



Jaguar Tracks

**JAGUAR AUTOMOBILE CLUB, INC.
OF SAN DIEGO, CALIFORNIA**

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ISSUE FOR OCTOBER 1977

JAGUAR AUTOMOBILE CLUB OF SAN DIEGO

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SEPTEMBER DINNER MEETING

September 9, 1977. The September dinner meeting at the Sheratin Inn-Airport, 1550 Harbor Island Drive, with a view of the bay and sail boats from the large picture windows, was the setting for an enjoyable evening. Besides our members, we had as guests Bill and Jan Wise, former members, who rejoined our group. Chuck and Fay Flack brought a friend Venu, originally from India. The Powells brought Bob and Joanne Gutzsell.

After the delicious dinner was finished off, John Slough of the San Diego Police Department Community Relations Department gave a very interesting talk about methods to thwart car thieves. He recommended installing a burglar alarm system and stressed keeping your valuable Jaguar locked at all times when parked, even in the garage at home. The talk was followed by a question and answer period. Mr Slough reported a high recovery rate in this area. He said many of the cars taken were for transportation and not taken by professional thieves.

Chuck Flack talked about our forthcoming Concours October 1st. and Fay Flack passed around entry blanks. This is a members only show and will be followed by an awards dinner. (See next Column.)

Ray Tetzlaff announced the San Diego Concours d'Elegance sponsored by WAIF, to be held on the fairways at Vacation Village on October 23rd.

Present at the cocktail hour but unable to stay for the dinner were Mike McLean and former member Jim Mayall and friend. Another good Jaguar Club event and our thanks to the people involved in making the arrangements.

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HALLOWEEN PARTY

DATE: October 21st, 1977. PLACE: Residence of Jim and Norma Shiner, 3415 Lark St., San Diego, phone 295-6740. Bring your own bottle and snacks. The Club will furnish coffee. Everyone must be in costume. The party will get underway at 8:00 PM. A similar costume party held a few years ago was an outstanding success. To make the most of this occasion everyone should be in some unusual and different attire. Just be careful going to and from, the attire might be hard to explain in an emergency situation.

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ANNUAL CONCOURS AND DINNER

The Annual Jaguar Automobile Club of San Diego, members only, Concours will be held October 1st 1977 at the Hanalei Hotel, 2270 Hotel Circle Drive North, San Diego. The Awards Dinner will be served at 8:00 PM, cocktails at 7:00 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. Doug Garton of Escondido will be one of the Judges and he will give one of his excellent after dinner talks at the Awards Dinner.

For the Concours; the cars must be in place at 1:00 PM. Judging will start promptly at 2:00 PM. The show must go on the road as planned to give the judges and scorers ample time to do their jobs. Twenty-four Jaguars have been entered. That many polished Jaguars gathered in one place will be very impressive. The Concours is open to the public for viewing.

There will be a room at the Hanalei available for those who wish to change before dinner. Also it will be available to those who wish to bring their own favorite beverage and snacks. Those who use the room will be asked to feed the kitty to cover the expense of the room.

The Tuchscher Trophy will be awarded for Best of Show and the winner will retain possession of it until our next Annual Concours. There will be an award for Reserve Best of Show also. (Second Place.) The Tuchscher Trophy is very attractive and was designed by Ed Soens and brought to the LaValle Pot Luck by Ed and Carolyn for our first viewing. Olga Tuchscher was to present it but she will be away on that date so it will be presented by her son and daughter. The Tuchscher Jaguar will also be present at the Concours. Entry date for the Concours has passed, this is a reminder to those entered to be there.

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OCTOBER BUSINESS MEETING

The Jaguar Automobile Club of San Diego will hold the October Board Meeting on October 12th, 1977 at the home of Bob and Jane Fitzgerald, 8035 Morocco Drive, La Mesa, Calif., phone 466-9365. Since the dinner meeting will be on October 1st., the business meeting will be advanced a week rather than on our usual schedule of the Wednesday after the second Friday. Let's have a good attendance with some new people with new ideas for future events. The last few meetings have been very interesting, getting a lot done. Join in.

