

JAGUAR TRACKS

JAGUAR AUTOMOBILE CLUB, INC.
OF SAN DIEGO, CALIFORNIA

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ISSUE FOR APRIL 1977

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EIGHTEENTH ANNIVERSARY DINNER

March 11, 1977. The eighteenth birthday of the Jaguar Automobile Club of San Diego was celebrated by a large group of member enthusiasts at the Mexican Village in Coronado. The meeting was called to order by President Ute Lester. As usual the problem of getting attention was with us, even with a microphone and sound system. The microphone could have been more centrally located. Chuck Flack was unsuccessful in getting introductions made. After dinner Gisela Kovach made a final attempt with some success, and people did introduce themselves.

Jim Poleski announced plans for the March 27th. Wine Tasting Tour. He has the event well planned and will end with dinner at the Poway Mine Company.

Col. Don Richards and Sue arrived in their latest acquisition, a sharp XK150 Coupe. Most everyone came by Jaguar so the Kitty received only a few penalty quarters.

Guest speaker Ron Cameron of the MG "T" Register was unable to attend due to press of moving. Ray Tetzlaff filled in with a few words about the La Jolla Concours D'Elegance being presented by the MG "T" Register at Bishop's School on April 2, 1977.

The large turnout was most gratifying. Thanks again to Lucille Mullins for her excellent job in making arrangements and selecting the menu. Well done.

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MARCH BUSINESS MEETING.

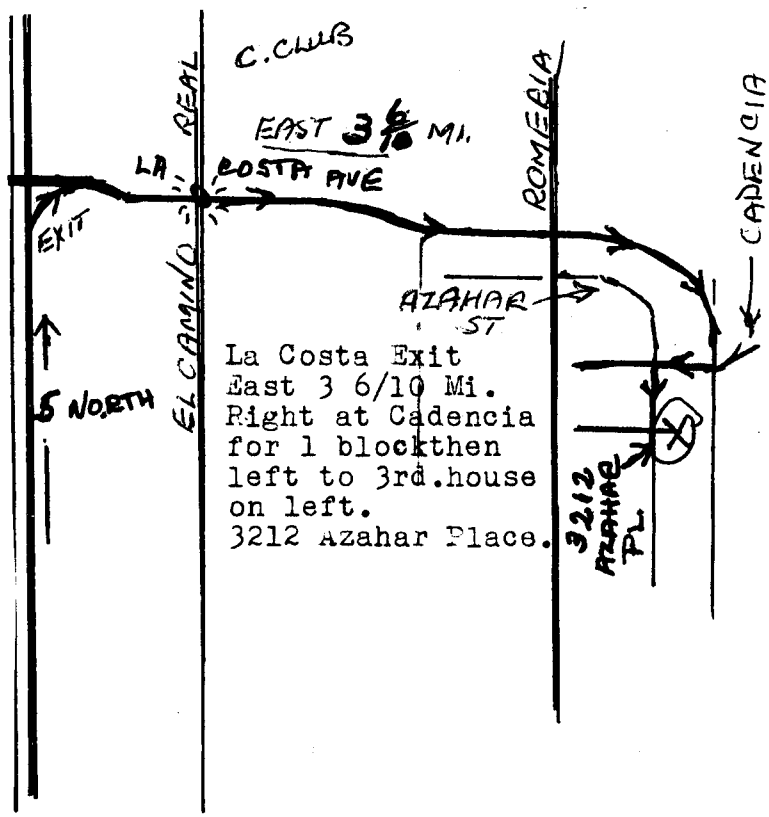
March 17, 1977. The meeting was at the home of Randy and Marilyn Prine, 2128 Fairfield Ave., San Diego. Present were LeRoy and Ute Lester, Randy and Marilyn Prine, Rudy Hradechy, Jim Poleski, Jane Fitzgerald and Ray and Ann Tetzlaff. It was decided to ask for a \$1.00 each person donation at all Pot Luck dinners. This money will be used to purchase Walkie Talkie sets so that we will be able to keep future Club runs better organized since we have so many cars involved and we tend to get separated in traffic situations. Bill Tuchscher has a source for instruments of high quality with a range of about 10 miles and at a reasonable price. Rudy Hradechy was appointed to moderate a technical session, question and answer type, at the regular dinner meetings.

