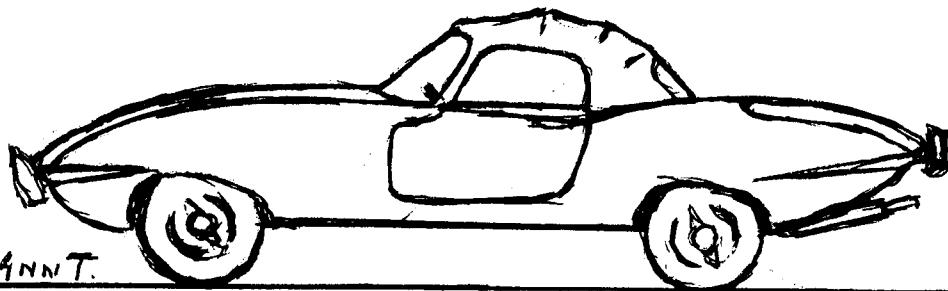


# JAGUAR TRACKS

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JANUARY 1977

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## CHRISTMAS PARTY 1976

Sunday, 19 December, 1976 was the the date and the Chart House on Shelter Island was the place for a great ending to the San Diego Jaguar Club's activities for the year. Though the room was small and the lighting dim, the warmth of the fifty people in the party made up for the draw backs in space and light. Unfortunately the banquet room was not large enough and some members had to be seated in an adjoining area while dinner was served. After dinner everyone assembled in the banquet room.

Christmas gifts were distributed. The space was too small to do it any other way. Next retiring President Jim Poleski turned the gavel over to new President Ute Lester. Chuck Flack, incoming Vice-President, Marilyn Prine, new Secretary and Jane Fitzgerald, Treasurer were introduced by Ute. It was also announced that Ray Tetzlaff would continue as editor of Jaguar Tracks for another year.

Ute Lester made a brief speech in which she outlined goals for 1977. It looks like another banner year for the Jaguar Club. In accordance with custom, Jim Poleski announced the selection of the member to be honored with the possession of the Perpetual Trophy for the coming year. The selection is based on recommendation of the present year's honoree as well as the opinions of Board members. The person thought to have contributed most to Club activities for the past year is selected. Editor Ray Tetzlaff was the one surprised by the honor.

Jim Bean gave a message of appreciation for the goodwill and fellowship of the Club members.

Frank Mulligan introduced his fiance, Teresa Klinger and two other guests, Dave and Janet King. The Kings are owners of a 1971 V12 2 Plus 2. Time passed quickly and Holiday wishes were exchanged as the party broke up. Another year in the history of the Jaguar Club ended. The future is before us, may it be even better.

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## NEW FOR 77

The Jaguar Tracks for 1977 is going to have a few changes. Please note that we will have four pages printed back to back. This will allow another page at little extra cost. We will have a brief biography of Club members. The first bi-

ography will be seen on Page 3. A good place to start is with our only member now in the Club who was here in the beginning, Cleo Adams. If anyone has changed Jaguars, bought another one, vacationed or been involved in something unusual that will be of interest to other members, let the editor know about it.

