

# JAGUAR TRACKS

JAGUAR AUTOMOBILE CLUB, INC.

OF SAN DIEGO, CALIFORNIA

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## ISSUE FOR JUNE 1977 MAY DINNER MEETING

May 13, 1977. Boom Trenchard's Flare Path, Lindbergh Field. Forty seven people gathered in the Bomb Shleter for a delicious dinner and memorable evening of good fellowship. At the time for introductions the Dillons were given a rousing welcome. Johnny gave a very humorous account of the accident which total- ed his car. Back with us again after spending some time in the North Sea, Scotland, England and Alaska were Melvyn (Smitty) Smith and Wanda.

Guest speaker, John Dormer gave a very int- eresting talk on the exotic car market, essentially dwelling on Jaguars. His picks to purchase for future gains in value were the XK120 and XK140 Roadsters. In the XKEs he touted the 65, 66, 67 XKE Roadsters. The Coupes and Drop Heads do not seem to appreciate as fast, he says. (I might mention that John and Ron Cameron of Motoring Classics recent- ly sold the 69 XKE Coupe I had for sale at a fair price.)

Troy Stimson showed the jackets mentioned in the last issue of Jaguar Tracks. He is of the opimion that they can be purchased for about \$25.00 in a lot of twenty or more. If you are interested and have not placed your names on the list call Troy Stimson, phone 233-6655.

A Tech session was moderated by Rudy Hradecky and this will be a feature of future meetings. Several places were discussed for services. We hope to get addresses from the people who have used them with good or bad results and they will be listed in a separate column as we receive them.

Ute Lester was hobby speaker for the even- ing. She displayed several of her excellent paintings as well as an interesting T shirt on which she had painted a Jaguar Coupe ent- ering her back and exiting forwards. Very good.

Two of the members of the Coronado Sports Car Club, John Kucera and Dale Maple, talked about their upcomin g Rallye in Rhyme on May 29, 1977 and extended invitations for our members to participate. Bob Atkins rose to mention that both men were past Presidents of the Jaguar Automobile Club. Following this President Ute Lester Adjourned the meeting.

## BEAUTIFUL AUTOMOBILES

May 13, 1977. A group of Jaguar Fans and Car Nuts in general gathered at the warehouse at 211 W. G St. in downtown San Diego to see what is probably the largest and most valuable

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collection of automobiles in San Diego County. The headliner is a 1935 Dusenberg for which the owner paid \$228,000. Most of the cars are orig- inal low mileage cars from early Ford V8s, Buicks, Cadillacs, Mercuries, etc. The owner has favorites and his collection of Mercedes Benz models ranges from the classic 500 series to modern cars. There were two JAGuars, one a 1971 V12 E Type Roadster with less than 5,000 miles. The other was I suspect a simulated version ofan XK120 racing roadster. It was started and had a very pleasing exhaust note. One of the most unusual cars was a Horsch. This was a German cat engineered by Paul Daimler, son of Gotlieb Daimler, originator of the Daimler Benz. Horsch made a variety of fine automobiles ranging from OHC straight 8s to V8s and even including a few V12s. They became a member of Auto Union and the famed Auto Union racing cars were produced in the Horsch factory. Our guide was not familiar with the Horsch so no particulars were obtained. Rolls Royces, a Dual Ghia and many more than space allows over- awed the writer. A vote of thanks is due Frank Kovach for arranging this special treat.

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## JUNE BUSINESS MEETING

The June 15, 1977 business meeting of the Jaguar Automobile Club of San Diego will be at the home of Ray and Ann Tetzlaff, 3255 Calavo Drive, Spring Valley, phone 466-3446 at 7:30 PM. The business meetings are held on the Wednesday following the regualr Friday dinner or Saturday Pot Luck.

To get to the Tetzlaff residence take Highway 94 through the Casa de Oro area to the Avacado-Calavo off ramp where the freeway ends. Turn right which is Calavo Dr. for about 3/4 mile to Eureka Road. The entrance is on Eureka Road.

Let us have some new faces joining the regulars. The meetings are interesting and your ideas may give us something different to do.

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## IN MEMORIUM

With great sadness we must report the death of one of our members. Bill Tuchscher suffered heat prostration and died while on a motorcycle outing with a group of friends in the desert area. Bill is survived by his wife, Olga and three children William, Yvonne and Michelle.

