



Jaguar Tracks

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

JANUARY 1978 PAGE 1
JAGUAR AUTOMOBILE CLUB OF SAN DIEGO
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Roy and Ute Lester, 2187 Dunhaven St., San Diego, phone 276-2047, January 18th., 1978 at 7:30 PM. We hope the new appointees and all the new Officers will be in attendance. Everyone should get behind the Club for the biggest year yet.

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CHRISTMAS PARTY

December 16, 1977. The Jaguar Automobile Club of San Diego held its annual Christmas Party and dinner at the Reuben E Lee on Harbor Island, San Diego. There were about fifty people present including guests John and Barbara Dormer, Brian and Bonney Horobin, Rich Apgar and friend, Paula Osuna's guest, Cookie Burgess guest, Jimmy Long, Lee Gagot and Vera Bagtel, James and Louise Stark and the Kovach's friend Stuart. Jim Bean Had as his guest Nancy Fenton.

After the delicious prime rib dinner, the meeting was called to order. Retiring President Ute Lester presented Jane Fitzgerald a plaque commemorating her many years of service to the Club as Treasurer.

Ray Tetzlaff thanked the retiring Officers and the membership for their assistance over the past two years in getting out the Jaguar Tracks. As holder of the Perpetual Trophy for 1976, he passed it on to Ute Lester as the member contributing the most toward the advancement of the Club in the year 1977. (I might add that it was a very pleasant task and the Trophy is in the hands of a most deserving person for the next year.)

The gavel was then passed from Ute Lester to our new President, Randy Prine. Randy announced that he is in the process of naming people to head committees and to serve in various posts for the coming year.

Christmas gifts were exchanged at the end of the meeting. We were pleased to have the company of Bob and Nancy Atkins. Bob had come into port unexpectedly.

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NOTE OF THANKS

We received a request from Ute Lester that we express her thanks. She says it well so I will quote her, "I would like to thank the Club for their support in the last year and for all the good times and fun we had together. And a special thanks to all of you for the beautiful Trophy." We tried to keep the presentation as a surprise to her and we think we did. Again, I say she deserved it for her unflagging support of the Jaguar Automobile Club this past year. May she have many more good years with us.

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JANUARY BUSINESS MEETING

The Jaguar Automobile Club of San Diego will hold the January business meeting at the home of Le

JANUARY DINNER MEETING

PLACE: BOOM TRENCHARD'S FLARE PATH, Lindbergh Field, 2888 Pacific Highway, San Diego. MENU: Veal Parmesan, Vegetable, Salad, Dessert (Cheese Cake), Coffee. PRICE \$8.00 per person. TIME: 7:00 PM Cocktails, 8:00 PM for Dinner. Call Ute Lester for reservations, phone 276-2047. We have had dinners here a couple of times before and they have been very successful. There is to be a speaker. Let's start the 1978 season with a bang. See you there.

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JAGUAR TRACKS 1978

The January, 1978 issue of Jaguar Tracks marks the beginning of the third year under the direction of your Editor. Jaguar Tracks was a one page newsletter up to 1966. It soon grew to two pages, then three. With the January 1977 issue there were four pages. It is not practical to add more pages for several reasons, most important of which is the time involved. There will be some changes which we feel will be for the better. Carolyn Soens has consented to write a column each month to be known as "A WOMAN'S POINT OF VIEW", by Carolyn Soens. We hope the column will stir a lot of interest and perhaps some controversy. It will appear on Page 2 of each issue. The January issue has two articles by L J Lester, "The 'Change It' Phenomenon", Page 2 and "LeRoy and Ute Lester", page 3. We hope to have other contributors from time to time. If you have knowledge of something of interest to members, write it and send it in. If you have an opinion contrary to ours send it in. We welcome another point of view.