Chuck Flack will chair the organization of our Club Concours for members only, to be held Saturday, June 25th. The site will be selected and announced later. Ray Tetzlaff will assist. Other volunteer will be needed. Jane Fitzgerald gave the financial report and the meeting closed.

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APRIL POT LUCK DINNER

DATE: April 15th, 1977. TIME: 7:00 PM.
PLACE: Bryan and Louise Powell residence, 3212 Azahar Pl., Rancho La Costa. (SEE MAP BELOW). Call Fay Flack, 282-9983 to let her know what you are bringing and the number in your party. The Club is asking for a \$1.00 donation per person to cover beverages (coffee, tea) with the balance to be used toward purchase of Walkie Talkies. (See report of March business meeting) The Powells are looking forward to hosting many people and Jaguars. PLEASE NOTE: This dinner is being held on the third Friday of April due to Good Friday being on our usual 2nd. Friday of the month.



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MEMBERSHIP DIRECTORY

With this issue members will receive the new 1977 Membership Directory. If there is any discrepancies in name or address please notify the Editor and it will be corrected in the next issue of Jaguar Tracks

CARAVANING TO PINE HILLS LODGE

February 27, 1977. Nineteen Jaguars, one MG TF and forty-five people met at the College Grove Parking Lot on this bright morning. The cars were parked in three lines with the Flack's sharp 67 XKE Roadster poised in place to lead the way to Pine Hills Lodge. The cars were all beautiful but a few were worthy of special comment. Jim Shiner's XK120M Fixed Head glistened. Others were the Soen's V12, Mullins' XKE 2 Plus 2 with unusual red aerial and red knock-offs contrasting with the white body, Sattler's XKE 2 Plus 2 and the XJ6s to mention a few. It was good to see Jim Bean's 63 XKE with new paint and tuneup, with Jim able to be at the wheel again.

Once underway, we went out the freeway to El Cajon, on to Descanso Junction on I-8. We left the freeway to wind along the back country roads leading past Lake Cuyamaca. Passing the lake, we wound through the pines into Julian. The long line of Jaguars cruising the main street of Julian caused many eyes to turn in our direction. From Julian we went on State 78 to the Pine Hills turn off.

At the Lodge we enjoyed unusual wine Bloody Marys before sitting down to excellent food. After a pleasant interlude of eating and good company we lingered in the lobby for more visiting. A log fire in the fireplace added to the festive occasion.

There were a few minor problems along the way. Troy Stimson's MG TF decided to run hot. Glen Simpson escorted him to a service station for first aid to the MG cooling system. Glen then pushed on at about 95 MPH to catch the caravan. A member of the CHP arrived on the scene presenting Glen with a summons for 70 MPH which was large enough but easier to take than 95. At a slower pace the Simpsons rejoined the party.

We discovered that Gloria LaValle is an expert fuel pump tapper. The LaValle XKE fuel pump became tempermental. A few well placed taps by Gloria was persuasion enough. It was a beautiful day to cruise a winding road among the pines in a Jaguar. Many thanks to Chuck and Fay Flack for a smooth, well planned event.

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SWEETY'S CANDY PARLOUR

A trip to Norma Shiner's Sweetie's Candy Parlour, 419 W Washington, San Diego is a novel experience. She features Phoney Phudge, 14 flavors by the yard, foot or piece, whiskey flavor for the thirsty, fertility for the unfertile and fatter for the skinny. All other types of candies are on sale. The store is furnished in antiques and an old fashioned drug store back bar completes the decor. Norma is there every day and on some days our Ute Lester helps out.

