

# Jaguar Tracks

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

APRIL 1979

PAGE 1

8 more

RANDY PRINE, President  
2128 Fairfield Ave., San Diego, CA 92110  
Phone (714) 276-0148  
Mailing Address for  
JAGUAR TRACKS  
Ray Tetzlaff, Editor  
3255 Calavo Drive  
Spring Valley, CA 92077  
Phone (714) 466-3446

## MARCH DINNER MEETING

March 9, 1979. The Jaguar Automobile Club of San Diego celebrated its 20th anniversary on this night at the Mexican Village Restaurant in Coronado. There were seventy-one people in attendance, a record number. Last year there were just under seventy.

President Randy Prine introduced the Past-presidents who were present. Bob Fitzgerald, senior Past-president was introduced first. Bob mentioned that the late Bill Grevemeyer was president when the Fitzgeralds joined 18 years ago. Bob was elected for the 1962 term. Bob named other Past-presidents who were unable to attend, including Bob Wood, former service manager at British Motors, now living in the San Francisco area. Ken Marvin, licensed Unlimited Hydroplane pilot, had a previous engagement. Dr. John Pennington now lives in the Los Angeles area. He was involved in driving race cars and toured in Europe, driving in Formula 2. Dave Lynn was a rallye driver almost in professional class. Joe Jeffers, very ill in the hospital, was active in sports cars and rallyes while in the Club, was President in 1971. His wife, Ann, had two Presidents in the family, husband Joe and father Bill Grevemeyer. Bob ended by thanking his wife, Jane, for her help and advice and for her participation in the Club activities and his daughters, not present, for their aid in manning rallye check points under adverse conditions and hours.

John Kucera was next on the podium. He was President in 1970. He thanked Jane Fitzgerald for her help, for her knowledge of the Club and her assistance with rallyes when the Club sponsored Championship Rallyes for the Sports Car Clubs in the area. John went from our Club to the Coronado Sports Car Club and took with him the idea for the Rallye in Rhyme that is now one of that club's big events. He extended an invitation to members of our Club to take part in the Rallye in Rhyme scheduled for the Memorial Day week end.

Chuck Flack, President in 1972, part of 1974 after Bill Sloss resigned and in 1975, was the next speaker. He mentioned that at the time that he and Fay joined the Club, the car was the member and only the men voted at Club elections. Fay insisted that the women should have equal recognition and a vote. Chuck supported her stand and presently both men and women have a vote in all matters pertaining to the Club

Jim Poleski, 1976, was in the U S Navy when he joined the Club. He enjoyed the Club so much that he stayed in San Diego to take part and was elected President in 1976. Jim and Jan were married in February of that year also.

Ute Lester, 1977, was introduced next. She made a plea for all members to participate in Club events, to get involved. Randy Prine then thanked her for her efforts in arranging for the dinners and then calling

\*\*\*\*\*

## THE PRESIDENT'S MESSAGE

It was a great way to celebrate the Club's birthday! Seventy-one attended the March dinner meeting making it the largest number ever to attend. Thirteen new members were taken into the Club and we have five "first nighters." Also attending were five Past-presidents of the SD Jaguar Club with Bob Fitzgerald being the most senior (1962). Thanks, again, to Fred Horner and Jaguar Clubs of North America for a film to highlight the evening.

Our membership is increasing rapidly. A reminder to the established members: We must all put forth extra effort to make new members feel as welcome as we did when we first joined.

### A Special Thanks:

Norma Shiner for flowers and popcorn. Carol Salinas who brought the projector and operated it. Bob Lakin for obtaining the voice recorder. Lorna Morris -- a great job selling door prize tickets. Chet Manock who drew the President's number for a door prize! Jane Fitzgerald for contacting Past-presidents. All of you for coming!

Randy Prine

\*\*\*\*\*

## INDEX

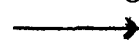
President's Message -----	Page 1
From the Editor -----	" 1
March Dinner Meeting -----	" 1
March Business Meeting -----	" 2
Concours d'Elegance 1979 -----	" 2
Pine Hills Lodge -----	" 2
April Events -----	" 2
Other Club's Activities -----	" 3
Personal Items -----	" 3
Rachel Fleet - Slalom -----	" 3
Our Club's Past -----	" 3
Jaguar Journal -----	" 3
Automobile Insurance -----	" 4
Les Lester - "Fastest Cat" -----	" 4

\*\*\*\*\*

## FROM THE EDITOR

A word of explanation for new members and a reminder to older members: Our dinner meetings are customarily held on the second Friday of the month. There will be three exceptions this year. In April, since Good Friday falls on the second Friday, the dinner will be April 20th. In August the Concours Awards Dinner will be August 26th. There will be no other dinner in August. The December Christmas Party is still in limbo. JAGUAR TRACKS will announce the date when it is firmed up.

