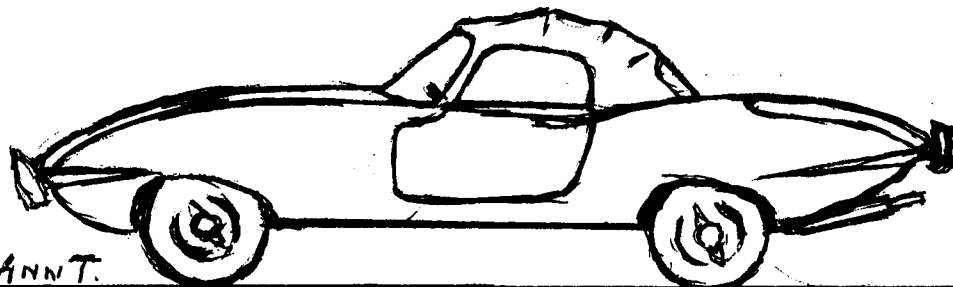


JAGUAR TRACKS

By
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MARCH 1977 ISSUE #3 DINNER MEETING

February 11, 1977. The second meeting of the 1977 year, at the Stag and Hound, Chula Vista was well received by the many people who attended. Our only criticism was the acoustics. People were unable to hear the speakers at the head table. Perhaps a little more courtesy to the people trying to be heard would have helped.

Lou Dillon passed the word to President Ute Lester that John Dillon was celebrating his 30th. ? birthday. Ute made the announcement and wishes for a happy occasion were expressed by everyone.

New members Troy Stimson, Norman Whipple and Charles and Gloria LaValle were introduced.

Dick Reed brought the new Club Badges in and they were placed on sale. Dick and Lorraine Reed and Jim and Norma Shiner had as their guest Tina Bennett. She did a lot of the enameling and polishing of the badges. She is an employee of Jim Shiner who permitted his facilities to be used for the baking process and the polishing. Dick also gave thanks to Bob Atkins who welded the attaching studs to the rear of the badges and to Jim Poleski, LeRoy Lester and Ray Tetzlaff for filing the rough edges from the castings.

Chuck Flack announced the starting time of 8:30 AM from the College Grove Parking Lot on February 27, 1977 for the Brunch at the Pine Hills Lodge near Julian.

The Jaguar Club owes Lucille Mullins a vote of thanks for doing an excellent job in setting up this affair.

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AUTO SHOW.

Co-sponsors California Auto Shows Ass'n and Pickups Limited are presenting an open automobile show at the Community Concourse, downtown San Diego, March 18 through the 20, 1977. They would like to have at least three Jaguar entries. Entry fee is \$5.00 and entry blanks or more information can be had by calling Steve Ravalli, home phone 449 1877, business phone 443 6900, at Batten's British Car Service, 8767 Winter Gardens Blvd., Lakeside.

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SAN DIEGO JAGUAR CLUB DUES.

1977 Club dues are coming in at a faster rate than in previous years, but there are still some members who should see Treasurer Jane Fitzgerald. The end of March is the cut off date if dues have not been paid.

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ANNIVERSARY DINNER MEETING

PLACE: MEXICAN VILLAGE RESTAURANT, 120 Orange Ave., Coronado, California. DATE: March 11, 1977. TIME: Cocktails 7:00 PM dinner 8:00 PM.

MENU: Carne Asada (Butterflied Sirloin) Guacamole, Rice, Mexican Salad, Coffee or Tea, Dessert (Banana Fritters with Strawberries. PRICE: \$7.50 per person. Reservations must be in by March 3, 1977. Call Lucille Mullins, phone 479 2473. Each year the San Diego Jaguar Club has the March dinner meeting at the Mexican Village Restaurant as that is where the formal organizing of the Club took place in March of 1959. This will be our eighteenth birthday of our Club. Call early to make you reservations.