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APRIL BUSINESS MEETING

The April business meeting, April 20, 1977, 7:30 PM will be at the Flack residence, 4873 Vista St., San Diego, phone 282-9983. This meeting is one week later in the month than usual due to the dinner having been moved up a week to avoid Good Friday on April 8th.. The business meetings this year have been interesting and progressive. Attend with your ideas.

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WINE TASTING TOUR

A small but dedicated group enjoyed the annual Wine Tasting Tour, March 27th, arranged by Jim Poleski for the Jaguar Automobile Club of San Diego. The Shiners Poleskis and guests, Lesters, Rudy Hradechy and the Reeds sipped the wine. The day was climaxed by dinner at the Poway Mine Company. They report an excellent day.

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SOMETHING NEW

This issue of Jaguar Tracks sports a new heading. We hope it meets with the approval of the membership.

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RETURN TO BOOM TRENCHARD'S

President Ute Lester announces that the May dinner will be held at Boom Trenchard's Flare Path, 2888 Pacific Highway, San Diego. Menu and details will be given in the next issue of Jaguar Tracks.

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JAGUAR PARTS SUPPLIERS

Below are listed a few sources of parts that have come to my attention. I have not had experience with them, but they are recommended by other Jaguar Clubs: E*JAG Parts, 1 Action Road, Westford, Mass. 01886
Genuine Lockheed brake parts, Kk120, Kk140

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GRAN TURISMO JAGUAR, 1351 E. 354th. St., Eastlake, Ohio 44094, (216) 951-2000
New, used, rebuilt Jaguar parts. They claim to be America's only exclusive Jaguar dealer.

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IMPACT PARTS, P O Box 829, Monticello, New York, 12701, (914) 794-7266. They have E Type Bonnets, fiberglass and genuine Jaguar (steel) at reasonable prices. Also other parts.

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JAGUAR PARTS, 939C E. Gilbert Dr., Tempe, Ariz. 85281, (602) 966-6578. Water pump rebuild, \$30 exchange. I think this is for E Types and maybe older XKs.

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KBM Waterpumps, P O Box 661, Willite, Calif. 95490. V12 waterpumps rebuilt, \$85 exchange. Send complete pump and pulley.

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PARTS DISCOUNT

Rudy Hradechy tells us that Westcott British Cars, 1112 National Ave., National City, phone 474-6745, will give a 10% discount to members of the Jaguar Automobile Club of San Diego on parts. You must show your valid membership card.

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AUTOMOBILE SALE

Dick Sass, 9497 Montemar Dr., Spring Valley, phone 469-6300 is offering his clean 1966 XKE Roadster for sale. He has the car cleaned and polished. It has had the interior and top redone and looks good. Dick is asking \$3850 but is open to a reasonable offer. Give Dick a call if interested.

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An unusual Jaguar, a 1956 Mark I, 2.4 Saloon is for sale by Fred Stewart, 3753 Udall St., Apt. F, phone 234-1881. This car was found by Mr. Stewart in Tucson, Ariz. where it had been sitting for 12 years. The engine is dis-assembled. The body has the original paint and the chrome is good, due to the dry desert air. This same dry air is very hard on the interior of cars so the upholstery needs redoing. Fred is asking \$400 and will sell the entire car or parts. He does not have time to restore it so it must go. The 2.4 had a short stroke version of the XK engine with Solex carburetion. This same body appeared in 1957 with the 3½ Litre engine and was known as the 3.4.

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THE RICHARDS STABLE

In connection with the notice in the last issue regarding the sale of two members of Col. Don Richards stable of cars, the 1969 XKE 2 Plus 2 has been sold. The 1952 Mar VII is still available. It has new dark blue paint with a white interior. The engine has new bearings, clutch, flywheel and brake cylinder kits. The starter and generator have been rebuilt. The chrome is good. Col Richards says, excluding labor, he has \$4200 invested. Someone in the Club can have the car for \$3200. He will accept 50% down and carry the balance payable at \$75 per month at 10% interest.

