



# JAGUAR TRACKS

JAGUAR AUTOMOBILE CLUB, INC.  
OF SAN DIEGO, CALIFORNIA

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ISSUE FOR JULY, 1977

## JUNE POT LUCK DINNER

June 11, 1977. Our June Pot Luck Dinner was held at the home of Charles and Gloria La Valle, 1106 Sangamon Ave., Spring Valley. Surprisingly enough very few people became lost as the area is not familiar to many of our members.

The view from the living room window is beautiful. Sweetwater Lake lies below and this part of Dictionary Hill overlooks the lower part of Spring Valley.

The affair was well attended and the Jaguars managed the two or three steep grades without difficulty. Those who missed the party miss a most enjoyable evening. As is usual with our Pot Lucks, there was an abundance of very delicious food. Sociability became very sociable before the food was served with conversation and cool drinks adding to the occasion.

The Bill Tuchscher Memorial Trophy, brought in by Ed and Carolyn Soens, who had it designed, was shown to the group. It will become a perpetual trophy to be awarded to the Best of Show selected at our Annual Concours. Each year the winner's name and model of car will be engraved on a placque to be attached to the trophy. It is hoped that arrangements can be made for Olga Tuchscher to make the presentation at the October 1st., 1977 Concours winner.

Prize winners of the T shirt contest were announced as follows: Winner of the most Creative design was Patti McClane. Chuck Flack, his T shirt covered with hanging Concours Placques and Jaguar Badges won the award for the most original design. Winner of the sexiest design was host Charles LaValle. There were many nice and unique T shirts to be seen and many of our members displayed talent and originality. Two hand painted ones that came to mind were one by Ute Lester and the other worn by guest Howard Hayhurst.

The LaValles were very gracious hosts in their lovely home. We give them a vote of thanks for their hospitality and thanks to their friends who assisted Gloria. This was another evening for those members of the Jaguar Automobile Club who attended to remember.

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## ANNUAL CONCOURS

The Annual Concours (Car Show, if you prefer) which was to be held on June 25th, 1977 has been re-scheduled. It will be held on Saturday, October 1st, 1977 at a place to be announced later. We hope the same place can be used at that time but we will await developments. Postponement was due to lack of en-

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tries and to the fact that many people are on vacation or involved in summer plans.

The idea of a Club Concours is not to display a group of show cars of professional quality, but to let all the members see the Club Jaguars gathered together in a group with enough time to inspect them at our leisure. True the cars should be cleaned and polished but that is also a natural thing to do to protect our investment in fine automobiles. A clean, polished Jaguar that is being driven regularly is worthy of being seen by all of us.

My own 1968 XKE is not a show car. To make one out of it would require the expenditure of a lot of time and money and then probably I would not feel like risking driving it here and there. It will be in the Club show, making its best appearance, clean, body and chrome polished. Win or lose, I am sure that it will be a pleasant experience. I will have another good Jaguar day to add to my memories.

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## FISH FRY

The Jaguar Automobile Club of San Diego is planning a back County run ending at the Fish Fry place at Barrett Junction. This event is to honor and say goodbye to Rudy and Gladys Hradecky. Rudy has been transferred to the Great Lakes Naval Station and they will live in the Chicago area. This will probably be the last event of this type which they will be able to attend. Since the Concours was re-scheduled to October 1st, we have this opportunity to get out into the back country for a few hours of Jaguar fun.

The date is June 26, 1977. Meeting place is the College Grove Parking Lot off Highway 94 at College Ave. Plan to meet at 4:30 PM and Chuck Flack will get us underway promptly at 5:00 PM. Call Chuck or Fay Flack to let them know you are coming and how many will be in your party. The phone number is 282-9983.

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## JULY POT LUCK

PLACE: Residence of Ed and Carolyn Soens, 3334 Udall St., San Diego, phone 222-8273. DATE: July 16, 1977. TIME: 7:00 PM. The meat dish

will be supplied by the Club. This date is one week later than our usual time due to the previous weekend being the aftermath of the July 4th. weekend. It was thought that it might be advisable to let celebrators have a week in which to recuperate. Please call Carolyn Soens telling her what you are bringing and how many are in your party. Pot Lucks have met with good response from most of the membership. We have had people willing to put up with us for an evening so we are continuing to stage them. If you have not done so previously join in with

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continued- us for a fun evening.

