



# JAGUAR TRACKS

JAGUAR AUTOMOBILE CLUB, INC.  
OF SAN DIEGO, CALIFORNIA

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ISSUE FOR AUGUST, 1977

## JULY POT LUCK DINNER

July 16, 1977. Ed and Carolyn Soens hosted the July Pot Luck Dinner on a warm summer evening at their home at 3334 Udall St. San Diego. Forty people gathered for an occasion of fun, good eating and conversation. Carolyn Soens prepared some very delicious stuffed flank steak. If I had not gotten married to keep from cooking I would ask her for the recipe. The table was loaded with many goodies and the desserts were a threat to our waist lines as we felt each thing should be tasted.

Guests present were Paula Osuna and her escort, Vince Mirali, John Dillon Jr. who escorted his mother and Kim White, granddaughter of Ray and Ann Tetzlaff. Paula is owner of a 1964 XKE.

The usual raffle was held and among the winners was Troy Stimson. He was lucky enough to win a formal apron, no doubt a nice asset in his bachelor pad.

This was an occasion to remember for the good food, pleasant car talk and the gracious hosts. Thanks Soens, Ed and Carolyn for another Jaguar Club memory.

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## DICK REED

In Dick Reed's passing on July 4th., 1977 the Jaguar Automobile Club of San Diego lost one of its best liked and most respected members. Ann and I visited the Reeds on Saturday, July 2nd. Dick had made, for him, a very difficult decision, he had applied for medical retirement and expected approval the following week. Once reaching the decision he seemed cheerful and to be planning for life in retirement. It was a shock to us to receive the sad news of his death on Monday.

Dick Reed loved automobiles of all origins, but Jaguars in particular. He was also a collector of trivia and could quote it at a moment's notice. At home he was relaxed and easy going but at work he was honest, thorough and strictly business, well respected by his fellow workers.

In the Jaguar Club, Dick took an active interest in all our events. He became personally involved in the Car Badge project from having the pattern made to the casting and the enamelling of the final product. He was elected Vice-president for the year 1976. I especially valued Dick's friendship and will miss him. We extend our deep sympathies to Lorraine in her grief. We hope she carries on in the Club.

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## AUGUST DINNER MEETING

DATE; August 12, 1977. TIME: Cocktails 7:00 PM Dinner 8:00 PM. PLACE: RIBCAGE, 5550 Kearney Mesa Road. MENU: PRIME RIB, Baked Potato, Large Salad, Coffee, Tea or Milk (one each on tea or milk, refill on coffee.) PRICE: \$9.50 per person. RESERVATIONS: Call Ute Lester, phone 276-2047. Reservations must be made in advance as we must make a minimum deposit. See you there;

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## JULY BUSINESS MEETING

The Jaguar Automobile Club of San Diego held the July 20, 1977 business meeting at the residence of Frank and Gisela Kovach, 10382 Carrioca Ct., San Diego. The meeting began in the lovely patio and was later adjourned to the interior as the air became cooler. Present were Ute and LeRoy Lester, Randy and Marilyn Prine, Jim Poleski, Chuck Flack, Jane Fitzgerald, Ray Tetzlaff and hosts, Frank and Gisela Kovach. Dates were established for the August 12 dinner, August 21 beach party, September 9 dinner and a rally to be held on September 18th.

The Lesters reported that arrangements for the joint meeting with the Orange County Jaguar Club were progressing. (See separate article.)

Chuck Flack reported that Charter Member Cleo Adams is in a convalescent hospital. Jane Fitzgerald read the treasurer's report.

It was decided to have a special memorial run in the May issue to honor our deceased members. This will fit in with Memorial Day. Routine matters were discussed regarding the printing of the By-laws and other correspondence.

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## CLEO ADAMS

Cleo Adams, Charter Member, was recently transferred to Beverly Manor Convalescent Hospital, 5696 Lake Murray Road, La Mesa 92041, phone 460-7871. She will be here until her daughter can make arrangements to be with her at Cleo's home. Cleo would appreciate cards, letters or phone calls.