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COMMITTEES

President Randy Prine has been active in getting things organized for the coming year. The Club has grown too big for one person to handle all the details of the many events planned. It therefore becomes necessary to delegate some of the responsibility to keep things running smoothly. Listed below are the names of the people appointed to date:

Membership Chairman	Jim Shiner	
Dinner Reservations	Ute Lester	
Telephone Committee	Marilyn Prine	A-K
	Fay Flack	L-Z

Hostesses, Dinner Meet.	Norma Shiner
	Gisela Kovach
	Carolyn Soens

Cont.-- Page 3

A WOMAN'S POINT OF VIEW

By Carolyn Soens

It's not everyday that I am approached, especially at Christmas time, and been told..."I have a proposition to make you!"...by a MALE...and a very handsome, lovable, interesting one at that! Don't be jealous gals, but it was none other than our very own RAY TETZLAFF!

As our evening at the Reuben E. Lee was ending, he approached to ask if I would be willing to write a column each month for our Jaguar Newsletter. (In actuality, this gentleman has a tremendous background in P R and when he asks you to do a favor, you just can't refuse!...no matter how he prefaces it!) The Christmas party was absolutely a delight, the gifts neat, the DRESS of each of you all was a beautiful sight.. and no matter if Ray DID wait until I loosened up a bit from the holiday rush with my Irish coffee...I have to say the "proposition" seemed a fun idea.

The imagination-part of myself leaped at the opportunity to accept his challenge, and I rather liked the TITLE as well...namely, "A WOMAN'S POINT OF VIEW" (THIS particular newsletter turned out to be my point of view, but by contacting various ladies in the club, we ALL will be able to share our opinions, ideas, and our feelings on ANY subject.

Know what's the best part?...Just believe me when I say we don't have to contribute towards the TRIALS & TRIBULATIONS OF HEATER HOSES, RADIATORITIS, ABRASIONS OR CONTUSIONS OF UPHOISTRY and/or "What's the best PROGNOSIS OR PRESCRIPTION for the VERY challenging EIRE WHEELS?.... unless of course you have secrets we haven't heard yet!

In leaving the Cars AND Jaguars momentarily to our well-versed, educated men, I want to share a POINT OF VIEW of my own. (Forgive me if it seems to go on at length...Edward always did think I talked a lot.... but with six kids ta boot....I have to really sneak things in...AND fast....AND, having to agree, I DO get carried away on occasion!

Seeing as the holidays were RUSHED, and not having the time to call any of you for the "BIGGY" interview....what does one choose in the way of a topic, especially for the NEW YEAR?.... I guess I could tell you about vacuuming up the floor length table cloth OFF the table, sending serving pieces to the floor in a number of pieces... 30 min. before 10 people are due for dinner; or the time baby Carolyn got into the BOURBON BALLS, devoured about 20 and proceeded to get tipsy; or the time I picked up the deodorant spray instead of the hair spray and did you know what?; OR the time Edward's underwear turned PINK after being washed with the 4 year old's RED leotards! Then, of course, the quiet Christmas Eve at home by the hearth, when I am about to serve up dinner for the family get-together (just 12, ha), the door bell rings....and what to my wondering eyes should appear?...my sister and HER family, 5 kids....I wished it'd been Santa and HIS troops at that point... All in all, I love 'em, BUT who wants 11 kids? ha ha.

I HAVE a humorous side, as you ALL must have, but at this writing, I am the first to admit I've been taking life too serious! I genuinely forgot how to laugh at these trifling crises; the clumsiness which I possess en masse (and which seems to have been inherited by the children); the fact that I don't type well; AND the every-

day wishes of PAST & FUTURE days (of which I tend to over-dwell)!...FORGETTING altogether about TODAY?

We ALL cram SO much of LIVING into our worlds with every waking moment; worrying SO much about what HAS happened and what MIGHT happen, that we forget and obviously "DON'T HAVE THE TIME" to slow down and look at today, LIVE for today, and LOVE today!

Take a box, for example! Pack it full of balls, stuff it then with as many marbles as you can. Think it's full? Not really, because we can pour in a lot of SHOT in and around the empty spaces. Know what else? (Cause your box isn't really FULL yet.) Several pounds of SAND. Is it full YET? No, because you can add a jug of water, and for the space STILL left, the same quantity several times over can be repeatedly added....Where there was no space for the great, there was room for the little; where the little couldn't enter, the less made its way; and where the less was shut out, the least of all found ample room.