Col. Richards and Susie list their stable of cars as follows:

- 59 XK150 Coupe, Prime, low mileage.
 - 67 XKE Road. Very original, 43,000 miles 2nd. owner.
 - 52 Mark VII Saloon. 90% restoration.
 - 65 NSU Rd. Wankel engine, very nice, rare, 2nd. owner. 98%
 - 55 MG TF 1500. Ready for assembly
 - 53 XK120 Drp. Hd, 46,000 miles, strong engine, new rubber, 75% restored.
 - 54 XK120M Rd. Wires 60% restored.
 - 49 Bently-Rolls Mark VI, lots of work.
 - 66 Cadillac Conv., 80,00 miles 2nd. owner
 - 56 Mercedes-Benz 190 SL, lite yellow, nice car, 89% restored.
 - 63 Mercedes-Benz 220 SB, smokes a little will sell to restorer \$1800
 - 73 El Camino, swing out chairs.
 - 72 Torino 2 dr., Sue's car.
 - 72 Datsun Station Wagon, son's car.
 - 57 Mark VIII Saloon, parts car.
- This is quite a stable, one I look forward to seeing. The number of cars is second only to the Carmen Burgess collection.

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CONCOURS

Chuck Flack says it is time to begin thinking of cleaning up those wire wheels for the June 25th. Club Concours

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BOB AND JANE FITZGERALD

Bob and Jane Fitzgerald became members of the Jaguar Automobile Club of San Diego about a year after its founding, 1960 to be exact. They were especially active in rallies both as participants and in assisting with the staging. They have a drawer full of plaques to show.

In 1960 the Fitzgeralds owned an XK120M with an interesting history. It was originally purchased in Paris by a doctor from Guatamala. This man took delivery of a new Jaguar in Paris each year. He then toured Europe with the car before returning home. On this car the speedometer was calibrated in kilometers rather than miles. On one trip, while following Bill Grevemeyer the instrument registered 180 to Jane's dismay. Bob hurriedly explained that 180 was kilometers but did not dwell on that it was also about 112 MPH.

Bob mentioned some close calls he had with the XK120 one of which occurred on Highway 395 just north of Escondido. Bob was enroute home on a Friday night from his job in Pomona. He spotted a deer at the side of the road. The deer became confused by the headlights and dashed across the highway. Bob applied the brakes and swung the car sideways to help slow it. The deer passed by, almost touching the door and bounded away on the other side of the road.

After the XK120 M which was a Fixed Head, came a XK150S Roadster. This car was a member of the Fitzgeralds household for about ten years. It covered many rally miles as well as go to work traveling. The fuel pump became lazy occasionally. Jane developed a touch for stamping her heel on the floor board to activate it.

Bob and Jane were much involved in the big annual Concours the Jaguar Club sponsored for several years. They helped the staging and did the scoring computations as the judges turned in their cards. This was no small job in itself. Bob arranged the last Club Concours, furnished the judges and Jane did the scoring computations.

The Fitzgeralds and three daughters are a close knit family and when the girls were younger and all still home they often served as members of check point staff on rallies. Bob remembers one such check point on a lonely road at 3 AM where the girls served. Many of you will recall that Patti Fitzgerald, driver and sister, Maleda Fisher, navigator were the winning team in the last Jagette's Rallye held last September.

Bob served as President of the Jaguar Club in 1962 and has participated in most of the Club activities since becoming a member. Jane has served as Club Treasurer since 1973. Her philosophy of being a member of a club is to put your all into it for the greatest rewards. She puts a lot of time and effort in her job. The Fitzgeralds have done much to make the Jaguar Automobile Club so worth while for the rest of us.

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JAGUAR HISTORY

Many more events in 1950 fell to Jaguar, but in the limited space we have room only for those chronicled last month. We must get into 1951, Jaguar's most successful year in competition.

William Lyons, founder and head of the Jaguar organization, held the theory that competition was too expensive for the factory. He did like racing though and was present at the 1950 Le Mans. He decided after the race that he could build a car that had the capability of a win at Le Mans.

