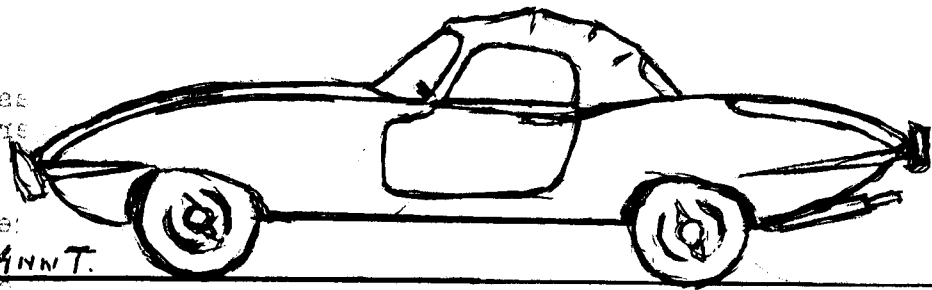


JAGUAR TRACKS

By
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FEBRUARY 1977

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JANUARY POT LUCK

The very successful Pot Luck, our January dinner meeting was at the home of Jim and Norma Shiner. Norma outdid herself preparing her beautiful home for the event. The house accommodated the large crowd easily with no feeling of being in each others way. The Shiners were gracious hosts and deserve a vote of thanks from everyone who attended.

Guests enjoyed the fantastic view of downtown San Diego, the bay and airport. Pool players took turns at the regulation size pool table in the rec room which also has a wet bar and in another corner a piano. Some guests sang accompanied by Norma Shiner at the piano. Others indulged in general conversation and car talk. The real car nuts retreated to the basement garage to admire Jim's nice XK120 Fixed Head Coupe as well as his front wall covered with tools. In the second stall reposed the Shiner 280C Mercedes Benz.

A variety of delicious food was brought by the many excellent cooks among our Club members. It was served buffet style and it didn't take long for everyone's hunger to be satisfied. After the main dishes, dessert was set out on another table. This, too, soon disappeared.

There was no attempt to have any type of formal meeting so new members, Ken and Linda Bowers and Charles and Gloria LaValle were not introduced. This will be done at the next dinner meeting.

Frank and Gisela Kovach brought as guests two young Englishmen, Stuart and Rodney. They are traveling in the US for a month. Kovachs met these men on the plane enroute home from their recent trip to England.

Mac and Ruth McCormick made what is probably their last meeting as they are moving away. (See separate item.) They had as guests two friends Richard and Flo.

Ute and LeRoy Lester brought Ute's parents, Barnhardt and Ilse Mueller, who are visiting from their home in Germany.

Marilyn Prine's aunt Mil, Austin from Canton, South Dakota, an escapee from the cold country was also a guest of the Prines.

Thanks again from us, Shiners. It was an evening we will long remember and it was a big boost for a good 1977.

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FEBRUARY DINNER MEETING

DATE: February 11, 1977. TIME: 7:00 PM cocktails; 8:00 PM Dinner. PLACE: Stag and Hound, 625 H Street, Chula Vista. Take the H Street off ramp from either I-5 or I-805 in Chula Vista. Good parking, we hear.

MENU: Choice of Top Sirloin or Prime Rib. The tables are set with tureens of soup, bowls of salad and hot bread from which you help yourselves.

RESERVATIONS: Call Lucille Mullins before Feb. 8, Tuesday, phone 479 2473. PRICE \$7.50 per person.

We expect to have a speaker from the San Diego MG T Register who will tell us about their April 2nd. Concours.

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JANUARY BUSINESS MEETING

At 7:30 PM, January 19th., 1977, the San Diego Jaguar Club business meeting was called to order. It was held at the home of LeRoy and Ute Lester, 2187 Dunhaven St., San Diego. Present were Chuck and Fay Flack, Moon and Lucille Mullins, Rudy Hradechy, Cookie Burgess, Dick Reed, Frank and Gisela Kovach, Ray and Ann Tetzlaff and the Lesters.

Lucille Mullins is dinner Chairwoman for the coming year. Dick Reed is bringing along the Car Badge program with the help of Jim Shiner.

Ute is planning to revive the Hobby talks that we enjoyed in 1975. We are in need of a volunteer to co-ordinate the presentations at the dinner meetings.

A tentative schedule was worked out for the coming year. There will be four more Pot Lucks in April, June, August and November. April and November are open for volunteer hosts. Below are the events as planned, dates and times not shown will be furnished later. The February events are as shown.

FEBRUARY: 11th. Dinner at Stag and Hound (See above)

27th. Run to Pine Hills Lodge for Brunch (See separate article, Page 2.)