Burial was at Glen Abbey Memorial Park on Wed- nesday, May 25, 1977. A memorial scholarship fund has been set up at the Bonitta Vista High School to be known as the William Cory Tuchscher Scholarship Fund.

Bill was not only involved in the Jaguar Club but was active in building and racing hydroplanes. He was owner of the South Bay Motorcycle agency. He will be missed by all of us.

CAR SHOW

On June 25th, 1977 the Jaguar Automobile Club of San Diego is presentinh its Annual Members only Car show. The public is invited to inspect the cars. We are staging our event on the east end of the parking lot at the San Diego Mission Bay Boat and Ski Club, 2606 North Mission Bay Dr., San Diego. Our cars will be lined up on the area near the plam trees and should be an ideal setting. The cars must be in place bu 12.00 Noon. Judging will start at 1.00 PM. The bar at the club house will be open to Jaguar Club members and sandwiches will be available at the galley. Due to ABC regulations the bar is not permitted to serve the public. Prices are very reasonable. Let us all extend the San Diego Mission Bay Boat and Ski Club the courtesy of obeying the rules. They have a longer name than we do.

Cars will be entered in classes as follows:

- Class A: XK120s
- Class B: XK150s
- Class C: XKEs 1962 through 1966
- Class D; XKEs 1967 through 1970
- Class E: Early Sedans
- Class F: XJ6 Sedans
- Class G: All V12s

There will be a Best of Show Trophy.

Points that the judges will base their scores on are listed below:

Elegance	Floor covering
Engine & Compartment	Luggage Compartment
Paint & Finish	Wheels & Tires
Chrome & Glass	Functional Check
Coach Work & Top	Mileage
Dash Panel	Age
Seats & Upholstry	Extras
Driven to Work	

Points will be awarded on each of the items listed above. Owner's manuals, workshop manuals, fire extinguishers, first aid kits, etc. are all desireable items to catch the judges eyes. Judging will include painted surfaces only, not full underneath.

Every member should get behind this event. This will be a good opportunity to see all the Club cars at their best. It is also an excuse to really clean up the old Jaguar for at least once this year.

The Club Concours Awards Dinner will be at the Cafe del Rey Moro in Balboa Park, Laurel St., following the car show, Cocktails will at 7:00 PM and dinner will be served at 8:00 PM. Cost \$8.50 per person. MENU: Top Sirloin, Potatoes Au Gratin, Green Beans Almondine, Green Salad (Red Wine and Vinegar or Blue Cheese Dressing), Rolls, Butter, Coffee, Tea, and Chocolate Parfait dessert. There will be a bar in the room.

We hope to have Doug Garten as a speaker. Fay Flack has arranged to have Magician Chuck Martinez to perform. The Jaguar Club Mark !V Group will sing for us.

This will be an opportunity for the ladies to dress for the occasion. It should be a fitting climax to a fine Jaguar day. Everyone please join in to amke it an outstanding event.

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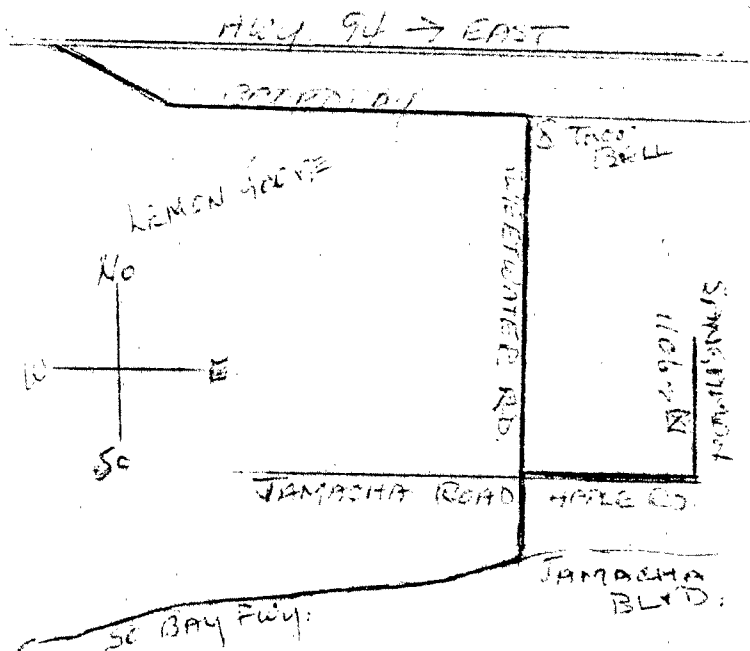
A total of 331 of the SS100 Jaguars were made from Sept. 1937 to November 1941 when production ceased.

