

Jaguar Tracks

JAGUAR AUTOMOBILE CLUB, INC.
OF SAN DIEGO, CALIFORNIA

OCTOBER 1981

FOUNDED IN 1959

CALENDAR

OCTOBER 9-11
Cal Clubs Meet at Solvang, CA.

11 50
23 00

OCTOBER 16
Dinner Meeting—Jolly Roger on Clairemont Mesa Blvd. Top Sirloin will be featured, \$11.50 per person. Cocktails at 7 p.m. and dinner at 8 p.m.

OCTOBER 25
RALLY IN RHYME & SHOWTIME—Meet and Balboa Park and finish at Fiesta Dinner Theater. (See article.)

NO HALLOWEEN PARTY THIS YEAR!

NOVEMBER 13
Dinner Meeting at Caesar's in Mission Valley

NOVEMBER
Pine Hills Lodge Brunch—date to be announced later.

DECEMBER
Annual Christmas Dinner Party at North Island Officers Club. (This event will be held on a Saturday this year.)

JAGUAR Automobiles

THE BEGINNING

By Ray Tetzlaff

William Walmsley, son of a well to do family with time and money on his hands, indulged in tinkering with motorcycles. He purchased crates of WWI surplus Triumphs, rebuilt them and sold them to the public. There was an unsatisfied appetite for motor transportation at that time and the reconditioned Triumphs fit into many tight budgets of the day.

Walmsley decided to broaden his field and began building sidecars to attach to his motorcycles. He developed a unique design with octagonal shaped bodies, sporting a bullet-type nose. Eight polished aluminum panels were formed over an octagonal ash frame of a tubular design bought from Haydens of Birmingham. It was the style in those days, 1920, to install a disc cover over the wire wheel. This was often done on automobiles and was a custom sometimes followed by Jaguar at a later date. The first one was actually registered in 1921. Walmsley's sister did the trimming and after Walmsley's marriage his wife also did this work.

The Walmsleys moved to Blackpool into a new house in the better part of town. On the premises was an outhouse large enough for a couple of automobiles. It was in this building that Walmsley built his sidecars after the move.

On the next road over lived William Lyons. The attractive sidecar parked in front of the Walmsley residence attracted the attention of young Lyons. The 20 year old Lyons was already involved with motorcycles, racing Nortons and Brough Superiors in the area. He had tried his hand at salesmanship, and soon after acquiring one of the new sidecars he realized that the Swallow Sidecar, as it was known, might represent a great business opportunity. The styling and workmanship was far ahead of contemporary models sold by competitors.

Lyons approached Walmsley about a partnership, and the Swallow Sidecar Company was formed on September 4, 1922 after Lyons had reached the legal age of 21. Financial backing was by a L100 overdraft guaranteed by the parents Tom Walmsley and William Lyons, Sr.

New premises were found and with a work force of six or seven men production increased rapidly. Within a year a warehouse had to be added and soon a nearby building opposite the factory had to be leased.

The sidecar business grew, and new quarters were opened where operations could be centralized and the manufacturing of sidecars continued here for forty years. The designing and building of a couple of small automobiles

Continued on page 6

October Event

RALLY IN RHYME & SHOWTIME—

October 25th, Sunday. Meet at parking lot in south Balboa Park on 8th Avenue next to the Police Radio Station at 8:30 a.m. Leave 9 a.m. SHARP! Rally will end at Fiesta Dinner Theater for luncheon and play, "Tribute", a comedy by Bernard Slade, author of "Same Time Next Year." Lunch will be at

11:45 and the play will begin at 1 p.m. Cost is \$10. for each (lunch & play) per person. It isn't necessary to attend the luncheon and play if you only want to participate in the rally. Also, you may attend lunch without staying for the play. For more information call Bob Atkins at 466-7903.

Meeting Minutes

Business Meeting
September 16, 1981

The meeting was called to order at 8:00 PM at Mary Lou Owen's home. Members present were Jack & Marian Butler, Margie Simpson, Bob Lakin, Bob Atkins, Pam & Bill Hodge, Ray Tetzlaff, Joe & Francis Tarentino.

Old Business:

A. Membership—Francis reported 29 applications pending. Voted into membership were Dick Evans, Betty Brown and Randy & Debbie Owens.

B. Newsletter—Barbara Carpenter will be helping Bev with the Newsletter. She will be addressing and mailing out newsletters.