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## ORANGE COUNTY JAGUAR CLUB

On July 30, 1977, we are going to repeat our joint meeting with the Orange County Jaguar Club. We will assemble at the Hanalei Hotel parking lot, 2270 Hotel Circle Drive North, Mission Valley at 10:00 AM. We will go by convoy to the Twin Inns, 2798 Carlsbad Blvd., Carlsbad. The Orange County Club will meet us there for Brunch. Prices for the Brunch will be announced by Ute Lester when she calls for reservations. Money will be collected by her at the Hanalei parking lot.

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## FISH FRY

June 26, 1977. This was the kind of day to set aside for ranging through the back country on a winding road. Ten Jaguars assembled on the corner of the College Grove Parking Lot, joined by an MGB, driven by friends of the Lesters. Johnny Dillon Sr. changing horses for the occasion, appeared in a nice white van. He was accompanied by Lou, their four children and Johnny's sister. The Jaguars were nine E Types and one lonely XJ6 driven by Don McClane. Glen Simpson was taking his last ride in the beautiful red V12 Coupe. He has sold the car and the new owner will soon take possession.

Chuck Flack, wagonmaster par excellence, started the line moving out at about five o'clock. We went out Highway 94 to the Lyons Valley turn off. We wound through the hills, up and down and around, finally turning on to the Honey Springs Road. This took us winding down to resume Highway 94. We turned east to Barrett Junction where the Jaguars were lined up on the parking lot, resting, while we enjoyed our choice of either fish or chicken.

It is on days like this that one really appreciates owning a Jaguar. I find myself forgetting the many foibles and peculiarities of the beast and enjoying the smoothness, power and handling. Those who missed the run missed another good one. Thanks Flacks.

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## AUGUST BUSINESS MEETING

August 17, 1977, 7:30 PM, at the home of Randy and Marilyn Prine will be the date, time and place for the next business meeting of the Jaguar Automobile Club of San Diego. We seem to have about the same regulars at each such meeting. We very much appreciate the fact that these people take enough interest to attend and to be in on the planning. However we are sure that there are other people among our members who could contribute in talent and ideas. Come out, get involved.

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## COMING EVENTS

Events that are being planned make it look like a busy and interesting final few months in our current year. Frank and Gisela Kovach are looking into having the August 21, 1977 Beach Party catered. It is planned to hold this event on the Silver Strand, where it was last year. Tentative prices will be \$5.00 each for adults and \$1.50 for children under 12. Children will be welcome.

Friday, September 9, 1977 our dinner meeting will be at the Sheraton Inn-Airport, 1590 Harbor Island Drive, San Diego. We had a good meeting here last year. Details later.

We expect to have a rally set for September 18, 1977. Details are being worked out and will be announced in the September Jaguar Tracks. Keep these dates in mind.

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## RADIATOR HOSE

My 1968 XKE suffered a ruptured lower radiator hose last week. There are two sections to this hose with a metal tube connecting them. I used a Gates VE-27, #26432 hose as a substitute. This hose is 2" X 1 3/4" X 14 1/2". I thereby eliminated the metal tube. Perhaps this will make one less place to rust in the cooling system.

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## SALE OF JAGUARS

When we find interesting Jaguars that are being offered for sale we list them in case some member is looking for such a car. The first one listed below was referred to us by LeRoy Lester. It is a 1962 XKE Coupe. It has been re-chromed and the paint is new. I believe it may need some minor body work in an area that is accessible. This automobile will be sold for this best offer. Interested people should contact Keith Mattern, phone 452-9489. I have not seen the car but LeRoy says it seems like it might be worthwhile.

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The second car is a 1959 XK150 Fixed Head Coupe with 4 speed, overdrive transmission. It is gray with wine interior, all new including the head liner. It has new tires and exterior rubber parts. This is a full functional restoration. All parts that need re-chroming have been done. I have seen this car and it is a very striking XK150. The price is \$5,000. To see the car contact Bob Pezold, 3360 Corporal Drive, San Diego 92124, phone 277-5787.

