



# JAGUAR TRACKS

JAGUAR AUTOMOBILE CLUB, INC.  
OF SAN DIEGO, CALIFORNIA

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ISSUE FOR MAY 1977

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## POT LUCK DINNER

April 15, 1977. The April Pot Luck Dinner was held at the home of Bryan and Louise Powell, 3212 Azahar Pl., Rancho La Costa. More than forty members of the Jaguar Automobile Club of San Diego were in attendance. This spacious home was an ideal setting.

The excellent cooks among our members prepared many fine dishes which were set out to tempt the appetites of all of the party. Norma Shiner brought some nicely wrapped boxes of candy which were raffled off for the benefit of the Club Treasury. In such pleasant company the evening passed all too quickly.

For this event, Fay Flack did the phoning and listing of the dishes each member was to bring with her usual efficiency. Out thanks to Bryan and Louise Powell for having us and to Norma Shiner for the raffle prizes. No attempt was made by Ute Lester to have a formal meeting. The time was spent visiting and in pleasant conversation. A very nice evening.

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## APRIL BUSINESS MEETING

April 20, 1977. At 7:30 PM the April business meeting of the Jaguar Automobile Club of San Diego was called to order at the Flack residence. Present were the Atkins, Prines, Jim Poleski, Jane Fitzgerald, Ute Lester, the Flacks, Rudy Hradecky and Ray Tetzlaff. It was decided that at future pot lucks the Club would furnish the meat dish. A time was set for the Concours Committee to meet to set up details for this event, to be held June 25th. An invitation to participate in the Annual Rallye in Rhyme sponsored by the Coronado Sports Car Club was announced by Jane Fitzgerald.

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## RALLYE IN RHYME

The Coronado Sports Car Club has extended an invitation to the Jaguar Automobile Club of San Diego to take part in their annual Rallye in Rhyme. The first car will be flagged away from the starting line at the Pine Grove in Balboa Park promptly at 8:01 AM, May 29, 1977. The devious route will end at Scotty's Playland at Flinn Springs. There will be about an hour and a half driving to complete the course. Steak and eggs,

English muffins and a flock of Bloody Marys will be served. Price for adults is \$4.25 and \$2.50 for children. This is a well planned event with plenty of food and drink. The Coronado Club has arranged for a lifeguard at the pool at Scotty's, bring swimsuits. Children are always welcome and have a good time. Make it a family outing. They must have reservations in advance so that sufficient food may be ordered. If you wish to join in call Jane Fitzgerald, 466-9365 before May 20, 1977.

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## MAY DINNER MEETING

Our May dinner meeting will be in effect a double header. Frank Kovach has arranged for us to have a guided tour of inspection of probably the finest collection of automobiles in Southern California in the hands of a private collector. The time schedule is going to be tight if we are to make connections. To see the car collection be at 211 W. G St. (Front and G) promptly at 6:00 PM, May 13, 1977 for the guided tour.

DINNER MEETING: BOOM TRENCHARD'S FLARE PATH, Lindbergh Field, 2888 Pacific Highway, San Diego. TIME: Cocktails 7:00 PM Dinner 8:00 PM. DATE: May 13, 1977.

MENU: Green Tossed Salad, Skewers of Tenderloin Teriaki, Choice Cuts, Bell Pepper, Onion, Tomatoes, Marinated in Teriaki Sauce. Savory Rice, Green Beans Almondine. Coupe Montmorency, Rolls, Beerage. PRICE \$8.50 per person. RESERVATIONS: Call Ute Lester, 276-2047.

AUTOMOBILE VIEWING TIME 6:00 PM SHARP.

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## MAY BUSINESS MEETING

The May business meeting of the Jaguar Automobile Club of San Diego will be at the Lester home, 2187 Dunhaven St., San Diego, phone 276-2047, Time 7:30 PM. The business meetings are where interesting new plans and events are discussed. All members are welcome. Get involved and get the most out of your automobile club.

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## WEDDING

We are pleased to announce the wedding of member Frank Mulligan and Teresa Klinger. The wedding occurred April 17, 1977. We extend our congratulations and best wishes to the happy couple. May each having six cylinders of the V12 bring many pleasant miles to them.

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## ENGINE OVERHAUL

Randy Prine is in the process of putting new life in the clutch and engine of his XK150S. In his search for parts he discovered that exhaust valves are in short supply in San Diego. After many phone calls he located some at Moss Motors, Ltd., P O Box MG, Goleta, Calif. The price per valve was less than quoted by dealers also.