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MARCH BUSINESS MEETING

March 16th, 1977 the business meeting of the San Diego Jaguar Club will be held at the home of Randy and Marilyn Prine, 2128 Fairfield Ave., San Diego at 7:30 PM. Phone is 276 0148. Take Morena Blvd. to Milton St., up the hill on Milton to Fairfield, turn right to 2128, some four houses from the corner. Come out with your ideas and suggestions.

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LA JOLLA CLASSIC CONCOURS D'ELEGANCE

The San Diego MG "T" Register presents the La Jolla Classic Concours D'Elegance at the Bishop's School of La Jolla, 7607 La Jolla Blvd, La Jolla, Calif, The date is April 2nd, 1977 and the cars entered must be in place by 10:30 AM.

There will be an Awards Banquet at the Bishop's School Saturday evening after the Concours. Socal hour 6:30 to 7:30 PM Banquet at 7:30 PM and Trophy presentation at 9:00 PM. Price of dinner including tax and tip, \$12.50. Reservations for the Banquet must be made in advance.

Entry Fee for automobiles is \$10.00 per vehicle. For entry blanks call Ray Tetzlaff, 466 3446 and I will mail them. Also you can contact Joseph J Gruszkiewicz, 3350 Idlewild Way, San Diego, phone 272 7311. Proceeds from the show benefit the Bishop's Schools Alumni Scholarship Fund.

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DRIVERS NOW AND THEN

If you think there are bad drivers now you should have seen some of the ones in the teens and twenties of this century. The step from horse to machine was very difficult for many people. This was a strange new concept and many never quite successfully made the jump. My father for instance never even attempted it. Horses were in his blood like cars have been in mine.

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FEBRUARY BUSINESS MEETING

Jane Fitzgerald was hostess to the February business meeting of the San Diego Jaguar Club at her home, 8035 Morocco Dr., La Mesa, on February 16, 1977. Present were Ute Lester, Randy and Marilyn Frine, Chuck Flack, Frank Kovach, Jane Fitzgerald and Ray and Ann Tetzlaff.

Plans for a Club concours to be held in June were dropped due to the larger shows being planned by other organizations in the coming months. Dates for some other tentative events were switched around due to weather and other considerations; The new dates and plans will be announced in future issues of Jaguar Tracks as they become finalized. Treasurer Jane Fitzgerald reported that fifteen car badges have been sold as of this date.

The April dinner meeting will be a Pot Luck and will be on April 15th. Our usual second Friday happens to be Good Friday this year. Further details will be announced in the April issue.

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WINE TASTING TOUR

The Wine Tasting Tour is being planned by Jim Poleski for March 27th., 1977. He is still in the process of making final arrangements as we go to press. Time of meeting and location will be announced at the Mexican Village Dinner, March 11th. Jim hopes to set up a place near the end of our tour where we can assemble for dinner. Please let Jim or Jan Poleski, phone 286 9453, prior to March 25th. if you plan to attend the tour. Ferrara's Winery, one of the stops on last year's tour has welcomed us back. There will be other stops, also. This has been a popular event each year and this one should be a good one.

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BRUNCH AT PINE HILLS LODGE

We hope to have this issue of Jaguar Tracks in your hands to remind you of the morning run to the Pine Hills Lodge Brunch, February 27, 1977. Meeting place is College Grove Parking Lot and we will be underway at 8:30 AM. You should have called Fay or Chuck Flack prior to this time. We hope you did.

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PEOPLE AND CARS.

Frank Kovach is now the owner of four Jaguars. The king of the pride is the white XK150S, a show stopper, next is the blue XJ6, a luxurious cat, then in order is the result of an English vacation, the 1½ Litre Mark IV and most recent is a Mark II 3.8 Saloon. Frank is offering this last one for sale. If interested cave Frank a call.

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Ann Tetzlaff had the dubious pleasure of a three day stay in the Alvarado Community Hospital for purposes of observation. The nurses were shocked to see an arriving patient walking into the Intensive Care Unit. However, that was where the apparatus was and the necessary close attention. Results were good to the extent that no heart damage was detected.