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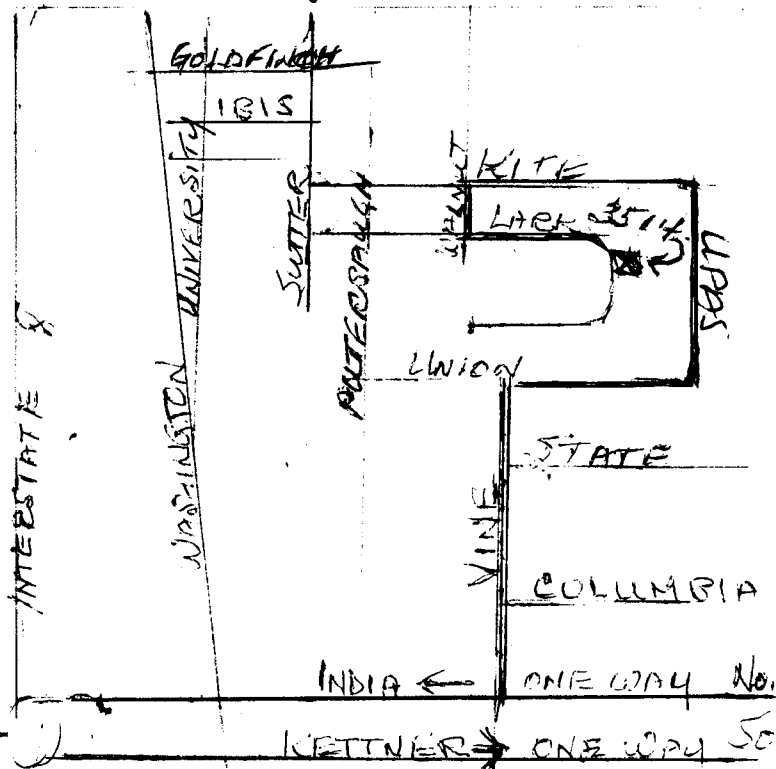
## JANUARY BUSINESS MEETING

The January 19th, 1977, business meeting of the Jaguar Club will be at the home of LeRoy and Ute Lester, 2187 Dunhaven St., San Diego, time 7:30 PM. The correct phone number is 276 2047 if lost. Come with your suggestions and ideas. Help plan the events you want.

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## JANUARY POT LUCK

Jim and Norma Shiner will host a Pot Luck dinner meeting January 14, 1977 at 7:00 PM. 3415 Lark St., San Diego is the place. SEE MAP BELOW. Please call Norma Shiner, 295 6740 or if no answer 298 6898. Also you can call Ute Lester at 276 2047. Let one of them know how many in your party and what you are bringing. Coffee, paper plates and cups will be furnished. The Jaguar Club silverware will be used. Please bring your own bottle and plastic glasses. BOB. From Highway 5 take either Washington or Sassafras off ramps, go to Vine St. to top of hill. It dead ends on Union St. Turn right on Union one block to Upas. Make the next four possible left turns and you will be on Lark. Go south to 3415 Lark at the curve in the street. Park along the entire length of Lark or on Walnut. See you there.



## LOOKING FORWARD

Do you ever desire to look into the future? Ordinarily I don't recommend such a step. However, a true fan can't help wondering what new concepts the future holds for Jaguar. For a glimpse turn to page 30 of the January issue of Road and Track magazine. Shown are sketches of the replacement for the XJ Series Sedans. The design is by the noted Italian design firm of Pininfarina. From the sketches the car seems to have evolved from XJ styling. The car has more the look that we are used to than does the XJS. Pininfarina styling tends to have a similar appearance whether the car is Italian, French or British. I am of the opinion that Jaguar is going to miss Sir William Lyons now that he has retired and may not have that seemingly right touch in future designs. Styling will become more of a Board of Directors thing and will tend to fit in closely with other British Leyland models as is done by US automobile manufacturers. It seems that if some one builds one that is unlike all the others it is ignored by car shoppers.

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## LOOKING BACK

While examining the January Road and Track turn to the centerfold. Pictured there is a magnificent Talbot Lago. This was a French automobile and the six cylinder, overhead valve engine was a de-tuned Grand Prix design of extreme ruggedness. It was equipped with a Wilson pre-selector gear box, popular on many of the more expensive European cars of the time. The styling was advanced and beautiful, although, I have heard that visibility for the driver was poor due to the smallness of the windows. With styling like that who cares about visibility. The writer remembers one of these cars being in San Diego in the late forties and early fifties. It was taken to British Motors for service when they were located at Kettner and Ash in downtown San Diego. I believe the owner had some connection with National Steel at the time but that is only a guess. The car disappeared from the scene after a few years. At that time imported cars or "foreign cars" as they were called were looked on with suspicion and only a few of us were brave enough to drive them. For cars like the Talbot Lago there would have been a difficult situation with parts. They were not made in large quantities and there was no dealer organization. Fun to drive and different to own though.