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## BOB ATKINS

Bob Atkins left by air on the morning of July 10, 1977 to join the Tuna clipper Mary Elizabeth in Panama. He expects to be at sea for a minimum of forty-five days, possibly longer. We wish him good fishing on this trip.

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## MORE JAGUAR PARTS

Randy Prine reports that the Wooden Soldier on El Cajon Blvd, San Diego, phone 282-7643 has a Telex connection with Lucas Electrics in England. It takes about three weeks for orders to be completed. Mark, who was in the Parts Department of British Motors is located here now. He has an interest in Jaguars and I am sure will be very helpful with your needs.

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## JAGUAR BOOKS

I have two new Jaguar books which are duplicates of ones already in my library. One is "JAGUAR SPORTS CARS" by Paul Skilleter. It lists for \$19.95 plus tax. I will take \$20.00. The other one is "THE COMPLETE OFFICIAL JAGUAR E" by Bentley. This is a reprint of official factory service manuals and handbooks, 412 pages and 800 illustrations. I will sell it for the old price of \$14.95 plus tax or say \$15.50. This book lists for \$19.95 at the present time. Call Ray Tetzlaff, 466-3446.

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Thoroughbred Editions, Inc., P O Box 3038, Daly City, Calif. 94015, phone (415) 587-2783 are offering service/workshop for Jaguar models too long to list here. These are by Autobooks, printed in England. The retail price is \$9.95 per copy. Jaguar Club members will be given a 20% discount or \$7.96 plus .06 sales tax. This will include shipping. This is an excellent buy. Write directly or call me and I will check the list of books available for you.

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## OCTOBER CONCOURS

Don't forget that October 1st. is the date for our Jaguar Automobile Club of San Diego Annual Concours. Get the cars ready but remember this is a FUN event. It gives everyone a chance to see our cars all in one place. It is an excuse to do a good clean up of the car which will prolong it's life and increase the value. There are only a few show cars in the Club. Don't feel that you must have a show car to participate. Let's get together for a fun day.

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## MORE MOTORING IN THE GOOD OLD DAYS

As I mentioned in the first installment last month, if anyone wanted to hear about the rest of the journey to McNary, Arizona I would finish the story. Having a couple of requests and no bad comments that I have heard, I will conclude the story.

The three men from the disabled Buick joined me in my car. We were not out of sight of the Buick when I was again out of gasoline. Since the Buick was running on fumes when it was disabled there was no help there. While discussing our predicament we heard the sound of an approaching automobile.

This car, a Model T Ford Touring, soon came in view. It was occupied by two men. They stopped and listened to our tales of woe. The older of the men, who seemed to own the car, said they were going to camp for the night. It was agreed that everyone would go with them, riding when possible and pushing when necessary. We thought it was about twelve miles and that we would be in McNary early the next day. They had food and camp equipment and I had some food to add to the pot. After supper (dinner?) we made our beds. I had a bed roll which I laid out near the fire. Two of the fellows in the Buick had a bed roll, the men in the Ford had beds and a small tent. I was persuaded, against my better judgement to allow the third man to join me in my bed. He wasn't lousy after all, only smelly but we got through the night.

Next morning, after breakfast, we started for McNary. The road was progressively muddier and we pushed most of the way to get the car through at all. It was after noon when we arrived. I wanted to go back for my car but the fellows in the Buick decided to leave it there until the roads dried. The owner of the Ford loaned me a five gallon gasoline can and some pieces of chain to put around the rear tires for more traction.

I thought three gallons of gasoline would be enough to carry along with the chains. With my load I started for my car. I had not gone far when the drizzle which had fallen most of the day turned into snow. The temperature dropped and my hands and feet felt as if they would freeze. Since I had expected to be pushing the Ford, I had left my coat in my car. I trudged on, fighting the mud which balled up on my shoes. Just before dark, tired, cold and hungry, I reached the car.

The gasoline in, the pieces of chain on the rear wheels, and in my coat, I started the car. The engine fixed with no trouble but the wheels had settled in the mud from standing over night. I was about to give up when at last I got the car moving.