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If you are interested in a clean 1969 red XKE Coupe, chrome wheels, Dunlop Radials, AM-FM radio, etc. call Ray Tetzlaff, 466 3446. This car has been in the possession of the present owner since 10,000 miles, has had excellent care, always garaged and had routine maintenance at the proper intervals. The car is striking in appearance.

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The last report we had of Bob Atkins was that his ship is fishing off the coast of Peru. He has been kept very busy. The engine and refrigeration units needed much work as they had been previously neglected. Bob managed to get a call through to Nancy. So far he has not received any mail. He is one of only four in the crew who speaks English.

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The editor spent a couple of hours last Sunday, the 20th., walking through the annual swap meet held at the Parkway Plaza-Sears parking lot in El Cajon. This meet features classic and antique cars and parts as well as some special interest cars. It was amazing to see some of the prices asked for hulks of rusted iron, originally Model Ts and As as well as other American cars of the twenties and thirties, some even older. Names like Hupmobile, Studebaker, Overland, Whippet and four cylinder Chevrolets brought back many memories. There was a 67 AKE Coupe, \$4500 and a completely restored 67 Austin Healy 3000 for \$6000 firm. Several MG TDs decorated the end of one isle. A beautiful vintage Rolls Royce Sedan from Arizona sat proudly among st a pile of rusting wheels, fenders and odds and ends. Parked around the perimeter were many very clean older cars, mostly in the special interest class. The owners were probably hunting parts. Driving slowly by I spied a shiny black and chrome Triumph Drop Head 1800, rumble seat and all. Back to reality.

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REMINDER

The March issue of Jaguar Tracks is the cut off point on our mailing list if 1977 dues have not been paid. At that time work will be started on a 1977 Membership Directory which we hope to have in the mail at the end of March.

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JAGUAR BUYERS ATTENTION

Col Don Richards has located one of those rare automobiles all car enthusiasts dream of. It is a one owner, always garaged, never driven in the rain, all original XK150. He has come to terms with the owner. Next is the sad part for him. As is in the case with most of us, a new acquisition means sacrificing an older treasure to make room. In this case it is two treasures, a Mark VII Saloon and his beautiful AKE 2 Plus 2. Col. Richards was to have full details in my hands by press time but somehow failed to do so. Full details on the two cars he is selling may be obtained by calling him at 729 3318 or see the cars at his home, 4280 Highland Dr., Carlsbad, Calif. At his home perhaps you can even view his collection.

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EDITOR'S COMMENT

The Editor seems to have missed a few things in proof reading the February issue of Jaguar Tracks. Unfortunate was the incorrect phone number given for the Chairman of the MG "T" Register car show. It should have read 223 8163. In the last paragraph of the Dr. Merle McPherrin story his wife's name should have read Ida Hayes as in the preceding portions of the story. There were some distractions and a Christmas trip that interfered making for a last minute rush to get to the printers. We will try to do better.

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JAGUAR MAGIC

Moon Mullins tells us that he has done a little black magic to the familiar Jaguar 2 Plus 2 that the Mullins have enjoyed since it was new. We won't go into the exact secrets but it has something to do with 2 plus 2 and 3 out of 2 Plus 2 and 2. Anyway the performance rivals the original 4.2s. Moon spent some time searching out the precise ingredients. The results were all he wished for, he reports.

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PARTS FOR XK120, XK140 and XK150

I have just received word that XKs Unlimited has joined with Gold Coast Classics to offer parts for older model XKs. Some parts that are no longer available will be manufactured in as many cases as demand makes profitable. They will use Jaguar parts numbers. If you don't have a Jaguar parts book they can supply them for the XK120 and the Fixed Head Coupe supplement,

To expedite orders, telephone orders can be made to (213) 322 8446 from 7:00 AM to 11:00 PM. I have a list of many parts, brake, body and fittings, electrical and rubber parts if anyone is interested. Call Ray Tetzlaff, 466 3446.