Carolyn has supplied us with the following easy directions for finding her house. Take I-8 to Nimitz Blvd. Turn left on Nimitz to Chatsworth Blvd. Go left on Chatsworth to Voltaire St. Take a right on Voltaire for two blocks to Udall St. Turn right on Udall for about three blocks to 3334 Udall St. The Soens house is a two story white house with yellow shutters. It always seems so hard to find your house and so easy to find mine, but I am sure that a careful study of the directions will lead us there with no trouble, at least not much.

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#### JUNE BUSINESS MEETING

June 15, 1977. The June business meeting of the Jaguar Automobile Club of San Diego was held at Ray and Ann Tetzlaff's home at 3255 Calavo Drive, Spring Valley, on June 15, 1977. In attendance were the Flacks, the Mullins, the Tetzlaffs and guest Jack Lowman. Mr Lowman is a dentist with the US Navy. He is the original owner of a 1968 XKE Roadster and is interested in becoming a member.

Saturday, October 1st., 1977 was set as the date for the postponed Annual Concours. Vacations should be over by then and everyone should have time to prepare their cars by that time.

The problem of finding suitable places for our dinner meetings was discussed. The Club has grown so much that many places can no longer accomodate us. The Club policy has been to try to hold prices down so that no one is strained to make the events and at the same time get a good meal with suitable facilities.

The date was set for the Fish Fry and back country run on June 26, 1977. It was planned to honor the Hradeckys at this time as they are leaving shortly for a two year tour of duty at the Great Lakes Naval Station.

Though there was only a small number in attendance we still had a good meeting with a nice visiting session after the business was taken care of.

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#### RALLYE IN RHYME

The Annual Rallye in Rhyme staged by the Coronado Sports Car Club was held on May 29 this year. As usual it was a very successful event. Several members of the Jaguar Automobile Club of San Diego accepted the invitation to join in. Bob and Jane Fitzgerald report that everyone had a very good time. Jane says she and Bob had never got so lost on a rally but they did arrive in time for the steak and eggs supplemented by cool Bloody Marys.

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#### HEART ATTACK

On May 30th., 1977 Dick Reed suffered a heart attack. He had just finished lunch and was relaxing with a cup of coffee when he suddenly lost consciousness. Lorraine immediately summoned aid and Dick was taken by ambulance to the Kaiser Permanente Hospital. He was in the Intensive Care Unit for about three days. After a ten day stay at the hospital he was released to return home.

Dick will be at home for at least thirty days and is not permitted to drive or climb stairs. He says that since he has a rather steep

driveway he is really confined to the house. Dick will enjoy hearing from fellow Club members. His phone number is 461-2320.

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#### KRUSE AUCTION

The annual Kruse Classic Auction Co. sale will be held in Las Vegas, Nevada on July 23 and 24th., 1977. Some of our Club members attended the Kruse auction in Santa Monica, April 30 and May 1, 1977. They all reported a very pleasant weekend and some of the party got into the swing of the thing and bought a few automobiles. Las Vegas offers gambling and shows for those who might not want to spend all their time and money buying cars. Anyone interested in going to Las Vegas can call Ed Soens, phone 222-8273 or Frank Kovach, phone 292-0144 for confirmation of the dates and details of the proposed trip.

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#### JULY BUSINESS MEETING

Following the usual pattern of having the business meeting of the Jaguar Automobile Club of San Diego on the Wednesday evening after the dinner meeting the July meeting will be on July 20, 1977. Frank and Gisela Kovach will have the meeting at their home, 10382 Carioca Ct., San Diego, phone 292-0144. The time is 7:30 PM. Each month we suggest, ask and plead for members to attend the business meetings.

