

Jaguar Tracks

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

MARCH 1980

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THE PRESIDENT'S MESSAGE

We can all be proud of our work and representation for the American Cancer Society. This is a worthy charity and hopefully we have contributed some assistance toward finding a cure for this dreaded disease.

Our next club representation will be at the World of Wheels Auto Show. Only four cars will be displayed, but it is important that we are involved in everything that will publicize the San Diego Jaguar Club.

Thanks to Frank Kovach and Bob Lakin for completing our 1980 dinner and events calendar. This should help everyone to plan far in advance for all activities.

Glenn Simpson

FEBRUARY DINNER MEETING

February 15, 1980. The February Dinner meeting was at Berkley's in Grossmont Center. This was the Club's first visit to Berkley's. It was different, I am told. Due to illness Ann and I did not attend. I will try to give the pertinent details and if I leave out anything or anyone that should be mentioned, please accept my apologies. There were varied opinions about the food, ranging from excellent to indifferent. There seemed to be a unanimous opinion about the music, however. It was loud.

President Glenn Simpson called the meeting to order. A Treasurer's report was given. Membership Chairman Randy Prine presented new members Joe and Frances Tarantino and Jim and Sheri Duffy. They were awarded their pins and decals by Randy.

There were about forty-five people in attendance. There were six people who made reservations but did not show up or cancel.

ASCOT 80

February 10, 1980. The Ascot 80 Car Show sponsored by the American Cancer Society was a very successful event. The walk-in attendance was above expectations and those who came were treated to an exceptional display of automobiles from Ford Model Ts to Rolls Royces, Jaguars, Packards, various antiques including a couple of one cylinder Merry Oldsmobiles. An outstanding example of American craftsman ship was the short wheelbase Duesenberg Roadster from the Briggs Cunningham Auto Museum at Costa Mesa. This fine automobile was one of two short wheelbase Roadsters and was originally owned by Gary Cooper. The engine on this car was somewhat modified and the performance was breath taking in its day and I am sure still is.

There were a number of motorcycles on display of both foreign and American makes. One old Harley-Davidson took me back to during WW 2 when I rode an identical machine to work.

The Jaguar Automobile Club of San Diego was well represented. Glenn Simpson was responsible for five cars, the Mark IX, a Porsche, Pontiac Firebird Convertible, an Austin- →

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FROM THE EDITOR

This is the time of year when most members dues become due, check your membership card to verify the expiration date. At the last business meeting it was decided to go back to pro-rating the dues so that all members have the same expiration date. This makes it much easier for the Treasurer to keep the books in order, and the people preparing the Roster each year will have a better chance for accuracy.

On Page 3 of this issue you will find an article by our new Columnist, Toni Ceaglio. Toni was given a free hand to select her subject and I am sure that her well written column will be of interest to all ladies, men too.

Healey and the XJS. Frank Kovach had his XK150S and a 1967 E-Type Roadster. The MG TC that John Dormer races attracted most attention by the racing exhaust when John arrived, likewise when it was started at the end of the show. It is a very nice clean car. Glenn Simpson's Mark 1X was voted the People's Choice award.

Bob Atkins and Glenn Simpson were introduced and thanked for their efforts in staging the show for the American Cancer Society. \$15,000 was raised by ASCOT 80 for the Society.

The crowd was entertained throughout the show by the many fine musical groups who donated their services for the occasion.

In connection with Ascot 80, Bob Atkins has asked me to extend his thanks to the people in the Club who brought their Jaguars for display and who gave so freely of their time in laying out the floor and parking the 88 vehicles that were shown. Dick Fuller, Frank Kovach, Glenn Simpson, Chuck Flack, Frank Owen, Randy Prine, Jim Duffy, Toni Ceaglio and Ray Tetzlaff were there with their cars and did a fine job getting things in order for the opening. Gisela Kovach spent hours on the door checking visitors in and out. Fay Flack stood by the coffee machine.

