



**JAGUAR TRACKS**  
Voice of  
SAN DIEGO JAGUAR CLUB, INC.  
Jim Poleski, President  
5952 Trojan Ave.  
San Diego, Calif., 92115  
Phone 286 9453  
Ray Tetzlaff, Editor  
Phone 466 3446

ISSUE OF OCTOBER 1976

PAGE 1

**SEPTEMBER DINNER MEETING**

Sept. 10, 1976. Jaguar enthusiasm overcomes all obstacles as was demonstrated tonight. After a daylong, heavy downpour of rain, we still had a very creditable attendance at the Sheraton Inn-Airport. There were even several Jaguars in the parking lot. Fortunately for some of us President Jim Poleski didn't pass the Kitty so no quarters were collected. Jim drove his XK120 in spite of the rain.

The setting for the dinner was an excellent choice with a view of the bay and many sailboats from two sides of the room. The food was delicious and LeRoy Lester deserves thanks for his efforts in making the arrangements.

Chuck and Fay Flack were welcomed back from their visit of a fortnight to Merry England. Chuck told us of some of the things they had seen with special emphasis on their visit to the Jaguar factory. His reports on the factory final inspection methods was entertaining and explained some of the teething problems experienced by a few of the members fortunate enough to have been original owners of new cars. Fay was very impressed with the many beautiful gardens she saw, especially the roses. Those who braved the rain were rewarded with a most pleasant evening, sorry you missed, if you did.

-0-

**LAGUNA SECA**

We are indebted to Randy Prine for the results of the 3rd. annual Monterey Historic Automobile Race at Laguna Seca. Exotic 1954 D Type Jaguars came in one-two-three. Winner was Martin Morris, a British business executive. He shipped his car from Devon to San Francisco by air, placed his wife and luggage in the cramped LeMans cockpit and drove to the race course. "That's the way its done in England," he said.

Second was Phil Hill, the only American to win the Grand Prix crown (1961). He drove Briggs Cunningham's D Type. The editor remembers Phil Hill winning at Torrey Pines some years ago in the first C Type seen in this area. He started driving Ferraris soon after and eventually won his title as a team driver for Ferrari.

Third was Steve Griswold in a D Type owned by Bob Harrison. The old Cats still prowl the raceways on occasion.

-0-

**OCTOBER DINNER MEETING**

PLACE: BOOM TRENCHARD'S FLARE PATH, Lindbergh Field, 2888 Pacific Highway, San Diego.

MENU: Skewers of Tenderloin Teriyaki, salad, potato, vegetable, dinner rolls, coffee.

TIME: 7:00 PM Cocktails, 8:00PM Dinner  
PRICE: \$7.50 per person.

RESERVATIONS: Call Jane Fitzgerald, phone 466 9365.

DATE: October 8, 1976. We will be in the Bomb Shelter.

-0-

**DINNER CANCELATIONS.**

Treasurer Jane Fitzgerald calls to our attention that some members have called into restaurants where we have made reservations to make cancelations. Reservations for the Jaguar Club are based on the list of names of people who have indicated that they intend to attend the dinner. Reservations can not be cancelled by members calling the restaurant. The Club is charged on the basis of the official reservations and we are charged on that list. If you must cancel call Jane Fitzgerald, NOT the restaurant.

-0-

**MULLINS RETURN**

We are happy to welcome Moon and Lucille Mullins back from their Florida visit. They report that they had a very pleasant vacation visiting a daughter, other relatives and many friends but say they are happy to be back in our midst. Moon reports that the V12 made the trip with no problems. The Mullins have purchased a mobile home at 2621 Sweetwater Blvd., National City 92050, phone 479 2473. They are getting settled and will be at our next function.

-0-

**ADDRESSES AND PHONE NUMBERS**

In trying to call members by phone, Board members and volunteers have found the phone numbers we have listed to be incorrect. If you have changed phone numbers or if we do not have your address correctly listed please notify one of the Club Officers or the editor.