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NEW HEADING

This month we are in full bloom with a new heading depicting a few Jaguars. We hope that your favorite car is shown. The heading is the result of a joint effort by LeRoy Lester and Frank Mulligan. They and the Board of Directors hope this will give our newsletter an added tone of professionalism, especially to the other clubs on our mailing list.

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SEPTEMBER BOARD MEETING

The Jaguar Automobile Club of San Diego held the September Board Meeting at the home of Jim and Jan Poleski, 5952 Trojan Ave., San Diego. Present when the meeting was called to order were the Lesters, the Flacks, Randy Prine, Jane Fitzgerald, Bob Lakin, the Tetzlaffs and the Poleskis.

Plans were made for the Hallowe'en Costume Party to be held at the Shriners. (See page 1.)

A Brunch at the Pine Hills Lodge, Julian, on November 20th., 1977 was planned. From the Brunch we will caravan to the Nut Farm at Valley Center. It was decided that those who wanted to go up Saturday, November 19th. to spend the night could do so, others could go up on Sunday for the Brunch and trip to Valley Center. More details will be in the November Jaguar Tracks.

Ray Tetzlaff mentioned that there was a possibility of a combined effort with the San Diego Concours d'Elegance Committee and perhaps other local car clubs in the Annual Concours sponsored by the WAIFS. A meeting with the other groups will be held later in the year or early next year to discuss details. Members present were interested.

Chuck Flack reported on the progress of plans for our Annual Concours set for October 1st. Jim Poleski was appointed as a committee of one to purchase the trophies. Chuck Flack reported that Doug Garton, Escondido Jaguar dealer and old friend of many Club members, will be a judge and will give one of his humorous after dinner talks at the Concours Awards dinner.

Bob Lakin suggested that we might be able to have one of our dinners at one of the Military service clubs. He will investigate the possibility and report later.

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BOB ATKINS

Nancy Atkins tells us that Bob is still at sea on the Tuna clipper and that so far they have done no fishing. The weather has been very bad in the area they are cruising. It is uncertain just when he will return home.

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XK150 FIXED HEAD COUPE

Robert Pezold has not sold his very nice XK150 Fixed Head Coupe. It is a 1959 model, four speed and overdrive transmission. It is gray with wine colored interior, all new including head liner. It has new tires and new exterior rubber parts. This is a full functional restoration. All parts that needed re-chroming have been done. It is a very striking car and was in our August Jaguar Tracks for \$5,000. Bob has been transferred and must dispose of the car. He is offering it for \$3,500. Contact Bob Pezold, 3360 Corporal Drive, San Diego 92124, phone 277-5787.

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HRADECKYS

We received a card from Rudy Hradecky. They appear to be settled in. He enclosed a clipping from the classifieds of a Chicago newspaper list-

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ing Jaguars for sale. The column contained 74 to 76 XJs, 12s and 6s. Prices were comparable to here, possibly a little cheaper. There were a few XKEs from 64 to 74, no older models. Two XJSs were listed though.

For those interested in Rudy's address it is as follows: Rudolf Hradecky, Quarters "V", Mainside, Great Lakes, Ill. 60088, phone (312) 473-3124. Rudy closed saying, "Hope to see the people who come this way."

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CONCOURS D'ELEGANCE

The WAIF Society, San Diego Chapter, and the San Diego Concours d'Elegance Committee are sponsoring the First Annual Concours d'Elegance, limited to 125 Concours d'Elegance vehicles. This is to be held on the beautiful green fairways of Vacation Village, Vacation Island, Mission Bay Park, San Diego. The date is Sunday, October 23, 1977. Cars are to be in place at 10:30 AM.

The awards for the show are from the Clive Pillsbury collection. These are collectors items of a quality no longer available. There will be an awards banquet that evening after the show, cocktails at 6:30 PM, dinner and awards at 7:30 PM. There are automobiles coming from up north including a rare Ferrari Daytona. There will be entries from our Jaguar Club.

