



# Jaguar Tracks

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

ISSUE FOR NOVEMBER 1977

JAGUAR AUTOMOBILE CLUB OF SAN DIEGO

Ute Lester, President

2187 Dunhaven St., San Diego, Calif. 92110

Phone (714) 276-2047

Ray Tetzlaff, Editor, phone 466-3446

-0-

## CONCOURS AND AWARDS DINNER

October 1, 1977. The Jaguar Automobile Club of San Diego held it's Annual Concours, for members only, at the Hanalei Hotel, 2270 Hotel Circle Drive North, San Diego. The nineteen Jaguar entrants were in place and ready for the judges by 2:00 PM. Twenty-six cars were entered with seven no-shows. The cars that made it were impressive. They were clean and shined, glistening in the sun.

A reporter and cameraman from television station, Channel 10, appeared. Concours Chairman Flack gave the reporter the necessary information and the cameraman took nice shots that were shown just prior to Bob Mills' weather report on the 6:30 PM news. Jan Harrison narrated the story. They had a good view of Randy Prine raising the hood of his black XK150S. They also had a view of Randy's newly overhauled and polished engine. Bob Lakin was impressive in another shot weilding the polish rag on his prize winning V12 Roadster. Also shown were some views of the front ends of the XK120s, one showing Jim Shiner's badge bar.

The judges were Lyle Collins, Doug Garton, Gary Curl and Vern Tuttle. These four men are experienced in judging Concours and they did a thorough, business like job. Bob and Jane Fitzgerald did the scoring in a room provided for the use of them and the judges by the Club. The scoring is a tedious, boring job that Bob and Jane have done so well for many of the Club Concours.

The awards dinner was served in the Tropic Room at the Hanalei. A pleasant cocktail hour was enjoyed and dinner was served at 8:15 PM. The judges and their wives, or friend in one case, attended the dinner. After dinner, Chairman Chuck Flack and President Ute Lester presented Doug Garton and Lyle Collins with Honorary Life Memberships in the Club in recognition of the many years they have served as judges and advisors on Club Concours in the past. They have given freely of their time and furnished their own transportation to these events. It is only fitting that they should be so rewarded as a token of the Club's appreciation. Lyle Collins was absent but Doug Garton made a very nice acceptance speech.

The awards, trophies, were handed out by Jan Poleski, after Chuck Flack announced the winners.

Since Olga Tuchscher was unable to be present in person, she had asked her son and daughter to make the presentation of the Tuchscher Trophy to the winner of Best of Show. Apparently they lost their way somewhere between Bonita and the Hanalei. A temporary trophy was awarded the winner and the Tuchscher Trophy will be presented at the next dinner meeting.

After the awards, Doug Garton was persuaded to reminisce about his early days in San Diego when he was employed at British Motors. He was in charge of the parts department, shop foreman and general overseer of the mechanical end of the business. Many of the names mentioned and the races and cars he was involved with brought back pleasant memories to your editor. Lots of excitement in Sports cars in those days.

## AWARDS WINNERS

### BEST OF SHOW

Jim Shiner, XK 120 Fixed Head Coupe

### RESERVE

Bob Lakin, XKE V12 Roadster.

### CLASS A- XK120s

1. Troy Stimson, XK120 Roadster
2. Jim and Jan Poleski, XK120 Drophead

### CLASS B- XK140s and XK150s

1. Randy Prine, XK150s Roadster
2. Don Richards, XK150 Fixed Head Coupe

### CLASS C- 62 through 66 E Type

1. Bill and Jan Wise, 1964 E Type Roadster
2. Bill and Jan Wise, 1964 E Type Coupe
3. Howard Hayhurst, 1964 E Type Coupe

### CLASS D- 67 through 70 E Type

1. Chuck and Fay Flack, 1967 E Type Roadster
2. Ray Tetzlaff, 1968 E Type Coupe
3. Olga Tuchscher, 1967 E Type Coupe

### CLASS E- Early Sedans

1. Bob and Jane Fitzgerald, 1965 3.8S Saloon
2. Don McClane, Mark 11 3.8 Saloon

### CLASS F- XJ6

1. Ute Lester, 1972 XJ6 Sedan

### CLASS G- V12

One entry in this class, Reserve Best of Show.