-0-

**SCCA RACES.**

Mention of Phil Hill in Laguna Seca results brings to mind the many fine racing duels put on by Hill and Carol Shelby of Cobra fame. Shelby always had the biggest engine available and Hill used a smaller car. Shelby could out accelerate but Hill was faster in the turns. Both later went to Europe and the Grand Prix circuits.

-0-

## JAGUAR HISTORY

Before proceeding with the Mark IV and Mark V Sedans we should note that the entire Jaguar plant had been greatly expanded to provide space needed for WW II aircraft commitments. With this extra space and equipment to work with, Mr Lyons decided it was time to start building his own engines. He completely re-equipped the engineering division with the machines and tools needed.

At the same time the name of the company was formalized as Jaguar Cars, Ltd. and the initials "SS" were dropped due to the stigma of the letters connection with the notorious "SS Corps" in Hitler Germany.

Development work on the completely new engines and cars was in progress but not at the production stage. In order to obtain raw materials British manufacturers had to be in position to export their products abroad. Jaguar then hurriedly set up an Export Division and selected dealers and prepared to stock spares warehouses especially in the US.

The car Mr Lyons decided to go with was called the Mark IV. As was the case with most manufacturers, this car was almost identical to the pre-war automobile. To reach the market as soon as possible the car came to the US as a right hand drive machine. The car performed well and was finished in a degree of luxury not known in Detroit post-war production. The classic look appealed to a large number of Americans. The supply was soon far behind demand. Lyons realized though that competitors would soon catch up to the Mark IV, but the entirely new car was still not ready.

The new chassis design was ahead of engine development so to keep tooling cost down the interim chassis design was kept in line with the planning for the new car. This meant independent, torsion bar front suspension replacing the solid front axle and cart springs of older models. More modern outward appearance included head lights buried in the fenders, disc wheels and fender skirts. The usual Jaguar luxury touches of leather upholstery, walnut paneling and full instrumentation continued. Power was furnished by a beefed up version of the Mark IV engine in both 3½ and 2½ litre sizes. 125 BHP was derived from the 3½ litre at 4250 RPM. This engine was an overhead valve, pushrod, conventional type. The car was luxurious, graceful and aristocratic. It was known as the Mark V and had about a two year run. Next month we will talk about the XK engine development.

-0-  
NEW CAR

Bob and Nancy Atkins are the proud owners of a beautiful silver colored 1972 XJ6 Sedan. The car made its first appearance at the Jagette's Rallye.

-0-

## JAGETTE'S RALLYE

Spet. 19, 1976. If you did not attend the Jagette's Rallye, you missed a fun time. Hosts Mac and Ruth McCormick went all out to prepare for us and make us welcome at their Bonita home. Excellent food was brought in by the ladies of the club. Chuck Flack, maestro of the scrambled egg, assisted by Fay, outdid himself

Prior to the food and scrambled eggs, at shortly after 9:00 AM six teams were sent on their way at intervals of about a minute. They were handed instructions at the moment of take off. A couple of little twists had been inserted by Rallymaster Flack to keep the contestant on their toes. The course had been pre-timed by Chuck and the team closest to his time and who had followed instructions was to be declared winner.

Patti Fitzgerald entered her new Honda Civic and took along her sister, Maleda Fisher as navigator. They proved the team to beat and showed the way to the remaining cars, all Jaguars.

The first three cars are listed below. Times shown indicate minutes and seconds slower than time schedule. No one was faster than the allotted time.

## RESULTS

Car	Driver and Navigator	Time
#1 Honda Civic	Patti Fitzgerald Maleda Fisher	4:25
#2 Jaguar 3.8 Mk 11	Marilyn Prine Ute Lester	6:25
#3 Jaguar 3.8 Mk 11	Patti McClane Sam Jones	7:10

Winners trophies were presented by President Jim Poleski and photos were taken by Frank Mulligan.

