



# JAGUAR TRACKS

AUGUST 1993

JAGUAR AUTOMOBILE CLUB, INC. OF SAN DIEGO  
FOUNDED IN 1959

## PRESIDENT'S MESSAGE

### LEFTOVER PEA SOUP

The June 27th trip to brunch at Pea Soup Anderson's, followed by the drive to and tour of the Amy Strong Castle was well attended. The brunch at Anderson's was particularly good with a very complete and tasty spread of breakfast items, fruit, fish, roast beef, pastries and desserts. After brunch, those who could still move drove on to the Amy Strong Castle and, (I'm told) had fun with both the ride and the tour of the castle. Thanks to Steve and Joan Coakley for making it look easy.

### JULY DINNER DOWNTOWN AT BICE'S

Our July dinner meeting at Bice's downtown in the Paladion was most enjoyable. The setting was very elegant and the food and service excellent. Thank you, Norma Shiner, for the arrangements. I look forward to a return visit.

### CONCOURS SUNDAY AUGUST 8TH

Concours Chairman, Wayne Wynne, is charting entrants and making final arrangements for the SDJC annual concours at Marina Village on Mission Bay. There are indications that we'll be seeing several freshly restored Jaguars which have not been shown before. As an added attraction, this year the Porsche Club is holding their annual concours on the same day, at the opposite end of Marina Village; this circumstance promises to add some color and interest for both clubs. Please join us with or without your Jaguar, for part or all of the day.

### REMINDER FOR JOCLA CONCOURS AUG 28TH

The Los Angeles Jaguar Owners Club continues to be strong supporters of our SDJC concours. I encourage you to enter and/or attend their annual concours which will be held at the beautiful Coast Botanic Gardens in Palos Verdes on Saturday, August 28th.

### SD AUTO MUSEUM BLOOD BANK AVAILABLE TO ALL MEMBERS AND CAR CLUBS

The San Diego Auto Museum now has a Blood Bank Account which may be accessed by all members of the Museum and by all members and the families of members of Car Clubs which belong to the Museum. SDJC is a member of the museum; therefore, all our members and families are eligible to use blood from the account. One need not have given blood in the account name prior to drawing from the account. As convenient and as feasible, it is requested that any blood you donate in the future be designated for the SD Auto Museum Account. Call me with questions.

### YOU'VE GOT TO BE KIDDING!!

Enroute downtown about a week ago I pulled up at a light behind a good looking silver Series 2, XJ6 Jag. I noted some extra chrome script on the boot lid and was startled to read the word "Diesel"!! I figured it was a joke but, as the light changed and the car moved off, sure enough, the tel-tale dark exhaust and distinct odor confirmed that it was indeed a "Diesel Jaguar". That's a new "Jag conversion" one for me, how about you?

### RESTORER PANICS AS CONCOURS APPROACHES!!

Is it possible that my car could actually be ready for August 8th?? Almost all the parts that came off are now back on and, with any luck, the few that remain won't keep the doors from closing..like the ones I put on last week. The big test still comes when the car gets out in the bright light and I can finally see all the dog hair and dryer lint still stuck in the paint. Well, if I don't finish this project soon, watch for me in VON's parking lot with my sign:

"Over-extended on Jag restoration. Accepting over-night accommodations, spare change, etc."

See you at the Concours.  
Dick Cavicke

## San Diego Jaguar Club 1993

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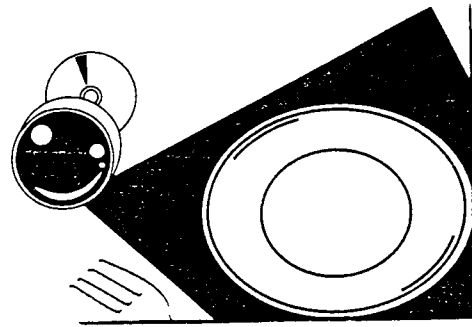
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## AUGUST DINNER

Sunday, August 8

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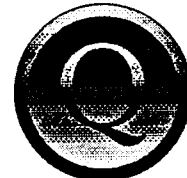
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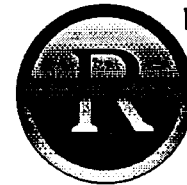
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## Ask the Experts... Jaguar Overheating can be Cured

(This article appeared a couple years ago in *Jag Talk*. We have a lot of new members and somehow it seemed appropriate. Although it is written specifically for E types, most points are applicable to all Jaguars.)