This was a successful event and thanks should go to Chuck Flack as Chairman and to Fay Flack for her assistance in phoning reminders and making arrangements. Jim Poleski received a well deserved round of applause for his efforts in securing trophies. He has done this for each of the last few shows and has always come up with a nice selection. Bob and Jane Fitzgerald have more than done their share in getting the scoring done accurately and with good speed. We are looking forward to an even bigger Concours next year. Let's have everyone get in and participate when the time comes both by entering your cars but assisting with the staging of the event.

-0-

## OCTOBER BOARD MEETING

Courtesy Marilyn Prine

October 12, 1977. The October Board Meeting convened at 7:30 PM, this date, at 7:45 PM at the home of Bob and Jane Fitzgerald. The following members were present: Chuck and Fay Flack, Bob and Jane Fitzgerald, Marilyn and Randy Prine.

The slate of candidates selected by the nominating committee was presented, as follows:

President	Randy Prine Bob Lakin
Vice-president	Ed Van Patten Ray Tetzlaff
Treasurer	Jane Fitzgerald Margie Simpson
Secretary	Paula Osuna Gloria LaValle

The new By-laws are to be drafted and presented at the November Dinner Meeting.

The Treasurer's report was presented and noted.

Discussion was held regarding membership fee. The Board voted to raise the fee from \$15.00 to \$20.00, effective January 1978.

Christmas dinner: Discussion regarding paying for a portion of the dinner. Tabled until next Board meeting.

November outing: See separate article on this page.

-0-

## NOVEMBER DINNER MEETING

PLACE: Red Candle Inn, Mission Valley Inn, 875 Hotel Circle South, San Diego. DATE: November 11, 1977. TIME: 7:00 PM, cocktails, 8:00 PM Dinner. PRICE: \$8.50 per person. Call Ute Lester for reservations, phone 276-2047. MENU: This will be a buffet dinner. Choice of Baked Ham, Teriyaki Chicken, Baked Potato, Rice Pilaf, Green Vegetable. All buffets include assorted salads, bread, jellies and fruit. Cakes, pies and other delicacies for dessert.

The menu sounds good. This is an important meeting and everyone should make an effort to attend. We hold our elections for the officers for the coming year at this meeting. Be there to vote for your candidate or nominate one of your choosing.

-0-

## NOVEMBER OUTING

There will be an overnight trip to Hobart House Motel, Pine Valley on October 19th, 1977. Price is \$20.14 for either a single or double room. The overnights will continue on the next morning to Pine Hills Lodge, Julian for 10:00 AM Brunch. Those who do not wish to join the overnight stay, but wish to attend the 10:00 AM Brunch at the Pine Hills Lodge will assemble at the Colledge Grove Parking Lot at 8:00 AM, November 20th. Chuck Flack will lead a caravan to Pine Hills scheduled to arrive at about 10:00 AM. Both overnights and Sunday morning drivers should arrive at about the same time. After Brunch, Chuck will lead a caravan to Bates Nut Farm, Valley Center. Fay Flack has made the necessary arrangements for both the Hobart House Motel and the Pine Hills Brunch. She needs a week's notice for the overnight reservations and three days for the Brunch. Call Fay Flack, phone 282-9983 for reservations. It looks like a fun Jaguar weekend.

-0-

## NOVEMBER BOARD MEETING

The November Board Meeting of the Jaguar Automobile Club of San Diego will be held at the home of Chuck and Fay Flack, 4873 Vista Street, San Diego, November 16, 1977 at 7:30 PM. This will be the first meeting after the election of new officers for 1978 and we hope to have them in attendance. The meeting will give them a chance to see what is in store for them in the coming year. We also wish to encourage other members to attend and get acquainted with the new officers. They will be calling for volunteers to head committees such as events, social, Concours and dinner arrangements. Get involved in your Club, attend meetings, get active.

