

BATIMORE

# Jaguar Tracks

JAGUAR AUTOMOBILE CLUB, INC.  
OF SAN DIEGO, CALIFORNIA

November 1982

Founded in 1959

## CALENDAR

### COMING EVENTS

November 12th

Election Night - Caesars - Mission Valley. Cocktails 7:00 - Dinner 8:00. \$10.00 per person.

★ ★ ★

November 14th

Pine Hills Lodge Run, meet at May Co. parking lot at 9:00 a.m. as we must be at Pine Hills by 10:30. The cost will be around \$8.25.

★ ★ ★

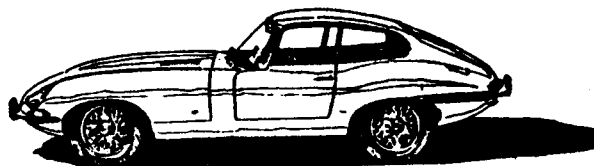
November 17th

Business Meeting - 7:30 - Pam & Bill Hodge. Call - 460-7542 - 7553 El Paso, La Mesa.

★ ★ ★

December 18th

CHRISTMAS PARTY - NAS Officer's Club. 7 p.m. Saturday - Come and bring a gift. Details in next newsletter.



### LOOKING BACK

by Ray Tetzlaff

1952 was the year I went from two wheels to four for my personal transportation. Of course, there had always been a family sedan for our outings and getting from here to there when others in the family were involved. I had been riding two wheels, the Harley-Davidson kind, for about ten years. Traffic in San Diego had increased, getting crowded by inconsiderate motorists didn't add to the exhilaration of wind-in-the-face motoring and possibly the novelty was wearing thin. Regular changes in working hours often found me riding in damp fog, cold rain and equally cold wind. Frequently my clothes were wet when I arrived at my destination. High points were the still pleasurable memories of two 5,000 mile vacation trips that not many people can look back on.

After having quit the motorcycles a couple of times before, I finally decided to make a definite break to something else, something I could afford, too. Imported automobiles were becoming more interesting to me, I have seldom followed the popular taste in such things. In the late 1940s the MG TC had made its debut at a La Jolla dealership. I had been interested but the price of \$2,300 was a little beyond my budget for a second car. I became acquainted with the manager of the San Diego branch of the La Jolla dealer, located in the vicinity of State and A

Streets, I believe. They handled MG, Morris, Singer, Jaguar and Bentleys. I drove a number of Morris cars. The Minor convertible was a solid, good handling car but lacking in power. The Morris Oxford was a larger, four door sedan. They were not very popular here but in England they had the reputation of being very reliable and long-lived. They were often used as taxis.

I finally purchased an Austin A-40 Devon Sedan. Mine had leather in both front and rear seats, and some of them had vinyl in the rear. It was fitted with a sunroof, overhead four-cylinder engine and a very solid body mounted on a separate frame. I really enjoyed the car and was very proud of it for about four years. After I had the car a while someone informed me that my wife didn't share my enthusiasm, she was used to a larger car with better performance. This little sedan had a trunk lid that folded down from the top like the Mark IVs that we see at the Concours. On this trunk lid I hauled many heavy loads of trash to the dump, building materials and other weighty things with no bad effects. There was also a complete tool kit, tire pump and a crank. The engine could be started with the crank on those occasions when the battery was on low charge, which could happen with too much town driving at night as the generator did not put out many amps

Continued on page 4

### MESSAGE FROM MARIAN

How do you want to serve this Club? Hope you have been thinking about it. The membership has doubled during the last 18 months. We have been trying hard all year to arrange events that would appeal to everyone. I hope that you will think seriously about being on a committee next year. The people on the various committees are the ones who keep this club active.