After dark the snow stopped. Driving in the dark was bad enough but almost axle deep in mud was something else. At times I had to back up to try another rut. If I had gotten off the travelled area I would have completely stalled. By plain stubbornness I kept moving. If no one has guessed by this time, most of the travel these past two days was in low gear.

The night was black and it started to rain when the lights of the boarding house where I had arranged to stay came in view. The engine

sputtered and coughed. Out of gasoline again. I kicked it out of gear and coasted into a parking place. This ends my epic journey. My return home was different but equally tryinh if anyone is interested.

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JIM BEAN

In getting the information for the biographies of our members, I have used various methods. In one other case I used the material as it was given to me. I found Jim Bean's story very interesting as he wrote it. The story follows in his own words.

Just getting started talking about oneself isn't easy, but here goes.

Some people are born with silver spoons in their mouths. Others like myself were born in San Diego. So after a fairly normal childhood I went through the local school levels and graduated from Hoover High in 1947.

Strategy in those days was to attend college. I got in line and some five years later graduated from San Diego State in 1952. Now what, after three glorious months on the beach I got very well acquainted with Olympia beer and suddenly found I had a new friend, a pot gut, Exercise and regular work at Sears Roebuck for two years trimmed me down, but the job bored me. Then I was directed to attend the American Institute for Foreign Trade located on an old Army Air Force Base near Glendale, Arizona. That goodness Phoenix was only a few miles further. This period in my life was a high light. I finally learned English along with Spanish. Upon graduating again I was employed by International B F Goodrich Company in Agony (Akron?) Ohio. Four years later, now married and dragging four rug rats, I returned to Heaven--San Diego.

From that point I became active in a fresh fruit vending business until this time. Expansion has brought many changes, mostly headaches.

Circa 1970 I got the urge to own a sports car. Boy, did I look at cars and finally settled on this broken down 1962 XKE Hardtop Coupe.

During the first year it was mostly in various garages, becoming more expensive. My original statement about the Jaguar, "I bought this to replace my wife." Little did I know that my 3.8 Litre would become more expensive. Finally I triumphed by strutting my stuff, tooling my like new 62 around town.

I tried for three years to find the supposed San Diego Jaguar Club. Only with the help of a "Gullwinger", Bud Ha twell, I was put in touch with Bill Sloss. (Former Club President)

I attended my first meeting in February, 1973 at our Club's founding place, The Mexican Village in Coronado. A few wrecks and a few drunks later I now stand before you with my little red wagon..

My good fortune was to find the Club, for I treasure the many people I've come to know and love.

Editor's Note: We, who have come to know Jim Bean treasure his friendship also, and consider him a valuable asset to the Jaguar Automobile Club of San Diego.

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## JAGUAR HISTORY

Racing played an important part in Jaguar's growth. This was also an exciting phase in development. William Lyons, head and co-founder of the company, was more interested in the passenger car end of the business. As we have said before, Lyons preferred to have the potential of his sports cars developed by private owners while he went on with Saloon cars.

The XK120 made up a large part of Jaguar's sales, especially in the U. S. He had laid plans for a completely new sports type car to be introduced in the mid-fifties. Design work had been completed, the prototype was totally different in styling from the XK120. Neither was it similar to any Jaguar since. It had a far smoother shape than the XK series. The front wing line was continued almost horizontal at dash height. The cockpit sides did not have cut away doors like the 120. There are no front view photos but it was probably similar to the Mark 1 Saloon. The rear half was similar to the later Mark X. It had a chrome side strip running from front to rear, flush door handles and a center strip in the bonnet and boot lid. The windshield was curved like the XK150. This prototype was about six inches lower than the XK140. It had been planned to carry this car through to the introduction of the E Type in 1961.