Bob wants to give special thanks to Norma Shiner for involving the Jaguar Club in arranging for the cars and getting us involved in this worthwhile event. To Glenn Simpson Bob gives thanks for his assistance in arranging for cars and transporting Bob to and from the many meetings necessary to finalize the show. EDITORS NOTE: While Bob Atkins is thanking everyone for their help and participation, he is deserving of special thanks for the many hours he spent on the telephone soliciting entrants and for the time spent in meetings with car clubs and owners of special automobiles. In addition to devoting his time and effort, he postponed a necessary bit of surgery until the car show was over. Bob is deserving of special recognition from everyone in the Club.

FEBRUARY BUSINESS MEETING

February 20, 1980. The meeting was called to order by President Glenn Simpson at 7:30 PM at the home of Chuck and Fay Flack. Members present: Randy and Marilyn Prine, Margie Simpson, Bob Lakin and Frank Kovach.

Treasurer's Report: Balance of \$637.24.

Old Business:

A. Dinners - Plans are set for the coming year. The October 10th Dinner will be a Pot Luck at Nancy Fenton's. Members are reminded that when they make reservations for dinner and are not able to attend they are still obligated for the cost of the dinner. The March 14th dinner will be at D'Onofrio's on El Cajon Blvd.

B. Membership - The motion was passed to have all memberships due on January 1 at \$20.00 for the calendar year. New member dues will be pro-rated after March at \$2.00 per month. New members were voted in. (See Page 4.)

C. Events - The events calendar is:

- March 23 - Borrego Springs Wild Flower Run.
Sponsor Bob Lakin.
- April 20 - Slalom with Mercedes Club.
Sponsors John Dormer, Les Lester.
- May 25 - Ensenada Run
Sponsor Chuck Manock
- June 28 - Tech Session
Sponsor Dick Fuller
- July 27 - Beach Party
Sponsor Frank Kovach

- Aug. 17 - Concours and Dinner at the Zoo.
- Sept. 28 - Timed Speed Event
Sponsor John Dormer and Les Lester
- Oct. ? - Sebastian's, San Clemente
Sponsor Toni Ceaglio
- Nov. 30 - Pine Hills Lodge
Sponsor Ute Lester
- Dec. 12,13- Christmas Party, Officer's Club, North Island.
Sponsor Bob Lakin

D. World of Wheels - Dick has three cars lined up. He needs one more car as we have entered four.

E. Concours - We need to be thinking of a person to be Co-chairman with Bob Atkins.

F. Cal Clubs Meet - Frank Owen and Randy Prine plan on inspecting the Kingsburg site when the weather improves.

G. Women's Brunch - March 22 has been set as the date for the women to meet for brunch, discuss possible activities for women and do some shopping.

New Business:

A. Norma Shiner is in Marcy Hospital quite ill. The Club will be sending her some flowers.

B. Jaguar Journal - The Fall 1979 issue has an article and several pictures of our Concours. The cover is a picture of the Jaguar we donated to the Zoo.

Adjournment: 8:50 PM

Respectfully submitted,
Mary Lou Owen, Secretary.

COMING EVENTS

MARCH DINNER MEETING

DATE: March 14, 1980. PLACE: D'Onofrio's, 7353 El Cajon Blvd., La Mesa. TIME: 7:00 PM for cocktails; 8:00 PM for dinner. MENU: New York Steak; Tossed Green Salad; Baked Potato; Hot Rolls and Butter; Dessert; Coffee. PRICE: \$11.50 per person. We have been here before, it was formerly Sexton's Steak House. Call Barbara Dormer, phone 455-0383 or Pamela Hodge, phone 460-7542. March is the birth month of our Club according to legend. Come out and celebrate with us.

MARCH BUSINESS MEETING

DATE: March 19, 1980. PLACE: Home of Glenn and Margie Simpson, 7635 Jennite Dr., San Diego, phone 461-7635. TIME: 7:30 PM. The weather should be better than last month so perhaps we can get a good turnout of new, dedicated faces with brilliant, new ideas.