\*\*\*\*\*



all members each month to remind them of the dates. Vera Bagdal was also introduced at this time as the other half of the Telephone Committee and thanked for her efforts.

Frank Kovach reported on the World of Wheels car show. Randy Prine, Bob Lakin, Frank Kovach and Glenn Simpson displayed their beautiful Jaguars and each won a trophy as reported last month. The Club was also presented with a trophy and a plaque for taking part. Frank suggested that there should be more interest in this type of event from other members of the Club.

Randy Prine reported on his trip to Denver to the J C N A General Meeting on March 2, 3 and 4. He mentioned that there are 45 clubs that are affiliated under Jaguar Clubs of North America sponsorship. There were some changes in judging Concours which will be detailed later.

Lee Fagot reported on the efforts that the host Club, The Rocky Mountain Jaguar Club, put forth to make the guest delegates feel at home. Some of the members waited in a snow storm at the airport to transport him to his hotel, all the while their Concours Jaguar sat out in the weather at the airport.

Norma Shiner listed the people with March birthdays. They were Pat Broderick, Donna Lewis, Jan Poleski, Louise Powell, Carol Salinas, Ed Soens, Nylene Stickney and Ed Van Patten. Of these only Jan Poleski and Carol Salinas were present. Norma asked the mates to describe the characteristics of the March birthday people. Peter and Karen Zovanyi celebrated their wedding anniversary in March but were not at the dinner.

Les Lester spoke on Slaloms put on by other clubs in the area. He asked that any members who are interested in competition take part. (See Rachel Fleet's article, Page 3)

Carol and Charles Salinas set up the projector and the screen for the presentation of the film "Those were the Days" about the Historic car Races at Monterey. The 1976 event, dedicated to Jaguar, was featured.

The door prize drawing was the finale of the evening. Club prizes were won by Don Richards and Laurel Whipple. The Mexican Village Restaurant donated two pairs of dinners, one of which was won by Randy Prine. This was a fitting celebration of twenty years for our Club. May the next twenty be as fruitful.

\*\*\*\*\*

#### MARCH BUSINESS MEETING

March 21, 1979. The Jaguar Automobile Club of San Diego held the March business meeting at the home of LeRoy and Ute Lester, 2187 Dunhaven St., San Diego. Present were Lee Fagot, Vera Bagdal, Rachel Fleet, Bob Lakin, Margie and Glenn Simpson, Randy and Marilyn Prine, Jim Shiner, Dick Fuller, Frank Kovack, Ann and Ray Tetzlaff and Les and Ute Lester.

Margie Simpson read the Treasurer's report. Jim Shiner reported on new members. He suggested identifying name tags for new members so the older members can identify them and make them feel welcome. Vera Bagdal will look into the subject and report back.

Vera Bagdal, Secretary, read the minutes of the February meeting. They were approved. She also read a brief history of the Club which had been requested by JCNA. This was also approved.

Lee Fagot, Concours Chairman, reported on preparation for the 79 Concours. Colors will be red and black with white. Brochures and flyers are in the designing process. Bev Holle is working on them.

Lee reports that the Hilton Hotel will reserve 10 rooms for Concours participants. It was also decided to have the Awards Banquet

served buffet style, price \$25.00 per couple. Reservations must be paid in advance.

Entry fees for the Concours were established at \$15.00 for non- J C N A entrants, \$12.00 for all J C N A affiliated club members, the second car \$12.00 and the third car by one entrant free. This applies to the Street Class as well. There will be a Peoples Choice Award this year but no Best of Show. Entrants will not be permitted to display a large "For Sale" sign on the car. A small sign may be placed inside the car.

It was voted to make a one day trip to the Briggs Cunningham Auto Museum at Costa Mesa instead of the Rallye to Elsinore due to the extensive planning and pre-runs necessary to set up a rallye.

Rachel Fleet was designated to represent our Club at the JCNA Eastern States Meet to be held June 1, 2 and 3 at the Lime Rock Park Race Track in Connecticut.