Their address is; XKs Unlimited, 124 Nevada St. El Segundo, Calif., 90245.

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LONG BEACH GRAND PRIX WEEK

Festivities for the April 3rd, 1977 Long Beach Grand Prix start the week before with the Long Beach MG Club sponsored Concours D'Elegance. It will be on the Queen Mary Parking Lot, Sunday March 27th. Actual Grand Prix events start with a concours and parade of GP cars along Fine Avenue, one of Long Beach's main thoroughfares, March 31st.

Qualifying for the Grand Prix will be April 1st. and 2nd. Preliminary events will include a bicycle race, a motorcycle race and a Toyota celebrity race. The Formula I Grand Prix will be on April 3rd. through the streets of Long Beach, Calif.

The cars are the European type Formula One cars and points will be earned by the drivers towards the World's Driving Championship currently held by James Hunt of England. This should be a good weekend of racing.

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WILLIAM H GREVEMEYER

For the third in our biographical series we will discuss one of the more colorful members of the San Diego Jaguar Club. William H or Bill as most of us knew him was a pioneer in aviation. He learned flying in the beginning and held a two number license. He established a flying school and helped many others to attain their wings.

Bill entered the US Marine Corps and became an enlisted pilot. Before retirement he attained the rank of Colonel. He did not use the title among his friends.

Bill Grevemeyer was a charter member in the San Diego Jaguar Club. He was elected President in 1961 and again in 1969. He cared more about rallying though and was known for his heavy foot on the accelerator. His was a real enthusiasm for Jaguar motor cars. He owned, I believe, fourteen in all from an XK120 through XK150, sedans and XKEs. His last car was a red 1969 XKE 2 Plus 2. This car is now owned by his daughter, Ann Jeffers.

Bill related to the writer the following Jaguar experience. It seems he was a Jaguar salesman employed by British Motors and had a new sedan which he used as a demonstrator. One Sunday, he and some friends were driving in the South Bay area. The car was rolled and totaled out. He was near Westcott Motors and he found that they had a similar sedan on the floor. He promptly took delivery. All was well until Monday morning. Seeing Bill in a strange car led to questions. When it was discovered that the car had been purchased from a competitor, Bill's days at British Motors came to a quick end.

In the late sixties the San Diego Jaguar Club and the Coronado Sports Car Club combined to stage a very long rally. Other clubs were invited to take part. The Rally left San Diego on through the Imperial Valley, into and out of Arizona, through the Owens River Valley and finally ending in Las Vegas. It was discovered by the Rallyers that Bill Grevemeyer was well known in Las Vegas also. He was seated on the dias with the celebrities at the banquet in one of the large Casinos. Among friends, account of the many doings of Bill Grevemeyer could go on and on. He was an excellent story teller drawing on his many past experiences.

Bill was not only active in the Jaguar Club but also was active in service clubs, veterans clubs and civic groups. At all Jaguar Club dinners Bill could be located by the ever present bottle of Champagne at his side. On Club runs he always had his First Aid Kit which refreshed many a weary traveler along the way.

Bill was awarded a life membership in 1974. He remained a member from beginning to the end, passing away in mid year of 1975. All of us who knew him miss him.

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JAGUAR HISTORY

As was mentioned last month, 1951 was Jaguar's most successful year in competition. At this time it may be well to note that Road and Track Magazine, in the US, made an effort to learn the actual top speed of the XK120 in strictly stock condition. The only variation was to use individual windscreens rather than the full windshield. They did not use an underpan or tonneau cover. The average speed for the two way runs was 121.6 MPH. with a top run of 123.2 MPH. This compared with the English magazine Motor's runs of 124.6 and 126.8 MPH.