Some members watched the Chargers and Tampa on TV, others played pool and after time for the settling of the large amount of food ingested some went swimming in the pool. Some admired the bathing suits arrayed at poolside.

Photographer Frank Mulligan asked that all Jaguars be lined up for a group photo. The E Types were lined on one side of the street and the sedans on the other. The bottom on the V in the center of the street was made up by Jim Poleski's XK120 Drophead and Frank Kovach's XK150S Roadster. Owners and passengers were posed at the drivers door and photos taken. Frank Mulligan will have a dozen of these professional prepared photos at the next dinner meeting and more will be available if there is a demand for them. The charge will be \$4.00 for an 8X10, which is Franks cost.

Our thanks again to the McCormicks for their hospitality in their beautiful home.

00-

AUGUST BOARD MEETING

Due to the press of time and the confusion of last minute changes in the format of the September JAGUAR TRACKS, the August Board meeting was overlooked. Please accept our apologies. The meeting was held at the home of LeRoy and Ute Lester at 2187 Dunhaven St., San Diego on Aug. 18th. at 7:30 PM. Progress on plans for the annual Christmas party was reported by Ute. They sound very good so far. Dick Reed said that the car badges were coming along as far as casting was concerned. LeRoy Lester is working on arrangements for the September Dinner. The meeting was attended by the usual regulars, no new faces.

-0-

SEPTEMBER BOARD MEETING

Sept. 15, 1976. The Board meeting was held at the home of Ray and Ann Tetzlaff at 3255 Calavo Drive, Spring Valley. Plans were being made for our October dinner and were reported on in this issue (Page 1). An overnight trip to the Julian Area has been suggested for Saturday, October 16, 1976. We would leave Saturday afternoon and caravan to Julian for the night. Sunday morning we would go on to the Nut Farm at Valley Center for our annual pilgrimage. This sounds like a good trip and from past records of our overnights it should please all who are able to go.

Lorraine Reed reported that the car badges have been cast and that something will be worked out for volunteers to polish and enamel them later.

-0-

OCTOBER BUSINESS MEETING

Cookie Burgess, 2514 C St., San Diego, phone 233 1467 will be hostess for the October Board Meeting at 7:30 PM, October 13, 1976. New faces please join the old faces. We need new ideas and suggestions.

-0-

BADGE POLISHERS

A group of volunteers will assemble at Bob Atkins home, 4271 Camino Paz, La Mesa, phone 466 1464 on Saturday, Sept. 25, 1976 to polish the new car badges.

-0-

JOINT MEETING

LeRoy Lester has been in touch with President G. Charles Freshwater of the Orange County Jaguar Club. They have arranged for a joint meeting between our Club and the Orange County Club November 21, 1976. A date announced at the September 10 dinner meeting was not correct. The date is Sunday, November 21, 1976. Our Club will assemble at a place and time to be announced later and will caravan to the Twin Inns at Carlsbad, California. The Orange County Club will do the same from their home area. The time for the meeting at the Twin Inns will be set up later.

As a point of interest, President Freshwater of the Orange County Jaguar Club is the original owner of XKE Coupe number five off the assembly line. He has driven the car over 140,000 miles. It has recently been overhauled and is reported to be immaculate. We hope to see this car at the meeting.

-0-

ONTARIO SUNDAY

Your editor had the pleasure of being present at the 7th. annual running of the Ontario 500 on Sept. 5th. Hard to realize that this was also his seventh trip, thanks to a daughter who is also a race fan combined with having a birthday at about the same time.

This trip was a little different as the journey from nearby Glendora was made in a friend's motor home. Breakfast was served at trackside before the race. Seats this year were in the shade of the Press box so we avoided the usual sun burn. After the race we adjourned to the motor home for drinks and conversation while the traffic evaporated from the parking lot. Motoring back to Glendora and dinner was a pleasure.

Reason for being in Glendora was to attend the daughter's wedding the day before the race.

-0-