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ONTARIO 500

Editor Ray Tetzlaff made his annual trek to the Ontario 500 as guest of his daughter who takes this means of remembering Ray's birthday. This was the eighth trip. Ann went along to visit but did not attend the races as she does not enjoy the long sitting time. It was a very enjoyable opportunity to see racing and to visit with old friends and of course daughter daughter, Matilyn and husband Jerry.

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NEW MEMBERS

Howard Hayhurst (Jeanice)
2434 Deerpark Dr.
SD 92110 XKE Coupe

Don Carlson (Rebecca)
7582 Angola Circle
SD 92126 566-1915

Paula Osuna 460-3187
8450 Tio Diego Pl. 64 XKE Coupe
La Mesa 92041

Re-joining the Club
Bill Wise (Jan)
1883 Catalina Blvd. 224-1991
SD 92107 XKE Road.

We are happy to welcome the new members to the Jaguar Automobile Club of San Diego. All of them have attended several meetings or events and most of us have become acquainted. Bill and Jan Wise were members of the Club previously and are known to many of the older members. We wish to extend a hearty welcome to them on their return.

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JAGUAR SS100

Jim Shiner hopes to have his newly acquired SS100 at the Concours for inspection. This is an interesting model Jaguar. Previous to WW 11 they were raced and rallied with great success in England and Europe. Jim's car is the popular 3½ Litre engine. We have not as yet seen the car and are looking forward to seeing it. Jim intends to give it a full restoration later.

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RECYCLED PARTS

Recyclers and Dismantlers seem to be names that came upon us with the conservationists and environmentalists. Wreckers used to be the term used to describe the followers of this avocation. The customer went into the wrecking yard, asked for the needed part and the boss called a very greasy, dirty mechanic, of sorts, who then proceeded to find the desired part. He would then remove the part and hand it to the customer, grease and all. Occasionally, when not otherwise occupied, some of the more demanded parts would be removed by the attendant. These parts would be cleaned and placed on shelves. Carbureters, starters, generators and radiators would fall in this category.

The next evolution was the same greasy attendant who had learned the use of the cutting torch. He would cut off the required part, intact, but still firmly bolted to pieces of scrap metal. The customer had the doubtful pleasure of loosening the attaching bolts.

Now, the days of the recyclers and dismantlers. The most called for parts are removed, cleaned and priced accordingly. Some establishments permit the customer to wander about the yard, hunting the desired part on his own, even removing it. This practice spreads the dirt and grease evenly between customer and attendant. The boss sits amidst the babbling hot lines and speakers connecting the recyclers into a network of people engaged in supplying the western world with recycled automobile parts. Often while waiting for a break between ringing telephones and babbling hot line one has time to wonder if this is really progress.

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PARTS SUPPLIERS

We are always searching for sources of parts and supplies for our Jaguars. Any member who has developed a new source or hears of one should notify the editor so the information can be passed on. Below are a couple of sources that have come to the editors attention.

R. L. Estes Foreign, 1040 Airport road, Ocean-side 92054, phone 757-7101, toll free from San Diego call 291-1223. My informant tells me that Estes specializes in British cars, Jaguars in particular. I did not receive the information in time to verify it by phone as they are apparently closed on Saturday, the day I tried to call them.

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The following place was mentioned in the August Jaguar Tracks. Here is more information. Wooden Soldiers, 3727 El Cajon Blvd., San Diego, phone 282-7643. In addition to their stock of parts, they have direct lines of communication with over a dozen British parts manufacturers. If it is not in stock it will be ordered immediately.

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RAY AND ANN TETZLAFF

I believe it is about our time to give away some of the family secrets and tell a few things about Ann and me. One of the secrets is that Ann has been driving longer than I have. She has driven for 55 years. She started with a T Model Ford.