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## ANNOUNCEMENT

As we go to press, Frank Mulligan has planned a surprise gift for his fiancee, Teresa Klinger. He has picked out the ring and will make the presentation on Christmas. The wedding date has been set for Saturday, August 13, 1976. Frank says he will share the V12 Jaguar with her, the right 6 bank are hers and he will keep the left 6 bank. Our best wishes to Teresa and congratulations to Frank.

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## CARS AND PEOPLE

On Wednesday, December 22, 1976, Frank and Gisela Kovach boarded a DC 10 for a charter flight to London, England. They will reside at a London motel using it as a home base for further travels about the British Isles. Besides sightseeing and shopping, Frank will have an eye out for a likely addition to his collection of automobiles. They expect to return on January 4th. We hope their journey is a pleasant and profitable one.

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Ute Lester was the recipient of a nice Christmas present. The Lesters found a 1972 XJ 6 Sedan. It is blue, the same shade as their 1970 XKE, with a light blue interior. Ute was very excited in describing the car. We are anxious for a first hand look.

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Ray and Ann Tetzlaff followed their usual Christmas schedule this year. Friday, the 24th. was spent in Glendora at the home of the youngest daughter and her new husband. They, the Olskis have recently moved into their new condominium. This was Ray and Ann's first view of it since construction was completed. After the arrival of St. Nick in the evening, the Tetzlaffs drove to Valencia, Calif, to spend the night at the home of Ken and Sally White, she being the elder daughter. St Nick's schedule is for an early arrival at the White's and granddaughter Karlota made sure that everyone was awake in time to celebrate the patter of reindeers on the roof.. Later in the day the Olskis arrived for a big family Christmas dinner. Ray and Ann returned home that evening.

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As your editor, I wish to express my appreciation for the honor bestowed on me at the Christmas Party when I was given custody of the Perpetual Trophy for the coming year. I could not have won this honor without the co-operation of the many members who worked so hard to make the many Club events a success this past year. It is through their hard work that I had something to write about. The many suggestions and interesting items I received made my tasks easier. Again, my thanks to everyone.

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## THE FIRST IMPORT

In the late forties the arrival of the MG TC started the change in automobile thinking in the US. After acceptance of this car importers began thinking there might be a market for other body types as well. Austin of England and Hillman as well as Morris Oxfords and Morris Minors soon began arriving in San Diego show rooms. Before WW II the only dealer in San Diego sold a few front wheel drive Citroens. An occasional Rolls Royce and a few Fiats, Bentleys, Mercedes Benz were seen, many of which were brought in by movie stars and other celebrities. MG relly started the ball rolling. A car and driver were selected. The driver laid in wait on the curvy mountain roads and back country lanes for the unwary big car driver. A demonstration of handling followed and soon people were talking about these small cars.

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## KRUSE AUCTION

Frank Kovach and his partner, Chuck Swimmer took four cars to the Kruse Auction at Newport Beach last month. Frank who had only one car of his own, a nice 1955 MG TF Roadster came out very well. His partner sold the 1926 Rools Royce which was the headliner of the sale. This was a beautiful motor car. It aroused much attention and went for a good price.

Frank reports Corvettes and Porches were rather soft at this event. Most other cars did well though. Jack Rabell of Alpine, Calif. sold his outstanding Mark V Jaguar. This car was seen in the past year at the MG Register Show. The car was a trophy winner at shows in the Los Angeles area. Sale price was said to be near the \$25,000 mark. Frank says that Rabell is in the process of restoring a Mark IV from the ground up. It will no doubt be a winner also.

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## CONTINENTALS

Glen Cox, Director Western Region, Lincoln Continental Owners Club, reports attending the National Directors meeting at Dearborn, Mich. He says there were eighty-five restored Continentals on display at the meeting. The Directors voted to take in the Mark III Continentals through the 1971 model as special interest cars. This will include all Continentals through this date. There is an upturn in prices for Continentals, especially convertibles.