The meeting was adjourned after everyone had enjoyed coffee and delicious cheese cake made by Ute from her own recipe.

\*\*\*\*\*

#### CONCOURS d'ELEGANCE 1979

At the March dinner meeting the membership was polled to decide whether to sponsor the Aerospace Museum Restoration Fund or to purchase a genuine live jaguar for the San Diego Zoo. The vote was for the jaguar by a large majority. We hope to have some publicity through the Zoo for our Concours which will be at the Hilton Inn on Mission Bay, August 26, 1979. Membership, get behind our JAGUAR.

\*\*\*\*\*

#### PINE HILLS LODGE

March 25, 1979. Thirteen Jaguars, an El Camino and a Mercedes Benz, carrying forty-one people enjoyed a Sunday morning jaunt through the back country roads to the Pine Hills Lodge for Brunch. The day was warm, clear blue sky and with only a few patches of snow, enough to make another beautiful Jaguar run.

After a delicious Brunch, the party adjourned to the parking lot for a brief meeting conducted by President Randy Prine. Guests, the Moens and the Hyatts, and new member, Barbara Carpenter were introduced. After the meeting the passengers boarded their cars and went their separate way homeward. A great event.

\*\*\*\*\*

#### APRIL EVENTS

##### DINNER MEETING

DATE: April 20, 1979. NOTE: This month we do not follow our usual second Friday because of Easter. PLACE: Red Candle Inn, Mission Valley Inn, 875 Hotel Circle South, San Diego. TIME: 7:00 PM for cocktails; 8:00 Pm for dinner. PRICE: \$9.00 per person. MENU: Buffet Style; Cashew Chicken, Pepper Steak, Rice Pilaf, Vegetable, Salad and Relish Bar, Rolls, Butter, Dessert Table, Coffee, Tea or Milk. We hope to have another JCNA film for presentation. For reservations call Ute Lester, 276-2047 or Vera Bagdal, 276-4148 or (Ans. service) 276-2006.

\*\*\*\*\*

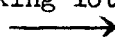
##### APRIL BUSINESS MEETING

PLACE: Lee Fagot and Vera Bagdal, 4790 Orten St., San Diego. DATE AND TIME: April 25, 1979 at 7:30 PM We have been getting better turn outs for business meeting but we still need new faces. Please call in advance if you are coming to the meeting.

\*\*\*\*\*

##### WILF FLOWERS AT BORREGO SPRINGS

Bob Lakin has planned the trip to Borrego Springs for the wild flowers for April 29, 1979. We will assemble at the May Company parking lot



GENTLEPERSONS START YOUR ENGINES

By Rachel Fleet

Driving my 1976 XJS on the course set up by the Datsun Competition Club was the fulfillment of a dream that I've had since my brother was a teenager, and I was his teenybopper tagalong.

I wasn't much older than that, the first and last time I skidded, and that was not on purpose. In fact, I swore never ever to let that happen to me again. Very cautious driver, me.

So, the day I carried a spare throttle spring and \$5 (crash helmets can be borrowed) to the stadium parking lot, a lot of tradition was riding on my not driving. True, my driving had improved a good deal since I bought that car last April, and I no longer slept on the Freeway, but doing deliberate wheel squeals had not become part of my picture of heaven.

But I did do them. Had to. The XJS engine is too quiet, and there has to be some indication that you're out there trying. Especially from a novice female in a Jaguar Coupe; a library among the playrooms.

The course was 2.2 miles of eccentric pretzel, marked by white lines and pylons. Electric eye for start and finish times, relayed to a groovy-looking bank of flashing lights in the headquarters bus, from whence each car's time was announced over a loudspeaker. A Police car using radar to clock cars on one of the straights is supposed to have come up with times of between 65 and 86 M. P. H.

Your \$5 buys 10 minutes or 5 laps. I suspected I was buying time, and so it transpired. If you are too slow, you are black flagged off the track, out of harm's way, then allowed to finish when the coast is clear. Black Flag is not fatal.

Green flag for "go", was a favorite of my butterflies, and the famous checkered flag looks even better when you're driving towards it than it does on the TV or movie screen.

That afternoon was so enjoyable that I smiled for hours afterwards; one of the best slow thrills ever. Also, went back next day and did it again. Exciting and educational. I'd never have done this if I hadn't joined the Jag Club.

