



# Jaguar Tracks

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

DECEMBER 1977

JAGUAR AUTOMOBILE CLUB OF SAN DIEGO

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## NOVEMBER DINNER MEETING

November 11th., 1977. The Jaguar Automobile Club of San Diego had the November dinner meeting at the Red Candle Inn, 875 Hotel Circle So. There were forty-one persons present, including ten guests. The dinner was served buffet style and was very delicious. It was reported to the editor that the chicken was also very tasty.

After dinner Olga Tuchscher was called on to present the Tuchscher Trophy to Jim Shiner, winner of Best of Show at our Annual Concours held in October. There was a mixup and the trophy did not arrive in time for presentation at that time. Olga thanked the Soens for designing and originating the beautiful trophy. It will be presented annually to the winner of Best of Show. It is a trophy worth striving for, so start preparing for next year's Concours soon.

The election of officers for the 1978 year was held after ballots were passed out to members present. Members who were not able to be at the dinner had sent in absentee ballots. The results were as follows:

RANDY PRINE, President

ED VAN PATTEN, Vice-president

MARGIE SIMPSON, Treasurer

GLORIA LA VALLE, Secretary

All the new officers were introduced by President Ute Lester. Randy Prine gave a brief acceptance speech in which he asked for unity, co-operation and for everyone to become active to keep the club moving as an interesting fun club.

Guests included James and Louise Stark, Bob Oram, Bruce Brown, Mitch Goodrich and Buz and Marie Burnett. Bob Oram announced that he is a partner in Main Street Auto Dismantlers.

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## NOVEMBER BUSINESS MEETING

November 16, 1977. The November business meeting of the Jaguar Automobile Club of San Diego was held at the home of Chuck and Fay Flack, 4873 Vista Street, San Diego. The start of the meeting was delayed as newly elected President Randy Prine was due to land at 8:00 PM. He did not arrive so Marilyn Prine and Ute Lester came on without him. The main business of the evening was the Christmas Party to be held on the Reuben E Lee in December. It was voted by those present to pay part of the dinner price with Club funds. This has been done in the past and the

amount the Club can contribute varies with the condition of the Treasury. This year it will be a little less but will still help. A separate article will give details of the Christmas Party. Present at the Board meeting were Chuck and Fay Flack, Margie Simpson, Jim Pol-eski, Ute Lester, Marilyn Prine and Ray and Ann Tetzlaff. As is our custom there will be no Board Meeting in December.

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## CHRISTMAS PARTY

PLACE: REUBEN E LEE, East end Harbor Island in the water, San Diego. MENU: Prime rib, Bake Potato, Chilled Green Salad, Vegetable du Jus, Bread, Butter, Choice of Beverage. TIME: 7:00 PM for cocktails, dinner at 8:00 PM. DATE: DECEMBER 16, 1977. PRICE: \$7.00 per person, Club to pick up balance. RESERVATIONS: Call President Ute Lester, phone 276-2047.

Each person is to bring a gift, boys bring boy's gifts and girls bring girl's gifts. There is a ceiling of \$3.00 on each gift. It was decided not to have a Christmas Tree this year, so we will not need to bring our usual decoration. I have been requested to say that this should be a dress occasion, meaning ties and coats for the men.

We will have a large enough room so that the crowded conditions of last year's party will be avoided. Let us all get together to make the last Jaguar event of the year a big one. See you all there.

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## VOTE OF THANKS

Now that a new year is before us with a new slate of officers primed to take over on January 1st., 1978, I think it is time to pause to give thanks to the people who headed our Club in 1977. Ute Lester, our retiring President has given many hours from her busy schedule to promote the affairs of our Club. She has arranged dinners, contacted members for reservations and been present at most of the Club events.

Chuck Flack, Vice-president has put in much time in Club events. He has mapped out our routes for our caravans, was Chairman of the Concours Committee, arranged for the judges, laid out the parking spaces for the contestants and has always offered a helping hand to anyone who asked for it. He and Fay have offered their home for more than their share of Board Meetings. Their efforts have extended over a period of several years.