MARCH: 11th, annual dinner at Mexican Village, Coronado.
Wine tasting tour, to be arranged.

APRIL: Overnighter to be scheduled.

MAY: 29th. Rally in Rhyme.

JUNE: Pot Luck and Slalom early in month. 26th. Concours, Tentative.

JULY: 30th. Convoy to Fish Fry, Barrett Junction
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AUGUST; Picnic

SEPTEMBER: Beach party, catered

OCTOBER: Costume party at dinner.

NOVEMBER: Nut Farm at Valley Center.

DECEMBER: Thursday, 15th. Christmas Party on the Sea Food Deck of the Reuben E Lee.

Ute Lester requests volunteers to arrange and schedule the March Wine Tasting Tour and the August Picnic. Volunteer early so these events can be carried out smoothly with no last minute crisis.

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FEBRUARY BUSINESS MEETING

The next business meeting of the San Diego Jaguar Club will be held at the home of Bob and Jane Fitzgerald, 8035 Morocco Street, La Mesa, at 7:30 PM on February 16th., 1977. Phone number is 466 9365. Attend and get involved in planning to make 1977 our best year ever. Things got off to a good start at the January meeting but we need more help in putting events together.

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NEW MEMBERS

Two couples added their names to our membership rolls at the January Pot Luck. They are as follows:

Ken Bowers	(Linda)
3842 Polaris Dr.	460 7850
La Mesa 92041	67 XKE

Charles LaValle	(Gloria)
1106 San Gamon	463 3485
Spring Valley 92077	63 XKE

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MEMBERSHIP DUES

Treasurer Jane Fitzgerald reminds us that 1977 dues are due and she is ready to receive payment. This is also to remind everyone that members whose dues have not been paid will be dropped from the Jaguar Tracks mailing list with the April issue.

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FEBRUARY DRIVING EVENT

DATE: February 27th, 1977. Time: 8:30 AM
The meeting place is the College Grove Parking Lot. We will drive to the Pine Hills Lodge, near Julian for Brunch. Chuck Flack is planning a pleasant back county tour, timed to arrive at the Lodge at 10:00 AM. Bloody Marys are included. The price is \$5.00 per person. Children are welcome but the price is the same for them. Jane Fitzgerald will collect on the parking lot at the request of the Lodge to save confusion. Call Chuck or Fay Flack, 282 9983 by Friday, February 2th. so they can notify the Lodge as to the number of people in our party. We must leave the parking lot promptly at 8:30 AM to make the schedule. Don't be late.

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CAR BADGES

Dick Reed reports that the Jaguar Club car badges are coming along. They are in the process of being enameled, after which they will receive final polishing. There have been a number of problems

to overcome in arriving at the proper enamel and baking temperature. Dick has had the expert assistance of Jim Shiner in this phase of the effort.

Dick expects to have about twenty badges available for sale to members at the February 11th. dinner meeting. The price will be announced at that time.

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CONCOURS

The San Diego MG T Register is presenting a Concours on April 2nd., 1977. The show will be on the grass at the Bishop School in La Jolla. It will be limited to 100 automobiles. There will be a bar during the day and a presentation dinner will follow the Concours. An MC will keep things rolling at the dinner.

There will be no club entries, each car will be in competition with every other machine in its class. Most interesting to us are three Sports Car Classes.

Class A;	2,000 to 3,000 dollars
Class B;	3,000 to 6,000 dollars
Class C;	6,000 dollars upwards.

The E Type Jaguars, at least, should fall in the Class C. Class B will probably has the largest number of entries so our cars should be in contention for trophies Literature will be passed out at the Feb. 11th. meeting. Further information can be had by calling Concours Chairman Charles R Cameron, phone 233 8163. Mr. Cameron of Motoring Classics, Ltd., 2802 Midway Dr. San Diego, will have the information at his desk.

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MC CORMICKS BID FAREWELL

Mac and Ruth McCormick have sold their Bonita home. Mac has retired after thirty two years in the service of the US Navy. They will leave our area around the first of February to find a new home in the Pacific Northwest. When they are settled they will give us their location.

Mac says he has enjoyed his membership in the San Diego Jaguar Club. He feels that it has been a high point in his life and has helped very much in facing the adjustment from military to civilian life. If we have helped, we are glad but we also wish to say that the McCormicks were a valuable addition to our Club. We will miss them and wish them Godspeed in their quest for a retirement home.

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VOYAGE TO FAR AWAY PLACES.