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JUNE POT LUCK DINNER

PLACEY Residence of Charles and Gloria LaValle, 1106 Sangamon Ave., Spring Valley, phone 463-3485. DATE: June 11, 1977. NOTE: This is Saturday night as we voted on at last dinner meeting. TIME: 7:00 PM. The meat dish will be supplied by the Club. Please notify Gloria LaValle what you are bringing and how many there will be in your party. The usual \$1.00 per person donation will be solicited to cover cost of beverage, paper goods, etc., the balance to go to the Walkie Talkie fund. BRING YOUR OWN BOTTLES.

For this Pot Luck everyone is to wear a T shirt. There will be prizes for the prettiest, the most unusual and for the best original design. This should be alot of fun and add to the informality of the occasion. Here are the instructions Gloria sent in for the easiest route. Go east on Highway 94, take the Lemon Grove off-ramp to Broadway. Continue east on Broadway to Sweetwater Road. Turn right on Sweetwater Road and continue to Jamacha ROAD, NOT Jamacha Blvd. Go east on Jamacha Road to the very end. Jamacha Road becomes Apple Ave. and ends at Sangamon. Gloria says there are two very steep hills on the way to their house, 25 degree grades. If coming from South Bay area, Bonita, etc. use the South Bay Freeway to Sweetwater Road, go north to Jamacha Road and proceed as above. Note: South Bay Freeway comes into Sweetwater near the intersection of Jamacha Blvd., don't turn here but go north to Jamacha Road. Good Luck.



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MORE MANIFOLD TALK

Troy Stimson found a source for getting manifolds, exhaust that is, re-porcelainized. The operation is located in Los Angeles and the price is \$25.00 per pair. Troy has had work done here and says it is a high quality finish. If you are interested call Troy Stimson, phone 233-6655 for the address

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JAGUAR PARTS

F. B. Componente, 35-41 Edgeway Road, Marston Oxford, England, Telex 837367, claim to have in stock parts for all model Jaguars from the year 1961 on. They will accept all major credit cards on overseas orders. Write or Telex for quotations on parts.

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## AN OPINION ON JAGUAR PARTS PRICING

By LeRoy Lester

A survey taken by Road and Track Magazine confirmed what most Jaguar owners have known all along. That is: The service support on Jaguar is one of the poorest rated of all major automobile lines.

One of the major motivations for new members wanting to join is the opening of contacts for parts, repairs, information, etc. This is not our main function as a club, of course, but it is a mutual problem which we frequently need to address.

My present efforts to find out why the new management at British Motors (was Carbon Dubbs) cancelled our discount unannounced was not only unsuccessful, but it took over a month of persistence just to get their attention.

In the meanwhile the Club did get a 10% discount from Westcott Motors and a 10-20% from Foreign Auto Supply. In my dealings with both in the past, I would highly recommend Westcott over British Motors, not only for their discount but on three parts I surveyed Westcott also had lower list prices.

I have written to British Leyland offices in New Jersey and they informed me "our prices are suggested retail and according to Federal laws our authorized dealers do not have to adhere to the price schedule." British Leyland Motors, Inc. was nice enough to quote me their suggested retail on three parts. British Motors on Midway was significantly higher on all three, but Westcott was only slightly higher.

It is time consuming to do comparative shopping on all items, but it is sufficient to locate a dealer with a better pricing policy for our club and stick with him.

Customer Support is my forte as well as my profession and it is particularly gauling for me to receive a run-around which is easily recognizable.

We are fast reaching a point in the consumer movement where the social and political climate will make it necessary for a business to justify their existence on grounds other than pure economic success in terms of their profit.

Editors Note: Points in this article are well taken. LeRoy has spent some time on this mutual problem and deserves a vote of thanks. If someone else has an opinion let us hear from you.

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## ADDITION TO MEMBERSHIP DIRECTORY

Melvyn (Smitty) Smith (Wanda)  
2031 Mother Grundy Truck Trail  
Jamul 92035 XK120 Cpe. 70 XKE Cpe.