In Australia a steel bodied roadster, purchased July 6, 1951 was driven 6,000 miles in a month, 965 miles of which were covered in 10 hours and 32 minutes at an average speed of 91.3 MPH. This time included 45 minutes of stops, one of which was to make repairs after hitting a bank. Actual running time average was close to 98 MPH. The route included almost 1000 curves and several hill climbs. Gasoline consumption was 11 MPG. and one quart of oil was consumed.

Before getting deeper into competition, 1951 also saw the introduction of the XK120 Fixed Head Coupe. At the Geneva Motor Show in March, the silver Coupe with red leather interior was recognized as an inspired design by William Lyons. To many people, including the writer, this car was the best Jaguar design of the fifties. Interior trim followed the MarkVII. Instrument panel placement was the same as the roadster except for being set in veneered walnut with walnut facia and door cappings. The Coupe did not loose out in performance to the Roadster and possibly had slightly more top speed.

Shortly after the introduction of the Fixed Head Coupe, the factory announced the "M" model with 3/8 inch lift cams, dual exhaust with 8 to 1 compression ratio. Horsepower was increased from 160 to 180. Wire wheels were included in the package and spats were omitted from the rear fenders. Weight increased some but performance was also up. The wire wheels, it was soon noticed, decreased brake fade under heavy braking conditions.

The "M" modifications, available on both the Roadster and the Fixed Head Coupe, were a factor in competition in 1951, hence mentioned at this time as was also the following event. In the 1950 Twenty Four Hours of LeMans Jaguar entered three almost stock roadsters. Racing windscreens and bucket seats being the only alterations. The car driven by Leslie Johnson and Bert Hadley did very well, gaining on the leading Talbot at a lap and a quarter every hour. Hopes were high but unfortunately the hours of hard driving had weakened the clutch and the center section pulled out putting an end to the possibility of a win. The other two cars finished 12th and 15th. All the Jaguars had the problem of fading brakes, common to disc wheel equip-

ped automobiles caused by lack of air circulation around the brake drums.

Not long after LeMans, Jaguar won its first laurels in the rallying world at the Alpine Rally. The car was driven by Ian Appleyard whose name, already well known in the Rally world, will be heard again in Jaguars.

We have covered some background trying to get fully into 1951. Next month we will make it for sure.

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ENGLISH-AMERICAN EQUIVALENTS

Since Jaguars are English motor cars and since literature and conversation often includes the English term for parts or units of the cars, I will include a brief glossary of some commonly used terms.

ENGLISH	AMERICAN
BODY	
Bonnet	Hood
Boot	Trunk compartment
Bulkhead	Firewall
Facia	Dashboard
Fixed-head	Hard top
Mono construction	Unit construction
Over rider	Bumper guard
Seat squab	Seat back (upright)
Wing	Fender
SUSPENSION & STEERING	
Hydraulic damper	Shock absorber
Swivel axle	Spindle, stub axle
Swivel pin	King pin, pivot pin
ELECTRICAL	
Control box	Voltage regulator
Dynamo	Generator
Earth	Ground
H.T.	High tension
Megger	Ohm meter
REAR AXLE	
Crown wheel	Ring Gear
GEAR BOX	TRANSMISSION
Bulk Ring	Synchronizing ring or cone
Constant pinion shaft	Clutch to gear box spline shaft
First motion shaft	Input shaft
Laygear	Counter gear, cluster gear
Layshaft	Counter shaft
Propeller shaft	Drive shaft
Third motion shaft	Output shaft
CLUTCH	
Clutch housing	Bell housing
Clutch release bearing	Throwout bearing
Clutch withdrawal fork	Throwout arm
Spigot bearing	Pilot bearing
ENGINE	
Choke tube	Venturi
Cotters	Split valve locks
Float chamber	Carburetor bowl
Gudgeon pin	Wrist pin, piston pin
Mixture control	Choke
Oil sump	Oil pan
Silencer	Muffler
Valve crash speed	Redline, valve float
Welch plug	Freeze plug
GENERAL	
Bush	Bushing
Spanner	End wrench
Split pin	Cotter pin

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