Bob Atkins flew to Panama at the first of January to join the tuna clipper, Conquistador in Panam City. He was to make repairs as the vessel was having refrigeration problems. They were to leave for the sea on January 13th. but Nancy received a phone call from another crewman's wife who had just returned from Panama. She reported that the Conquistador left for the vicinity of New Zealand on Sunday, January 9th. We wish Bob good fishing and a quick trip. If anyone cares to drop Bob a line, the address follows. Bob says he is not a good letter writer but will enjoy hearing from us.

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Bob Atkins
% R C Worsley
P O Box 202
Balboa, Canal Zone.

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MARK 11 OWNERS, ATTENTION

Dick Reed, 461 2320, is offering for sale a complete set of door gaskets for Jaguar Mark 11 Sedans. Dick ordered this set for his Mark 11 but sold the car before the parts arrived. The cost to him was \$204. The complete set is yours for \$100.00, less than half price. This is a bargain on this hard to find item.

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PECAN PIE RECIPEE

In answer to requests from several of the ladies at the January Pot Luck Ann Tetzlaff is submitting her recipee for Pecan Pie.

1 unbaked 9-inch pastry shell
3 eggs

1 cup KARO dark corn syrup
2 tablespoons margarine, melted

1 teaspoon vanilla

1/8 teaspoon salt

1 cup pecans

Beat eggs slightly. Mix in next 5 ingredients, then nuts. Pour into unbaked shell. Bake in 400 deg. F oven 15 minutes. Set oven control at 350 deg. F, continue baking 30 to 35 minutes. (Filling should be slightly less set in center than around edge.)

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VACATION

Frank and Gisela Kovach have returned from their British Isles vacation. They found very cold weather and that they had arrived in the midst of England's Holidays which means that business places are closed, firmly closed. They were able to persuade a couple of guards at the Jaguar factory to show them through the plant. It was a very interesting trip, according to Frank. Possibly they saw more of the plant than they would hav on a regular tour.

Just before leaving for home, Frank through an acquaintance, was able to raise one of the firm of K G Sibley, Bude, Cornwall, England. He arranged the purchase of a 1947 Mark 1V 1 1/2 Litre Saloon. Frank will get his first view of the car when it arrives dockside in mid-February. The car sounds interesting and we will report further on its arrival. This is a rare model.

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WIN A ROLLS ROYCE

Do you feel lucky and want a \$44,000 Rolls Royce, your choice of color? If your luck is not so good, maybe a trip for two, all expenses paid to Hawaii. Third prize is a trip for two to Acapulco, Mexico. Model Ex-Offenders, Inc. will sell 1500 tickets at \$100 each, proceeds to be used in their rehabilitation program. Tickets are on sale at their office, 1719 National Ave., San Diego, the San Diego Airport near the PSA ticket office, the Butcher Shop and at the Royal Inn at the Wharf. The drawing will be Feb. 19 at the Royal Inn and the winner does not have to be present.

DR. MERLE MC PHERREN

This is the second in the series of mini-biographies of people who either helped found the San Diego Jaguar Club or who are presently involved. Last month we visited Cleo Adams, the last Charter member who is still on the membership rolls. There are two other Charter members who remained active in the Club until they passed away. These two were Dr. Merle McPherren and Bill Grevemeyer. This month we will discuss Dr. McPherren who, with his wife Ida Hayes, was an untiring worker in the Jaguar Club.

I am indebted to Bob Fitzgerald for most of the material used here and wish to extend my appreciation. Dr. McPherren never held an elective office in the Club. He was Concours Chairman though and claimed that putting on a worth while Concours didn't leave time for other duties.

The first San Diego Jaguar Club Concours was held under Doc's direction in Balboa Park in the year 1959. Through the sixties the annual Concours was the big Club event and thanks to the efforts of Dr. McPherren they were good shows. I had the pleasure of attending many of them and can testify to that. Dr McPherren often alternated his Chairmanship with other members to relieve some of the pressure from himself. He and Ida Hayes travelled to other California shows, especially Pebble Beach. He made many friends among the car people, both Jaguar owners and others and was thus able to draw many fine cars to the San Diego shows.

Doc's pride and joy was a beautiful, black Xk120 M Fixed Head Coupe. He and Ida Hayes drove the car to the many shows and then got under the car to clean the road dirt, efforts which brought many trophies. I saw this car many times, in shows and on the street. To him it wasn't just a show car but something of beauty to be enjoyed by driving it.

In 1965, Dr PcPherren and Ida Hayes made a trip to England to pick up a new 3.8S Sedan at the factory. While abroad they toured through England to Scotland. They crossed to the continent and journeyed through France, Switzerland and Italy.

The doctor did minor work on his cars and was a gadgeteer, adding many accessories to the cars. Among these were Franz oil filters and vapor injection systems. His cars were always in top shape.

