighters and possibly bombers.

The unit requiring the most intensive effort in design was the propeller drive system. A speed of 2500-2700 was deemed the ideal prop speed. Faster than that was unsafe for a rotating mass the size of the propellers. 5200 RPM had been settled on for the engine and, at takeoff, maximum red-line RPM was necessary. The propeller reduction drive unit was bolted directly to the bell housing flange of the engine block. The drive itself was attached directly to the crankshaft. A vibration damper and ten tooth spline are in the unit. Oiling of the unit is by the engine's pressure pump and it has its own stage in the scavenge system.

The reduction from crankshaft speed to propeller speed is accomplished by the use of different sized sprockets. These are connected by a two inch wide drive chain of the type used by General Motors in its large, front wheel drive automobiles. The reduction ratio is set at 2.04 to 1. This ratio keeps the chain from repeating on the same teeth each revolution. Speed of the propeller, with a crankshaft speed of 5200, is just under 2600 RPM.

The first reduction drives were built on half inch and quarter inch aluminum plate welded together and then machined to close tolerances. Future units will be cast from patterns that are being developed. They will be heat treated and machined. The main propeller shaft will accommodate a standard bolt pat-

tern prop flange. It is designed so that an oil driven, constant speed propeller can be used. Either three or four blade props are utilized.

The accessories are driven from the rear of the engine as it is installed, which is the reverse of the automobile installation. Mounting brackets are attached to the engine block so that the entire unit can be removed from the engine in one piece. The propeller governor and oil scavenge pump are each driven by a toothed Gilmer belt and pulleys are selected to give the correct operating speeds as well as a positive drive for the accessories. The alternator and vacuum pump are driven by double vee belts. Cooling is done by 80% scale radiators mounted beneath the engine.

The Lightning Merling engine will undergo constant development. At present PS-7 pressure carburetors are used but it is planned to go to a fuel injection system of standard aircraft design. Twelve open exhaust stacks give maximum scale appearance and a terrific sound effect.

Turbocharging will give greater altitude capabilities but will take away some of the scale appearance. With the Jaguar cylinder head design it will be possible to fit a second spark plug in each cylinder without modifying the combustion chamber. Two independent magnetos will then be driven by the camshafts for ignition.

The Jaguar V-12 is a versatile power plant. It has been adapted for use in land, air and sea. In England this engine has been developed in a turbocharged version for marine use. A hull for offshore power-boat racing has been built

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to accept two of these engines. Modifications have been made so that twin, stainless steel propellers can handle the 1600 HP the two V-12s are expected to develop. Jaguar has a new cylinder head in the works that is much more fuel efficient and this may carry the twelve cylinder engine into the future.★

**JANUARY
DINNER**

The January Dinner Meeting was held at Caesars in Mission Valley and well attended by 39 members. Everyone seemed to enjoy the delicious Italian Buffet, even the post holiday dieters. Marian Butler introduced some of the Committee Chairman for 1982, who in turn gave a brief summary of their various duties and plans for 1982. Mary Lou Owen handed out sheets requesting preferences and new ideas for some club activities. The "Jag Bank" was passed around by Terri Nance, and you should have heard some of the "stories" told by club members as to why they didn't drive their Jaguars. Tom Denny had three great door prizes for the evening for three lucky members.

**still fixing JAGUARS
and other nice things**

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Accidents will happen

The Jersey Driver, as legendary and terrifying a creature as the as the Jersey Devil, is well known for his recklessness, brazeness, and general misanthropy. What has gone unappreciated so far, however, is the corollary to the law of the jungle on New Jersey's roads: however malicious the Jersey Driver's demeanor, he will always have an excuse when an accident occurs. New Jersey's Finest, the newsletter of the state FBA, with the help of Patrolman Norman Fourre of Fanwood and a friend of his in the insurance business, has documented the Jersey Driver's Excuse. The collection of explanations, rationalizations, and protestations of innocence - all taken from authentic accident forms - demonstrates beyond a reasonable doubt that the Jersey Driver practices his craft not only with brawn but with chutzpah, twisted syntax, and unintentional wit. Some samples from the newsletters compendium:

"An invisible car came out from nowhere, struck my vehicle, and vanished."

"The other car collided with mine without giving warning of its intentions:"

"A pedestrian hit me and went under my car."

"The telephone pole was approaching real fast; I was attempting to swerve out of its path when it struck my front end."

"Coming home I drove into the wrong house and collided with a tree I do not have."

"I was taking my Canary to the hospital. It got loose in the car and flew out the window. The next thing I saw was his rear end and there was a crash."

"The guy was all over the road. I had to swerve a number of times before I hit him."

"I was attempting to bring my car out of a skid by steering it into the other vehicle."

"As I approached the intersection, a stop sign suddenly appeared in a place where no stopsign had ever appeared before."

"The pedestrian had no idea which direction to go, so I ran over him."

"The right door of a car came around the corner without giving a signal."

"I saw this slow-moving, sad-faced old gentleman as he bounced off the hood of my car."

"In my attempt to kill a fly I drove into a telephone pole."

"The gentleman behind me struck me on the backside. He then went to rest in the bush with just his rear end showing."