Everyone, I am sure, has ideas and suggestions that would be very helpful in directing the course of our Club. It is much easier to get your ideas across in the smaller group at these meetings due to less confusion and the ability to get attention. We also have a chance for visiting and an informal exchange of ideas about our Club and cars as well. To get the most out of your Club you must get involved.

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#### JOINT MEETING

LeRoy Lester is in contact with members of the Orange County Jaguar Club attempting to set up a joint meeting. The date proposed at this time is July 30th. It will be about a week before we can expect a definite firming up of plans. At this time every one will be notified but in the meantime keep the date open if possible.

Last year we had a joint meeting at the Twin Inns at Carlsbad, Calif. We had a very nice caravan run up the coast, led by Chuck Flack. At Carlsbad we were able to see some very nice Orange County Jaguars. We met some new to us Jaguar enthusiasts and enjoyed a very good Brunch at the Twin Inns. Ann and I look forward to another good event.

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#### INVENTORY CONTROL SHEET

Included with this newsletter is an inventory sheet. I think it is pretty much self explanatory. Fill in, listing any spare parts you have and the value you put on them. If you are in need of any items list them under the heading "Parts you Want" giving an idea of whether you want used parts or new and an idea of what you want to pay if you can estimate a price. Either bring the sheet to the next meeting or mail them to the Club address, 2187 Dunhaven St., San Diego, 92110. LeRoy Lester will try to organize some kind of a recording system.

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The June issue of Road and Track Magazine is a special edition celebrating their 30th. year. Included is a complete copy of their first issue. There are some interesting photos.

## MOTORING IN THE GOOD OLD DAYS

Driving over the freeways and paved roads of California is much different than touring in the twenties. I recall being unemployed in Phoenix, Arizona in 1926. Answering an add at an employment agency in the Phoenix newspaper I was given a slip of paper authorizing me to report to McNary, a lumber mill town in the White Mountains of northeastern Arizona. I was to become a carpenter. After buying a hammer, square and saw at a hock shop I started in mid-afternoon for the new job.

The sun was shining, the road dry and dusty, unpaved of course, but as it was a well traveled highway it had been recently graded. By nightfall I had reached the turnoff, north to the White Mountains. At this point there was a store and gas pump. I decided to camp here for the night. What a mistake that turned out to be. During the night the sky became heavily clouded and burst its seams. By morning the ground was saturated. I filled the gas tank at the store and started on my way. I had not gone far before I was plowing hub deep in black gumbo mud. Frequently the front wheels became packed with mud and I would have to stop and clean them out with a tire iron so they could revolve. On one stop I found the right rear tire flat. Imagine trying to jack up an automobile in that mud. At last I was successful and after patching the tire and pumping it up by hand plowed on. After several miles of this I crossed the mesa and went down across an area where I had a respite from the gumbo for a few miles. By mid-afternoon I was again in mud, travelling in pine country.

The car suddenly stopped. I couldn't believe it. Out of gas, a full tank in less than ninety miles.. A rancher in a pickup truck came along in a short while. He had two five gallon cans of gasoline. He agreed to part with one of them for a dollar a gallon. Since I was driving a 1923 four cylinder Chevrolet Touring car, light in weight, I had reason to believe that I now had enough gasoline for the balance of the journey into McNary. This proved to be a false hope.

I travelled on a few miles when I smelled smoke. I stopped, jumped out and pulled the front seat cushion out exposing the battery. The battery holder had broken allowing the battery to drop down shorting the cable on the frame. In a little more time it could have turned into something serious but I was able to lift the battery and extinguish the fire. Luckily I had a piece of wood I could use to support the battery in place and some electrician's tape to cover the exposed cable.

Just as I was about to resume my journey I heard the sound of another car approaching. As the car came in sight the driver hung the car up on a high center that I had avoided. There were three men in the car. Their oil pan was ruptured and it was no use to even try to move the car. We found that we were all bound for the same destination. They joined me in my car but before we had gone more than a hundred yards my car coughed and stopped. Out of gas again. By this time it was about dark. If anyone is interested I will finish the story in another issue. No matter how it sounds it is a true story. From this you can see I did my off road stuff in my youth and got it out of my system.