C. Dinners—

Oct. 16—Jolly Rodger on Clairemont Mesa Blvd. Top Sirloin will be featured.

Nov.—Caesar's

Dec. 12—Christmas Party on Saturday at North Island

D. Events—

Oct. 9-11—Cal Clubs in Solvang

Oct. 25—Rally and Rhyme to include a Sun. brunch

Nov.—Pine Hills Lodge

NO HALLOWEEN PARTY THIS YEAR!

It was decided to offer the silver jackets from Horizon Co. for sale at the Pot Luck.

Also posters from Hemmings are going to be ordered and offered for sale at \$3.50 ea.

New Business:

A discussion was held on the merits of supporting a Jaguar race car. There is one currently on the race circuit soliciting support from Jaguar enthusiasts. It was decided to poll the membership at the Pot Luck to get their reaction to contributing \$100 to a race car.

The motion was passed to establish our bank account as a two signature account in 1982. The President and the Treasurer would be signers.

A. Nomination Committee—Consisting of Chairman Bob Lakin and members Ray Tetzlaff and Margie Simpson is busy selecting nominees for offices in the club.

B. Next Business Meeting—Will be held at Pam Hodge's home on Oct. 14th.

Adjournment: 9:10 PM

Respectfully submitted,
Mary Lou Owen, Secretary

SAN DIEGO JAGUAR CLUB



President, Glenn Simpson
7635 Jennite Drive
San Diego, CA. 92119
(714) 461-7635

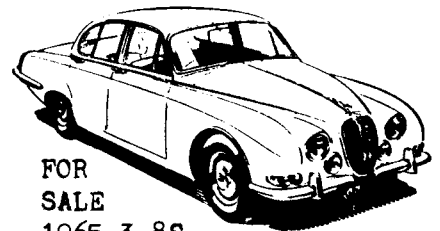
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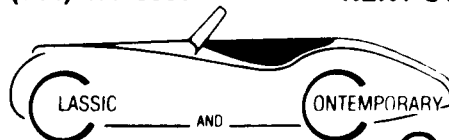
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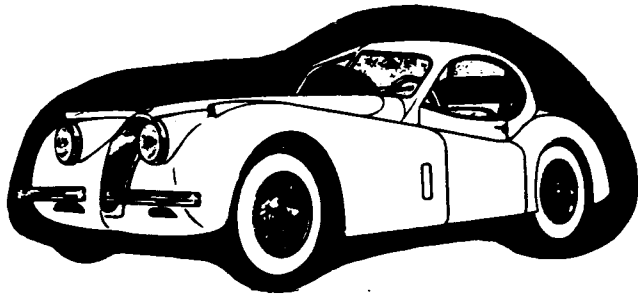
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You have a recurring nightmare the week before the Concours that you forgot to re-install the spark plugs...

You suddenly discover that you have more back copies of "The History of British Automobiles" than you do of "Playboy."

The IRS audits your tax return because you list your "E" as a dependent...

Your teenage son says he likes a 280-Z better than your Jag and you don't speak to him for six weeks...

You don't tell the college buddy you haven't seen in 15 years about what's in the garage because he might ask for a ride...

The President of your company makes an offer for your Jag that you can't refuse...and you refuse...

Your wife tells you, "It's either me or that car!" and you ask for some time to think it over...

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MEMBERSHIP

Some members keep their organization strong,
While others join and just belong.
Some dig right in, some serve with pride,
Some go along just for the ride.
Some volunteer to do their share.
While some sit back and just don't care.
On meeting days some always show,
But then, there are those who never go.
Some always pay their dues ahead,
Some get behind for months instead.
Some do their best, some build,
some make,
Some lag behind, some let things go,
Some never give, but always take.
Some never HELP THEIR ORGANIZATION GROW.
Some drag, some pull, some don't, some do.
WHICH OF THESE ARE YOU?

Thanks to JAGUAR TALES
for both items on this page.