Where TIME is fully occupied, there must be stray moments, occasional intervals and snatches that would hold a VAST amount of small usefulness in the course of the coming months. What a wealth of minor good, as we might think it to be, we could shake (like the sand) down into the little spaces left over, after all the "cramming of life" we've packed into OUR little boxes! It just might, MIGHT, prove to be precious in RESULT to those around us... be it husbands, friends OR the children God gave us to raise! If we could only LIVE for today, and GIVE more of ourselves TO THIS DAY!

On that note I would like to end by quoting two "SAYINGS" which I want to share.... "What I spent I lost; what I possessed is left to others; what I gave away remains with me!"... author unknown.

"Happiness is like a butterfly. The more you chase it, the more it will elude you. But if you turn your attention to other things, it comes and softly sits on your shoulder!"

GOOD BLESS WHATEVER YA NEED BLESSED AND HAPPY NEW YEAR YA"LL

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THE "CHANGE IT" PHENOMENON

A Friendly Article by L J Lester

One of the on-going automobile fads which is strong in Southern California is to customize a car to suit oneself. This activity has opposite direction (through the same field) to classic car restoration, collecting, or simply a club to further the interest in ownership and possession of a particular make of automobile; a Jaguar for instance.

Changing or customizing an automobile to some degree is something we all do. There are changes for the better, for the worse, and some rather questionable.

Now and then we have seen a "Jaguord" or "Jagrolet." This is when a larger Detroit type engine and usually automatic transmission has replaced the original engine. An engine which was 10 years ahead of the current "state of the art" in 1951-1957 when it was in world championship and production cars at the same time, replaced by a crude, less efficient, but cheaper engine with all the latest engineering of 1932.

Continued.....Page 3, Col. 1

By L J Lester

THE "CHANGE IT" PHENOMENON

Continued from Page 2----- Usually the bonnet aerodynamics is also modified to fit the brute, sometimes with the finesse of an ax. The English leather interior is also re-done in the more sedate colors now available in Tijuana; "shocking pink". The paint is also usually a derivation from the original. The customized color of "candy apple red flake" was popular when I was in high school.

In all fairness this change is a matter of taste, and mine has oft been suspect! For many years I have not agreed with the practise of cutting off the tails of certain show dogs to improve their looks. The dog owner (as the car owner) has the right to modify the dog as he pleases (but I doubt if the dog liked it.)

This is perhaps not a good example, in one case we are speaking of modifying a dog and in the other we are creating one.

The question arises: is an automobile so modified still a Jaguar and therefore meets the requirements of our By-laws, Article 111, Sec. A. Membership is contingent upon being the owner of a Jaguar.

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COMMITTEES

Continued from Page 1-----

Historian	Ann Tetzlaff
Special Events	LeRoy Lester
Guest Speaker	
Concourse	Chuck Flack
Rallys	LeRoy Lester
Overnighter	Frank Mulligan
Sunday Drives	
Beach Party	Frank Kovach
Hallowe'en Party	Louise & Bryan Powell
Door prizes- Trophys	Jim and Jan Poleski

There are openings for volunteers. If someone has been appointed in your category join in anyway. There is always need for more assistance in getting events planned and underway. Contact President Randy Prine for an assignment.

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DUES 1978

We have word from Treasurer Margie Simpson that dues for the Jaguar Automobile Club of San Diego are now due and payable. The Treasury is at a low ebb due to money spent on the Christmas Party. The dues are \$20.00 per year as of Jan. 1, 1978 and by Article VII, Sec. C of the By-laws become delinquent after the February meeting each year. See Margie promptly.

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RUDY & GLADYS HRADECKY

We received a note from the Hradeckys sending Season's Greetings to all members. They also included a check for their Associate Membership for 1978. See overheating tip by Rudy, Page 4.

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BOB ATKINS

Dec. 31, 1977. Ray and Ann Tetzlaff went aboard the Mary Elizabeth to bid Bob Atkins bon voyage. A tour of the Tuna clipper was included as well as a delicious lunch. Below decks, eighteen cylinders, 3600 Horsepower, maximum crankshaft speed of 950 RPM was impressive. Good fishing to Bob and his shipmates.