## BOB AND NANCY ATKINS

Bob and Nancy Atkins joined the Jaguar Automobile Club of San Diego in the late 1960s. Bob's interest in cars and Jaguars in particular is longstanding. Unlike most of us he is a professional mechanic, diesel engines and refrigeration being his fields. He has also been interested in restoration both for himself and others. One outstanding example of his work was a beautiful red Lotus Super Seven Roadster. This was a show car as well as an exciting performance car. Some of us enjoyed a thrilling ride in this car which Bob could really handle. Another example was a shiny black Austin Healy 3000 Mark III. Bob is the proud third owner of a superb XK120 Drop-head Coupe. This car shows evidence of having been well taken care of. The original leather and walnut trim is in fine condition. Bob had some minor body work on fenders to do and matched the original black paint. He still owns this show car but unfortunately had to sell the Lotus and the Austin Healy.

Last year the Atkins acquired a very nice XJ6 Sedan. This car had been driven by the previous owner with no water due to a broken radiator hose. Bob finished repairing the engine and they have a very fine automobile.

Nancy Atkins is active in school activities of their high school age twin daughters. She keeps them active and interested in school activities. She also finds time to entertain her grandchild and visit with the older daughters. Nancy periodically takes adult education courses to keep her mind active and developing. Between school, church, exchange students and Jaguar Club events she is a very busy lady.

Nancy was elected Secretary of the Club for the year 1974. Bob has served as activities chairman and has planned and led several of our driving events, including winter tours.. He has been active in most of the driving events and attends the Board and Dinner meetings when possible.

The Atkins have permitted their garage and yard to be used for the Car Clinics held in past years. These have always been interesting events for us car nuts. If we didn't get much actual work done we at least got in a lot of bench talk about automobiles. At these events Bob was always available to help or advise anyone having a problem.

Bob Atkins, in his off hours, does tuneups and repairs of Jaguars for the public as well as Club members. He has a stock of used and new old parts for Jaguars, mostly XK models. He is so willing to lend a helping hand to anyone with a Jaguar that we feel he is sometimes taken advantage of, but he never complains.

Bob has been involved in many hobbies such as target shooting, including black powder guns. He was also involved in the restoration of some of the buildings in the Old Town area in the vicinity of the Whaley House.

One thing I have discovered as I write the short biographies of Club members is, we really do have such nice, talented people in the Jaguar Automobile Club. nice people to call friends.

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## STYLING DESIGN

On Page 31 of the June, 1977 Issue of Motor Trend Magazine is shown a Bertone designed, wedge shaped 2 Plus 2 on the V12 AJS Jaguar chassis. This car was shown at the Geneva Show.

## JAGUAR HISTORY

1952 was not one of Jaguar's best years in the European racing scene. Le Mans was a disaster. The XK120s won many of the rallies and the C Types won some lesser events but Le Mans was a blow to their prestige.

For 1953 many revisions were made in the C Type. A new impeller was developed for the water pump. Moss, Hamilton and Rolt were assigned to do a lot of testing of disc brakes. There were many problems to be overcome but by Le Mans time most of the fundamentals had been worked out. In addition many little things were done to decrease overall weight. The tubular frame was built of 18 gauge steel rather than the heavier 16 gauge of 1951. There was no measurable decrease in strength. The welded aluminum fuel tanks had caused retirements from races by leaking. An aircraft type bag tank attached to the frame at many points was used. This was immune to leaking and was considerably lighter. By changes in the electrical system a saving of about 53 pounds was made. Instead of the two six volt batteries formerly used a single small 12 volt item was substituted. The dynamo was run at a slower ratio to engine speed as it needed to charge at high speeds only and it was made lighter. The starter had only to start a warm engine after the race was underway so a smaller unit was installed.

