



# JAGUAR TRACKS

Voice of  
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## NOVEMBER DINNER MEETING

November 12, 1976. A cruise aboard the REUBEN E LEE set the scene for the November Dinner Meeting. Though the Reuben E Lee was safely tied to the dock, the occasional rolling motion felt on the Texas Deck lent the sense of being at sea. We were seated in a fine dining room with a view of the bay and the lights of downtown San Diego. Very nice indeed.

After dinner the meeting was called to order by President Jim Poleski. The first item of business was the election of officers for the 1977 year. Elected were Ute Lester, President; Chuck Flack, Vice-president; Marilyn Prine, Secretary; and Jane Fitzgerald, Treasurer. After discussion the candidates were elected by a unanimous show of hands. Let us all give them full support in the coming year.

LeRoy and Ute Lester had as their guest Ms Cindy Jordan, Parts Manager of Carbon Dubbs British Motors. Ms Jordan was asked to say a few words about the parts situation on British Motor Cars, Jaguars in particular. She stated that they are going to England in the near future with a view of obtaining a direct source of parts from England rather than a distributor in the USA. There is a chance of being able to supply parts at lower prices in this way. Ms Jordan also mentioned their supply of parts for older model Jaguars. Some of these parts are not identified or listed. We are welcome to look through these parts if we need something for the older models. She will dicker on prices for these items as they are not on inventory. She also announced that a 20% discount will be given all members, just show your membership card. If you do not have a card contact Secretary Cookie Burgess or Marilyn Prine when she takes office.

Everyone was reminded of the joint meeting with the Orange County Jaguar Club at the Twin Inns, Carlsbad, November 21, 1976. The Christmas Party was also called to our attention. Details will be in the adjoining column.

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## RARE JAGUAR ACCESSORY

Bob Atkins has obtained a few rear view mirrors for the early XKs. These are unique in that the radio antenna is built into the mirror. These are a rare item, if you are interested see Bob soon.

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MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL FROM RAY AND ANN TETZLAFF!!!!

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## CHRISTMAS PARTY

PLACE: The CHART HOUSE, 2760 Shelter Island Drive, San Diego, California.  
DATE: December 19, 1976. NOTE: This is SUNDAY night.  
TIME: 7:00 PM cocktails, 8:00 PM dinner.  
MENU: Sirloin of Beef, salad, bread, dessert (mud pie), coffee.  
PRICE: MEMBERS \$6.00 per person, GUESTS \$8.50. Explanation below.  
RESERVATIONS: Jane Fitzgerald must have your cash or check in her hand December 15, 1976. Please co-operate with Jane so she can complete arrangements with the CHART HOUSE. Last year the Club picked up half the check for members on the Christmas Party. This year the Club is not so rich. However, the Board did decide to pay part of the dinner for members, hence the \$2.50 difference between them and guests. To insure your reservations get your money to Treasurer Jane Fitzgerald promptly. The party committee requests that the men wear suits and ties to offset the lovely clothes the ladies will wear.

Each person is asked to bring a wrapped Christmas gift not to exceed \$3.00 in value. Men bring a gift for a man and women for a woman. Also bring an ornament to be placed on the Christmas tree. The tree will be taken home by some lucky person after the festivities. We hope to have Gisela Kovach lead us in singing carols as she has in the past two years. There will be a Santa Claus or a facsimile thereof to distribute the gifts.

As is the custom, the new officers will be installed at the party. It is unfortunate for the early risers in the Jaguar Club that the Christmas Party had to be on Sunday night. When Ute Lester started calling places with suitable rooms to handle us, a few months ago she found them booked ahead for the month of December. She had to take the only opening the Chart House had. See you there.

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## JANUARY BOARD MEETING

LeRoy and Ute Lester will host the January Board Meeting. The address is 2187 Dunhaven Street, San Diego, phone 287 2047 if lost. The meeting will be called to order at 7:30 PM. A lot of new plans and events will be discussed. We will be trying to get the New Year off to a good start. Plan to be there. All members are welcome.

PLEASE NOTE: There will be no December Board meeting. Be there for the January meeting. Let us start the New Year in the right direction.