The friendly encouragement of my fellow members, plus the fact that I'd once said I'd do it, backing down publicly would look bad, was two thirds of my being there. The other third is a part of myself, a daredevil, a competitor, that I've just begun to realize is there. And I did learn irreplaceable, practical information about my car. Not just thru' driving it; I was most fortunate to have friends present who took photos of what really happens in a trun.

Yes, I'd go again; but let's not wait too long! Spectating is nice, but participation is better.

\*\*\*\*\*

FROM OUR PAST

In the year 1960, Howard Quick was named the Outstanding Jaguar Club member for the North Central Region for his record in racing Jaguars including the XK120, 140 and 150S models. He later moved to San Diego and became a member of the Jaguar Automobile Club of San Diego.

\*\*\*\*\*

JAGUAR JOURNAL

As of March 15, 1979 the subscription price of the JAGUAR JOURNAL has been raised to \$5.00 per year for members of affiliated JCNA Clubs, to non-members it is \$7.50. Anyone interested in subscribing should contact Randy Prine or Margie Simpson.

\*\*\*\*\*

Back the 1979 Concours d'Elegance. Volunteer and participate. Contact Chairman Lee Fagot, phone 276-2006.

at 8:00 AM. The Cafe del Zorro lunch is off due to them having been previously booked solid. Instead, each person will bring his own picnic lunch. We will picnic at one of the picnic areas. Those wishing to do so will probably be able to purchase some of the locally grown, delicious grapefruit. This was a good event last year, though we were a little early for wild flowers. We should be at about the right time this year. Call Ute Lester, 276-2047 or Vera Bagdal, 276-4148 to let them know you are going.

\*\*\*\*\*

OTHER CLUBS' ACTIVITIES

On May 6, 1979 the Sacramento Jaguar Club is presenting their first ever Concours d'Elegance. Contact Jack Jackson, 8612 Pendleton Dr., Roseville, CA 95678. The event will be staged at the Auburn Valley Country Club.

-0-

The Jaguar Owner's Club, Los Angeles, will present their Concours d'Elegance, JCNA rules, on May 13, 1979. For details contact Wayne Wayne Shively, 736 Bennett Ave., Lon Beach, CA 90804, phone (213) 486-0416.

-0-

The California Jaguar Clubs Meet and Concours d'Elegance will be September 8 and 9, 1979. The place and final details will be announced later. Bob Leahy of the Jaguar Owner's Club can be contacted later for details at 1023 Dolphin Terrace, Corona del Mar, CA 92625, phone (714) 995-7213.

-0-

The Jaguar Club of Southern Arizona will present their Annual Concours d'Elegance on October 21, 1979. Their Banquet will be October 20. The Concours will be held at El Con Mall, Tucson, Arizona. For details and entry forms contact Mrs. Rose Massey, 7140 Port Au Prince Road, Tucson, AZ 85710, phone (602) 885-6608.

-0-

Frank Weikel, Jaguar Owner's Club member is putting together a well planned tour to England, the Jaguar factory tour, some car events and sightseeing for October 20-29, 1979. If interested call Frank Weikel, 16711 Oleander Circle, Fountain Valley, CA 92708, phone (714) 848-1917.

\*\*\*\*\*

PERSONAL ITEMS

Les Lester and Rachel Fleet participated in the two day Slalom event at the Stadium parking lot put on by the Datsun Competition Club. Lee Fagot and Vera Bagdal rode as passengers. Howard Hayhurst and Ray Tetzlaff spectated at the Saturday event.

-0-

Lee Fagot and Vera Bagdal will attend the U. S. Gran Prix West at Long Beach, April 8th. Lee also won an expenses paid trip to the Gran Prix of Monaco, May 27, at Monte Carlo, Monaco. This was in a sales contest. Congratulations.

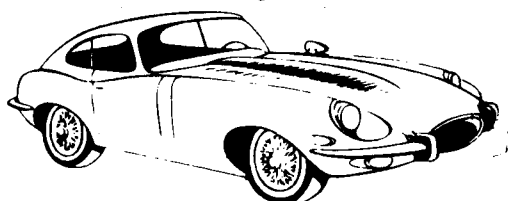
-0-

Glenn and Margie Simpson are leaving April 1st for a week's vacation trip up the Coast. They plan to go by V-12 Roadster, keeping their fingers crossed about the gasoline shortage.

-0-

Ann Tetzlaff went into Alvarado Hospital on March 25th for a two day stint for some tests on her heart condition. Doctors found the condition less serious than expected and hope to be able to control the situation medically.