Jane Fitzgerald, Treasurer, has been involved in many Club activities over the years-- Cont.--

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and has been Treasurer since she took over from the Club's first Treasurer, Cleo Adams. Jane and Bob Fitzgerald were active when the Club was involved in rallying and both were much a part of the Concours when the Jaguar Club put on the big car shows each year. They have been scorers for our members only Concours. Jane has been ready to step in and help out where needed to get events underway. We hope to enjoy her support and participation for many years to come.

Marilyn Prine, Secretary, has done a fine job during the past year although involved in Junior Theater which takes much of her time. She put together and typed the By-laws, a project that has been hanging fire for sometime. She has also been involved in trying to get our non-profit status activated again.

It has been my privilege, as Editor, to work with all four of these officers. I have found them very helpful and co-operative in getting together the monthly issue of Jaguar Tracks. They have done much to make my job easier and have been representatives of the Jaguar Automobile Club of San Diego that we can be proud of. Thanks again to all of them.

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#### PINE HILLS LODGE OUTING

November 20, 1977. A crowd shining Jaguars and their equally shiny occupants assembled at the College Grove Parking Lot on this bright, clear morning in anticipation of a great Jaguar run to the mountains for Brunch. Rallymaster Chuck Flack gave us the projected course in case of mishap or separation. We were underway before nine o'clock. The route took us out east to El Cajon and then on Interstate 8 to the Descanso turnoff.

We went through Descanso, past Cuyamaca Lake via State 79 to Julian. The sight of a string of Jaguars going through the town on the main street caused many curious eyes to turn our way.

Leaving Julian on State 78 for a couple of miles we made a left turn on a side road to our destination, Pine Hills Lodge and Brunch. We arrived on the dot at 10:00 AM, good timing, Chuck. At the lodge we were met by the Prines, Randy, Marilyn and two daughters and LeRoy, Ute and Cindy Lester. This group had spent the night at the Hobart House in Pine Valley. Also on hand were Ed and Carolyn Soens who had been guests at the Pine Hills Lodge. In our group were thirty-four adults and one child who partook of the fine food and Bloody Marys served by the Lodge.

This was the first run for the Hayhurst's new acquisition, the Mark 11 3.4 Saloon. This car was purchased in England while on vacation last summer and it performed faultlessly.

After Brunch and some time relaxing we lined up for the continuation of the run to the Bates Brothers Nut Farm in Valley Center. Enroute we made a stop at a fruit stand where many of us purchased Julian apples. On the re-start the battery of the 68 XKE decided it was tired and refused to start the car on it's own. A push by some of the people in the line behind got the E Type on it's way again with no more problems the rest of the way.

We rejoined State 79 at Santa Ysabel, north to a left turn on State 76. This brought us, with a couple of miscues, to Valley Center and the Nut Farm. Some of the party had gone directly home from the Pine Hills Lodge. A good number of us made to the Nut Farm. Don and Patti Mc Clane had the misfortune of having the XJ6 backfire destroying a muffler. The car still ran well but with a somewhat different exhaust note.

After our purchases of nuts and fruits we made our own way home. The run was about 150 miles of excellent Jaguar touring and all who participated owe a vote of thanks to Chuck and Fay Flack for their efforts in putting this event together.

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#### AFTER THE ELECTION

1978 will see a new regime at the head of the Jaguar Automobile Club of San Diego. Our newly elected President, Randy Prine has a deep interest in automobiles, especially Jaguars. He has attended Board Meetings when his schedule with PSA permitted. He has some positive ideas which sound very good and should strengthen our club. He is working at getting committee heads appointed and with the support of the membership our Club should have a banner year. All the new officers are deserving of your support. Let's get behind them for our best year ever.

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#### CHICAGO MEMBER

Last month we received a note from member Rudy Hradecky. He enclosed copies of a few pages from the Classics Motorbooks catalog. Included on these pages are the titles of many of the old standbys as well as some new and different books about our favorite motor car.