Changes under the hood were more noticeable. Gone were the two SU carburetors. In their place were three twin choke Webers. They only added about ten horsepower to the maximum but their main virtue was an increase of about twenty-five horses at 4,000 RPM. This greatly increased the performance coming out of the corners. This was what was most needed in Le Mans type of racing. The horsepower was about 220 at 5,200 RPM. There were other technical changes made in the engines for reliability in the long races.

The clutch was changed from a single plate to a triple plate type. Changes were also made in the rear suspension. We are probably getting a little too technical so we will leave engineering at this point and get to the race.

After the poor finish in the 1952 Le Mans not much was expected of Jaguar in 1953. It was something of a shock when Moss promptly took the lead after passing Villolosi in a 4.5 litre Ferrari in only four laps. The Moss jinx struck though after the first hour with fuel problems. Tony Rolt saw Moss in the pits so took after the Ferrari and in a short time a Jaguar was again in the lead. The Jaguar disc brakes helped to compensate for the Ferrari's superior power. Rolt's co-driver had the misfortune to have a bird hit his windscreen at almost top speed. Hamilton's nose was damaged and half the windscreen was broken away. For the remainder of the race he had to hunch down in the seat to avoid the slip stream.

The battle continued into the night with the Ferrari pressing but the Jaguar managed to retain the lead. The race ended with the Rolt-Hamilton Jaguar winning. The Ferrari clutch gave way two hours before the end. Moss had worked back to finish second, one of Briggs Cunningham's cars was third and the Whitehead-Stewart Jaguar fourth. The winning C Types

average was 105.85 MPH, the first time that Le Mans had been won at more than 100 miles per hour.

The C Type's disc brakes were certainly a factor in the win. It was not a case of cars passing the Jaguars on the straights either, few did. A private entry also came in ninth, driven by two Belgians. This car was a production C Type with drum brakes and two SU carburetors. It had a timed speed on the Mulsanne straight of 143.71 MPH which was only slightly slower than the works cars of 146.16, 147.46 and 148.435 MPH. The 1953 Le Mans was the last official appearance of a works team of C Types. There were C Types in the hands of private owners entered in many events in Europe, Britain and the USA. With this we will leave the C Types and go on to other Jaguar Models.

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## INTERCHANGE OF PARTS

I will try to compile a list of readily available parts that are interchangeable with Jaguar parts at what we hope are more reasonable prices. This doesn't always work out though. I remember a few years ago when I had a 1957 Volvo. I was in need of new transmission bearings. The Volvo parts were not in stock at the time so US made bearings were substituted at a cost of two to three dollars per unit higher cost. However, here goes. I will list the item and give the source of the information.

Rudy Hradecky lists AC fuel pump, EP12, Model 6414671 as a substitute for the SU fuel pump on XKEs. One of these has given good service on his XKE.

From the E-JAG News we list the following items. On the 3.8 engine the lower chain tensioner is interchangeable with the MG unit at lower cost. This probably applies to the 4.2 engine also. Any roller bearing in the Jaguar rear axle, transmission, etc is available at any parts store having bearings in stock. Timken, tysonSKF and Bower bearings use the same numbering system. (I have been told that this numbering system is universal.)

They also state that the U-joints have American equivalents. One source states that the 60 to 65 Chevrolet with less than 396 engines use the same driveline and half shaft universals. (From the fact that they include half shafts I presume they mean Corvettes.) This includes all 1961 to 1973 models excluding Mark IX, XJ6 and all twelve cylinder models. Here are some other items.

1. Echlin VR 1S4 replaces 4TR Voltage regulator.
2. Echlin SL 147 stoplight switch.
3. Auto-trans pan gasket- NAPA 1-4423.

Checker Auto Parts sells a MOPAR electric fuel pump that I am sure could be used on the XKE. It would need a couple of angle fittings to connect the gas lines in the proper position and might need a slight adjustment to the mounting bracket. It sells for less than \$20.00.

There is a Chevrolet alternator and also one model Motorola alternator that can be used in place of the Lucas at a much lower price. If anyone knows the parts numbers of these items please let us have them for future listing. When we have accumulated enough items to make it worth while I will make a list for each of us.

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