Randy is really getting into the hunt and lists the following firms for services or parts:

San Diego Porcelain Works, 3782 Euclid Ave., San Diego, 283-7363. They porcelainize exhaust manifolds at \$90.00 per set. They offer a discount of \$30.00 per set in groups of 3 or more sets.

Motor Sports Enterprises, 1531 India St. San Diego, 233-8875. They machine and sleeve master brake cylinders, using Chevrolet parts for cheap replacement, grind crankshafts, re-surface flywheels and do all types of machining.

San Diego Water Pump Exchange, 2582 Commercial St., San Diego, 232-3361. To rebuild Jaguar water pumps the cost is \$28.50 for 3" impeller, \$32.50 for 2 3/4" impeller if the impellers can be re-used. A new impeller adds about \$33.00 to the price. These people also recommend using Ferret R90 to lengthen the life of water pumps and aluminum cylinder heads. This product comes either as a concentrate or mixed with soluble oil. They use the concentrate. Ferret R90 can be purchased at Champion Auto Parts, 868 16th. St., San Diego, 233-7441. This chemical decreases electrolysis which decomposes the aluminum in the water jacket area of the cylinder head.

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## PARTS DISCOUNT

Rudy Hradecky reports that Foreign Auto Supply, 1458 Front St., San Diego, phone 234-7254, has a new discount policy. Show your membership card at the time of purchase and they will issue a discount card. Discounts will range from 10% to 20% depending on the item. They have stores in El Cajon and Chula Vista.

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## COLLECTOR CAR AUCTION

Several of our members journeyed to the collector's car auction sponsored by Kruse Classic Auction Co. at the Civic Auditorium at Santa Monica, Calif., on April 30 and May 1. Ute Lester will give us details for the next issue.

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## LATE SCHEDULE

The lateness of the May issue of Jaguar Tracks can be blamed on a short vacation taken by Editor Ray and Ann Tetzlaff. The trip was to Yuma County, Arizona and Needles, Calif. for visits with relatives. Even the weather co-operated on the desert. This event did delay the newsletter by at least a week. We hope we will be forgiven.

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## CORRECTIONS IN DIRECTORY

As often happens when transposing names and figures from one paper to another we made a few errors. We hope the ones listed are all of them, but if there is any kind of error in your listing please call so that it can be corrected.

JIM BEAN: correct zip code to read 92104 and his car is a 1962 XKE Coupe.

RUDOLF HRADECKY: We have misspelled Rudy's first and last names all these months. Correct spelling is as above.

CHARLES LA VALLE: We have their address as San Gamon Ave. That is the way it is shown on the Automobile Club map for Jan. 1976 but the US Postoffice shows it as Sangamon Ave. We have to use the Post office spelling to insure delivery of the Jaguar Tracks.

Please accept our apologies and correct your copy of the Jaguar Automobile Club of San Diego Directory.

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## ADDITIONS TO THE DIRECTORY

Please add the following names to your copy of the Jaguar Automobile Club Membership Directory for 1977:

M S Fields (Carolyn)  
2011 Nautilus St. 459-9534  
La Jolla 92037 E Type and XJ6

Frank Mulligan (Teresa)  
3508 College Ave., Apt. 8 287-3560  
SD 92115 72 V12 Rd.

When Jaguar Tracks was printed on only one side of the page we put the addition so they could be clipped from the sheet and pasted to the Directory. Now we print both sides so it seems that each member must copy the names and add to the Directory if he or she wishes to keep up to date.

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## TRAGEDY OF AN AUTOMOBILE

We are sad to report that Johnny Dillon's excellent 1962 Mark II 3.8 Saloon was totalled. Our information is sketchy as to details, but according to our sources an oncoming car was on the wrong side of the street. To avoid a head-on collision Johnny took evasive action with disastrous results. Johnny was not badly injured but was taken to a hospital for an overnight check. I can understand the feeling of loss from personal experience. I almost totalled my 4-4-2 Oldsmobile a few years ago. Fortunately they decided to repair it. I think I can speak for everyone in the Club in extending our sympathies to Johnny. We all hope to see the Dillons in a Jaguar before too long.

