



JAGUAR TRACKS

Voice of
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ISSUE OF AUGUST 1976 POT LUCK DINNER

July 9, 1976. The Pot Luck dinner at the Simpson's was well attended and graciously hosted by Glen and Margie. The food, prepared by the many excellent cooks in the Club, was delicious and we stuffed ourselves. The evening had begun with liquid refreshment enjoyed at poolside and in the house. Later, after dinner was digested many of the party donned bathing suits for a swim in the pool or a relaxing session in the Jacuzzi. It was a successful evening and one to be remembered.

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VACATION PLANS

Chuck and Fay Flack are leaving on a ~~dream~~ vacation to England on August 14, 1976, returning around September 1st. They leave from Lindbergh Field and after a stop in Los Angeles will proceed non-stop to London. Their hotel reservations are about a block from Buckingham Palace. They, naturally, plan a visit to Coventry to see the home of the Cat. We are sure that they will have many interesting stories to relate on their return and perhaps we can prevail upon them to share them with us at a dinner meeting. Bon Voyage, Chuck and Fay.

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JULY BOARD MEETING

The July Board meeting was held at the Reed residence in La Mesa, July 14 1976. Dick Reed reported on the status of the Club badge. He has had the pattern made for casting the badges, a very nice looking job, too. Dick is trying to get prices on the casting. Brass, bronze and stainless steel are being considered. Further information will be passed on as it is received.

Ute Lester has been appointed as a committee of one to check into places available for our annual Christmas party and has been on the phone much of the time since her return from her visit to Germany. It is necessary to plan early for the Christmas party as the most desirable places are booked far in advance. As plans develop we will keep you informed.

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AUGUST BOARD MEETING

PLACE: Residence of LeRoy and Ute Lester, 2187 Dunhaven Street, San Diego, phone 276 2047.

DATE: August 18, 1976 TIME: 7:30 PM

Let us have a good turn out of members with ideas and suggestions. That is the way to get the things you want in operation.

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AUGUST DINNER MEETING

PLACE: Francis Family Antiques, 310 5th. avenue, San Diego.

DATE: August 13, 1976 PRICE: \$6.00 per person. TIME: 7:00 PM cocktails, 8:00 PM for dinner. Treasurer Jane Fitzgerald, phone 466 9365, must have your reservations no later than MONDAY, August 9, to assure that food arrangements can be made by the Francis Family. MENU: Filet Mignon, salad, coffee, potato, dessert. There will be a bar in the room. There will be tours of the various floors to see the many articles on display both before and after dinner. On previous visits we have found the displays fascinating. President Jim Poleski says he is leaving the kitty home due to the parking conditions in the area. Those of us who don't want to risk our pets in the street parking at night will not have to fear a penalty.

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LAS VEGAS TRIP

Jim Poleski informs that he has word from Jim Bean that booking dates on bus trips to Las Vegas are being filled rapidly. To hold a date he must have a commitment as to date and number of people planning to make the trip. Jim Bean has worked very hard getting this set up and at this time there are dates open in October and November. Call Jim Poleski, phone 286 9453, soon giving your preference as to month and number of people in your party if you want to go.

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JAGETTE'S RALLYE

BULLETIN JUST IN FROM FAY FLACK: Change of date on the Jagette's Rallye. New Date: September 19, 1976. Mac and Ruth McCormick will be our hosts at their home, 3629 Dalsonia, Bonita, California. The Rallye is tentatively set to start at 9:00 AM and a breakfast type brunch will be served at approximately 11:00 AM. The McCormicks have wanted to have a Club meet at their home and this is the last date they can have us before their move to Oregon. Will the women please bring dishes suitable for a brunch. Fay suggests little sausages, cooked, potato casserole, fruit bowls, muffins and sweet rolls. Chuck Flack will be in charge of scrambling eggs but the rest should be already prepared. Call Ruth McCormick, 479 7155 or Fay Flack, phone 282 9983 about the dishes and number in your party. This can be a family affair and ladies come even if you don't want to drive.