-0-

## ELECTION

The slate of candidates for the various offices of the Jaguar Automobile Club of San Diego are listed at the left in the October Board Meeting article. They were selected by a nominating committee appointed by President Ute Lester. Members of the committee were Jim Shiner, Lucille Mullins, Frank Kovach, Margie Simpson and Ray Tetzlaff. Candidates selected were contacted to make sure they had the time and were willing to assume the responsibilities of the office for which they were nominated. On the night of the election the floor will be open for other nominations. If you have a good candidate, get up and make the nomination. There was a change of procedure this year as two people were selected for each office instead of just one as in previous years. Four members of the nominating committee were in attendance on the evening of October 4th. Frank Kovach was out of the city and this seemed to be the only date the other members could attend. The Editor will maintain a neutral position in every case except one. He suggests Ed Van Patten for Vice-president.

-0-

## EASTERN JUNKET

Frank Kovach reports a very interesting week in Pennsylvania in early October. He met his brother there and they went to a giant parts swap meet at Carlisle. The rain came down, but after purchasing rain suits, the Kovach brothers wandered from display to display in the rain. Frank contacted Bassett, who had a booth, for some XK150 parts.

They later went to Lancaster to attend a Kruse Car Auction. The cars did not prove very interesting to Frank. He did, however, find some very intriguing antiques, five suit cases full, which he brought home.

-0-

## HAWAIIAN VACATION

Ray and Ann Tetzlaff journeyed to Hawaii for a fifteen day, four island tour. They report a wonderful trip, beautiful scenery, and say they developed a fast technique for packing and unpacking suitcases.

-0-

## HALLOWE'EN PARTY

Courtesy of Leroy and Ute Lester October 21, 1977. The Halloween Party at Jim and Norma Shiner's residence, 3425 Lark Street was very much enjoyed by the ten couples who attended. While the attendance was light, the fun and merriment more than made up for the low numbers. Everyone was in costume. No prizes were awarded for costumes but each one was deserving of a prize and added to the excitement of the evening.

-0-

A Reminder: Don't forget the Elections at the next dinner meeting.

-0-

## VACATION IN ENGLAND

Howard and Jeanice Hayhurst report a very pleasant vacation in England and Scotland this past summer. They traveled by rented car through Scotland and on south through Wales. They had timed their trip to coincide with some great car events.

On August 27th. they attended the Bentley Drivers Club Silverstone Race Meeting. The Bentley Drivers Club was founded in April 1936. This year was the re-enactment of the original meeting. The program was made up of nine races, scheduled so comparable cars were competing in each race. Many of the cars were from the twenties and thirties, some newer and some older. Howard was amazed to see these valuable classics out there racing just as they did in their prime.. Fastest time of the day was by a Lister Jaguar. The Lister Jaguar was a Lister fitted with a Jaguar engine and first raced in 1957. Driven by notable drivers such as Sterling Moss and Bueb they were successful in Sports car racing for several years.

The Prescott Hill Climb, sponsored by the Bugatti Drivers' Club in its 54th. running, was seen September 3rd. and 4th. There were 15 classes and a hill climb is run over a specified course against a clock. Competition pits the other cars in the class, all running singly against time. The first classes were Saloons, under 1300 CC in intervals to over 1600 CC. Racing cars started at under 500 CC to 1600 CC and up. There was about 500 CC between each class. There were classes for GT and Modified Sports cars in the intervals. Also included was the Bugatti Handicap and the Ferrari Handicap. The final event was for Classic cars before 1961, which included Bugattis, Austin Healeys, Porsches, Bentleys, Morgans, Alfa Romeos, Frazer-Nashs and a Lotus Bristol.

On September 4th. at nearby Sudeley Castle the Jaguar Drivers' Club sponsored XK Day. The Hayhursts say they never even imagined there were so many Jaguars. Each division, XK120. XK140. XK150, E Types and Saloons, were lined up with their kind. From some of Howard's photographs it was really impressive.. An XK150S from Fresno, California won Best of Show. The Hayhursts had arrived too late for both a tour of the Castle and the car show. They made the only choice for Car Enthusiasts, the motor cars.

A highlight of the Hayhurst trip was a tour through the Lord Montagu Beaulieu Palace Motor Museum. The displays were exceptional but the unusual feature of the Museum is that they select ten or twelve cars, start them up and attendants drive them over a circle course on the grounds so visitors can see and hear them run.