Continuing to drive a twelve cylinder E type after it began to overheat cost the owner of one vehicle \$2400. I know, I saw his bill at a Jaguar dealership. The valve stems stuck in their guides as the heads began to warp, destroying the camshafts and followers. Fortunately the pistons were spared.

Overheating is probably the most frustrating problem there is on Jaguars, because it only strikes when you're most vulnerable -- like sitting in traffic. Most of the time, the car is fine. This tempts one not to take adequate repairs, and results in Jags being garaged rather than driven out of fear of overheating. Overheating is as real and serious a problem as any other, and requires money to repair.

Enough editorializing. Here's how to fix the problem forever -- no gimmicks or mirrors.

**1. Correct thermostat.** Without any thermostat, or with a Non-Original-Specification (NOSP) thermostat, hot engine water may simply bypass the radiator and continue to run through the bypass line, as is supposed to happen during warm-up. On 3.8 Series I E types, the bypass runs directly back into the water pump. On 4.2 cars, the bypass line runs into the right (cool) side of the radiator, and then back into the water pump.

The correct thermostat looks quite different from the average American thermostat, and has a sleeve, which when hot, extends to block off the bypass opening. This is probably the number one problem affecting Jaguars, in terms of frequency of occurrence.

Permanently closing off the bypass line is acceptable in hot climates where warmup is brief, but operation without a thermostat is not recommended. The engine will never get up to temperature at highway speeds, and will load up with carbon as a result. Additionally, the amount of heat from the heater decreases the faster one drives.

**2. NOSP Header Tank.** The original header tanks on Series I cars were constructed of two pieces, with a horizontal seam running all the way around. NOSP tanks tend to be constructed square, with ends welded on. On Series I 3.8 vehicles, aftermarket tanks are fine. The hot water flow from the intake manifold simply passes through the tank and into the left (hot) side of the radiator.

However, the 4.2 Series I header tank is quite different. It has a steel tube passing directly through it, causing flow similar to the 3.8. This tube only has two tiny openings into the tank itself, one to let air in the system escape and the other into which the fan sending unit fits. The third opening into the tank accepts expansion water from the radiator.

The majority of NOS tanks simply are a steel can with three nipples welded onto the exterior, all opening into the tank. This results in hot water exiting the manifold and getting drawn into the right (cool) side of the radiator via the expansion line and right back into the engine. The radiator doesn't even get a chance to cool anything! Shell out the extra money and get a Jaguar tank, positively, if you have a 4.2 Series I.

The concept of a header tank is to catch expansion as the engine warms up which is considerable on a Jaguar. Most American radiators have integral expansion space on top. Jaguar intended to use every bit of ram air available for radiator cooling and therefore installed a radiator with a core running all the way to the top. The header tank was to put expansion space out of the air stream where it is wasted. Insure the radiator in your Jaguar has a full height core. Series II Jaguars have a small expansion tank mounted on the firewall. By using a bit of copper pipe in the line to this tank or even better, finned tubing, expansion steam will be turned back to water and saved. Some Series I owners find it useful to add one of these to their system.

**3. Fans.** The Series I propeller fan is a joke. If you're a concours nut, leave it on but at least install a supplemental fan in front of the radiator. To install after market fans on the rear of the radiator often demands removal of the Series I fan motor bracket -- by hacksaw. The Hayden 3650 14" fan fits very well in front of the radiator; their 12" fan fits well behind.

Having shopped around I can say conclusively these are the most effective fans for the money.

If you're a Series II owner make sure both fans are operating. Make positively sure all fans are running in the correct direction. Blades mounted backwards on a fan wired backwards won't move as much air as the correct setup. Aftermarket fans tend to pull a good bit of amperage. A headlight or other heavy duty relay is a must for such systems. By using such a relay the Jag's fan sending unit can be used to switch aftermarket fans in and out, saving you the expense of purchasing a thermostat with the fans (3655 model which is a pain to install).