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DON'T FORGET YOUR 1978 DUES. See Treasurer Margie Simpson at the next meeting.

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Ute (Mueller) Lester was born in Leipzig just before the time it became termed as part of East Germany. Her father was at that time part of an engineering team working in a remote coastal village under a man named Werner Von Braun (Von Braun, much a part of the U S space team, died recently: Editor) on an electronic guidance system. In this connection he did have an "aim" interest in the Jaguar factory at Coventry, which was then engaged in military type hardware.

In 1952, when Ute was learning Russian in primary school, and her father was in automated machinery, the government of that area became very interested in anyone with her father's experience. He was forced to flee to West Germany through the Berlin corridor. The family gave up all belongings and followed him to Langen, a suburb of Frankfurt. There little Ute went to school, gave up Russian and learned English as a second language.

By 1970 Ute had become a "buyer" for a furniture company and moved to Munich (Munchen) in southern Germany, Bavaria. There she lived next to the Nymphenburg Castle and just 15 minutes from the BMW factory.

In late January of 1970, Ute was introduced to a handsome, debonair, modest young man shivering in the snow with an "out of place" tan. It turned out he was originally from San Diego, had been to Vietnam for two years, and was in Munich on business for his company. Although he tried to impress her, she remained aloof until she found out that he had just come from a London trip where he had purchased a new Jaguar. It was love at first sight. She followed him to San Diego in time to be married 2 days before the car was picked up from customs.

The Lesters lived in a small yacht at the Half-moon Marina on Shelter Island until a daughter was to be born. Shipboard life was thought too difficult for a family with a baby, and when Cinderella Sonia Lester was born (her father, a hopeless romantic chose the first name) they moved to a normal house.

The new home provided space for more Jaguars and the husband provided the maintenance so another E Type was added and finally an XJ6 with auto trans so that Ute could not only be driven in Jaguars but could drive one as well.

Frank and Gisela Kovach introduced the Lesters to the Jaguar Club of San Diego after they had met in the German-American Club and discovered they also had Jaguars in common.

Ute's friendliness, drive, and inherent German talent for organization led to the office of President in the Jaguar Automobile Club of San Diego for 1977. A year which saw some needed growth along with new enthusiasm.

EDITORS NOTE: This is a very interesting article but I do feel that LeRoy was modest about his own part in the story. He has been a sports car enthusiast for a number of years, having been into MGs and Porsches before the Jaguar era. We have appreciated his articles in Jaguar Tracks and his interest in Jaguars. Both Ute and LeRoy are outstanding members of our Club.

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JAGUAR HISTORY

We will begin with plans for the 1955 Le Mans. Six new cars were to be constructed. This meant the 1954 cars would be released by the factory to customers.

In passing we might mention that John Bolster used one of them to make one of his impressive sports racing car tests. He found the D Type a big improvement over the C Type. It was smaller, lighter, easier to drive and "could be used for shopping without any thought of it's potential performance." The steering was responsive and the close ratio gearbox could not be easier to handle. He also stressed the feeling of quality in the car. Unlike many high performance cars it had no roughness, odd rattles or drumming of body panels. This Jaguar gave the air of breeding that the coupe imparts.

The 1954 cars were giving a good accounting of themselves, even in 1955 events. When finished the 1955 "works" cars were noticeably different in looks and there were even more changes under the skin. The most radical change was in making the front of the frame independent of the monocoque (body). It was bolted on instead of being welded, making repairs easier. It was also made from nickel-steel rather than magnesium tubing. Other engineering changes, lighter gauge metal, smaller diameter tubing, lighter battery, made the new unit lighter and stronger. The front section could be unbolted as a unit with the engine, suspension and radiators intact. The tail section had the internal framework discarded with the skin stressed like the monocoque. This gave more wheel clearance.

