



JAGUAR TRACKS

Voice of

SAN DIEGO JAGUAR CLUB, INC.

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OCTOBER DINNER MEETING

October 8, 1976. The dinner meeting was held at Boom Trenchard's Flare Path, 2888 Pacific Highway. We are indebted to Cookie Burgess for details. Forty-one people were present. The large room was well arranged for the party and the food was reported to be excellent.

Moon and Lucille Mullins were welcomed back after their Florida visit. We hope to see them in attendance at future events as we have missed them.

Frank Mulligan brought copies of the photos taken at the Jagette's Rallye. We are told that they were excellent. Frank will have more copies available at the next dinner meeting for those of us who didn't get them.

Ute Lester says that plans for the annual Christmas Party are progressing on schedule. It will be held at the Chart House, Shelter Island. The date this year is December 19, 1976. This is a Sunday evening but choice dates had been reserved before we began planning.

To celebrate Glen Simpson's birthday, a pre-view was held. Margie Simpson brought a large cake which was shared by everyone present. Happy days ahead, Glen.

President Jim Poleski has come to a decision to add a Jaguar Sedan as a running mate to the faithful XK120 Drophead. He has set the tentative date for the acquisition to coincide with his eighty-third birthday.

Some of the regulars who were absent included the Flacks, the Fitzgeralds, Jim Bean and the Tetzlaffs. Thanks again to Cookie for keeping track of things for Jaguar Tracks.

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SMALL VACATION

Ray and Ann Tetzlaff spent five days away from the old grind October 6 to 10. Their plans were to spend a few relaxing days at Big Bear Lake. Enroute, time was taken to stop in Glendora to visit a grandson who had the misfortune of losing the index finger from his left hand in an industrial accident.

The weather in the mountains was all they expected, cool nights and warm days. Lots of sunshine and fresh mountain air. The last night was coldest with a layer of ice on the rear window of the Olds, but the sun soon raised the temperature to a nice 60 degrees.

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NOVEMBER DINNER MEETING

PLACE: REUBEN E. LEE, East end Harbor Island in water, San Diego.

MENU: Roast sirloin, potato, vegetable, salad, beverage, dessert.

PRICE: \$7.75 per person.

TIME: 7:00 PM, cocktails; 8:00 PM, dinner.

DATE: November 12, 1976

RESERVATIONS: Call Jane Fitzgerald, phone 466 9365.

Sounds interesting and should be another successful event.

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OCTOBER BOARD MEETING

October 13, 1976. Cookie Burgess was hostess to the October Board Meeting. LeRoy Lester reported on the arrangements for the joint meeting with the Orange County Jaguar Club scheduled for Sunday, November 21, 1976. This event will be covered in detail in a separate heading. The Board's nominees for the forthcoming election were picked and will be posted in the election article.

Fay Flack gave the Treasurer's report in Jane Fitzgerald's absence. Ute Lester reported progress in the Christmas Party plans for December.

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ELECTION OF OFFICERS FOR 1977

Our annual election of officers for the coming year is traditionally held at the November dinner meeting. The newly elected Officers are then installed at the December Christmas Party.

It is customary for the Board of Directors and the presiding Officers to nominate a slate of the persons they feel will capably care on with the activities of the San Diego Jaguar Club for the ensuing year.

The following are the nominees selected by the 1976 Officers and Directors.

PRESIDENT

Ute Lester

VICE*PRESIDENT

Chuck Flack

SECRETARY

Marilyn Prine

TREASURER

Jane Fitzgerald

Nominations may be made from the floor on the night of the election. All the people nominated have been active in Club events and have shown a potential for leadership. They have had previous experience in either this club or other similar organizations.

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JOINT MEETING

November 21, 1976 is the date set for our joint meeting with the Orange County Jaguar Club. The place will be the Twin Inns, 2978 Carlsbad Blvd., Carlsbad, Calif. The Orange County Club will have six to eight cars and will arrive at approximately 11:30 AM. The Twinn Inns will reserve parking space for our cars on the North parking lot. They will have a dining room reserved for us and a cocktail waitress will serve our needs from the bar. We will be served Brunch which will include Ranchero Omelet. The price will be \$4.00 per person. Drinks and beverages will be available at additional cost.

