



JAGUAR TRACKS

JAGUAR AUTOMOBILE CLUB, INC.
OF SAN DIEGO, CALIFORNIA

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ISSUE FOR SEPTEMBER 1977 AUGUST DINNER MEETING

August 12, 1977. The August dinner meeting at the Ribcage, 5550 Kearney Mesa Road was enjoyed by the people who showed up. Ute Lester had thirty-six reservations. She felt that one or two might not make it because of last minute emergencies so she made reservations for thirty-two at the restaurant. Twenty-five people appeared. The Jaguar Club was billed for the thirty-two reservations. All members must bear in mind that if we make reservations we will, in most cases, be charged. If you have made reservations and are unable to attend, remember to call the person taking the reservations so they may be cancelled. Do not call the restaurant. In this case Ute Lester should have been called. It has been the policy of the Jaguar Club to bill the persons concerned. On this occasion a vote by members present confirmed the previous decision of the Board of Directors.

To get to the more pleasant aspects of the evening, we had delicious prime rib and a very nice crisp salad. The usual raffle tickets were sold but instead of the raffle, Ute passed out papers for a match-up word contest. British names of various automobile parts listed in one column were to be matched to American terms in the opposite column. Buck and Carolyn Fields were the winning matchers with only one miss.

Frank Kovach announced that arrangements for the catered Beach Party to be held August 21, 1977 had been completed. The cost will be \$5.00 per person, \$1.50 for children under twelve. The party will be at the Silver Strand State Park. Arrangements were made for a minimum of fifty people and we hope that at least that many attend.

Guests introduced were Robert Pezold and Don and Rebecca Carlson. Mr Pezold had attended one or two previous events as the guest of the Hradeckys. It was also announced that Jim Shiner has acquired an SS100 Roadster. We hope to have more details later. After informal conversations among the members the party broke up. Sorry you missed it if you did.

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JOINT MEETING

The Joint meeting brought to our attention a question. Is there really an Orange County Jaguar Club? We were positive that there was one last year. Either they, or a reasonable facsimile thereof met us at the Twin Inns in Carlsbad for Brunch. This year we were there in considerable force, several Jaguars, one El Camino and close to thirty people. This was Saturday, July 30th., the day picked by a ghostly represent-

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ative of the Phantom Jaguar Club of the Orange County to our North.

We are sorry they missed. It was a very pleasant day for an outing in a Jaguar. We caravaned up Interstate 5 from our meeting place at the Hanalei Hotel parking lot. We turned toward the coast on Genessee Avenue to old Highway 101. We stayed on this route into Carlsbad. This route always brings back memories of driving along to Los Angeles when this was the only way to go.

Lorraine Reed, driving her beautiful red XJ6, and the Powells in their XKE Roadster met us at the Inn. We were glad to see Lorraine driving her car. We hope she will continue being a part of Club activities.

Col. Richards and Sue were there in Don's nice Mark VII Saloon, which incidentally is for sale. Chuck and Fay Flack guided us with their usual skill and Ute Lester had arrangements at the Twin Inns well in hand. A little added persuasion in German smothered the rough places. It seems that each event is as successful as the preceding one. Thanks again to those who planned this event and sorry you missed Orange County.

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SEPTEMBER DINNER

DATE: September 9, 1977. TIME: Cocktails 7:00 PM and Dinner 8:00 PM. PLACE: Sheratin Inn-Airport, 1590 Harbor Island Drive, San Diego. MENU: Carne Asada, Spanish Rice, Enchaladas, Tossed Green Salad, Rolls and Beverage. The menu was picked by popular vote at the last dinner meeting. PRICE: \$9.00 per person. RESERVATIONS: Call Ute Lester, phone 276-2047. We had our September dinner here last year. It was a good meal, a beautiful view from the room and the rain was falling all around on the way from our cars to the entrance. This year there will be a guest speaker from the San Diego Police Department Auto Theft Detail.