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Back County Run & Fish Fry
 June 27, 1976. Those of us who made the back county run and fish fry braved an almost record breaking hot June day to venture forth. The ride in the country, the feel of a good Jaguar underfoot and the pleasant company at Barrett Junction made up for the heat. There were about ten Jaguars and a couple of guest entries from Japan making the run. Master of the run, Chuck Flack had laid out a nice route, As we got into the hills and curves he gave a masterful exhibition of car handling closely pursued by the Dillon Mark 2 3.8 Sedan. We were in a position to observe the maneuvering and had our eyes opened as to the handling of Jaguar Sedans with we have had little experience. Bob and Nancy Atkins surprised us by meeting us at the dining room. Bob did not feel up to the longer ride after his recent bout in the hospital but we had the pleasure of their company at the dining table anyway. The ride home in the cool of the evening was a fitting climax to a delightful afternoon.

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DECISIONS, DECISIONS

With a feeling of sadness and perhaps a tear in the eye, your editor placed the XK140 Fixed Head Coupe in the hands of Bob Atkins, phone 466 1464, for sale. It was a tough decision deciding which one to sell, but one definitely has to go.

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DATES TO REMEMBER

July 25: Gymkhana
 Aug. 13: Dinner at Francis Family.
 Aug. 18: Board Meeting at Lester's
 Sept. 19: Jagette Rallye at McCormick's

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JAGUAR HISTORY

Last month we saw the introduction of the new SS Jaguar which was an instant hit with the public. This month we will discuss the engine. As Mr. Lyons realized that the old side valve Standard Six, even with its increased breathing and horsepower, was no longer satisfactory, he commissioned Heynes, his engineer, to design a new one. Working secretly, steadily and often far into the night, the new engine was developed in a year.

The new engine was a six cylinder with pushrod operated overhead valves. It was originally of 2663.7 CC capacity. The crankshaft ran on seven main bearings and was beefed up to stand the additional horsepower. The valves were in line with the intake being larger than the exhaust. The inlet ports were fed from a galley running full length of the head and machined straight through. This new engine had a 6.6:1 compression ratio and developed 102 horsepower. The 30 degree valve seats and the design of the ports gave high volumetric efficiency.

As the company entered 1936 the new 2½ litre Jaguar was selling very well. The famous SS 100 was ready now and was announced. This car had the same chasis

as the SS 90 and was outwardly similar. The new Jaguar engine under the bonnet made the difference and it now a true 100 miles per hour automobile.

Heynes had two engines in the works, the second being of the same basic design but was of 3½ litre capacity. This engine was offered as an option and gave a good 105 MPH in the SS 100. Zero to seventy was a mere 14.7 seconds and the car sold for \$2175. This was a bargain for such performance in that time and would even be respectable in the smog device hampered cars of today. The price is unbelievable in our inflationary period. Lyons insisted on high quality workmanship and at the price the cars were in a class by themselves.

The SS 100 cars were somewhat soft sprung by the cart wheel standards of the day but were very stable under ordinary driving conditions. However a reputation of lacking stability on the front end at racing speeds was accrued. Retrospect by people in the know indicates the possibility of this instability being exaggerated or perhaps sour grapes on the part of non-admirers. Next month we will see Jaguar into and through the WW 2 period of world history.

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NEW JAGUAR BOOK

Published in 1975 is "JAGUAR SPORTS CARS" by Paul Skilleter. This volume is well researched and the author had access to Jaguar files. The foreword is by Mr. W M Heynes, long time engineer and designer at Jaguar. Included are photographs of prototype models which never went into production. The editor was fortunate in receiving his copy as a Father's Day present from his wife and a more appreciated gift could not have been selected. The book is available at the Pickwick Book Store in the Mission Valley Shopping Center Mall and sells for \$19.95. Covered are the sports types from 1935 to 1975 and racing efforts by both the factory and private owners are dealt with in a very interesting fashion.

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EXPANDED EDITION

Please note that Jaguar Tracks for August has an additional page to permit showing the diagrams by Chuck Flack of possible Gymkhana courses for the July 25th. Gymkhana.

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JAGUAR THRILLS

The editor's first experience with a Jaguar automobile was about 1948 or 1949. A friend had purchased a 1939 SS Jaguar Sedan. It was right hand drive with wire wheels and side mounted spares in fender wells. Driving this four door sedan from the right hand side was a new experience. Shifting with the left hand was no problem as a few years of Harley-Davidson riding made that easy, but sitting on the wrong side to drive was different to say the least. Unfortunately my friend tired of the automobile soon after and sold it.

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