One of the major and most important areas we are in desperate need of help is the NEWSLETTER. Bev Holle is "retiring." She has done such an excellent job the past few years. The Newsletter is our mainline of communication among the members and other clubs. We cannot function very well without it, if at all. In the past it has been basically a "one-person" operation, which is quite a heavy duty. In talking with other clubs, I have learned that they have a Newsletter Committee. In most cases, the Editor and committee meet once a month to assemble the material for printing. We are certainly open for suggestions in this regard. We have done real well in getting commercial advertising, due largely to the fact that we have such a good Newsletter. We are also fortunate in having members who submit articles each month.

We need to start NOW preparing for the January issue. If you will call me I will schedule a meeting during November so we can adopt a format and organize for our 1983 Newsletter. Believe me, it is very important and will only require a few hours of your time a month. I think you will agree that the Newsletter should be a team effort and not the sole responsibility of one person. So, please HELP!

Marian

### BUSINESS MEETING OCTOBER 15, 1982

The meeting was called to order at 7:45 PM at Lew and Lucia Skaug's home. Members present were Marian Butler, Lew and Lucia Skaug, Bill and Pam Hodge, Ray Tetzlaff, Wright Benson, Margie and Glenn Simpson, Mary Lou Owen and Barbara Carpenter.

Secretary, Barbara Carpenter read the minutes of the September 15, 1982 meeting. They were approved as read.

*Membership:* Members to be voted in were Russell and Mary Ann Ogle, Mark La Favor and John Hoy. They were all voted new members. There are 18 pending applications.

*Old Business:* Marian Butler reported on the British Car Day activities. Our club did very well in almost all events and everyone attending had a good time.

*New Business:* Everyone attending the Christmas Party should bring an unwrapped children's toy, minimum cost of \$5.00. Pam Hodge will coordinate distribution of the gifts.

Glenn Simpson made a motion that we carry over a minimum of \$750.00 from the treasury. The balance will be spent on the Christmas party for complimentary wine and door prizes.

Glenn suggested that a Hospitality

Chairman be appointed to act as hosts and hostesses at each meeting to make the newer people feel more welcome. Also suggested was a ribbon attached to the name tags designating the newer members and guests.

The next business meeting will be November 17, 1982 at the home of Pam and Bill Hodge.

The meeting was adjourned at 8:50.

Respectfully submitted,  
Barbara E. Carpenter  
Secretary

### SAN DIEGO JAGUAR CLUB

#### PRESIDENT

Marian Butler  
444-4076

#### VICE PRESIDENT

Ray Tetzlaff  
466-3446

#### SECRETARY

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Lew Skaug  
420-0700

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Frances Tarantino  
280-2178

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Mary Lou Owen  
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#### DINNER CHAIRMAN

Pam Hodge  
460-7542

#### EDITOR

Beverly Holle  
677 Catalina Blvd.  
San Diego, CA 92106  
224-7007 224-8711

#### TELEPHONE COMMITTEE

Bob Atkins - 466-7903  
Wright Benson - 226-0300  
Marge Denny - 461-1350  
Jo Phillips - 276-9708  
Barbara Cottrell - 481-0199  
(N County)  
Frances Tarantino - 280-2178



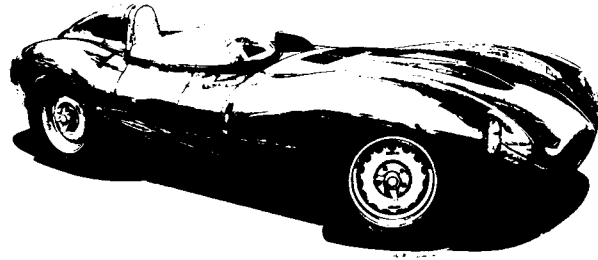
- 20% discount to club members on all parts,
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**MONTEREY HISTORIC CAR RACES**  
*(Continued from last month)*  
 by Kent Steneberg



A throttle shaft clamp came loose allowing only 1/3 throttle opening I had another fitted with Bill and Bob's help and was back on the track in five minutes, only to find I lost three cylinders at the start/finish line after having full power out of Turn 9.

I let off the throttle for a hundred yards and had power for another quarter mile, only to go back on three cylinders. After letting it cool down, we found that a fuel fitting had not been completely drilled, leaving a 1/16" hole to feed (starve) the rear carburator.