Members of the San Diego Jaguar Club who wish to participate will assemble at the the parking lot of the Hanalei Hotel, 2270 Hotel Circle Drive North, Mission Valley, San Diego. We will meet in the area where our last two Concours were held, at the rear of the hotel. Meeting time will be 9:30 AM and we will leave promptly at 10:00 AM. A pleasant Sunday morning drive has been planned. Our route will take us along the coast on the old highway. This should be an event made to order for Jaguar enthusiasts. The Orange County Club is reported to be composed of E Types. We have a good variety of Jaguar models to represent our Club. Let us have a good turn out, and a good time. If you can't make the drive from the Hanalei come directly to the Twin Inns for food and car talk. Mark the date, November 21, 1976 on your Jaguar events calendar.

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NOVEMBER BOARD MEETING

Chuck and Fay Flack, 4873 Vista Street, San Diego, Calif., phone 282 9983 will host the November 17, 1976 Board Meeting. The time; 7:30 PM. The newly elected Officers should be in attendance to meet with the outgoing group. This will be an ideal time for any interested members to meet with the new Officers and to get in on the ground floor with your ideas and suggestions for the new year. Plan to attend.

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THOUGHTS OF THE EDITOR

As the time for election of new officers approaches, we have some thoughts on the nominees selected by the Officers and Directors for your approval.

Perhaps many of you do not realize that Ute Lester, candidate for President, has spent many hours on the phone arranging for some of the recent dinners. She has also been involved in setting up the Christmas Party over the past few months. This is an event which must be planned early if we wish to have a good date and place. She has many ideas for coming events and your editor recommends a vote for her. The Los Angeles Jaguar Club has had a woman as President for the past few years and her administration has been very successful.

Chuck Flack, as most of you know has been president for two terms recently, filling in for Bill Sloss, who resigned

when he moved to San Francisco. Chuck was then elected on his own. He has been active in Club events, setting up and running many of them. He will offer his expertise in support of Ute Lester.

Marilyn Prine, candidate for Secretary, has been active in Club events and has experience in other organizations which will benefit us. We think she is worthy of your vote.

Jane Fitzgerald, Treasurer now up for re-election needs no introduction. Her past record is a credit to her. Her experience in handling Club funds, collecting dues and collecting dinner money would be hard to duplicate.

Nominations will be in order at the November Dinner Meeting before the balloting. If you have a candidate or candidates that is the time to be heard.

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JULIAN OVERNIGHTER

October 16 and 17, 1976. A group, composed of Chuck and Fay Flack, 67 KKE; Randy and Marilyn Prine, KK150S; LeRoy, Ute and Cindy Lester, 70 KKE; Jim and Jan Poleski, KK120 Drophead; Bob and Jane Fitzgerald, Dodge Station Wagon and Ray and Ann Tetzlaff and grandson Kevin White in Ann's Rebel SST, assembled at the College Grove Parking Lot. At about 10:00 AM Chuck Flack led the way out Highway 94 to Jamacha Junction, passed the Singing Hills Golf Course. First stop was Pine Valley for lunch.

Lunch over, they took the Sunrise Highway, pausing briefly at the Laguna Lodge. From there they went through Julian to the Pine Hills Lodge to register for the night. After registration the Jaguars were left parked and everyone climbed into the Dodge and Rebel for sightseeing and a visit to Julian.

After returning to the Lodge and prior to dinner the group assembled in the Lester room for wine and snacks. Some of the group built up appetites by a pleasant walk through the trees on a winding country road. Dinner was at the Lodge dining room where good food was enjoyed.

The evening was spent listening to the music in the bar room for some and socializing in the Flacks room for other:

Sunday morning coffee was furnished by the Flacks. Bob and Jane Fitzgerald and Jim and Jan Poleski left to keep other commitments. The others enjoyed Bloody Marys and Brunch in the dining room. After Brunch Randy and Marilyn Prine left as Randy had a 2:30 PM flight out. The Flacks, Lesters, Tetzlaffs and Kevin White had a most pleasant drive in the beautiful sunshine, by way of Rincon Springs, to the Bates Nut Farm at Valley Center. They loaded themselves down with goodies at the Nut Farm, after which goodbyes were said as everyone took separate ways home.