Melvyn Smith or Smitty as he prefers to be called has rejoined us after an absence of a year or so. Smitty has been supervisor of a deep sea diving crew in the North Sea Oil Fields. He and Wanda have been living in Scotland, England and recently in Alaska. Smitty is still involved in diving but will work from a new home he is building at the Jamul address on 8½ acres of land he recently purchased. Smitty has two very nice Jaguars, the XK120 having been in storage in his absence. Welcome back Smitty and Wanda.

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## CARMEN (COOKIE) BURGESS

Carmen is a very unusual young woman in many ways. To begin with, she is the owner of thirty-three, yes thirty-three automobiles. I asked her why. She says she has never found her true love and was lonely. Having the cars enabled her to become a member of car clubs. Through the clubs she has made many friends and found activities in which she became involved. Not being wealthy or an heiress she has had to work many hours to keep the cars under cover, as long as twelve to fifteen hours daily. Her occupation is Landscape Designer and part time telephone sales.

Among the 33 cars are seven T Birds, four of them two passenger models, three Jaguars, a Chevrolet Nomad, an early Ford pickup, a very nice 1959 Morgan Plus 4. Carmen recently sold two T Birds. In their places she bought a 1956 Corvette and a light blue 1960 Karmann Ghia. The Karmann Ghia to go with her name Carmen. She is looking for a nice 55 or 57 Thunderbird at a reasonable price. She wants a convertible Karmann Ghia also.

Carmen's favorite of all is "Sir", a white 1965 XKE Roadster. "Sir" won first place trophies in 1971 and 1974 when shown at the Community Concours Auto Shows. On the first showing of her grey 1957 XK140 Drophead it took second in Special Interest class at a Chula Vista Auto Show in 1973. She has a collection of sixteen or seventeen trophies for all of her cars, most of which were taken by Thunderbirds.

Cookie drives a yellow 1961 Metropolitan for her transportation. She finds it economical on gas and reliable. In the collection there are four Metropolitans, one of which she shows. She would buy a nice Metropolitan if one comes her way.

I have mentioned two of the Jaguars. The third one is a 1963 RHD XKE Roadster. It has a wrinkled front and is waiting restoration when time and money become available. The Corvette needs work but all the body parts and chrome are there.

Carmen came into the Jaguar Club soon after buying the 1965 XKE Roadster. She has participated in many of the events. She was a Judge in the 1973 Jaguar Automobile Club Concours. She was elected Secretary in 1975 and was re-elected for another year in 1976. Those of us who know her find her an interesting and charming person. She is also active in the Classic Thunderbird Club and is on the Board of Directors of her church. Carmen belongs to a dance group.

The big problem in having so large a stable of automobiles is storage. Some of the cars are in private garages near her home, some are in a public storage place. It is always a problem. Imagine if you will, trying to remember where they all are I sometimes have trouble remembering where I parked the car I am driving. Someday perhaps we can persuade Carmen to gather all her cars in one place for a special showing.

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## CAR FOR SALE

Frank Mulligan reports seeing a very nice XK140 Fixed Head Coupe for sale. It is a 1955 model and Frank states that appearance wise it is very clean. The owner is asking \$5,000 and can be reached by calling Russ Bennett, phone 481-7644.

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## JAGUAR AUTOMOBILE CLUB CAR SHOW

This is just another reminder. Don't forget the Jaguar Automobile Club of San Diego show, member cars only, June 25th. Details on Page 2.

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## JAGUAR HISTORY

Continuing: After repairs were made, the run began in earnest. The car soon settled down to a lap speed of about 110 MPH. Refueling and driver changes were made at four hour intervals. At this time tires were checked and changed when necessary. The least loaded tires lasted about 2,000 miles, the others about 1,000 miles. There was some delay when oil got on the clutch. This was repaired. The speed was stepped up in an attempt to break the 48 hour record set by Delahaye at 109.54 MPH. Jaguar averaged 110.39 but to break the record, according to rules, it must be by at least 10%. This higher speed had a detrimental effect on the shock absorbers. As a result a rear spring was broken. Replacing the spring took four hours and fourteen minutes. Since the spare was not carried in the car as regulations demanded, the rest of the run counted only as a timed demonstration run..

Despite bad weather the last day or so, the XK completed the seven days and seven nights at a far higher average than the existing record. However, the old record still stood. The car covered 16,851 miles in 168 hours at an average speed of 100.31 MPH.

On its return to Dover the car received a civic welcome. Laurance Pomeroy of the "Motor" had the honor of driving the car to London. He reported no slack in the steering, no shake in the body and that he could drive very comfortably in traffic in high gear. Later the car was checked by an independent firm. Wear was found to be negligible on bearing surfaces, valves and cylinder walls.