BRUNCH FOR THE LADIES

DATE: March 22, 1980. TIME: 11:00 AM. PLACE: University Towne Center at the Magic Pan. Brunch will be from the menu. It is not necessary to make reservations, just be there by 11:00 AM. After brunch and planning of possible events there will be a shopping experience for those who so desire. Margie and Gisela are hoping for some enthusiasm from the ladies of the Club.

WILD FLOWERS AT BORREGO SPRINGS

DATE: March 23, 1980. TIME: 9:00 AM PLACE: Meet at the May Company Parking Lot in the usual area. This event doesn't always get a bug turnout but those people who have gone always report a beautiful drive and a good chance to exercise our Cats. Bring your own lunch. This worked out well last year. The cafes in Borrego Springs will only accept firm reservations so the picnic lunch works out better. Call Bob Lakin, phone 270-3843 →

CLASSIC JAGUAR ASS'N ANNUAL SWAP MEET

Don't forget, March 16, 1980 is the date for the Classic Jaguar Association's Annual Swap Meet, time 10:00 AM. This is open to both buyers and sellers, no charge for space. Go to Mike Garret's X-Per-Tee, 520 E. Dyer, Santa Anna. From I-5 take 405 to the Newport Freeway, turn right to Main St. exit, north on Main to Dyer.

TONI'S COLUMN

When I was asked to write an article for JAGUAR TRACKS, the door was left open to my choice of subject matter. It was felt that maybe some interest could be aroused in some of our ladies and encourage them to participate more in the Club activities if we had an article that was aimed at their interests. Well, being a firm believer in sticking to the subject in question, and being a dyed in the wool (English wool, of course) lover of my own Jaguar, I felt that maybe a lack of interest could be translated into lack of knowledge...after all, It's not easy to be interested in something that you just think looks terrific, but don't really know anything about. So, I thought maybe we could start out with some basic history on the Jaguar cars....one at a time. This month, the Jaguar SS100.

William Lyons entered the motor industry in the 1920s as a designer and builder of special coachwork for ordinary cars like the Austin Seven and the Standard Nine as well as for side-cars. His "Swallow" car designs, like his side-cars, were soon famous. His first SS car, the SS1, was launched in 1931 and built in Coventry. The first SS sports car, the SS90, was an attractive short-wheelbase mechanical version of the 20hp SS1 with a side-valve 2½ litre engine. The SS100, which was born in 1935, used the same SS1 type of chassis, but with suspensions and other details from the also-new SS Jaguar saloon cars. The engine was a Heynes-designed overhead-valve conversion of the original side-valve, 2,663cc Standard six-cylinder unit.

The first SS100 was sensational enough, but the 3½ litre version, announced in 1937, was even more so. The 3.485cc engine, although keeping some Standard parentage, was largely new, and very powerful. The car, priced at a mere 445 pounds (Pre-war conversion ration was about \$5.00 per pound, now it's about \$2.25) in Britain, could achieve just over 100mph and had the looks usually associated with Italian designed thoroughbreds. The SS100s, in 2½ litre and 3½ litre form did much for the SS company's prestige up to the outbreak of World War II.

The car made few concessions to comfort. Style and function was considered all-important, with performance a great selling point. One has to remember that in those days a 100mph maximum speed was rare, as rare as a 150mph maximum was in the late 1970s. The new engine was found to be very tuneable and a Jaguar development car eventually lapped Brooklands oval at 125mph in tests. Only 23 of the SS90 side-valve cars were made, but SS sold 190 2½ litre SS100s and 118 3½ litres. Only one car was built up (from a partly completed war time state) in post-war years. In Ian Appleyar's hands it was a remarkable competitive rally car. One fixed-head coupe SS100 was built and exhibited at the 1938 Earls Court Motor Show, this car still exists.

An SS100 was the lovely that took the Peoples Choice Award at our Fifteenth Annual Concours d'Elegance 1979, last August.