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## MORE PARTS

Jag Spares, P O Box 140, Tempe, Ariz. 85281, phone (602) 966-6578, lists XKE Series I and II chrome exhaust resonators at \$22.00 each. They also list many new and reproduced replacement parts for XKEs, XK120, XK140, Xk150. List available

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TRIALS OF A JAGUAR OWNER

By the Editor: Ann and I started forth for the Pot Luck dinner at the Powell's, travelling by XKE. The pleasant drone of the exhaust lulled us into a false feeling of security. Soon after leaving the Freeway on La Costa Ave. the engine suddenly quit. Thanks to the Stickneys, Poleskis, McClanes, Sattlers and Kovacks we were not long alone. The trouble was diagnosed as an ailing fuel pump. Tapping with a hammer started it in action again. Ann went on with the ladies in the Sattler car. Norm stayed with me. By dint of much arm tiring tapping by Norm and a few dies and re-starts and an excursion through strange streets we at last arrived. Frank Kovach stood by us and with the aid of his map, he led us to the party.

Dick and Lorraine Reed brought Ann and me home. The Jaguar stayed in La Costa for the night. A new fuel pump was installed the next day. The XKE is running trouble free and happy for now.

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CONCOURS D'ELEGANCE

In spite of threatening rain clouds which caused a few cancellations, the MG "T" Register Concours d'Elegance at Bishop School in La Jolla fielded a very impressive line up of fine automobiles. The entries ranged from a mint Dusenbergs, Mercedes Benzs, Porches, Rolls Royces, Bentleys, classic and special interest American cars to some very nice Jaguars. The Jaguar Automobile Club of San Diego was represented by Frank Kovach's XK150S and Jim Shiner's XK120 Fixed Head Coupe. Jim Shiner came away with second place trophy in the "B" Sports car class. Congratulations.

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JACKETS

Troy Stimson is contacting a source for Club jackets if enough members are interested. The jackets are silver nylon. Across the shoulder and down the arms is a black stripe. Starting at the neck is JAGUAR in red letters against the black background. On one arm is the Union Jack, on the other is the US flag. These jackets retail for about \$60 in New York. Troy may be able to get a price of less than \$30 if at least twenty people are interested in buying them. Troy has one of the jackets now and will have it at the next dinner meeting for inspection. He says they are well made, racing type styling and with knit cuffs.

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BOB ATKINS

Bob Atkins has returned from his trip to sea by Tuna boat. He had a successful trip and is sporting a full beard to prove it. He does not know how long he will be in port or if he is going out again due to the upset in the Tuna industry. Give him a call to say hello.

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CHUCK AND FAY FLACK

I usually ask our biography subjects for a few facts about their Club activities and I write the article from what information I have. The Flacks

sent in such an interesting and well written article that I am presenting it verbatim.

About Chuck: During the past sixty years Chuck has become not a Jack of Trades, but a master of many. Starting very early in life, Chuck worked at many jobs until he mastered them, then moved on. He has been a fruit picker, basket maker, waiter, chef, bartender, railroader, a waysman (the lowliest laborer in a ship yard). He advanced to dock manager where he stayed for seventeen years.

In the war years Chuck began a career in the aircraft industry, learning his trade of scheduling until he qualified as a master scheduler, project scheduler, to contract administrator at Rohr.

Chuck feels one of the most important jobs he has done was the project scheduling of the Apollo Lunar module for Ryan, the module that carried the astronauts to the moon.

About ten years ago Chuck put aside his business suit and drafting tools for a lawn mower, started with yard maintenance, earned a certificate in landscaping.

They say it is the "in" thing to declare one's early years were a struggle. Chuck is very "in", knowing bitter poverty and harsh work conditions while still a boy. But somewhere he learned to have fun while he worked so that today he is a multi-talented, sweet tempered man.

About Fay: About life BC (Before Chuck) there is not much to discuss. Like Chuck Fay was an office worker but within a year had joined Chuck on the route. Now she has her own half-ton Dodge pickup, her own customers. Happiness for Fay is creating old-fashioned flower gardens for her customers.

About us: Our Jaguar love began with a Model A Ford Sports Coupe, but we saw a sleek gray Jaguar one day which we could not resist.

Chuck has twice been Chairman of the SD Concours d'Elegance where we had around seventy-five cars from massive Dusenbergs to frail Model Ts. He has also served as Vice-president and President twice, has seen the Club grow from ten members to our present healthy attendance.

Fay is the first woman to earn a place on the Jaguar perpetual trophy, wrote the newsletter and once was champion wire wheel cleaner on the Club.