The new car, it was realized, had to have a better weight to power ratio. It had to be rigid and strong enough to withstand speeds up to 150 MPH. The engine was the standard XK120 with the "M" modifications, including either 8:1 or 9:1 compression ratio. Porting was cleaned up, valve springs were lengthened to permit 6500 RPMs safely. Mr. Lyons opposed going higher with the compression ratio due to the variety of fuels available at various race courses. A different distributor and special carbureter needles were used. A lighter flywheel and high speed crankshaft dampers were fitted. Oversize SU carbureters breathing through a new balance box were specified. There were other mechanical changes which were a bit too technical for us at this time.

The "C" type, as this model was known, was a stark competition car. It was the first Jaguar to sacrifice comfort for performance. A passenger could be carried, but he sat on a tool box covered with a very thin padding. There was one door on the driver's side and a 40 gallon fuel tank filled the trunk space. The door was shallow to allow for added strength in the center area. The frame was a triangulated space frame design, braced in all directions. The bonnet tilted forward and the rear skin was easily removed for service.

The front suspension was similar to the XK120. The live rear axle was suspended by one torsion bar mounted in the center. Connecting linkage kept the axle in alignment. An open drive shaft was used.

The new car was a well kept secret. The first public view of it was at Le Mans. It did not cause much of a splash as it was common knowledge that a new design, especially of an all out competition car, was never a threat in its first year. Three cars were entered at Le Mans.

When the flag dropped for the start Sterling Moss took the lead in the 4th lap, passing a highly modified 4½ litre Grand Prix Talbot. He was breaking records at 18, 20, and 31. The speed at lap 31 was 105.85 MPH. I might explain that Le Mans is a road course and while some of the straights can be run flat out, many of the curves call for down shifting and back up through the gears. This of necessity reduces the overall

average to such an extent that this speed was outstanding. At about 4 hours Johnson in the number 2 car lost his oil pressure and had to leave the race. The experts nodded knowingly. However car number 3 driven by Walker came up behind Moss and the two Jaguars were running 1-2. Moss lost his oil pressure on lap 92 and a connecting rod went through the engine block. Walker now moved into first place. The experts were waiting to see how soon he would be out also.

As the night wore on Walker increased his lead. His competitors dropped out one by one. At 20 hours the Jaguar was leading by 20 laps. At this time Walker eased the pace a little. He wanted to be sure of a finish. At 23 hours he had broken the previous distance record for 24 hours. At the finish of the race he had covered 2,244 miles at an average speed of 93.50 MPH. He was 77.67 miles in front of the second place finisher. In addition he was holder of a new 24 hour speed record and distance record and the fastest lap record. This was an auspicious start for a new car. Next month we will look at some more of 1951. Writing this brings to mind my first view of an XK120C with Phil Hill at the wheel winning at Torrey Pines.

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FRANK KOVACH'S MARK IV

March 8, 1977. I was invited on this date to accompany Frank Kovach to Long Beach to pick up the long awaited Mark IV. The process of claiming a newly imported automobile is involved as we discovered. After picking up the necessary papers at the Customs Broker in Wilmington, we were sent to the shipper in Long Beach. After an hours wait for lunch hour we went with the shipping agent to the US Customs Office.

To add to the confusion there were a few minor mixups but by mid-afternoon we were shown the Jaguar. It was resting with some other imports, Rolls Royce, Jaguar Mark V, Austin Tourer and a Mercedes Benz 230 SL. The Mark IV in its original condition, except for an English paint job, was surprisingly good. The leather just needed cleaning and some Lexol.

The battery had a charge, the petrol gauge read a couple of gallons. Frank gave the starter a try. After a couple of attempts the engine caught and was soon purring smoothly. The trailer was ready, ramps in place. Frank drove the little black saloon up with no fuss. With the tie downs in place we were ready for the journey home.

Just prior to loading, we had discovered a flat tire on one of the tandem wheels on the trailer. There are no service stations in the dock area so we proceeded very slowly towards downtown Long Beach. Before long we had received first aid to the ailing tire and were on our way. With only a stop for a delicious dinner the journey to San Diego was uneventful but pleasant.

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