Toni Ceaglio

PERSONAIS

Ed and Joanne Van Patten will be leaving us in the near future. Ed is assuming a position with an Alaska based Building and Loan company and will be assigned to an office in Juneau, Alaska. He will be leaving our area about the middle of March. Joanne and the family will remain here until the school term ends, one of the daughters graduates this spring. Ed was Vice-president in 1978 and it was through his efforts that the Club was able to get its non-profit status and incorporation reinstated. He also did the audit of the Club's books for two years.

The Van Patten Mark 1X Saloon passed into the hands of Glenn Simpson as it would have been too much of a project to move it to Alaska. The Van Pattens will be missed but we wish them a full measure of success and happiness in their new home.

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Norma Shiner has been critically ill at Mercy Hospital. She is scheduled for surgery on March 4, 1980. Let's all say a prayer for her rapid recovery.

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Bob Atkins, after a long day at the Del Mar Fairgrounds at ASCOT 80, attempted to return to his home in the brand-new, borrowed Motor Home. Apparently a faulty gasoline filter prevented the \$25.00 worth of gas from reaching the carburetor. The vehicle stalled along so Bob waited for a passing Highway Patrolman to summon aid. A tow truck was called. The driver refused to tow the motor home without a signed release which Bob declined to give. Bob was taken to the nearest phone where he could call Nancy to get help. The driver took Bob back to the motor home; the charge for this service - \$49.00. Nancy got in touch with the vehicle's owner, who sent help. Bob reached home at about 9:30 PM, a six hour ordeal.

The next day Bob entered Grossmont Hospital for the postponed surgery on his leg. The surgery went very well and Bob is now at home recuperating.

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Ann and Ray Tetzlaff have taken turns at a long lasting virus infection. Ann is fairly well recovered, but Ray is still having the headaches that are quite painful. He is making slow progress toward recovery. Blame the lateness of this issue of JAGUAR TRACKS on the virus. Next month should be better.

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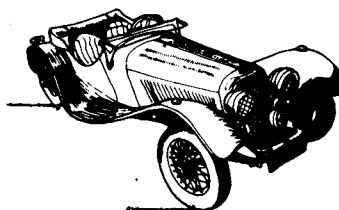
Several of our Jaguars are enroute to Germany. Dick Fuller sold his outstanding AK120 Roadster and Frank Kovach parted with his XK150S, his 1967 E-Type Roadster and the red E-Type V-12 Roadster. All brought good prices and were purchased by a West German dealer for resale in Europe.

SPECIAL NOTICE

Thank you everyone for your remembrances during Patti's illness and for your thoughts after her demise. You really made us feel welcome. I'll see you soon.

Thanks again,

Dave Schoolcraft



CONCOURS D'ELEGANCE RULES, PART TWO

For this article we will give highlights of "Judge's Guide to Vehicle Evaluation, Chapter III of "THE JUDGE'S INSTRUCTION MANUAL." The form of the text will be followed.

A. Exterior (290 points)

1. Condition of body, paint, top, tonneau-boot and side curtains.

(a.) Body. Inspect for originality of body panels. If replacement panels have been installed, ascertain authenticity of materials (i.e. no fiberglass.) Look for excessive misalignment of doors, bonnet and boot lid. Check for rot, dents and determine if the body has been altered in any respect from the original design.

Include condition of all rubber mouldings and mounts, gasketing and windscreen wiper blades.

(b.) Paint. Consider the overall appearance while inspecting for originality/authenticity of colors and type of paint. Include depth of finish, and look for nicks, stone chips, scratches, checking or crazing of the paint.

Overspray on a repainted car may be noticeable on the chrome trim, rubber mouldings, or in the engine compartment due to improper masking.

(c.) Top, Tonneau/Boot cover, Side Curtains. Inspect for originality/authenticity of materials, appearance (especially cracks, peeling and tears), and cleanliness. Include in your evaluation the fit of the item. Note that side curtain perspex and window in soft top are considered under Section 5.