-0-



AUTOMOBILE INSURANCE

By Ray Tetzlaff

As many of you may know, there has been an effort over the past few years, especially by a politician from the Los Angeles area, to implement a state wide insurance rate instead of the present zone system. It is estimated by Harry Cheshire Jr., President of the Automobile Club of Southern California that 65% of California motorists would have to pay higher rates, much higher in the San Diego area, to subsidize 35% of the people who live in the high risk areas of Central Los Angeles, Beverly Hills and the San Francisco Bay area.

Abolition of the territorial rating system will not reduce the overall cost of insurance in California. It only means that lower risk areas will be penalized to make up the reduction in cost to the high risk areas. I have heard estimates of from 57% to 65% increase in San Diego. The high risk areas will receive decreases of from 43 to 48%. Reasons for the higher costs in the Los Angeles zones were given as: 1, twice as many bodily injury claims per 1000 cars insured (16 to 8); 2, higher hos-

pital rates in Los Angeles; 3, attorney involvement in 27% of the cases against 13% in San Diego; 4, loss costs in Los Angeles are 119% higher on bodily liability coverage, 39% higher on collision coverages and 43% higher on comprehensive coverages such as theft and vandalism.

Bills to abolish territorial rating have been voted down by the Assembly Committee on Finance, Insurance and Commerce in the last two sessions. Jim Ellis, R-San Diego, is a member of the Committee. I am sure, however, that we have not heard the end of this and I think that all of us in the Jaguar Automobile Club of San Diego must do everything we can to prevent us from having to subsidize Los Angeles, Beverly Hills and San Francisco.

\*\*\*\*\*

JAGUAR FOR SALE

Bob Fitzgerald is offering his 1965 3.8S Saloon. It is a Concours winner in mint condition. The engine and clutch have 35,000 miles, tires 22,000, U-joints 10,000, power steering 7,000 and Brakes 3,000 miles. Make Bob an offer, 8035 Morocco Dr., La mesa 92041, (714) 466-9365.

\*\*\*\*\*

The Fastest Cat

by Les Lester

Some of your non-Jaguar friends may ask you which Jaguar is the fastest. This may be a very controversial issue to some of our V-12 friends but here is food for thought:

Formula from Road & Track - data from Jaguar:

Time in seconds 0-60 mph = .35 x wt.in lbs + 2.6 / H.P.

Series I E-type Rdstr. - .35 x 2688 + 2.6 = 6.15 sec. / 265

Series I E-type Coupe - .35 x 2900 + 2.6 = 6.43 sec. / 265

Series III (71) E-type Rdstr. - .35 x 3435 + 2.6 = 6.43 sec. / 314

XJS Coupe G.T. .35 x 3707 + 2.6 = 7.15 sec. / 285

These do not include the XKSS or D-type which are certainly faster but not really a production car at 18 and 45 units respectively.

The above is a measure of acceleration; other measures may be top speed or lateral G's (gravity). Top speed is largely a function of the least aerodynamic drag and the ideal gear ratio.

The "Jaguar Sports Cars" by Skilleter rates the following cars thus:

- Series I E-type Rdstr. - 149 mph
Series I E-type Coupe - 150 mph
Series III E-type Rdstr. - 146 mph
Series III E-Coupe 2+2 - 142 mph

The aerodynamics of a coupe account for the higher top speeds than the open cars, except for the series III 2+2 which was considerable heavier and larger aerodynamically than its roadster counterpart.

Note: The series III did not include a 2 seat coupe.

The fastest Jaguar in top speed was a specially modified D-type which ran at 185.5 mph at Bonneville salt flats. The fastest Jaguar all around was the single XJ-13 never to be produced in numbers more than the one prototype.

How fast are you and your car? I would not recommend checking the top speed! The car, driver and track must be highly prepared for this to be reasonably safe, but there are other places to check yourself and car out.

The recent amateur slalom races have been sparsely attended by Jaguars. The times were always slower than the smaller slalom type cars, Porsche, TR-7, Sunbeam Tiger, modified version of Corvette and 240 Z but the big Jaguars do look elegant sliding through the turns, and there is no reason we can't compete among ourselves.

Every car is a series of compromises some more nicely balanced than others, performance is one of these compromises and within performance there is acceleration, top speed, handling, braking, etc.. In San Diego the most readily available speed competition, (unless one rents the Walibu carts) is the Slalom. They are very safe, since the turns are so many, that high speed is never possible, and a slalom proves-out the car and improves the driver.