Of interest at the meeting was the display of the original Continental, custom made at the factory for Edsel Ford. Friends viewing the car were so impressed that many orders were filed for duplicates. The car was put into limited production which continued through 1948.

## SHINY WIRE WHEELS

Frank Kovach called our attention to a new product for cleaning wire wheels of the chromed variety. It is called Savage Wire Wheel Cleaner and is available at Jaguar dealers. Glen Simpson and Bill Tuchscher tell us that they have gotten good results with the product.

According to Jim Bean, if those using Naval Jelly will try two applications and leave the substance on the wheels for a longer time before rinsing, better results will be obtained. He says that this method worked surprisingly well on his wheels, removing long standing rust from the spokes.

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## THE SIMPSON V12

Glen Simpson has his V12 really shining according to information we have received. There are a few mechanical items that need care and adjustment. He plans to utilize his Christmas vacation to get these things corrected. as you read this the car is probably purring like the big cat that it is.

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## BIOGRAPHY

A new feature for 1977 will be brief biographies of some of our members. We will try to present them somewhat in the order of seniority in the San Diego Jaguar Club. Since Cleo Adams was there in the beginning and is the only living charter member still on the Club roster, she will be the logical one to start with. Cleo and Forrest Adams were active in the founding of the Club. There were several informal get togethers previous to the formation of the San Diego Jaguar Club. The actual first formal meeting was held at the Mexican Village Restaurant in Coronado, Calif. About twelve people assembled on an evening in March, 1959. Cleo's husband Forrest was the guiding force in organizing the Club. Cleo was elected the first Treasurer, a post to which she was re-elected year after year. Eventually, wishing to be less active, she turned the post over to Jane Fitzgerald.

As a matter of interest, Cleo Adams and Jane Fitzgerald have been the only persons to hold the Treasurer's job since the founding in 1959.

In an interview with Cleo Adams last summer, I asked her if there was anything to the report that she was a rather rapid driver. With a twinkle in her eye and a trace of a smile she replied, "That is what they said about me."

Chuck Flack tells me that she could really handle the XK140 Roadster that the Adams owned. She drove with verve and abandon. The Jaguar Club runs proved tame for Cleo. She also joined the Women on Wheels and was very active in their runs and rallies. Cleo and her navigator took most of the WOW trophies over a period of years.

Failing eyesight brought an end to Cleo's driving days in Sports cars. I asked what her favorite cars were. "Jaguars were first but a Morgan Plus 4 was a close second and I had a Rover that I loved," she replied. The Jaguar was sold, the Morgan Plus 4 passed on to a grandson who keeps it in concours condition and shows it sometimes. The Rover is in the hands of a granddaughter who regards it as a means of getting from here to there and no more.

Cleo now drives an electric car similar to a golf cart. She ventures to downtown San Diego frequently and once or twice toured to Fashion Valley. Cleo says that the Electric vehicle does not have enough power coming back to her home on New Jersey Street. She doesn't make that trip now days.

Cleo does not take an active part in Jaguar Club activities anymore but enjoys talking about the people and cars that started it all. I spent a very pleasant summer afternoon talking to her. Cleo Adams is a very gracious lady.

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## JAGUAR HISTORY

Before proceeding further with the XK 120 story there are a few things of interest regarding the 132.6 MPH run at Jabekke, Belgium. Ron "Soapy" Sutton was the driver. He had previously bolstered his own confidence in the car with some early morning runs near Coventry. These went very well. This helped Mr. Lyons decide to make the record run. Sutton, accompanied by Jack Lea, his mechanic, travelled to Jabekke.

In trial runs the car behaved perfectly. The only change from the trials was to a 3:27 gear ratio in place of the standard 3:64 rear axle. This change made little difference in the top speed, it did cut the RPMs a little though.

Lyons and Heynes brought over a party of journalists by plane and a crowd of locals gathered to watch. A loud speaker van was used to keep spectators informed. The course was closed for the official runs. Timing was under auspices of the Belgian RAC.