14th JCNA Annual

Official Minutes of the 14th Annual Meeting of The Jaguar Clubs of North America, Inc. (April 25, 1981)

A total of 32 delegates assembled at the Peachtree Plaza Hotel, Atlanta, Georgia. These delegates represented 30 JCNA affiliates, 8 by proxy. The meeting was called to order at 9 AM by Fred Horner, secretary, JCNA, and Mike Cook, vice-president, JCNA. The following delegates answered the roll call:

California: JOC of Los Angeles, Bill Streitenberger & Bill Lauteri; Sacramento JC, Lionel Richards
Colorado: Rocky Mt JC, Robert Adler & Roy Lange
Connecticut: JC of So NE, Richard Podoloff & Robert Aldridge
Florida: JC of Florida, Chuck Dineen & Louis Freiberg; So Florida JC, Robert Lyon & Peter Freed
Georgia: The Atlanta JS, John Mannino & John Steen
Indiana: Indiana JC, David Wathen
Kansas: Great Plains JOA, Jack Stamp
Massachusetts: NE XK A, Gail Graff & Warren Cossitt
Michigan: JAG of Mich, Tony Selewski
Missouri: JC of St Louis, Harry Feigenbaum

New York: Empire Div JCNA, Al Garz & Karen Miller; Jaguar TC, Joseph & Selma Halperin; Long Island XK Register, Lou Carlo
Ohio: JA of Central Ohio, Steve Olesky & Margaret Hill
Oklahoma: JC of Tulsa, Jerry Neil & Gene Carpenter
Pennsylvania: Delaware Valley JC, Rudy Horwitz
Texas: JC of Austin, Al Simmons; JC of Houston, Richard Darnell
Virginia: Nations Capital JOC, Jean Young
Canada: Ontario JOA, Mac Hunter & Mary Hunter.

I Introduction to the meeting

Following the roll call, brief remarks were made by John Steen on behalf of the Atlanta Jaguar Society, the host club; by Andrew Whyte representing Jaguar Cars and Sir William Lyons; and by Mike Cook on behalf of Jaguar Rover Triumph Inc.

II Administrative assistance by the clubs to JCNA via two committees

After due consideration and discussion it was decided that under the above heading the most important matters which the clubs could help with were;

- Keeping the JCNA Directory of Clubs up-to-date.
- Seeing that all clubs produce on a regular monthly basis a good newsletter, which is to be sent to all other JCNA groups with emphasis on the clubs in their region.
- Concours date booking to be made with Leonia via the Regional Director. Other event dates to be settled amongst the clubs themselves in their respective regions and recorded. After a lot of discussion about the forming of an Administrative Committee it was decided that, as pointed out by Mr Jack Stamp and Mrs Selma Halperin, inasmuch as the current Concours Committee had very little work to do, was already set-up and working satisfactorily, a motion was made that it should assume the Administrative duties as well. This motion was voted upon and approved. Accordingly the present Concours Committee now becomes the National Administrative Committee with each Regional Representative forming his own Regional Committee. In line with the foregoing it was decided the clubs would produce the requisite number of Concours Judging Sheets each required from a master copy supplied by Leonia (after the A. G. M. . it was found to be possible for JCNA to print the

new sheets and these have now been distributed), also each club is to make 100 copies of their respective Directory sheets as necessary (e.g. listing new officers or changes and/or changes in information sheets). These to be sent to their respective Regional Representative who is to forward them to Leonia for distribution to all holders of the Directory.

It was further decided that beginning with the 1982 Concours season all clubs must have their Concours dates set up and approved (e.g. with no clash) by 31st December of the previous year.

At this juncture the critical importance of inter-club communication was emphasized. A motion by made by Mr Jack Stamp and approved, to the effect that as usual, all clubs send two delegates to the Annual General Meeting.

Regional representatives are to form their own Committee, all clubs in the respective areas are to be notified of date of election and to put up candidates who are interested in being elected.

III Consolidation of concours classes and change in point requirements for trophies

- Consolidation of Concours Classes. This was not accepted by a unanimous vote. None of the clubs present expressed any interest in this idea. At this time Mr Cook pointed out that increasing restrictions discourages entries and membership is not helped. Concours Rule Books to be amended by the holders.
- This change was accepted by a vote of 31 in favor and 20 against. The changes being as follows:

1st Place	85 changed to	90 points
2nd Place	75 changed to	80 points
3rd Place	65 changed to	70 points

III A Concours committee comments to be added in rules book by all holders of same

Original judges for each and every class to judge all cars in class. There must be no change of original judges. In the Competition Class particular attention is to be paid by both entrants and judges to the requirements for this class of car as set forth in the JCNA Concours Rules Book. Submitted by Mrs Miller as a direct result of complaints lodged with the Concours Committee concerning these matters.