Rudy says he misses the Jaguar Club and requests that we give his regards to everyone. He also complimented us on the new heading for Jaguar Tracks. We wished to include this item last month but, unfortunately, we had run out of space at the time the note was received. If anyone is interested in the catalog pages call me at 466-3446 for the information.

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#### BOB ATKINS

Bob and Nancy Atkins planned to attend the last dinner at the Red Candle Inn with Ann and me. At the last minute Bob was held up by an emergency situation on the tuna clipper he is getting ready for a fishing trip. Bob was in charge of repairs being made on the main engine and the refrigeration units aboard ship. Tests were scheduled for November 14th. and the ship left for the fishing grounds on the 15th. Bob expects to be at sea for a minimum of forty-five days, possibly longer, depending on how the fishing is. He asked that we say his goodbyes for him. We in turn wish him Bon Voyage.

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#### NEWPORT BEACH KRUSE AUCTION

Frank Kovach reports that he sold his 66 XKE Roadster and his car transporter at the Kruse Auction at Newport Beach over the Thanksgiving weekend. He had more than his share of troubles both on the road and at the auction so he did not get to see much of the action. Ed Soens and Glen Simpson also made the trip and sold a Porsche. Frank says that a Jaguar Mark IV was the star of the show but did not sell as the bidding was below the reserve.

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## THANKSGIVING

Ray and Ann Tetzlaff spent Thanksgiving at the home of daughter Marilyn and her husband, Jerry at Glendora. The other daughter and her husband, four grandsons two granddaughters were present as well as friends of Marilyn. Much eating, good conversation and a very fine time.

The next day Marilyn, Jerry, Ann and Ray went to Needles, California, to visit Ray's sister and brother-in-law. Ray and Ann returned home on Sunday. Lots of traffic in places but mostly good traveling. Always good to be home.

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## JAGUAR PARTS

Metro Moulded Parts is supposed to have rubber gaskets for older Jaguars, XKs and 35-39 vintage. They have a catalog No. 11 which they will send for \$1.00. Their address is Metro Moulded Parts, P O Box 33098, Minneapolis, Minn. 55433.

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Loxleys, Bromley, Kent, England does not have interior leather fittings for older Jaguars. They are equipped to supply parts and fittings for current models. I am not sure what they mean by current models. They are said to give good service to international buyers. If you are interested drop a line to Loxleys, Ltd., 101 Bromley Common, Kent, BR29RW, England.

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Do you want a stainless steel exhaust system? Stainless Steel Exhaust Centre, 378 Star Route, Corrales, New Mexico 87048 can supply systems for XJ12, pre 73 XJ6, XK120, Series 1 and 2 E Type and Mark 11. Phone (505) 898-5595.

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Bob Oram of the Main Street Foreign Auto Dismantlers, 2704 Main St., San Diego, phone 232-6217, has lots of Jaguar parts. He recently purchased several Jaguars in England which have been dismantled with parts ready for your selecting. Reports are that his prices are fair.

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Bryson Industries. Ltd., 567 Bridge Road, Richmond, Victoria, Australia is reported to have many parts for older Jaguars on the shelf. They have sush things as rubber seals for glass areas, etc.

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Another place that supposedly has rubber parts for Jaguar and MG is Vintage Specialists, P O Box 70, Masapequa Park, New York 11762. We have heard they are a little expensive but do list a large supply of parts.

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## JAGUAR XJCs

The E-Jag News Magazine reports they have word from a British Leyland spokesman to the effect that the XJC in both 6 and 12 cylinder versions are going to be allowed to expire. In other words they will cease production after the parts on hand have been used up. Too bad, I had a secret hope that some day I might find one that I could afford as essentially I am a two door man.

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## THE PRINES

By Marilyn Prine

Down in Florida, a teen-aged Randy Prine raised the hood on one of his father's trucks and was hooked! He's been tinkering with cars ever since. When he finished school, Randy left his native Florida to join the Navy and learn to repair airplane engines.

Meanwhile, way out in South Dakota, a skinny blonde kid named Marilyn Landmark was growing up more interested in ice skating, hay rides and fishing down by the river than in cars.