2. Chromework including Accessories.

Inspect for originality/authenticity of chromework. Common flaws are discoloration, pits and scratches. If items have been re-chromed, look for grind marks, major changes in coloration (i.e. nickel showing through), loss of definition through overworking in preparation for re-chroming. Inspect accessories for originality as factory or dealer-installed optional equipment. At the same time, remember to inspect chrome resonators and tail pipes if appropriate. (Note: British chrome tends to have more of a bluish cast than does American.)

3. Condition of Wheels.

(a.) Painted wheels. Inspect for originality/authenticity of color choice, and condition of paint. Consider the rim itself; is it dented or scratched? Include the condition of the spokes as well as any road grime in your evaluation. In the case of both painted and wire wheels, determine if the correct size and type of wheel is on the car.

(b.) Chrome wheels. Inspect for originality/authenticity of wheel, including the correct model and size for the car. Consider condition of spokes, and road grime.

4. Condition of tires.

(a.) Inspect for original/authentic tires, or replacement with comparable or superior equipment of proper size and comparability with the vehicle (i.e. an XK120 should not be shod with a steel belted radial.) It is not appropriate to the era of the car, nor was such a tire available at the time.

(b.) Look for abnormal wear, blemishes, chunking of tread and presence of valve caps. Consider cleanliness and appearance. Take into consideration that most cars were available from the factory with either white or black wall tires.

5. Glass, including Side Curtains and Wind-ows in Soft Tops.

(a.) Inspect for originality/authenticity

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(the Triplex design should be visible). Consider also the clarity of the item; check for scratches, pits, discoloration or separation of the laminated layers which often happens in the corners of the windscreens.

(b.) Inspect glassed-in headlamps of the kind found on the E-Type series. Remember to look at the glass lenses of the Classic series headlamps, up to but not including the Mark V or any XK120 with PV Tribar lamps.

In cars with sealed beam lamps, check and see if lamps are identical in make.

(Next month we will cover section B, Interior.)

THE MARKET PLACE

Pamela Hodge recently had the brakes overhauled on her E-Type V-12. She replaced the brake master cylinder and as a result has a good used master cylinder for sale at \$30.00. If interested call her at home 460-7542 or at work 466-3271, code area 714.

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1954 XK120 Drop Head Coupe, good mechanical condition, recent engine overhaul. Will sell or trade for early E-Type. Prefer a roadster but will consider a coupe. Any deal negotiable. Jim Poleski, 5952 Trojan Ave., San Diego, CA 92115, phone (714) 286-0603.

LETTER

Dear Club Members -

Lee and I are finally feeling "at Home" here in Oregon. It's been quite an adjustment, after San Diego.

We were in our new house for only 2 days when "The Ice Storm of 1980" struck, isolating our area without electric power for the following 5 days. We groped around and over the packing boxes during that time, unable to do much except keep warm. Luckily we found the Coleman lantern and stove and one of our new neighbors loaned us a can of fuel until we could get some. It was a unique way to meet our new neighbors, but not the most comfortable.

Lee is busy at work with his new customers. He spent last week in Idaho and endured even lower temperatures than we've had so far in Oregon.

Now that I've unpacked, repacked and re-arranged everything to my liking, I am pursuing a job, too. It's been difficult, but I am determined! People are friendly and helpful - we feel like pioneers of sorts - it really is a matter of survival. I've taken too much for granted so far.

It's nice to read about club activities in JAGUAR TRACKS. We haven't missed an issue since we left. We're planning to get some information about the club here and get out and meet some of the members. Lee and I are hoping to see some of you at the Oregon location of the Western States 1980 in Bend, Oregon. I think we'll still be here in July.

We'll be in touch - we miss seeing you all.

Love,

Vera and Lee

NEW MEMBERS

| | |
|--|---|
| Charles Peterson 62 Milan Ct. Chula Vista 92010 | 420-7231 |
| Christian J. Luecke 17321 Grandee Place SD 92128 | (Mary Joan "Jo") 487-8734 67 E-Type |
| Associate Members | |
| Barbara Cotrell 713 Mario Drive Solana Beach 92075 | (Ian) 481-0199 72 XJ-6 |