Unfortunately the factory was very rushed trying to keep up with the demand for XK120s. As it happened the easiest step was the XK140 as we know it. It was not designed for out and out performance improvement but for increased creature comfort. The same basic chassis was used and the body stampings were altered only slightly. Mark VII type bumpers were added to compete in American style traffic. More chrome was added as well as the Le Mans badge on the boot lid. The engine was moved five inches forward and on the Fixed Head and the Drop Head two plus two miniature seats were added making it necessary to lengthen the passenger compartment. This tended to make the Fixed Head loose some of its allure, but the more slanted radiator and grill made the front view slightly more racy, I believe.

The XK140 came in the same three body configurations as the XK120. It had rack and pinion steering which is still used in all Jaguar models. The engine was given a higher lift cam and a straight through head design to improve engine breathing. The car could be had in standard form with disc wheels and fender spats, rated at 190 HP, up from the 160 HP of the original XK120. Next was an M model with wire wheels and twin exhausts. Top of the line was the MC model with wire wheels, dual exhausts and the C Type cylinder head. This model developed 210 HP and had superior performance. All XK140s were available with overdrive. The overdrive model used a lower gear ratio in the rear axle giving slightly greater acceleration in when in overdrive reducing the engine revolutions for more comfortable cruising and fuel economy on the highway.

Shifting the engine forward gave more room in the passenger compartment. The dash was raised about an inch which enabled the steering wheel to be raised so it did not interfere with the thighs when taller people were driving.

A competition clutch, high speed bearings and two inch SU carbureters could be ordered. The bearings were of lead bronze alloy that were later to become standard on all Jaguars. The XK140 became the success that Lyons had anticipated and the factory had trouble keeping up with the demand. Car testers and magazine writers were enthusiastic about the new car. Road and Track magazine called the XK140 the sports car buy of the year.

There were a few things though that distracted from complete joy in being the owner of this model Jaguar. Drivers were cautioned to be alert when driving in the wet as the rear end would break loose. Having owned two XK140s I will state from personal experience that the cars were stable enough in the wet. The trouble was that water entered the vent holes in the front backing plates with almost immediate loss of braking by the wet drum type brakes. One other problem that applied to the XK120s and XK150s as well was the rear springs. Already overloaded in the XK120 and more so on the heavier later cars, they tended to break leaves on rough roads or overloaded conditions. The XK140 had stiffer torsion bars in front than the XK120 but this seemed to improve the ride if anything. Next month, a little more on the XK140 and on to other models.

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## PAINTING AND PLATING

Each month we try to list new sources for parts, repairing or restoring our fine automobiles. LeRoy Lester, with his usual thoroughness, has checked into the situation among platers. It seems that all the platers he contacted in the San Diego area as well as in Arizona and Texas use the same price book for plating Jaguar parts. The prices are apparently much higher than on similar plating for American cars. He has located one shop that will give 50% discount from this list on Jaguars only. He is having work done there for his 1964 XKE roadster.

QUALITY PLATING, 8172 Center St., La Mesa, Calif. 92041, phone 464-1515.

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Glen Simpson has had experience with a paint shop that he recommends. I have heard rumors that he surprised Margie with a new coat of paint on her favorite Mark IX Saloon. This place is also in the La mesa area.

CUSTOM AUTOMOTIVE REFINISHERS, 7245 Alvarado Road, La Mesa. phone 463-9101. Glen suggests asking for Jim for estimates. They also do body work.

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F & R IMPORT, LTD., 2300 W Hampden, Englewood, Colo. 80110, phone (303) 761-5806 lists Jaguar parts. All models, new and used body, engine and suspension parts at competitive prices. They advertise that they are Jaguar specialists and say they are members of the Rocky Mountain Jaguar Club, Classic Jaguar Ass'n., Jaguar Club of North America and SCCA. Apparently they have an interest in our favorite brand of automobile and should be worthwhile checking with.

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## PARTS SWITCH

From the E-JAG Magazine. GM clutch for fan, part no. 154143 is interchangeable with the fan clutch on the 1972 XJ6 at less than half the price. Possibly other models of the XJ6 use the same part also. If you have any substitute part numbers send them in and eventually we will compile a list for each member of the Club.

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