Perhaps it seems that we are staying with this period in Jaguar history overly long, but it was in this period and with the Jaguar models developed in this era that made Jaguar recognized, especially in the United States. Mark VIIIs were used successfully in rallies at times. They were a large, heavy automobile for this type of driving, however.

In 1952 Jaguar began experimenting with disc brakes on the C Type. Sterling Moss teamed with factory test driver Norman Dewis in a lot of testing. Moss, with Dewis as co-driver entered a gruelling road race. Tire problems and a leaking fuel tank did not slow Moss too much. A mistake which caused the car to leave the road was the end as handling became too bad to continue.

During this period, the extreme high speed demonstrated by the Mercedes-Benz 300 SL on the straights began to worry people at Jaguar. The C Type was primarily a production car at this stage. Later in 1952 a limited number were produced and sold to private owners, principally in the United States. Some were sold and raced in Britain.

For Le Mans this year (1952) the bodies of the team cars were re-designed. The nose was extended as was the rear. Both ends drooped and lost much of their rakish lines. Not enough time was allowed for proper development and overheating was an immediate result. On the high speed straight the temperature was 30 to 35 degrees higher than it should have been. Moss went into second place after the start but overheating soon took its toll. The other two team cars, on which the 1951 radiators had been installed after some ham-

mering of the body work, lasted a little longer. The 300 SLs, while not as fast as feared, did win the race.

Had the 1951 bodies been retained the C Type might have won as was demonstrated in 1953. A privately entered C Type with 1952 mechanicals and 1951 body covered 20 miles more distance than the winning German cars and was 10 MPH faster down the straight. Next month we will look some more at the C Type.

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## THOUGHTS ON STERLING MOSS

In the fifties Sterling Moss was in San Diego for a Sports Car race. He was to drive an Austin Healey I believe it was a factory sponsored car. As was the custom in Europe, he left the motel in La Jolla for some car testing. He immediately attracted the attention of a Police Patrol Unit. They were able to get him stopped after some exciting driving. Moss unfortunately had no driver's license other than a competition license, which was not recognized as valid on California streets. Probably the Patrolmen were not race fans and the name Sterling Moss meant nothing to them. With no other identification Sterling went to jail. It took a little doing to eventually get him released. He didn't do well at the races that day either. In case readers don't know who Sterling Moss is, he was one of the leading Grand Prix drivers of the fifties. He was badly injured in a racing accident, vision affected, so retired from Grand Prix racing at the height of his career.

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## PARTS AND REPAIRS

Dick Reed tells us that Batten's British Car Service, 8767 Winter Gardens Blvd., Lakeside, phone 443-6900 has three brand new water pumps priced at \$50.00 each. These are for the older model Jaguars. If you need one check to see if they will fit your car. This is a real buy.

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## XK's UNLIMITED

The latest list from XK's Unlimited, 124 Nevada St., El Segundo, Calif. 90245, phone (213) 322-8441 is for rebuilt parts. Exhaust manifolds (new porcelain) at \$65.00 per pair, exchange. They list manifolds for XK120, Xk140, XK150 and some XKEs. They have rebuilt water pumps for the same cars. Flywheels with new ring gear and resurfaced are available for XK120, XK140 and XK150. They list rebuilt clutch assemblies, carburettors, starters, generators and petrol pumps. They have re-splined hubs for XK140 and XK150. The instruments listed include XKs and some XKE items. I have the list including prices and parts numbers if anyone is interested.

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## MUFFLERS

Nylene Stickney says she got good muffler service for her XJ6 at Bright's Lee Muffer, 10659 Prospect Santee, phone 449-0932

LeRoy Lester has used mufflers ordered from J C Whitney & Co., 1917-19 Archer Ave., P O Box 8410, Chicago, Ill. 60680. This method of course entails some work on the owner's part, but working on your Jaguar is part of the fun for the mechanically inclined. I do know of one instance where Whitney sent the wrong parts. The buyer was able to adapt the parts to fit, however.

Sears, Roebuck & Co. have exhaust systems listed in their Imported Cars Catalog for XKEs. These can be ordered at the Catalog desk at any Sears store. I have heard that they are of good quality and fit like the original parts. They list other parts for Jaguar such as carburettors, petrol pumps and brake parts to name a few.

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