Editor's note: I wish to say in conclusion that the Flacks are very modest in describing their activities in the Club. They have always extended a welcome to new people and a helping hand on all occasions. They are the kind of people, along with the Fitzgeralds, covered last month, that I would be proud to call friends

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## JAGUAR HISTORY

Continuing with the Le Mans race of 1951, three special XK120 bodies were designed in case C Types were not completed in time. These light weight bodies were to be fitted to special light XK120 chassis. They followed conventional XK120 lines. Magnesium alloy was used and the shell was mounted on a tubular frame. The rear half of the body, including the wings was one piece. The front wings were integral with the bonnet. Access to the engine was by a lift out panel. The C Types were completed in time. It is not known if the light-weight bodies were actually fitted to chassis.

Charles Hornburg, Jaguar's western United States distributor, saw the bodies at the factory. He bought two of them, LT2 and LT3. They were mounted on normal XK120 chassis and shipped to the United States. Both cars were actively raced by a Hornburg racing team. Phil Hill drove LT 3. Several drivers shared LT2. Phil Hill had some close finishes behind the big American engined Cunninghams and Cadillac-Allards.

Bill Breeze, driving LT2 in a race at Reno, had handling problems, ending up in a rock pile. He seriously damaged both himself and the car.

LT3 continued competing in 1952 with its last appearance in a National race at the 1952 Watkins Glen. It was sold to a St. Louis Jaguar dealer. It raced for a while along with a C Type in that area. It was even used in modified stock and oval track racing. LT3 was purchased in 1974 by Tom Hendricks, an avid Jaguar enthusiast. It was found to have a C type cylinder head. The original head had been warped causing a heating problem. The C Type head solved this. The car is now being restored from the ground up by Hendricks. LT2 was lost from view and not seen again until it was returned to England in 1974.

LT1 stayed around the Jaguar factory for several years. It was finally given a chassis and brought to life by a Jaguar employee named Bob Berry, also an amateur racer.

1951 was a very good year for Jaguar both in the hands of 'semi-works' drivers and through the efforts of many private owners. Jaguar won the Alpine, Tulip and RAC rallies. The many other wins, both firsts and seconds, class wins, etc. are too numerous to list here. Many of these events are big in Europe but known here only to avid competition fans.

1952 was Jaguar's biggest year in the United States. By this time though the Sports cars began to fit more into the pattern for which they were designed, as comfortable and fast road cars rather than out and out racing machines. The

introduction of the Fixed Head Coupe in 1952 added even more comfort. It is believed that the Coupe, being slightly more streamlined, was even faster than the roadster.

There occurred in 1952 an event which brought acclaim to Jaguar. In August at Linas Montlhery, France, a Fixed Head Coupe, the second right hand drive car completed, was prepared for a seven days and seven nights run. There was only slight modification, but meticulous preparation. Drivers were Johnson, Hadley, Sterling Moss and Jack Fairman. The plan was to average 100 MPH for the specified time. Shortly after the start the car hit a piece of dislodged concrete which burst a rear tire. Flying rubber damaged the wing and cut the main lead from the battery. This necessitated a re-start after repairs were made. Next month we will conclude this episode.

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## JAGUARS FOR 1977

I have received reports that for 1977 the XJC12 has been discontinued. The XJC is still available. Both the XJ12L and the XJ6L are being manufactured. The star of the line is of course the XJS. There is some criticism of the design of this model varying from the usual Jaguar context. Handling and performance bring praise, however. At the \$20,000 plus price I will have to take the word of someone more richly endowed than I. By 1997 I might afford a 1977 model. Hardly likely that I will have to worry about finances by then anyway.

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## CONCOURS REMINDER

Keep in mind the members only Concours to be presented by the Jaguar Automobile Club of San Diego. Chuck Flack is chairman of the event to be held on Saturday, June 25th. The place will be designated in the next issue of Jaguar Tracks. Jim Poleski and Ray Tetzlaff are to assist Chuck. Shine and polish so that every one of the Club Jaguars can be present. This is a fun thing and a good excuse to get that car really clean.

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## CARS OF THE TIMES.

After the conclusion of the 10th. episode of the TV series "Upstairs, Downstairs" Alistaire Cook showed and described scenes of many automobiles which changed the lifestyles of both Americans and Englishmen. Henry Ford, by establishing assembly line techniques and volume production made it possible for the average person to buy an automobile. (Oldsmobile actually had assembly line production before Ford but it was much more rudimentary.) It was some years later before Englishmen, other than the wealthy and the upper middle class became motorized. Special mention was made of the Swallow bodied Austin Seven, including a very good shot of one example. The Austin Seven was the equivalent of the Model T Ford. There were many other cars shown with some good shots of the atrocious highways of the time.

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