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AUGUST BUSINESS MEETING

August 17, 1977. The Jaguar Automobile Club of San Diego held the August business meeting at the home of Randy and Marilyn Prine, 2128 Fairfield Ave., San Diego at 7:30 PM. Present were the Mulligans, Lesters, Tetzlaffs, Jim Poleski, Flacks, Paula Osuna and Randy Prine. Plans were discussed for the October 1st. Annual Concours (seperate item), the September Dinner (see above), the Moro Bay Incident and Concours to which we were invited by the Los Angeles Club. Frank Mulligan and LeRoy Lester were appointed to formulate a more professional heading for the newsletter. Also much car talk.

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ANNUAL CLUB CONCOURS

The Annual Jaguar Automobile Club of San Diego Concoors for members only will be held October 1st., 1977 at the parking lot at the rear of the Hanalei Hotel, 2270 Hotel Circle Drive North, San Diego. As you may remember the Concoors was postponed from June 25th. Let's all support this event with an entry from everyone. Your car does not have to be a show car. Club car shows are fun events, getting the cars together for all members, as well as the public to see them. Entries are limited to our own Jaguars.

All automobiles must be in place at 1:00 PM and judging will start at 2:00 PM. Classes are tentatively scheduled 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: XJ6s
 Class G: All V12s

There will be trophies awarded in each class. The Tuchscher Trophy will be awarded for Best of Show and we hope to have to Reserve Trophy.

The cars will be judged on the following points:

Elegance	Floor Covering
Engine & Compartment	Luggage Compartment
Paint and Finish	Wheels, Tires & Spare
Chrome and Glass	Functionl. Check
Coachwork & Top	Mileage
Dash Panel	Age
Seats & Upholstry	Extras
Driven to Work	

A possible total of 100 points will be awarded, broken down for each category. Owner's manuals, workshop manuals, fire extinguishers, first aid kits, etc. are all desirable items to catch the judges eyes. There will be no extra points for them, however. Judging will include painted surfaces only, not full underneath.

The Awards Dinner will follow the Concoors with an interval of time for those who want to go home to change. Dinner will be at the Hanalei with Cocktails at 7:00 PM and dinner at 8:00 PM MENU: Roast Beef, Mushroom Gravy, Potato, Green Salad, Rolls, Butter, Coffee and Dessert. PRICE: \$7.00 per person. This will be the only dinner scheduled for October. There will be a Hallowe'en Party on October 14th., details in the next issue of Jaguar racks.

Everyone involved, including the Flacks, has done a lot of work getting this event together. It deserves your support and that means getting your car entered.. Entry blanks will be mailed with this issue and if you plan to enter more than one Jaguar there will be more entry blanks available. Chuck Flack must have your entries in his hands no later than September 19th. Bring or mail them to Chuck Flack, 4873 Vista St., San Diego 92116, phone 282-9983.

Most of our Jaguars are driven frequently, many of them to work daily. My own car would need metal work and paint and much more cleaning than it has to become a show car. It will be there as part of the fun of being in a car club. Let's have an afternoon of looking at cars with people who have the same interests and enthusiasms. See you there.

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Sorry: Entry blanks will be handed out at the Hanalei on the day of the Concoors,

BEACH PARTY

August 21, 1977. The Silver Strand State Park was the setting for the Annual Beach Picnic. There were fifty adults and two children in attendance. That met our minimum quota required by the caterers. The Lesters alone brought in fourteen people, eleven guests. Others also brought guests. Everyone I talked to was enthusiastic about the food, the beach and the weather. Those who entered the water were enthusiastic about that.

Baked Cornish Hen is not the everyday picnic fare, served with salad, fresh fruits, bread, bleu cheese and punch with watermelon for dessert, but that was what we were served. Lots of favorable comment on the food. Catering was arranged for by the Kovachs and Ute Lester did her usual good job of calling to get the people out. All the ones involved deserve thanks for another outstanding Jaguar event.

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NEW HEADING FOR JAGUAR TRACKS

Frank Mulligan and LeRoy Lester are hard at work on a new, more professional looking heading for the Jaguar Tracks. We had hoped to unveil it with this issue. There was not enough time to get everything put together. Look for it next month.