**4. Radiator Plug-Up.** The dissimilar materials used in Jaguar engines -- iron, steel, copper, brass, aluminum result in virtual batteries being formed with the coolant as an electrolyte. Deposits can get plated into the radiator or whatever else ends up as the cathode. The cure is using 100% Prestone since ethylene glycol won't ionize like water will and thereby eliminates electroplating. Having the radiator rodded out or replaced are the only cures for prior owner neglect. After curing overheating you won't be loosing coolant at all so maintaining a 100% Preston system won't be as expensive as it would seem to be. *(This suggestion has stirred some controversy among club members since pure antifreeze does not have as high a boiling point as a 70-30 antifreeze/water mixture. Has anyone ever tried it? - ed.)*

**5. Leaking systems.** The average American car has 8 hose clamps to tighten around 4 hoses. The Jag has over 20. Since the entire system is pressurized a slight leak at any one can cause overheating. Try loosening a clamp on one of your Jag's hoses after the system is warmed up. *(Why not just loosen the radiator cap? -ed.)* Avoid burning yourself but you should notice a distinct rise in temperature indicated due to loss of pressure. Pressurized water boils at a much higher temperature, and once boiling occurs around the piston walls, heat carrying

Continued next page

## Overheating Cured?

Continued from previous page  
capability goes to nothing. Jaguars are much more sensitive to radiator caps being uncalibrated (7lbs, 13 A/C) than other cars.

A system pressure check is an absolutely great thing for a Jaguar, yet few owners take the time. For \$10-25 a pressure test will identify that hose that might have blown the next time you hit traffic. Jaguars cook hoses, due to the underhood (bonnet!) temperatures. Anything over a year old is suspect. The heater core, and heater lines within the firewall, should be checked as well. The last culprit of overheating in my Jaguar was a leaking freeze plug in the block. Check yours.

**6. Extremely Unlikely Causes.** A lean mixture (like when your air cleaner seal leaks) or late timing (insufficient advance) both cause an engine to run hotter. A lean mixture burns slower, and imparts more heat to the combustion chamber. Indy racers run extremely rich mixtures so the evaporating fuel will cool the heads. This may or may not be what the choke setting of hot is on for on the Jaguar. Rust buildup in the block degrades cooling system potential. A can of fast flush does little in Jaguars, because of the different metals. Cracked head gaskets will cause overheating, but this is easily detected by a compression check.

One argument that has been made is that air simply can't exit the Jaguar engine area in sufficient quantity. The cure for this is to remove the rubber wheel arch seals.

**7. Loss of coolant.** Jaguar owners often find they have to keep topping up the radiator, even when no leaks are apparent. What happens, is that after the engine is shut off, the temperature in the cooling system begins to rise, as the system heat soaks.

The maximum temperature and pressure isn't reached until 10-15 minutes after shutdown, usually after the owner has left the area. Now the pressure cap releases and coolant is lost, unbeknownst. By morning the puddle has evaporated. Wiring cooling fans

directly (fused, of course) to the battery can prevent this, at the cost of occasionally running down the battery, particularly on a series of short run shopping trips.

Spending the few extra dollars on original parts for your Jaguar will bring years of cool driving. A 1969 *Road & Track* survey showed over 10% of Jaguar owners already had cooling system

deficiencies. However, most E s have had their cooling capabilities degraded slowly, over a period of years, due to corrosion, incorrect parts, and mechanic's misinformation.

If you are careful, your Jaguar should be a cool cat all summer (*except maybe in Arizona!* -ed.).

Wade H. Nilson  
EJAG

# PERFORMANCE JAGUAR

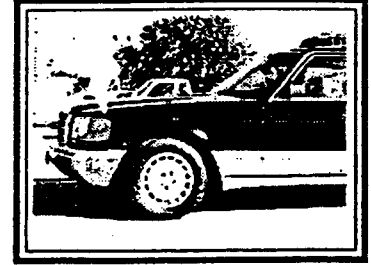
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Wade H. Nilson  
EJAG



**EVENTS CALENDAR**  
SDJC, Area JCNA and Special Interest Activities

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**AUGUST**

- \*Sun 8 SDJC Annual Concour D'Elegance, Marina Village.  
10:00 AM - 4:30 PM, Wayne Wynne 292-0788.
  - \*Wed 11 SDJC Business Meeting, 6:30 PM, Performance Jaguar
  - Sun 15 3rd Annual Adams Ave. Antique Auto Show. 282-7329
  - \*Sat 28 Jaguar Owners Club Los Angeles, Annual Concours, Coast Botanic  
Gardens, Palos Verdes, CA. George Lassus 310-534-5239
- 

**SEPTEMBER**

- \*Fri-Sun 10-12 California Jaguar Clubs bi-annual CALCLUBS weekend,  
Santa Maria Inn, Santa Maria, CA. Randy Prine 295-0543
  - \*Wed 15 SDJC Business Meeting. Location TBD
  - \*Sat 25 SDJC Pot Luck dinner, White Jaguar Auction and New Officers  
Nomination night at Phelps' house, 3805 Alameda Way, Bonita, CA
  - Sun 26 American Cancer Society, San Diego Concours d'Elegance  
Embarcadero Marina Park. *30 cars selected still looking for more*  
*JAGUARS*
- 