IV Eligibility of Daimler cars in JCNA events

It was decided that Jaguar based Daimler derivatives be accepted and could be entered by year in appropriate class. Choice Two of Mr Mac Hunter's (Ontario Jaguar Owners Association) presentation, with the exception of the SP250, was unanimously approved. The choices submitted were:

- Owners of Daimler Models produced 1960 and on be eligible for JCNA Membership and the cars should be judged in Classes as follows:

Daimler Sovereign and Double-Six, 1974 and on, Class 11 (with XJ6 and XJ12 Sedans, Series II).

Daimler Sovereign (XJ Type) 1969-73 and Double-Six 1972-73, Class 10 (with XJ6 and XJ12 Sedans, Series I).

Daimler Sovereign 1966-68 (420 Type), Class 9 (with 420 and older sedans).

Daimler 2½ Litre V8 Saloons and V8 250 Saloons, Class 9 (with Mark II, 340 and older sedans).

Daimler DS420, 1968-73, Class 10 (with XJ6, Series I).

Daimler DS420, 1974 and on, Class 11 (with XJ6, Series II).

Daimler SP250, 1959-64, Class 5 (with early E-types).

Daimler Majestics and Majestic-Majors, 1958-68, Class 9 (with older Sedans)

Meeting 1981

2. That the foregoing guidelines should apply, but only Daimler Models that closely resemble Jaguar Models to be recognized for Membership eligibility and Concours Entry in the appropriate Classes. That is, Daimler SP250's, Majestics and Majestic-Majors would **not** be considered eligible, but other models would be classified as listed previously.
3. That Daimlers from 1960 and on be recognized and that a separate additional Class be established in which all recognized Daimlers would compete.
4. That Daimler's should **not** be recognized for Membership or Concours participation.

JCNA will issue amended sheets for Concours Rule Books.

IV A National administrative committee elections

Elections for Regional Representatives are to be held every year. If there are more than two candidates then voting takes place in Regions to select two. Complete background information is to be supplied to A.G.M. where final voting to select the representative will take place. The current delegates to arrange this for 1982. Nominations and regional elections to be held by 31st December 1981 for 1982 and same timing applies in following years. A nominee does not have to be a delegate at A.G.M. The full agenda to be submitted to all clubs one month ahead of A.G.M. date. The voting for the National Administrative Committee for 1982 results as follows:

Chairman	Mrs Karen Miller (Empire Division)
NW Region	Bob Broderick (JOC Oregon)
SW Region	Bill Streitenberger (JOC Los Angeles)
S Central Region	Jack Stamp (Great Plains JOA)
N Central Region	Dave E. Wathen (Indiana JC)
SE Region	Woody Poor (Atlanta Jaguar Society)
NE Region*	Bob Aldridge (JC of So. New England) Joe Halperin (Jaguar Touring Club)

*Dual delegates. This unusual and unprecedented representation was decided upon as a result of the delegates being unable to elect one man. Two written ballots were held but there was a tie in each case: 28 for Halperin; 28 for Aldridge. This does not set a precedent for the future. There must be a slate of candidates by date mentioned.

V Establishment of regional concours championships

A program to this effect is being organized for this year by the NE Region Clubs and a report is to be written up for the A.G.M. 1982. Each contestant has to compete in **four** Concours. Contestants are to select their four best scoresheets and forward them to the Regional Representative at the end of the season. The main idea behind this project is to stimulate interest in the National Championship program and encourage more participation. One scoresheet per car per meeting. Propose \$10 entrance fee to cover cost of trophies.

VI New concours scoresheet as submitted by Mr Al Simmons, Jaguar Club of Austin, Texas

All clubs have received a copy of this scoresheet. Mr Simmons has put a tremendous amount of work into the production of this scoresheet, the main object of which is the standardization of scoring which has long been a bone of contention, particularly between East and West Coast Clubs. All the clubs have been asked for comments and suggestions most of which have been incorporated.

At first one is inclined to be somewhat scared at the detail on the sheet. However, after you have become more familiar with it you must agree that this negative score system will speed up judging plus, of course, to help in this all judges must read the instruction sheet. The other points in its favor are:

- It helps to train judges
- Aids novice and unexperienced judges
- Helps the entrant to understand how his car is going to be judged and the results show him his weak points

There is nothing on this scoresheet which is contrary to National Concours Rules.