Initially, eight of the new cars were constructed. A private entrant, of whom we will hear more. Ecurrie Ecosse, received two and Ecurrie National Belge was sent one. The remaining five were works racing cars, experimental and reserve cars. They were distinguished from the three private entrant cars by longer noses, extended by 7½ inches to give improved air penetration. They also had two air ducts for additional brake cooling. A more comprehensive wrap around windscreen was installed to reduce the wind buffeting the drivers received in 1954.

Mechanically, the biggest change involved the cylinder heads. Engineer Heynes suspected that the Mercedes planned to enter the 1955 Le Mans and also the 4.9 Ferrari had out accelerated Jaguar in 1954. Rather than sacrifice low speed torque with radical timing, the valves were enlarged, the intakes to 2" and the exhaust from 1 5/8 to 1 11/16". To keep the valves from striking the piston head the angle was changed from 35 to 40 degrees. The valve lift on the camshafts was increased from 3/8 to 7/16". The 45 mm. Weber carbureters were used again. The exhaust was carried out the rear instead of ending in front of the rear wheel, to give an extractor effect. This increased the horsepower by 30 with all the changes combined.

The short nosed version of the 1955 car was put into production. The bolt on frame made it more practical for production. The road car assembly plant was used and the cars were assembled in the midst of XK140 Sports cars and Mark VIIs. The D may have been produced on a production line but it was very much a racing car and the preparation was meticulous. In 1955 and 1956 a total of 67 D Types were completed.

The long nosed "works" cars saw first action in

the 1955 Le Mans race. This was a dramatic and very tragic race. Mercedes was there with the advanced 300 SLR open sports racing cars. Ferrari had a team of 4.5 litre six cylinder cars. Maserati and Aston Martin had potential winners entered.

The Jaguar team cars were driven by Mike Hawthorn/Ivor Bueb, Tony Rolt/Duncan Hamilton and Norman Dewis/Don Beauman. In the Belgian car were Johnny Claes and Jacques Swaters. Briggs Cunningham's first Le Mans Jaguar entry was driven by Phil Walters and Bill Spear.

At the start Castellotti in a Ferrari set a Grand Prix like pace, followed by Hawthorn and Fangio in an air braked Mercedes. Hawthorn found he could pass with ease on the Mulhans Straight at about 180 MPH and 5800 RPM. The Mercedes and the Ferrari were revving at 7200 RPM in trying to keep up. There were several technical differences in the Jaguar and the Mercedes, one using proven, highly developed production parts while the Germans relied on engineering ingenuity that I will not go into at this time.

The race went on with Hawthorn dropping behind for awhile and then deciding that a British car could beat a German car. In regaining the lead, he set a new lap record of 122.39 MPH.

Then came a terrifying accident. As Hawthorn pulled into the pits for the D Type's first scheduled stop, Macklin's Austin Healey came into the path of Pierre Levegh's "works" Mercedes which was traveling about 150 MPH. The Mercedes had no where to go and the silver car flew over the safety barrier. It disintegrated amongst the crowd in front of the grandstand across from the pits. Upwards of 85 people were killed.----- Continued next month.

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JAGUAR OVERHEATING

By Rudy Hradecky

For overheating problems, one should examine the surge/expansion tank between the engine and the radiator on the E-Type. There are two baffles that serve as reinforcing bulkheads located in the tank. There are holes cut at each corner which permits some water to flow through, but in the main, the bulkhead serves as a restriction. If the bulkheads have broken loose, as can happen if you have done some soldering or brazing on the tank. Then they can totally obstruct the outlet pipe, with the obvious result that little water will circulate through the radiator. This is particularly true for the 4.2 E-Type which has the horizontal or cross-flow radiator and two outlet pipes, located at each end of the tank. The right side outlet leads to the cool water portion of the radiator; the left side pipe is the one that will be discussed. Note: the obstruction may not be obvious when there is no water flow through the tank, since it is the water flow which lifts the bulkhead against the outlet.

The only remedy I can think of is to cut open the tank, or to try to spot back the loose bulkhead to the floor of the tank. Personally, I would recommend cutting out the area in front of the tank where the thermostatic fan bulb is located and thus eliminate another leakage point; and install a fan-motor switch on the dashboard and wire the fan motor on an on and off basis. The removed bulkhead is of brass and can be used as a patch.

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