Their paths crossed in Washington, D. C., where Randy was stationed at Patuxent River and Marilyn was working for the Navy at the Pentagon. Randy had a 1934 Ford Coupe which cost one month's pay--\$75.00. He traded that in on an engagement ring and is still making payments.

The first car the newlyweds bought was a 1939 Studebaker. (Well--it ran!) Two years later they acquired a '47 DeSoto, only five years old a real beauty. They also acquired a six pound baby girl named Jerri who was born in Alexandria Virginia.

When Randy got out of the Navy, he went to work for Capitol Airlines, but the strong urge to return to sunny home state of Florida overcame all logic. The Prines packed their belongings in a U Haul, hitched to their '47 DeSoto, and headed south. Randy got a job at Eastern Airlines Four Engine Line Maintenance and Marilyn went to work for Pan American Grace Airways in Miami. They acquired a house and a 1953 Chevy along with a baby boy named John Randolph.

Two years later after entering the flight program at Eastern and transferring to the Garden State (New Jersey), they brought another baby boy, Roger, home from the hospital in a new 1960 Corvair. At the first opportunity to return to Dixie, they moved to Atlanta, Georgia. The kids were growing and the red Corvair was traded in on a '61 Oldsmobile stationwagon. A baby girl, Helen, arrived on the scene in 1962. Say, have you noticed a trend here? Every time Marilyn and Randy move to a new state, they have another baby!

While in Atlanta, Randy bought his first English car-- a red and white TR3. When it rains, it's hard to tell if it rains inside or out. A labo dispute, loss of job, three years of turmoil and Randy headed west to California and P.S.A.. Marilyn followed three months later in the Oldsmobile stationwagon with four kids and a cat, pulling a boat.

In 1965 a terrific deal arose. For \$900, Randy bought a "transportation" car with a minor mechanical problem--every time you stepped on the brakes they stayed locked in the applied position. It was a 1959 Jaguar 150-S with a "Tijuana" interior. Oh, yes! In June of 1967, they added another baby girl, Julie to their collection. Again?

In 1975 they bought their 1965 3.8S Jaguar Sedan. The 1959, 150-S, is now nearly restored and truly Randy's "magnificent possession". Just this year, another treasure turned up--a 1955 XK140. It took five trips to get all the pieces home.

The Prines joined the San Diego Jaguar Club in February, 1975 and have enjoyed the wonderful people, the events and the activities of the Club. They're looking forward to many years of the same. (By the way, they definitely plan to stay in the State of California).

EDITORS NOTE: We, too, have enjoyed the Prines and agree they should definitely stay in California. After all five is a very good number.

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MERRY CHRISTMAS AND A VERY HAPPY NEW YEAR TO ALL OF YOU IN THE JAGUAR AUTOMOBILE CLUB OF SAN DIEGO FROM RAY AND ANN TETZLAFF,

## JAGUAR HISTORY

Last month we looked at the construction of the Jaguar D Type. It was built, primarily to win at Le Mans. For the 1954 Le Mans there were three cars entered. They were, due to the wins in the 1953 event by the C Type, a pre-race favorite to be the overall winner. The principal rivals were the 4.9 Ferraris. Also in the competition were big engined Aston Martins, Talbots and the new 12 cylinder Lagonda.

The race began under an overcast sky and it was not long before the rain fell. This was to the advantage of the lighter, smaller Jaguars. Sterling Moss in a D Type was soon in the lead, passing the Ferrari on the 21st. lap.

This did not last long however as Rolt in another D Type came into the pits with a mis-firing problem. In a short time both the other Jaguars were in with the same problem. After a few pit stops, fuel starvation was the diagnosis. It was traced to blocked filter elements which were found to be packed by a fine gray dust. It was too fine to be stopped by the guaze filtering in the re-fueling tanks. These filters were taken out of the system.

No more problems were experienced until Moss found he had no brakes at the end of Mulsans straight. By the dint of some frantic down shifting and the use of the escape road he was able to stop but he and co-driver Peter Walker were out of the race. The Wharton/Whitehead car lost most of its transmission gears and the prolonged pulling in top gear brought on cylinder head trouble which ended their race. Rolt and Hamilton battled against great odds as the big Ferrari had built up a substantial lead while the Jaguars were solving fuel starvation. In addition the car was forced partially off the course by the Talbot causing yet another delay.