"The indirect cause of the accident was a little guy in a small car with a big mouth."

"I pulled away from the side of the road, glanced at my mother-in-law, and headed over the embankment."

"I had been learning to drive with power steering; I turned the wheel to what I thought was enough and found myself in a different direction going the opposite way."

"I was thrown from my car as it left the road. I was later found in a ditch by a stray cow."

"I had been driving my car for forty years when I fell asleep at the wheel and had an accident."

MEMBER PROFILE:

Bob and Nancy Atkins

By Barbara Cottrell

Bob Atkins loves anything that is motorized. He started driving his family's vehicles almost before he could walk. His interests ranged from automobiles to motorcycles to speedboats and back to automobiles. He owned his first foreign car, a 1930 Austin America, when he was 15 years old. He traded it for flying lessons and then moved on to motorcycles. Two years later he decided to go back to cars.

Bob bought a 1930 Model A and then three years later a new 1950 Buick Special. His first sports car was a 1959 Corvette and his first Jaguar, a 1966 XKE. He has also owned 120's, 140's, a Mark VII and a Mark IX. (Needless to say, his garage is full of Jaguar parts.) He now owns an XK120 DHC, which he is restoring, and an XJ6 which he drives.

Bob's interests have not been limited to Jaguars, and some of his restoration projects have included an MGTC, which he still owns, a Lotus Super Seven and four Austin Healys. At present, besides his XK120, he has another Austin Healy and a 1919 Model T to restore.

Bob and Nancy have been members of the San Diego Jaguar Club since 1967. Nancy has served as Secretary and Bob has regularly held a number of positions including Rally Co-ordinator, Concours Chairman and Activities Chairman. He attends almost every event and his Trans Van is a familiar sight at the club outings. It is always open to those who do not wish to drive their cars at an event and it serves as headquarters at the club Concours.★

ON BRAKES

by Kent Stenberg

I have some observations (but no clear cut conclusions) of a much overlooked area of auto maintenance. The braking system gives few problems, and other than replacing brake pads or linings, very little thought is given to this system. In light of the times I see systems with brake fluid loss, I'm not personally aware of any serious accidents concerning this type of failure.

One common problem however, is the deterioration of the rubber seals in the brake cylinders. If, while holding a gentle pressure on the brake pedal, (such as while waiting for a stop light) you feel the pedal slowly move toward the floor, it's because of an internal leak in the master cylinder. Fortunately, due to design, more pressure applied to the pedal will stop this internal leak. But make no mistake, it's time for repair.

Cracked rubber dust seals on brake calipers don't have an immediate effect on brake operation, but delaying repair can only increase the expense due to water and dust damage to the bore or piston of the assembly.

Flexible brake hoses are seldom considered for replacement. One unusual problem happened on a 1969 XKE. The right front brake would not release at times, but always worked perfectly when brought into the shop. The internal part of the flexible brake hose had swollen and sometimes had a check valve effect that wouldn't let fluid leave the brake caliper. Externally the hose showed no sign of deterioration.

Brake fluid has some interesting properties. Get it on your hands and it

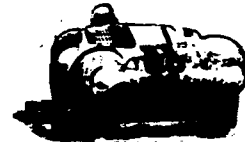
(cont. on back pg.)



YELLOW PAGES

FOR JAGUAR PARTS

Glenn Simpson is compiling a list of parts houses, dealers, etc., of area, nationwide and overseas contacts for Jaguar parts. If you have any information you would like to contribute, please call Glenn - 461-7635.



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ON BRAKES (cont. from pg 5)

feels warm. After a while you skin feels dried out. Spill it on your fender and it discolors the paint or even removes the paint in just minutes. Try to clean with solvent the 'GOO' that results from a leaking wheel cylinder and you end up with just more 'GOO'. Use water to clean up brake fluid and the results are a nice clean surface. Not so simple though, to clean internal brake parts. Any water inside the system will pit the surface of the brake cylinders over a period of time. In fact, one major

problem are the pits that result on the bores of the cylinders because of the moisture that brake fluid absorbs. Cleaning with methol alcohol will clean the surface and leave it dry because it evaporates quickly.

One auto manual I've read recommends flushing the brake fluid yearly and replacing all rubber components every three years. Few car owners do this, and it's highly unlikely brake systems will be maintained as well as articles and repair manuals suggest. ★

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1957 Mk I Sedan. Only 6000 miles since engine overhaul. Chrome, body, paint, wood, insides in good condition. Five new tires. Owned since '71. Asking \$6500. 566-7032 after 6 p.m.

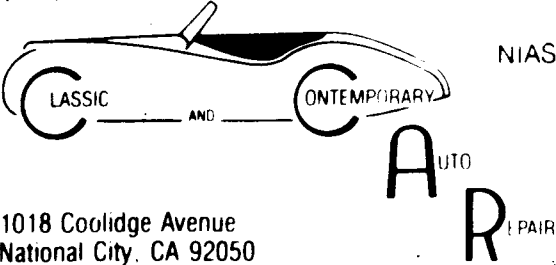


1961 XK 150 Coupe. Only 9000 miles on rebuilt engine. Internal and external condition very good. Owned since '72. Asking \$7500. 566-7032 after 6 p.m.



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