She was born and lived in a small desert community in northern Yuma County of Arizona. There were no paved roads when she started driving. The car belonged to her oldest brother and was a roadster. It was not long before she began to be called Barnev Oldfield. The speed of the T Model

was not a thing to excite a modern driver, but on a winding desert road, among people of another time, it was fast. She also drove a stripped down "T" belonging to an employer while she was still a young teen-ager. "Strip down" is another term of another time. It was a car with fenders and body removed. A seat and sometimes a sort of cowl, with the gas tank bolted behind the seat was the usual form. This much lighter car was a little faster than the average of about 40 MPH the T Model was capable of in stock form.

Ann tells of one trip she took with the woman for whom she worked. They were returning home from Blythe, California when a rear tire went flat. There was no jack in the car but there were tire tools, a pump and a Schaler patching kit. Ann found a large rock which she rolled in place near the rear axle. She then lifted the wheel high enough for the woman to push the rock under the axle. The tire was repaired, pumped up and they were on their way. Experiences like this were what made driving interesting in the 1920s.

Ann is surprisingly knowledgeable about automobiles. Perhaps this is in part due being married to a man who has had wheels turning in his head since early boyhood.

My first Jaguar, a 1954 XK120 Super Sport Fixed Head Coupe was purchased in 1955. For reasons that are too long to go into, I did not keep the car very long. The Jaguar bug had bitten though. The next Jaguar was a 1957 XK140 MC Fixed Head Coupe. I drove it for about four years, part of the time as daily transportation to work, about sixty miles a day. I sold it when I purchased my 1968 Olds 4-4-2 as I did not have garage space for both.

In 1971, I purchased a 1955 XK140 MC Fixed Head Coupe. This car was parked in the driveway for about two years before I started restoring it. It was still torn down in 1973 when we became interested in the Jaguar Automobile Club of San Diego.

We started attending meetings and joined the Club at the 1973 Christmas Party. The Jaguar did not participate in any events though until after June 10th. of 1974. It was ready but inner tubes for the new Pirellis were not in supply and there was a wait of two or three months. Once running though, we went to several events and runs in the XK140.

In December of 1975, I purchased my present Jaguar, a 1968 XKE 4.2 Coupe. At about this time I volunteered to become editor of Jaguar Tracks. Being editor, keeping up with two Jaguars and two other cars kept me a little too busy. I, through the efforts of Bob Atkins, sold the 1955 XK140 and I have heard rumors that it is going through a process of further restoration by the new owner.

Ann and I are taking our first real vacation in a long time, a fifteen day trip to Hawaii. Neither of us has taken a long flight or been away from the mainland so we are eagerly looking forward to it. We are leaving San Diego October 8th. and will return to California on the 23rd. of October. See you when we return. We have enjoyed the Club activities very much and the many friends we have made make it a doubly wonderful experience.

JAGUAR HISTORY

This month we will look at the Jaguar saloons of the fifties, some of which were carried over into the sixties. The last Mark V11 after 1955 became the MarV11 M. It had the modified cylinder head of the XK140M and the option of an automatic transmission or overdrive..

In 1956 a smaller saloon was introduced. Known as the 2.4, it sat on a 107.4" wheelbase, the track was 54.6 front and 50.1 rear. It weighed in at 3045 pounds. Power was by an XK engine with the stroke shortened from 4.17 to 3.01 in. A downdraft Solex carbureter was used rather than the usual dual SUs. The interior was the leather and walnut trim of Jaguar tradition. The car delivered slightly over 100 MPH from 112 horsepower. The short stroke engine was considered very durable and developed its peak horsepower at 5750 RPM.

Testers, at the time, rated the performance and handling very good for a four door saloon. The small engine was very flexible and pulled from 10 MPH to top in high gear with no fuss.

The body was rather bulbous in appearance. What detracted most, from my point of view, was the narrow rear tread. A time of 0 to 60 MPH in 13.1 seconds was not impressive at the time; it would compare favorably with many of the smog imprisoned larger models of 1977. I don't think many of these cars were sold in the United States. They were popular in countries where the price of fuel was high, the mileage range was 17 to 25 MPG.