**OCTOBER**

- Sat-Sun 2-3 Monterey Races and Salinas Air Show featuring British Royal  
Air Force, Red Arrows Precision Jet Team. 408-754-1983.
  - \*Sun 3 British Car Day, Del Mar Racetrack, 10AM - 4PM. Chris Knoerdel  
632-6314
  - \*Fri 8 SDJC Dinner Meeting, Cindy Black's Restaurant, La Jolla Blvd,  
La Jolla
  - \*Wed 13 SDJC Business Meeting. Location TBD.
  - Sat 16 Jaguar Drivers Club Swap Meet, 1610 E. McFadden, Santa Ana, CA
- 

**NOVEMBER**

- \*Fri 12 SDJC Dinner Meeting, (Election Night), Tomatoe's Restaurant,  
3111 Sports Arena Blvd. San Diego.
  - \*Wed 17 SDJC Business Meeting. Location TBD.
  - Fri-Sun 19-21 Palm Springs Races and Concours.
- 

\* Indicates official SDJC function or planned club outing.

## AUGUST EVENTS

One would think the Dog Days of August were here, but not so. The weather in the Southern California area has been as mild as ever and August will be another busy month for the Club.

Number one on the agenda is the SDJC Concour d'Elegance being held on Sunday the 8th at Marina Park in Mission Bay. This is the "must be there" event for all members. The finest examples of Jaguar marque motorcars will be on display for your viewing and the all important competition in elegance as judged by those who know. This is the perfect opportunity for you to participate and/or appreciate the best that Jaguar has to offer. A catered dinner (you must call Wayne Wynne for reservations) and awarding of the coveted prizes will take place later in the afternoon adjacent to Marina Park.

Wayne Wynne is coordinating this Concour and he has all the information you need. He also needs any help you can provide, so call him at 292-0788.

We'll have guest participants with their cars from all over the Southwest. And in return the JOCLA will hold their concour on Saturday, the 28th. We need to show support for their efforts as they do to ours, so please plan to participate or attend this major motorcar event at the beautiful Coast Botanic Gardens in Palos Verdes, west of Long Beach. The spot is gorgeous, as will be the cars. And the competition will be as hot as the San Diego show. This is a second August happening you won't want to miss.

See you at the Concour. Til then, drive carefully.  
Steve Coakley  
479-8201

P.S. The green machine is on the roll again.

# CLUB MINUTES

July 14, 1993

**Call to Order:** By President Dick Cavicke at 6:45 p.m. at Performance Jaguar. Present: Kathy Howard, Wayne Wynne, Steve Coakley, Dennis Crooks, Diane Ward, Tracy Hazelton, Granville Jackson, Marilyn and Randy Prine.

**Minutes:** Approved with following correction. Under Door Prizes, eleven donations should read several donations.

**Treasurer: Kathy Howard:** Balance on hand \$2966.89 after Concour and Newsletter expenses.

**Advertising: Dennis Crooks:** Some ads expire end of July and need to be billed.

**Chief Judge: Dick Cavicke:** Five members attended last judge training session. Judging assignments are being made for the concour.

**Concour: Wayne Wynne:** Dash Plaques ordered. Performance Jaguar will underwrite the cost of trophies. Performance plans to have a boutique at the Concour. Discussed details on registration, dinner reservations and score sheets.

**Dinners: Diane Ward:** September 25: Potluck at Phelps'; October: Cindy Black's; November: Tomatoes; December: Mariys Lakin in charge of Christmas Party at North Island. Discussed table decorations.

**Door Prizes: Granville Jackson:** Received six donations for July Dinner.

**Events: Steve Coakley:** Granville submitted a brochure about Laguna Seca in October which features the RAF "Red Arrows" in a fly-over. Information will be in Newsletter. Tech Session on July 24. Los Angeles Concour on August 28. September is CalClubs at Santa Maria. Randy Prine passed out registration forms and calendar of events. Discussed details. Discussed Auto Museum outing for October and Palm Springs races for November. Steve attended July 4th Parade in Coronado and would like the club to participate next year.