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JAGUAR HISTORY

As we have heard, Mr Lyons had seen the need for a new engine that would keep Jaguar in line with competition. His engineers first design was the XF, a four cylinder, twin overhead cam engine of 1360 CC capacity. The crankshaft design proved inadequate for the high RPM operation required.

The XG followed. This was really a conversion of an existing four cylinder pushrod engine. The pushrods and rockers were too difficult to silence and the efficiency was not up to expectations.

The XJ four cylinder of 1996 CC was the forerunner of the XK design. It was on this engine that most of the experiments with port and head design were carried out, as well as many tests of valve gear and camshaft drive. One of these two litre engines was modified with special pistons and 12:1 compression ratio. It was loaned to Goldie Gardner who set World Speed Records for the 2 litre class. The engine developed 146 HP at 6000 RPM and was safe to 6500 RPM. If memory serves correctly I saw this car in San Francisco shortly after the record was set.

The SJ six cylinder was the first six of this type by Jaguar. It was to replace both the 2.5 and the 3.5 litre engines with a capacity of 3.2 litres. Experience showed the need for a higher low speed torque, so the stroke was lengthened for the production engine.

The XK four cylinder engine was a final refinement of the XJ but it was withdrawn in favor of the six cylinder XK. Apparently only a few fours were made and full details are not available. The Briggs Cunningham Automotive Museum, Costa Mesa, Calif. has one of these engines on display.

The XK engine of 3448 CC capacity was the final production engine and was known as the 3.4 litre engine of XK120, XK140 and early XK150 fame. It was also used in the Mark VII and the smaller 3.4 Sedans.

The new engines were designed for sedan use, but Mr. Lyons wanted it to be fully tested as he had decided to use the six cylinder in his full line of cars. He then decided to produce only a roadster type model at first. He thought that a roadster put in the hands of some 100 MPH plus American drivers would subject it to tests and torture that test drivers would never think of. Mr Lyons believed that these drivers would be reasonably tolerant of defects and would be concise in reporting their observations. This would prove a much cheaper method of testing for the factory. Next month we will look at the XK120 Super Sports.

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TOW SERVICE

None of us feels that we should ever have to be towed or need towing service for our Jaguars. This terrible state of affairs sometimes happens to the best of us. Jaguars, especially E types are very vulnerable at both front and rear to the average tow truck. In the past we were given the name of Allied Gardens Towing, Interstat 8 at Waring Road, phones 583 5252 and 583 9915. They have been contacted and claim they are able to handle most Jaguars, but the operators are reluctant to handle E Types.

We have contacted two other towing services and both state that they are equipped to care for E Type Jaguars. Lemon Grove Motors, 7490 Broadway, Lemon Grove, phone 463 9831 uses a Vulcan Wrecker for imports, especially XKEs.

Bates Towing and Auto Dismantling has equipment in two locations that can care for our cars. In San Diego, 1429 Island, phone 239 1977 is the place. If you are in the Chula Vista area they are located at 5841 Otay Valley Road, phone 426 3340. Fortunately we have had no need for their services but have contacted them by phone.

Cookie Burgess reports having had good service from A to Z Towing Service, 1249 South 32nd. St., San Diego, phone 234 3275. Cookie says that an XKE was handled on a trailer with no bad effects.

If any member knows of other places that are equipped to handle Jaguars give us the information and we will pass it on in the Jaguar Tracks. If you have had either good or bad experiences with tows let us know also.

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RARE JAGUAR ROADSTER

The November issue (1976) of Road and Track Magazine has pictures and a very interesting text covering a rare 1½ litre four cylinder Jaguar Roadster. The car was probably built by John Black's Standard Motors on a Standard 12 Chassis just prior to World War II. It was stored through the war. It then became the personal transportation of John Lyons, son of William Lyons, Jaguar founder. John Lyons was killed in 1955 in a motor car accident. (Not in this car.) The car was stored for a time at the factory. It was later ordered sold by William Lyons. The car was taken to a Jaguar dealer and sold to a San Francisco man.

Not much is known about the car for a time after it was sold. It is at present on display at the Preservation Hall, an automotive museum in Oklahoma City, Okla. The only specifications available appear on the name plate. Bore and stroke are 73.0 X 106.0 mm, displacement 1775.8 cc, wheelbase 112.5 in. and track 55.0 inches. From photos the car resembles the SS100 some but even more like the TC MGs. I will take one.

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