In 1957 the 3.4 litre engine was offered in the same body form as the 2.4. This machine weighed only about 170 pounds more than and XK roadster and with the 210 HP XK engine, it was an outstanding performer. This car was capable of over 120 MPH and went from 0 to 60 in 10.4 seconds. The wheelbase, tread and body dimensions were the same as the 2.4, as were the luxurious interiors of leather, walnut trim and full carpeting. Being slightly heavier, the 3.4 suspension was beefed up. A heavier radiator, larger clutch and gear box as well as a more substantial differential carrier were added. The 3.4 was a better unit in the market than the 2.4 and sold very well.

1957 also saw the introduction of the Mark V111 Sallon to replace the Mark V11. The V11 was not considered one of Jaguar's better styling efforts. It looked huge and bulbous. To slim it down a chrome beading was added to the side as well as a two tone paint job. The picnic tables of the earlier models were added, making it a true luxury car at a much lower price than the Bentley to which it was often compared. The XK engine gave it good performance, comparable to other luxury cars of the day. Handling of both the Mark V11 and the Mark V111 was superior to many of the softly sprung American cars of the fifties. I have had very little experience with the Jaguar Saloons, not being a big sedan man. A friend who was formerly employed as service manager of British Motors used car department told of returning from a service call in Yuma to his home in Ocean Beach. He was late and being of a mind to give the Mark V11 he was driving a good run, made it home in two hours and twenty minutes, over the old highway, before the days of the Freeways. He confirmed to his own satisfaction the reputation of the model as a road car.

The Mark V111 had a life span of about two years. The big difference in the Mark V111 and the Mark 1X which followed in 1959 was the 3.8 litre engine. This gave a little more power and performance. By the end of the fifties the American sedans were becoming more powerful. Oldsmobile and Cadillac introduced the Kettering V8. These engines made a giant step in performance but handling lagged in the American cars so Jaguar still found a few discriminating buyers who wanted handling as well as luxury.

1960 saw the introduction of the Mark 11 models in the 2.4, 3.4 and the addition of a 3.8 to the line. One of the more noticeable changes at this time was the widening of the rear tread. The Company had always felt that handling could be improved, the wider tread and slight suspension changes did just that. In the Mark 11, Lyons gave the rear window and rear doors a treatment similar to the Mark V and Mark V11. The wider rear window and larger rear door glass gave the car a lighter, less massive look.

The 3.8, introduced principally for the American market became an instant success in Saloon racing in England and Europe. 0 to 60 with the 3.8 dropped to 9.2 seconds. Wire wheels became an option on the Mark 11. Overdrive and heater were standard on cars sold in the U. S. At this point we will leave the Saloons and next month study the fabulous D Type, the car that really made Jaguar a name in the Automobile world.

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JAGUAR OWNERS

Courtesy of LeRoy Lester

A reprint of Road and Track article of 1969, comparing the 4 major luxury GT cars:

First, the Corvette Stingray. The word that comes to mind is "plastic". The image, like the styling, is flashy, with lots of deliberately eye-catching angles and gimmicks that aren't strictly necessary, lacks finesse; like using a 5 lb. axe when a rapier, properly designed, could do as well. And with more grace. The personality we associate with the Stingray is the Animal, one who prefers to attain the goal with brute strength and bared chest rather than art and fast footwork.

Then there's the Jaguar E-Type. The word is "Class". An undeniable old world charm. Dignity, the owner, you'd assume, would be pretty sophisticated in his tastes, know that Amelita Galli Curci wasn't a driver on the Alfa team and might even know that his car's engine descended from the great W.O. Bentley. But you wouldn't expect him to know much about engineering. The personality would be one that swings, but with dignity.

The Mercedes image? Square. Literally square and figuratively not all that swinging. Well built, yes. High class engineering, yes. Nothing frivolous, no, never. Strictly functional. Even dull. A car for doctors. Or engineers.

And the Porsche image? The word is serious. The driver will take himself and his driving seriously. Damned seriously, in fact. Almost certain to have not more than a limited sense of humor. Especially concerning Porsches. Appeals to the slightly insecure, perhaps; one who is likely to be possession-proud. A car for the technician rather than the engineer, if you get the distinction.

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