The final highlight for the Hayhursts was the purchase of a 1964 Mark11 3.4 Saloon. I saw the car at night, from what I could see it is going to be a nice addition to the Jaguars in the Club. It took about a month by ship and two weeks to cut through red tape but the car arrived at the Hayhurst residence on October 28th.

Howard has some fine photographs of the events and the fine cars on the parking lots. We are hoping he will show them soon at one of the dinners

## GLEN AND MARGIE SIMPSON

By Margie Simpson

According to Glenn's mother, the first words he spoke were "car, car". So, you know his love for cars started very young. When he was sixteen he owned four cars at one time. His hobby and whole world at that time revolved around drag racing. At Paradise Mesa drag strip in National City he held the "A" Stock record for over a year, he also broke the record at Carlsbad for "B" Modified class. These were the highlights for him in these years. In college Glenn had a sponsor with a car and raced for him (dirt track) to earn money for his education.

After college Glenn got into racing Porsches on oval and Hour Glass Field, with the ultimate being Riverside Raceway. Around that time he purchased his first Jaguar, a 1953 XK120C roadster which was primarily used for racing. (He totalled it at Brown Field.) After that he was strictly a Porsche man until 1969 when he purchased a 1967 XKE Coupe, which he owned for a couple of years.

Glenn and Margie met over five years ago and that's when Margie became a car enthusiast. Glenn thought Margie should own at least one Porsche in her life so they began looking. They ended up buying Glenn a 1957 Porsche Speedster that had been completely restored. Finally, Margie got her Porsche, a 1963 Coupe which they almost completely restored together. Glenn decided the Speedster couldn't stay because they were living in an apartment with no safe place to park it. That's when they traded the Porsche for a 1971 V12 two plus two, (now residing in the home of the Soens.). They remember being followed home one night by the Fitzgeralds and them asking to attend a Jag Club meeting. The first meeting was in March of 1974. They owned the V12 for about a year and a half.

Then the 1967 XKE 2 plus 2 was purchased, (now residing with the Tuchscher family.) The Simpsons owned that for about six months and had a hard time selling it when a mechanic was checking it out and discovered the engine was stolen. The car spent almost two weeks in jail before being sold. They then acquired a 1964 Mark X which they painted and sold two weeks later for twice what they paid for it. Next on the list was a 1964 XJ6 which they owned for about six months.

In December 1975 they purchased their 1960 Mark 1X which is now undergoing restoration. In December 1976 they became a two Jag family for a short time when they purchased the Mullins 1973 V12 two plus two which they sold six months ago.

Editor's Note: When one of our members takes the trouble to write out their Jaguar story as Margie did, some others have done so also, I feel that the membership should be able to read it as it was written. This gives us all a chance to become better acquainted with the people involved. The Simpsons have been a valuable addition to our Club and we feel privileged to know them and have their friendship.

## JAGUAR HISTORY

This month we are going to study a Jaguar that had a very great influence on the models that followed. This car like the C Type was designed for only one purpose, winning Le Mans. Of this car Road and Track said in 1956, "This is the best performing automobile we have ever tested, and we have tested some very potent machinery. An acceleration time from standing still to 60 MPH in under five seconds, or to 100 MPH in just over 12 seconds is startling enough, but this is combined with a genuine timed top speed of 162 MPH."

In increasing the performance of an automobile there are two ways to go. One, increase engine power output to push the same body faster through the air. Two, reduce the body's resistance to speed by streamlining and by reducing weight. In the D Type, the car under study, both methods were used.

In the C Type a tubular framework with little stress on body panels was used. The D Type used a different approach. There was no framework as such used. A Monocoque center section of great strength was designed. This center section was of a magnesium alloy. Added rigidity was aided by massive L sections riveted to the main section to form two tubular members. The front and rear bulkheads were formed by diaphragms enclosing both ends of the center section. The front section which supported the engine and front suspension was formed of square and round tubes of aluminum. Additional tubes were extended forward from the center section and welded to the front cross member. Two transverse box sections were secured to the rear diaphragm. The rear suspension was attached to these box sections.