**Membership: Randy Prine:** Sheila and Brian Anderson, owners of a 1956 XK 140 DH, were accepted as members. The club has 91 memberships for a total of 160 members. Discussion on pro-rating dues for remainder of 1993. Secretary Marilyn Prine read motion from July 15, 1992 Minutes wherein members approved a pro-rated fee of \$35 for new members and reinstated members who have been inactive for more than one year. This will be put into effect for the remainder of 1993.

**Auto Museum: Dick Cavicke:** Museum now has a blood bank account. Donate blood in the name of the museum, and request blood from that account if needed.

**New Business: Cancer Society Concour:** Dick Cavicke reported concour will feature a Jaguar Class. Event to be held September 26 at Seaport Village. **Marian Butler:** Members wish to hold a "going-away party" for Marian who is leaving San Diego the first of August.

**Adjournment:** 7:58 p.m.

Respectfully submitted,

*Marilyn Prine, Secretary*



# JAGUAR RACING, ETC. ...



The Fast Masters Championship is a senior tour for drivers over 50 who are, or have been racing stars. The series is held at Indianapolis Raceway Park which is televised on ESPN. The races showcase the top drivers piloting limited-production \$750,000 XJ 220 Jaguars prepared by Tom Walinshaw Racing-USA. Ten drivers will be featured in each race. The top ten drivers each week will advance to the finals on August 21. Each driver is paid \$3,000 for participating and an additional \$1,000 for the driver leading the most laps in each race. Winner of the final will earn \$100,000. Money though, isn't what the series is all about. It's about egos, immense pride and a chance for the great legends of the past to relive their glory days.

The initial race in the series could probably be renamed, "Fast Smashers." Ed McCulloch (the drag racer) won this one with Bob Atkin ending as runnerup (2nd spot).

Bobby Allison was grinning as his involuntary exile ended with this race. He had been seriously injured 5 years ago. Jim McElreath, Indy veteran aged 64, dove for a hole coming off turn 4 on the first lap, found the hole closed and collected still active Dick Trickle, 51 (Winston Cup NASCAR driver). Both cars slammed into the inside retaining wall and suffered extensive front end damage. 63-year old Troy Ruttman, the youngest driver to ever win the Indy 500 at age 22 (1951), nailed the turn 3 wall while charging from 4th to 2nd. Two other Jags were lost for the opener, one from overheating in practice, the other had damaged steering after Gary Bettenhausen crashed during practice the day before. Akin, a road racing driver (Sebring, LeMans) advanced to the final by winning 2nd in the final heat breaking a tie with Allison and Fellow NASCAR legend Fred Lorenzen. Howzat! Bob Fitzgerald

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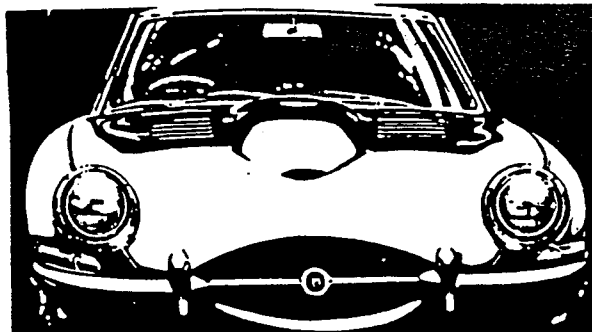
Five to choose from. Prices (conditional) range from: \$1000 (runs, needs total restoration); to \$35,000 (JCNA Concours Champion, 99.5 pts). Henry Krisel, San Diego 619-756-1955

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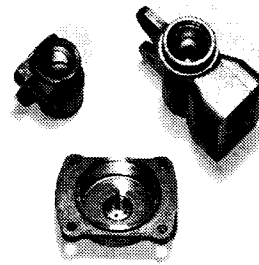
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### Commercial/Display Advertising Rates:

Full Page	\$50 per month
Half Page	\$35 per month
Quarter Page	\$18 per month
Business Card	\$12.50 per month

Rates are for camera ready art.

### Private Party Classified Ads:

3-6 lines run for three months, free of charge to SDJC or JCNA members. Non members \$15

Ad and payment must be received by the 20th in order to appear in the following month. Send to advertising coordinator Dennis Crooks, 13983 Humo Road, Poway CA 92064.

The editor of Jaguar Tracks reserves the right to refuse any advertising for any reason whatsoever.

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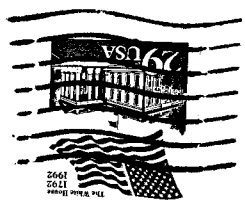
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