A run was made by Sutton with the hood and sidescreens erected. 126.448 MPH mean was recorded. The hood, windscreen and sidescreens were removed. A small aluminum cowl was installed, a metal tonneau cover was placed over the passenger seat. An undershield was used in all the runs. Two and a half miles were used to build up speed. In fact, top speed was reached in the first mile. Two runs were made, the north run was at 131.916 MPH and the south one at 133.506 MPH for a average of 132.6 MPH. After the runs Sutton motored past spectators at 5 MPH in top gear. This was a demonstration of flexibility that the usual European sports car could not equal with their fussy engines. Needless to say the audience was impressed.

The streamlined body of the XK120 offered several bonuses besides a reduction in wind resistance. The wood floor extended over the frame on each side allowing the use of wide pleated seats and providing more elbow room than the SS100 where the seats had been mounted within the width of the chassis frame. The dashboard had the complete array of instruments included by Jaguar. There was a large speedometer and matching revolution counter. By pressing a button on the dash the fuel gauge registered the oil level in the sump. The first aluminum bodied cars had a detachable wind screen with straight side pillars. There were large rubber gromets at the base. The first few cars also had a provision for a starting handle. These cars provided luxurious luggage space compared to previous and some later sports cars. The hood was never very pretty on the XK120 Roadster when erected but it folded neatly out of sight. Next month there will be more on the XK120.

## REFLECTIONS

As 1976 ends it is time to pause to reflect on the events of the past year, to give thanks to those who contributed so much to make it a success. Jim Poleski wielded the gavel, presiding over the many dinner meetings and events. He and his lovely wife, Jan, were united in marriage in February. It has been our pleasure to meet with them both throughout the year. Dick Reed, in spite of a serious illness took on the task of procuring the Club Badges. Lorraine Reed was a gracious hostess at the business meetings held at their home. Chuck and Fay Flack deserve a special thanks for the time and effort in preparing and presenting the Jagette's Rallyes, the Gymkhana and the many runs the Club held. The Pot Luck in February and the business meetings at the Flack home were very pleasant. Bob and Jane Fitzgerald were on hand for most of the events, Jane taking care of finances in her usual capable manner. We are indebted to Bob for his report in rhyme on the Coronado Sports Car Club Rallye to which we were invited. Glen and Margie Simpson made us welcome in their home for the July Pot Luck, good hosts and a delightful evening. Norma Shiner made a special effort in arranging the different dinner at the Francis Family Antiques among the many interesting artifacts and a floor of automobiles for the car nuts. LeRoy and Ute Lester put in many hours on the telephone arranging the dinner meeting places. Sheratin-Inn Airport, Boom Trenchard's Flare Path and the Reubin E Lee are examples. LeRoy arranged the joint meeting with the Orange County Jaguar Club at Carlsbad. Ute made arrangements for the Christmas Party which involved many phone calls. Mac and Ruth McCormick allowed us the use of their beautiful home and swimming pool on the occasion of the Jagette's Rallye. Bob Atkins has always been ready with a helping hand to Jaguar owners in need of advice, parts and assistance. Gisela Kovach was active in assisting with the Christmas Party and other events and she and Frank had a business meeting at their home. Frank presented many of his photos of car shows and auctions at the March meeting. Others who come to mind are the Frines, Powells, Stickneys, Mullins, Nancy Atkins and Cookie Burgess who kept the records straight and the correspondence up to date. Frank Mulligan offered his talents as a professional photographer at the Jagette's Rallye and at the joint meeting with the Orange County Club. Many others have either assisted or made the events more pleasant by just being there and being themselves, nice people. If we have overlooked anyone it has been unintentional. Thanks again for a most memorable year. As we close may 1977 be the best year yet for the San Diego Jaguar Club, the Jaguars and the many fine people who own them.

HAPPY NEW YEAR TO ALL.

Ray Tetzlaff.