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ELECTION THOUGHTS

Our November Dinner Meeting is the date for the election of new officers for the year 1978. Now is the time to be thinking of whom you would like to direct your Jaguar Automobile Club for the coming year. Customarily, the Board of Directors recommends a panel of candidates. You may not agree with their selection, and if not, be thinking of the people you would like to see in office. Be sure to talk it over with the candidate to make sure they have the time to devote to the office. Each office takes a lot of time as I have been able to observe from the Editor's chair. I feel that there should be at least two candidates for each office. Nominations can be made from the floor on the night of the election but this never seems to happen. Get your person's name in at either the September or October business meeting.

While considering candidates for office also consider someone for the position of Editor of Jaguar Tracks. I have been involved with it for about two years. Perhaps there is someone in our club with professional training and experience who could carry our paper further along. I am not unhappy at the job but feel that someone else in our group might have fresh new ideas about what our newsletter should contain. Something to consider is that it, like our elective offices takes time and effort. Perhaps a new editor could condense it. It was only one page when I took over but if membership wishes it could be cut back to one or two pages. A smaller issue would take less time to read anyway. Give consideration to both propositions, elective officers and editor.

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SEPTEMBER BUSINESS MEETING

The September Business Meeting of the Jaguar Automobile Club will be at the home of Jim and Jan Poleski, 5952 Trojan Ave., San Diego, phone 286-9453. Date, September 14th. at 7:30 PM. We need a good turnout with some new people involved. To be planned are the Hallowe'en Party and possibly a breakfast run for October. Come with your suggestions.

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BRITISH CAR PARTS

Many of you will remember Tony Mitchell, former member and former owner of an unusual Jaguar 420G Club of San Diego in May of 1973. His first event was a Club overnighiter to Barstow, Calif. This was an event that made Jaguar Club Histoery Just previous to this trip his XK120 Drop Head had been damaged by fire, wiping out the forward part of the engine compartment. Even the filler solder used by the factory had melted from the front fenders.. Just three days before the run he had pieced the car together but had no opportunity to try it out. On this run his old faithful set a precedent of always getting home somehow. A few problems, perhaps, but always making it home.

On hand at El Cajon are two new Pirellis on 16" wheels for XK models. There are two new lever action type shock absorbers for Aston Martin. This type of shock was used on XK120s and it is possible that they might be common to several British cars. Tony has furnished us with two phone numbers, 447-7051 and 447-7068.

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NEW FOR XJ12

The General Motors Hydromatic Transmission THM 400 will replace the Borg Warner 12 Transmission that has been used in the V12 Jaguars. Test reports that I have read indicate that the GM Hydromatic is very smooth and can be down shifted on part throttle for passing. It is said to have a lockup feature in high gear to modify slippage in the converter. It no doubt will be in the XJS also.

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MORO BAY INCIDENT AND CONCOUR

We have received invitations from the Los Angeles Jaguar Owner's Club to join in the Rally, Concour and Good Times Meet at Moro Bay, California. This event will be held September 17th. and 18th, 1977. There are enough things scheduled to keep everyone busy for the two days. It will be at the Golden Tee Lodge, 19 Country Club Crive, Moro Bay. Anyone interested in joining in should contact Ute Lester, phone 276-2047.

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JAGUAR WANTED

Chuck Pipich, 336 Noel Drive, Monroeville, Pa. 15146, phone (412) 325-3423, member of the Pittsburgh Chapter of Jaguar Club of North America is looking for an E Type 4.2 Roadster. He is interested in a 68, 69 or 70 in restorable condition and mechanically sound. He might consider other years but the above is his preference. If you have such a car to sell call him after 6:00 PM Eastern Standard Time.