In support of this scoresheet, Al Simmons gave an excellent slide presentation during the course of which he explained the reason for the pros and cons of all sections of the sheet. After this he was cross-examined by a good number of the delegates on a number of points, all of which he explained to their satisfaction. The whole presentation and question and answer period went on for over an hour and when it was finally voted on, was approved for use in this year's JCNA National Championship Concours with the proviso that any refinements necessary would be made for next year. The voting was 53 in favor and 5 against. Mr Cook at this time asked Mr Simmons if he was willing to poll the clubs again in regard to any refinements and Mr Simmons said he was.

VI A National Meet: 1982

At the A.G.M. in 1980, Roy Lange offered to gather material for a presentation in support of a National Meet at the Indianapolis Speedway. In the interim he moved to Denver and Dave Wathen submitted the following in support of a National Meet at Indianapolis: A three-day weekend at the end of August, 1982. JCNA Concours, use of track possibly, A.G.M., Banquet, Auto Museum, etc. The local hotel is a Holiday Inn, approximate cost for hotel and banquet \$150.

The above with a view to get a meeting of this type organized in a central location. At Atlanta the interest in the concept was good. Further to which Mr Cook said he will poll all clubs on their member's interest when he

sends the minutes of A.G.M. '81 to them, in which manner there will be something concrete to work on.

VII Location of A.G.M., 1982 and 1983

- Los Angeles/Lake Tahoe (1982)
- Toronto, Canada (1983)

This closing item on the agenda evinced lively response and offers from clubs to host the A.G.M. as follows:

1982

Rocky Mountain Jag Club	Denver
Jag Owners Club LA	LA/Lk Tahoe
Delaware Valley	Philadelphia
Sacramento	Sacramento

1983

Ontario J. O. Assoc.	Toronto
Jag Club of Florida	Ontario

Closing the meeting Mr. Homer thanked the delegates for attending and their respective contributions. He thought that the new delegates, some from clubs never represented before, found the meeting interesting and constructive. He also thanked the A.J.S. for hosting the A.G.M. in Atlanta in 1981, also Al Simmons for the work he had done on the scoresheet.

Notes:

- a) The national office of JCNA has had the new scoresheets printed in pads of 100 and distributed to the individual club concours chairman or president.
- b) The national office will prepare new pages for the Rule Book to cover the changes made in trophy points, Daimler eligibility and the requirement that a judging team complete a class without change in team members.
- c) JCNA has distributed the 1981 Concours dates.



Continued from page 1

made many prospective customers turn to four wheels. These two cars, the Austin Seven and the Bull Nosed Morris were to play an important part in the future of Swallow Sidecars Company. The Austin Seven's success made an impression on both Lyons and Walmsley.

The Austin Seven had the body mounted on a separate chassis. The partners decided that with the acquisition of a running chassis they could fit it with a fashionable, high quality body . . . This could be done at a price that made them cheap to buy. The Austin Seven has been called the Model "T" of England.

The Austin chassis needed only an angle iron brace at the rear. Springing remained standard. The body was a two seater with a rounded tail and nose. It was built of aluminum panels on wood frame. The interior was new and the plain dash was replaced by Swallow's completely instrumented one. The Swallow Seven became a commercial success. There were a few design adjustments that had to be made, of course, but they were minor and easily done.

A few cars were built on the Morris Cowley 1500 cc. chassis, but Kimber of the Morris factory had started their own project on the Morris Oxford 1.8 litre car. Those done by Swallow did not survive.

In November of 1928 Lyons drove one of the Swallow Sevens to London to contact the Henley firm hoping to obtain a dealer for the new cars. For exclusive distribution rights for their area, including Bristol, Henleys gave Lyons an order for 500 automobiles. Thus began a relationship with Lyons and Henley that remains in effect to this day.

This order led to many production problems that were solved and eventually led to the move to Coventry to secure larger quarters for their production lines. The firm developed bodies for other makes but in 1931 decided to manufacture a car under their own name using a chassis secured from Standard Motor Company of Coventry. From this origin Jaguar as we know it eventually evolved.

In this article I had in mind spotlighting William Lyons' seldom mentioned partner, William Walmsley. There seems to be little actual mention of Walmsley in most histories of the company, but it was his design of the original Swallow Sidecar that inspired Lyons to enter into a partnership and

Do You Speak "English"?