In June, 1974, Bob Fitzgerald purchased the 3.8S Sedan. The Doctor wanted it to be in the hands of a friend and fellow car lover. His health was failing and he could no longer be as active.

In the late summer of 1974 Dr. McPherren and Ida Hates were made life members. It is sad to relate that the Doctor did not live to enjoy the membership for very long. He passed away that fall.

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JAGUAR HISTORY

There is much more to the XK120 story but before we get too far along some details of the Mark VII Saloon should be related. Jaguar was and is primarily a builder of sedans or saloons as they are called in England. Power was supplied to the new Saloon by a slightly detuned XK unit. The new model made its debut in October of 1959.

This was a luxury model, tastefully upholstered in glove leather. Burred walnut dash and door trim enhanced its interior. Instrumentation was similar to the XK120, described previously. Wheelbase was 120 inches, length 196.5 inches and weight 3696 pounds. The height was 63 inches, high by today's standards but comparable with US cars of the time. The floors were carpeted. The car came as a five seater but a front bench seat could be ordered. Standard was a sliding roof, one of the NEW things for modern motorists in US cars.

Standard equipment included power assisted brakes, optional on US cars if available at all. The trunk compartment was very large. The fuel tanks were located at the rear of the rear fenders, one on each side. Front suspension was transverse wish bones and long torsion bars. Steering was re-circulating ball type similar to the XK120 but with an 18 inch steering wheel.

The Mark VII was large car and I think rather heavy for 210 cubic inches to pull. I have heard reports of very good road performance. It was fast, over 100 MPH, and had superior handling to cars of its day. Today we see the machine as high, bulky and perhaps not that pretty. Design and finish compared to Rolls Royce and the car reached a market of people who couldn't afford a Rolls but wanted an automobile that was a notch above the average.

The Mark VII didn't make as large a dent in the US market as the XK120 but it was a factor in getting US auto makers to think more about handling, performance and comfort rather than huge size, styling and a wallowing unstable road manner.

As time went on the Mark VII was followed by the Mark VIII and Mark IX. Each model was an improvement on the previous one in luxury. There was a slight increase in power by using the later 3.8 Litre engine. We will leave the big saloons for now and return to the XK120.

Mr. Lyons, after the record setting attempts in Belgium, decided to get on with some racing, using private and some factory backed cars, The year 1951 represented Jaguar's most successful year in competition in both rallies and racing. Next month we will discuss some of the events and the drivers.

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REFLECTIONS OF A CAR NUT

In 1925, after high school graduation, a friend and I decided to hitch hike from Glendale, Arizona to Flagstaff where my parents were living for the summer. By walking, catching rides and walking we reached Prescott. After about six miles of hiking we heard the sound of an approaching automobile. The car stopped, the driver and his teen age son introduced themselves and offered us a ride. We climbed into the back seat of the pre-WWI vintage White touring car. There were no front doors and the windshield was framed in brass. Memory tells me that the White, made by the White Sewing Machine Company, was a large bore, long stroke, four cylinder engine with two main bearings running on ball bearings. The engine was used in both White trucks and passenger cars. The engines had good torque for pulling but not much horse power, the acceleration was slow but once rolling had fair speed for the day. The four speed transmission had what was known as a progressive shift. This was straight forward from first to high and back again to neutral, clear back to reverse, similar to the old motorcycles.

The owner told us he had driven the car many thousands of miles on a stage line he had previously operated. He drove down the center of the rather narrow, graded highway with his foot to the floor. When meeting on-coming vehicles he neither slowed nor moved from the center of the roadway, fortunately there were few such experiences. It is probably well that he never heard the names that I am sure he was called. We were helped along the way about forty miles which our feet appreciated but the thrills were a little too much for even our adventurous souls. Later on I had some experience driving White trucks with the same engine and gear shift.

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CAR CUSTOMS

Two young Englishmen who came as guests to the Pot Luck at Shiner's remarked about the American custom of driving roadsters much of the time with the top erected. They said that in rainy, foggy England most open cars are driven open in any weather less than a heavy downpour. We surmised that the customary hairdos of American ladies might have a bearing on the situation here.

This brings to mind a friend, a Jaguar mechanic and former owner of Jaguars that were raced. His procedure, upon receiving complaints from his mate about the wind blowing her hair about, was to pull up in front of her favorite beauty parlor and say, "Get it cut or shut up." He claims this works for him. He wore a beard long before it was stylish and is independent enough to choose his own jobs and customers at work so he may be right. Personally, being of a less forceful nature, I choose the easy way, I drive coupes or two doors.

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