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JAGUAR FOR SALE

Dave King, 17 Sunset Point, Alpine, Calif. 92001, phone 445-5168 is offering his 1971 V12 2 Plus 2 Coupe. The car has automatic, full power, air and a Becker Europa radio. The color is willow green, tan leather. Maintenance records are available. It has been driven 75,000 easy miles and is priced at \$6300.

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JAGUAR PARTS

Dick Sass, 9497 Montemar Drive, Spring Valley, 92077, phone 469-6300 is cleaning out all his Jaguar parts. He has for sale a Jaguar E Type car cover. This is the coated type with fleece inner lining. He also has a Temperature, Oil Pressure and fuel guage and a clock. There are two bumpers and a steering shaft. He asks \$85 for the lot. He might sell them seperately.

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JIM AND JAN POLESKI

Jim Poleski came into the Jaguar Automobile Club of San Diego in May of 1973. His first event was a Club overnighiter to Barstow, Calif. This was an event that made Jaguar Club Histoery Just previous to this trip his XK120 Drop Head had been damaged by fire, wiping out the forward part of the engine compartment. Even the filler solder used by the factory had melted from the front fenders.. Just three days before the run he had pieced the car together but had no opportunity to try it out. On this run his old faithful set a precedent of always getting home somehow. A few problems, perhaps, but always making it home.

At this period in his life Jim was an enlisted man in the US Navy, statuoned at Imperial Beach. In a short while he was out of the Navy and worked at various jobs until he was employed at his present position at San Diego State.

Jim was elected Vice-president for 1975. In 1976 he was elected President. The Club ran smoothly under his direction with a number of happenings. Jim was active in planning the Wine Tours which were enjoyed by the participants.

I believe it was while he was Vice-president that Jan came into Jim's life. Toward the end of that year they announced plans for marriage.

On February 7th., 1976 Jim and Jan joined hands in matrimony at the Scripps Cottage on the campus of San Diego State University. Jim then settled into the domestic life so many of us have fallen into.

The Poleskis purchased their home on Trojan Avenue in San Diego. They have spent many hours remodeling and adding to their property.

Jan is kept busy by her job and has been studying for advancement in her field. She takes part in Club activities when time permits. She adds much to the events she does attend and we enjoy her company.

Jim's pride and joy, the XK120 Drop Head has been a source of pleasure to him but listed here are a few of the things that have happened on some of the runs, broken leaf spring, blown freeze plugs, blown head gasket and a broken exhaust valve guide. Somehow though, it always seems to get home.

Jim has been looking forward to assembling his spare engine and getting it installed in the car. This will mean, for Jim, driving fresh hardware for a change.

Jim has made a study of the Jaguar Models, especially the XK models and is our authority on these automobiles. He has done much reading as well as participating in the practical side by doing most of his own work. He is always willing to lend a hand to other Jaguar enthusiasts with both time, work and advice.

As Editor, it was a pleasure to work with Jim in the year he served as President. I place a high value on the friendship of both Jim and Jan. Nice people in our Club.

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JAGUAR HISTORY

We will look a little longer at the XK140 before going on to other models. The XK140, most testers agreed, had slightly better performance than the XK120. There was a slight gain in weight over the earlier model but the advance in cylinder head design and a higher lift cam made the difference. The brakes were still controversial, however. Some drivers felt they were adequate but in fast driving or competition brake fade raised it's ugly head. My personal experience, having owned two XK140s, was that the brakes were good if proper attention was paid to the adjustment of the rear brakes. The fronts were self adjusting and required little attention. I remember going to work out Highway 395 in front of Miramar Naval Station. I came out of a dip at about sixty-five miles an hour. On toping the rise I found traffic at a complete standstill. I got on the brakes and almost nothing happened. Fortunately there was room on the shoulder and I was passed several cars before I came to a stop. This was my first trip in the car. The brakes had seemed OK in the neighborhood but in a panic situation it was somewhat different. The memory of that panic stop stayed with me though and in subsequent driving of XK140s I was cautious about the braking.