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## NOVEMBER BUSINESS MEETING

On November 17, 1976 at 7:30 PM at the Flack Residence the November Board Meeting convened. Those of us in attendance had a pleasant evening. Many ideas for the coming year were discussed, including details of the Christmas Party. Those taking part in the meeting were Chuck and Fay Flack, Jane Fitzgerald, Cookie Burgess, LeRoy and Ute Lester and Ray and Ann Tetzlaff. If you have ideas or suggestions for events in the coming year, the Board meetings are the places to express them. Attend and you will be heard.

LeRoy Lester was appointed Club Historian and given custody of the Club photo albums. If you have suitable photos you wish to donate see LeRoy.

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## JOINT MEETING

Nov. 21, 1976. The joint meeting with the Orange County Jaguar Club was a great success. The San Diego Jaguar Club had thirty-eight people present and a formidable line up of Jaguars. The Orange County Club came seventeen strong, all in beautiful XKEs.

Fifty-five people were seated for brunch in the dining area. The food was very good and served expertly. President Jim Poleski of the San Diego Club introduced President Charles Freshwater of the Orange County Club. Both men spoke briefly outlining the club activities. Members of the two clubs introduced themselves and partners and identified the particular Jaguar they are involved with.

The Orange County members are in XKEs. President Freshwater is the original owner of a concours 1962 Coupe which he has driven 165,000 miles. The other cars range from 1962 to a 1972 V12 roadster. The V12 has a beautiful white paint job.

Mac and Ruth McCormick's 1956 XK140 Coupe was the oldest car in our group. The other cars ranged through XKEs, including two V12 Roadsters. There were several Sedans including Bob and Jane Fitzgerald's 3.8S and a covey of XJ6s.

Enroute, once our group made it past La Jolla, where boulevard stops, signal lights and a wrong turn or two caused some confusion, the trip was very pleasant. There will no doubt be other joint meetings as both Clubs believed this one was very successful. President Jim Poleski let his XK120 Drophead have the day off while he rode with a friend in an XKE.

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## TIRE SALE

Harvey Gibbs, 2952 Ducommun St., phone 453 2715, offers for sale one Dunlop original equipment tire. This is not a radial but was the spare on his XKE and was never on the ground. Asking price is \$15.00 but he might dicker.

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MAKE 1977 A BIGGER AND BETTER YEAR FOR THE SAN DIEGO JAGUAR CLUB.

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## FIRST VIEW OF THE XK120

My first look at an XK120 Roadster was in 1949. My daughter and I attended the Indianapolis type automobile race at the Del Mar Fairgrounds. This was the only race for this type of car held at the Fairgrounds, although previous to this a stock car race was held. That race was won by a flathead six cylinder Plymouth driven by Walt Faulkner who went on to Indianapolis. Driver Rex Mays was killed during the race we witnessed. The track was declared unsuitable and no more races were held.

To get back to the Jaguar XK120 Roadster, during an intermission in the program two motor cars were driven around the track for spectators to view. One was a Curtis Craft Roadster designed by noted race car builder, Frank Curtis. This car eventually became the Muntz Jet of fifties notoriety. The second car was a graceful grey beauty, a Jaguar XK120. The lines, the design and the feeling the car imparted made a lasting impression. I soon entered the family of Jaguar fanatics. There was a wait of about two years before the cars were available to those fortunate ones who could afford to order a new one. I was not one of those, I had to wait for a used one. My first Jaguar was a 1954 XK120 Fixed Head Coupe bought in 1955 but that is another story.

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## CARS AND PEOPLE

Todd Downing reports that his XKE has acquired a new set of tires and had the wheels trued. The lights have also been repaired. Todd and Ellen are now ready to get back in the swing of things with Club activities.

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For those who have not heard by way of the grapevine, Ed and Carolyn Soens report the following statistics on the latest arrival at their home. A baby girl, 8# 6 oz. was born in early October. In her seventh week she has eaten her way to 11 lbs. She is girl number four in addition to two boys. Ed, you guys are getting out numbered. The Soens plan to be at the Christmas Party.

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Glen Simpson has made a deal for Moon Mullins red V12 2 plus 2. Reports are that Glen has the red paint glistening. He is doing other things to put it in top shape mechanically.

The Mullins are driving the 69 2 plus 2 which they purchased new. They sold the car a couple of times but it knows a good home and comes back to roost. Moon is doing a little tweaking to give it some pre-smog performance.