After minor repairs the D Type re-entered the fray. Meanwhile the Ferrari had pitted for re-fueling and driver change. It refused to re-start. It was raining again and Rolt stopped for a change of goggles but was waved on as the Ferrari was still balky. With even twice the number of mechanics allowed by regulations the Ferrari refused to fire. Suddenly it came to life and was away again with wheels spinning in the rain. Rolt came in again for a change from goggles to visor. To save time, Hamilton wearing a visor was put in the car. Try as he would he could not pass the Ferrari. The D Type was faster on the straight but the Ferrari's big engine had too much acceleration out of the corners. The rain stopped, the track dried giving the Ferrari the edge. Hamilton concentrated on finishing the race, which he did in second place just 105 seconds behind the Ferrari.

The D Type did not win it's first Le Mans, but it was no disaster. Moss had set the record for fastest speed down the straight, 172.97 MPH and if the time spent in the pits with fuel trouble was deducted it would be found that the Jaguar was stationary about five minutes longer than the Ferrari, even including the  $7\frac{1}{2}$  minutes the Ferrari was standing, refusing to start.

Revenge was taken at the Rheims 12 hour race the next month. The same three cars with the same driver pairings as at Le Mans started. A 5.4 litre Cunningham, manufactured by the man of

that name who operates the Museum at Costa Mesa at present, took the lead briefly. Moss was soon in front after the floodlight, midnight start. Rolt's car was rammed by Behra in a Gordini which put the Gordini out. The Jaguar was only slightly damaged it appeared and took the lead when Moss dropped out with a broken prop shaft. It looked like an easy win until 30 minutes from the end of the race. The rear axle ran dry, a hole having been chafed in the casing by a piece of the frame bent in the collision with the Gordini. After a hasty chewing gum repair, Rolt continued around listening to the gears chew themselves up. He waited at the line until the twelve hours passed and then hobbled across the finish line. He had such a lead that only the car driven by Whitehead was ahead of him. Whitehead had driven the C Type to its first win also.

These three cars actually had KKC numbers. The D Type designation was not used by the factory at first. Motor writer Harold Hastings possibly started the D designation as he claimed. He got tired of using the "new competition" designation that the other writers at Le Mans were struggling with. Anyway, the cars became known as "D Type" after Le Mans.

The only other event entered by Jaguar in 1954 was the Tourist Trophy meeting in Ireland. This was a muddled affair. Someone dropped a crate on William Lyons' Mark VII and the team clocks were stolen. The new soft tread Dunlop tires that were being tried were mixed up in their markings and each one had to be re-checked to see if it was for front or rear wheels. The handicap formula worked against the engine size of the Jaguar. Rolt/Hamilton had the regular 3442 CC engine and the other two cars were fitted with 2482 CC units. Moss had engine problems and didn't place. White/Wharton were the sole survivors. They finished 5th. on handicap and 2nd. in the 2.3 Litre class. Next month we will look at 1955, a much better year for the D Type.

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## JAGUAR PARTS

In our search for replacement parts, or spares as the English call them, it is possible we are overlooking some sources. Most of the automobile manufacturers all over the world buy many off the shelf parts. Examples are bearings of both roller and ball type. The sizes are more or less standardized in most cases. If in need of front wheel, rear axle and transmission bearings take out the worn parts. Clean them up so the manufacturers numbers are visible. Check with a firm that specializes in bearings and take the old part with you. A knowledgeable clerk should, by the numbers or by a cross reference file give you a bearing with the same specifications as the original.

This also applies to such things as universal joints. Some Chevrolet parts are of the same specifications as those used by Jaguar. I have a list of some of these part numbers and the dimensions if anyone is in need of such things. This list is not compact enough to be included at this time. With some editing it may be possible to work up a suitable list as time goes on and as the time develops. In some cases the grease seals protecting these items can be renewed if they are brought along for comparison.

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