It is interesting that the English don't speak "American" and that we don't speak "English". In order to be a proper owner of a Jaguar, you should know

your auto. Below is an "English-American Auto Glossary". (From April issue of "Skinned Knuckles".)

"BANGER" - A tired, old car

"BIG ENDS" - Connecting rod bearings

"BONNET" - Hood

"BOOT" - Trunk

"BREAKER'S YARD" - Junk yard

"BULKHEAD" - Firewall

"CABRIOLET" - Convertible

"CLAPPED OUT" - Worn out

"DICKEY" - Rumble seat

"DIP SWITCH" - Dimmer switch

"EXHAUST SILENCER" - Muffler

"FACIA PANEL" - Dashboard

"HOOD" - Convertible or roadster

"MARQUE" - Make

"MOG" - Morgan

"OVERRIDE" - Bumper guard

"PETROL" - Gasoline

"PROPELLER SHAFT" - Drive shaft

"ROTBOK" - A rusty, rotten car

"QUARTER LIGHT" - Vent window

"SALOON" - Sedan

"SCUTTLE" - Cowl

"SIDE LAMP" - Parking Light

"SQUAB" - Seat back

"STRANGLER" - Choke

"SUMP" - Oil pan

"TINWORM" - Rust, rot

"WHEEL BRACE" - Lug wrench

"WINDSCREEN" - Windshield

"WING" - Fender

"WORKS" - Factory

launch the company. Walmsley was, by choice, happier doing development work on new designs, supervising the manufacturing and letting Lyons be the front man. This partnership continued until 1935 at which time Walmsley let it be known that he would like to retire. A new car was being brought out and the company was going to be re-organized. He was ten years older than Lyons and preferred to be involved in a smaller company. He sold his shares in the Swallow firm for cash and moved to Coventry until about a year before his death in 1961. □



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Overheating Problems?

by Kent Stenberg

The term "overheating" is not always used in referring to a precise condition. When the temperature needle moves above its normal position, is the engine really overheating, or is the rise in temperature normal due to the operating conditions? Maybe that uncertain feeling you have is correct and you should stop for an inspection. This month and next I'll give you some information that may help in making correct decisions about your car's cooling system.

First, two points of caution. Don't ever release the coolant cap (pressure cap or filler cap as on the XJ-6) on a hot engine unless you understand the conditions with which you are dealing. The release of pressure can cause hot liquid to blow or spray from the coolant opening. If your car has indeed overheated and lost its coolant, *don't* drive to a repair shop to have it checked unless you are prepared to pay for the resulting damage.


Modern cooling systems that operate with anti-freeze mixtures (50% anti-freeze - 50% water) and coolant pressure caps of 14 to 18 pounds range have boiling points in excess of 250 degrees Fahrenheit. As long as the coolant

doesn't boil, it's able to dissipate heat from the engine continuously. If the coolant starts to boil, heat is not released in a continuous process and damage can occur. Once boiling starts steam forms, raising the pressure in the cooling system which exceeds the pressure cap limits, causing fluid to be pushed out the overflow vent.

If you have a loss of fluid from the overflow vent while driving, you have an overheating problem. If a loss of fluid from the overflow vent happens after the engine is shut off, it is because the continuous process of heat dissipation has been interrupted, but doesn't necessarily mean that you have an overheating problem.

If the car has been working in extreme conditions (heavy load and/or hot day) let it run at a fast idle (150 RPM) or drive moderately for several minutes before shutting off the engine. Spraying water across the radiator while at a fast idle will cool the system rapidly because of faster heat transfer due to the evaporation on the radiator fins.

Basic items to check are the hoses, upper and lower radiator and the always-hard-to-see heater hoses. Physically tighten all clamps, and if the clamps are



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cutting or cracking the hose know that it's time to replace that hose. The price of hoses, even Jaguar prices, are less expensive than engine damage. Have the coolant pressure cap checked on a pressure tester, and also apply pressure to the cooling system above the coolant cap pressure for twenty minutes. This will most likely uncover several leaks that would otherwise be missed.

More next month!



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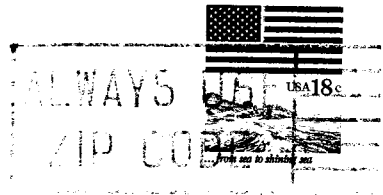
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