The XK140 Fixed Head and Drop Head could be ordered with a Borg-Warner Automatic Transmission. I owned a 1957 so equipped. At the time of purchase I was not enthusiastic but after driving it for awhile, I came to like it. That model Borg-Warner had a hydraulically operated disc clutch that engaged in high gear so there was no slippage. The gas mileage was about the same as the four speed on highway driving and in traffic there was no necessity for continual clutch and gear changing. It was restful to drive in traffic.

The XK140 was not used in competition as much as the XK120 but it is interesting to note that in the 1956 Le Mans a near standard MC Fixed Head Coupe was entered as a private entry. The car already had over 25,000 miles on the clock. For the race it had 2" SU carbureters, a 36 gallon fuel tank and a couple of vent holes in the wings to allow some additional brake cooling. The interior of the car was almost stock, including the walnut trim, dashboard and all.

The car did very well. After a rainy night at the end of twelve hours it was running 14th. Five hours later the car was in 12th. place. At noon the car was called in to the pits by the officials who claimed that the car had been re-fueled too early four hours before. This was hotly disputed and the car was allowed to continue. At 1:10 PM the car was called in again and dis-qualified. In the 21 hours it ran it covered 212 laps or 1,749 miles at an average speed of 83 MPH.

The Le Mans incident was unfortunate but the people racing at such an event should be organized in the pits with a realization of what is required in the rules and regulations. This team was ill prepared and inexperienced. It speaks well for the car that they were able to accomplish this much.

As a matter of interest, in the Torrey Pines races of the late fifties a lady doctor, I

can't recall her name, drove an XK140 in the races. She did fairly well in her class and I am sure would have done better if she had not persisted in having a cigarette hanging out of her mouth while racing. Her husband drove the car in some events but was a more cautious driver than his wife. The car was a stock XK140 Drop Head. Later, the lady went on to professional driving in a Corvette in Sports Car Track racing that flourished in the Los Angeles area for awhile.

Jaguars still competed in private hands during the late fifties and even after. They were in the same class with big engine Corvettes and more expensive Mercedes Benz 300 SLs and the new star, Ferrari. It was tough competition.

While it is my favorite of the XKs, the XK140 was never quite the glamor car that the XK120 has become. It has many good features and will become more desirable as time passes.

The Mark VII Sedan had acquired new features meanwhile. In 1953 an automatic transmission (Borg Warner) was made optional. The automatic model had a bench type front seat rather than the usual bucket of the gear shift cars. About a year later overdrive was added as an option also. Next month we will dwell on the Saloons of the late fifties.

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PERSONAL RECOLLECTIONS

Writing about Jaguars of the fifties brings back memories. Around 1950 there was an imported car dealer located at about Front and A or Ash. I became acquainted with the manager. This place was a branch of a La Jolla operation. At the time I was looking for a small Saloon to drive back and forth to work. This was a rather daring way to go at the time as the imports did not have the impact of today. I drove several cars from this agency. They were mostly Morris Minors and Oxfords. The manager had evidently sized up my financial status as I never drove a Jaguar. In 1952 I purchased an English Austin if England A-40. This was not the smaller A-40 of a later date. It had leather interior, sun roof, four doors and a four cylinder overhead valve engine. I loved the car but Ann was not very impressed with its lack of horsepower.

I continued to haunt the place however, and it was here that I saw the first XK120 Fixed Head Coupe. In 1955 I drove an MG TF 1500, the only MG of my experience. I saw the first Mercedes Benz 300 SL Gull Wing later. Earlier they had a beautiful Bentley Mark VI Convertible, a four door also.

I acquired my first Jaguar in 1955 but not from here. It was an XK120 Fixed Head Coupe of 1954 vintage. Why I didn't keep the car for very long is a long story. I did retain my interest in Jaguars and have owned three more since. It seems that I get away from them for a while but always seem to get back into one.

MG TCs introduced in the late 1940s started the sports car interest. The XK120 firmly established it. In the mid fifties Volvo introduced the PV444 to Sedan racing sweeping the field at the time. This helped to bring a surge of interest in the handling capabilities of the sporty sedans from Europe.

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