The front suspension was similar to what Jaguar had been using with upper and lower A frames and torsion bars. A vernier arrangement was used to enable the height of the suspension to be adjusted without disturbing the alignment. The rack and pinion steering was carried above and on the frame cross member.

The rear suspension was by live axle, held in alignment by upper and lower trailing links. Springing was by a single transverse torsion bar. The links were of flat steel and were in torsion thereby increasing roll stiffness. The rear torsion bar was attached to the center section by a reaction plate.

Both the C and D Types used the XK engine. Reliability of this engine was never in question. The standard crankcase and cylinder block were used. In the D Type a dry sump oil system was fitted. This enabled the engine to be placed lower in the frame to allow further streamlining of the body. Dry sump lubrication has it's problems. The oil tends to become aerated. To combat this, baffles were used in the oil tank with a breather to the crankcase. Oil which has passed through the bearings falls to the bottom of the sump. It is picked up by a dual scavenger pump and returned to the oil tank as quickly as possible. With the dry sump system it is possible to use a larger quantity of oil and the oil temperature can be kept lower. (More than 13 quarts?)

All the Jaguar engines used a light alloy cylinder head with hard valve seat inserts. In the D Type the compression ratio was raised to 9 to 1. Also domed valves were used. When mounted, the engine inclined 8 degrees of the vertical.

Three double choke Weber carbureters were used. They were mounted so that when the unit was fully installed, they sat perfectly level. Canting the engine made it possible to fit it in the complex forward sub-section of the framework.

Power was transmitted through a three plate disc clutch to a close ratio gear box and by short drive shaft to the Salisbury rear axle.

Tires were larger than standard Pirellis. There were optional gear ratios for the rear axle. This brought up a new problem. Since the drag was reduced by the streamlining and the engine was giving more power, the wind resistance for braking was sharply reduced. Dunlop disc brakes were used with three pairs of pads on front and two pairs on the rear. At the speeds the car was capable of the brake temperature was very high. To insure adequate air flow, twenty hydraulic cylinders were used, attached to the calipers by means of bolts and distance pieces. Due to the number of cylinders, the clearance between pads and discs was very small, otherwise there would be too much lag when applying the brakes. A Plessy pump driven from the gear box was used for servo assist on the brake power. (Power brakes)

An interesting feature of the D Type was a 37 gallon fuel capacity. It was carried in two flexible tanks stored in two light alloy boxes. This was a distinct safety feature rare at this time in racing automobiles. Now that we have looked at the construction, next month we will look at the records.

-0-

## JAGUAR ACCESSORIES SALE

Frank Kovach is offering the following parts and accessories for sale. Some of these are of the hard to find variety. The list follows:

- 2 XK120 License Plate Lights.
- 2 P100 Headlights, ready to mount. (SS100)
- 3 Tribar XK120 Headlight Lenses and Chrome Rings.
- 1 SLR Driving Light, New.
- 1 Raydot Driving Lamp, used on English cars of the forties.
- 1 Walnut Instrument Panel, complete with instruments for Mark V.
- 1 Tool Kit, nearly complete, round metal case type for Mar 11 Saloon.

If you can use any of these items give Frank a call for prices, etc., phone 464-7855.

-0-

## CONCOURS D'ELEGANCE

Information by LeRoy Lester

October 23, 1977. The Jaguar Automobile Club of San Diego had five of the eight Jaguar entries in the Concours D'Elegance at the Vacation Village. 1st. among the Jaguars was taken by a 69 XKE Coupe from Fresno. Bob Lakin took 2nd. with his V12 Roadster and Jim Shiner got 3rd. with his XK120 Fixed Head Coupe. Other Club entries were Troy Stimson's XK120 Roadster, Randy Prine's XK150S Roadster and LeRoy Lester's 1970 E Type Coupe. The Jaguars were not segregated as we thought they would be. We did not make as imposing a Club showing as we hoped for. There was a lot of interest anyway. There were eighty entries in all and Best of Show was won by a Duesenberg. There was a large crowd in attendance but the barriers were poor so there were many gatecrashers. The Jaguar Club entrants attended the awards dinner and were able to be seated together.

-0-