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Ray and Ann Tetzlaff spent Thanksgiving at their daughter's in Glendora. The older daughter and most of the grandchildren and spouses were present to make a very nice day. Ray and Ann then went on to Needles, Calif. to spend a couple of days with Ray's sister and brother-in-law.

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## JAGUAR HISTORY

Once Mr. Lyons had made up his mind to demonstrate and prove his new engine, work commenced. The roadster body was designed practically over night compared to the usual two years or so lead time on new designs.

Under Mr. Lyons direction, in his unique way, a skeleton frame was formed on a cut down Mark V chassis. A skilled sheet metal worker formed body panels under his guidance, to fit the frame. As the bonnet was made up, after the body took shape, it was decided to leave the grill as a unit with the bonnet, hence the alligator method of opening it.

Aluminum was used to construct the body as it was plentiful, cheap and not subject to restriction after the war. About two weeks time elapsed from start to finish on the body design. Very few changes were made in the production cars from this prototype. The whole car was constructed in about six weeks. It was finished barely in time to be shown at the Earls Court Motor Show, October 27, 1948. It was planned to build about 200 XK120s as the new car was called.

The car was the hit of the 1948 show and within a week it was seen that the large number of cars already ordered could not be hand built as planned. It was well into 1949 before XK120s began leaving the production line. They carried aluminum body work. The body panels were formed by H H Cooke & Sons in Nottingham. They were mounted over laminated ash frame similar to the way the SS100 was done prior to the war, probably by the same men. The front wings and scuttle arrived as a complete unit. The body was assembled on a wooden jig before being mounted on the steel frame. The front bulkhead, inner wings and boot interior were made of steel.

It had been planned to offer an AK100, four cylinder, overhead cams and a top speed of about 100 MPH. at the same time. The immediate success of the XK120 overwhelmed plans for a 100 MPH car to compete with the glamor of 120 MPH. The smaller engine never reached production.

As is usual with a new car of radical design for the times, there was criticism. How could a car costing under \$4000 be effective in competition? To answer this, Mr Lyons had a stock model XK120 taken to Jabbeke, Belgium. Running on ordinary pump gasoline and officially timed it set a speed of 132.6 MPH. Orders came pouring in. The factory was not tooled up to produce the engine yet. The first thousand cars had to be produced by hand. The waiting period in the USA was two years before deliveries began. Next month we will pursue the XK120 further.

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## CLASSICS AND EXOCTICS

We, being entranced with automobiles these many years, as some of you may have guessed, made a trip to, for us, a new land of automobilia. Motoring Classics, Ltd., 2802 Midway Drive, well repaid us for our efforts. It is located across Midway from the main San Diego Postoffice and at the rear of AArons.

Charles Cameron, a member of the staff, explained the operation and showed us his newest acquisition. The car is a 1932 Wolseley Hornet four seater, drop head, carriage built body. The body is similar to the Swallow units of the time. If you recall your Jaguar history lesson, the firm was originally called Swallow. They built sidecars and custom bodies for English car builders, principally Austin and Standard. This car was completely restored, needing only some detailing.

On display was one of the latest Stutz cars in the \$100,000 range, similar to one owned by Sammy Davis Jr. Rolls Royces and Bentleys abound. Several Ferraris are available. Two ACs were on display, one privately owned and not for sale. There are many special interest American autos, including an Olds convertible. Shown is a very nice XK120 Drophead, redone inside, motor rebuilt and re-chromed, asking price \$8900.

Mr. Cameron, member of the MG Car Club, reports that they are planning a Concour to be held on the grass at the Bishop School in La Jolla. This event will be held in about six months and details will be passed on as we receive them.

Motoring Classics takes consignment on automobiles owned by members of organized motor car clubs, who wish to dispose of them. If you are interested in selling, talk to them about your car.

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## JAGUAR PARTS

Cindy Jordan of Carbon Dubbs British Motors says that she has some parts books and parts lists on file that members of the Jaguar Club may borrow to have blow ups made if that will assist in your efforts to preserve the older Jaguars. She may also have a source of parts direct from England that might help lower maintenance costs of our Jaguars.

She mentioned Moss Motors, Ltd., P O Box MG, Goleta, Calif. 93017, phone (805) 964 6969. Cindy has copies of their catalogs for Xk120s, 140s and 150s. In the near future they will have parts and accessories for Series 1 XKEs. The editor has made purchases from Moss Motors and found them reliable. They are prompt in making shipments but are slow answering correspondence.

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