Jaguars racing during the weekend in three classes according to the year of production were a XKE, an XK 140, five XK 120's and the Hagemann and Sutton Jaguar Specials. Also listed were two C types, (only one arrived) the first I'd seen outside of the Cunningham Museum. The XKC 028 driven by Joe Egle of Kansas was in mint condition and had a very interesting history that Bill had happened to read about before he arrived at Laguna Seca.

Sunday morning brought bright sunshine, and we ate breakfast while the crew and spectators arrived. Warm-up is at 9:00 for 20 minutes. The video camera was attached to the car and we got pictures of the track this time! Carburation was giving full power and

I was able to shift to 4th gear 100 feet sooner up the hill after Turn 4. Ten minutes into warm-up I got a brake vibration entering Turn 8. After a couple of laps the vibration disappeared. Inspection in the pits revealed no problems. The brakes and problems with the carburetors led to my being in last place half a lap into the race.

Historic car racing is done just for the pleasure of it. First place finish is nice, but not damaging the car is more important. Even more important, don't damage someone else's car! Because of this attitude, as much room between cars as possible is allowed when passing.

As we went through Turn 3 on the first lap, I had a faster line and was able to pull alongside Ron Laurie driving the Hagemann Jag Special. Entering Turn 4 my right front locked and pulled me toward Ron. I altered my line into four for a longer stopping distance and a definite inside line which let the Hagemann Jag by. Entry to the corkscrew was easy on the brakes as traffic was still bunched up. Exiting 6a to the right I just gave it too much throttle and ended up neatly on the outside of the track watching the cars come down the hill!

Bill and I discussed the importance of concentration, which I usually don't

have a problem maintaining. The brake vibration during warm-up caused a change in pace and I did catch my concentration wandering. Also, the fuel problems on Friday didn't allow much time with the extra power, or to try a new line in the corkscrew which is faster because of new pavement on the apex of 6a. As you see, being aware is important as many things affect the driving.

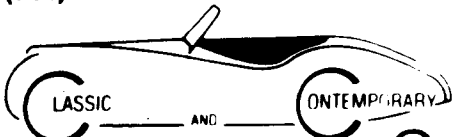
When I released the brakes my wheels were on full left lock which allowed the car to snap another 180 degrees and I was left watching the next to the last place car disappear around Turn 7. Use of the brakes at Turn 8 brought back the vibration. I continued using the brakes moderately, such as not shifting to fourth after Turn 7, but allowing third gear to slow me for Turn 8.

Late in the race when I started to pass John Sutton's XK 120 I saw rubber coming off his left rear tire and then the tread came off. Later I told him, "I let you pass me, then you start throwing your tires at me!"

Some weekends are satisfying because the car runs well and the driving effort gives excellent results. This weekend was enjoyable because the problems were dealt with and the performance was still reasonable.

As participants and spectators we appreciate the efforts of many people and the companies that make this event so spectacular!!

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**JAGUAR SALES**

Total so far through August '82 is 6,083 compared to 2,926 for the same period last year.

Continued from page 1

at slow speed.

In September of 1955 the Austin gave way to a 1954 XK120 Fixed Head Super Sports Coupe, this was the title shown in the owner's handbook and rather a long title at that. There is a long story as to why I bought this car and an equally long story as to why I sold the car about ten months later. It took a while for the Jaguar fever to attack me again.

In the forties and fifties driving an imported car was not a popular thing to do in all instances. You found yourself being criticized by people you didn't even know. Imported cars had been in the United States in small numbers since the automobile made its debut at the turn of the century. Wealthy people were the usual owners and the cars were usually large and ostentatious. Rolls Royce, Mercedes Benz, Minerva and Bentleys were among the first. Rolls Royce even had a factory in Massachusetts although the Springfield Rolls Royces were never on quite the same plane as the English ones, among those in the know.

After WW II the MG TCs made an impression on American drivers with their quickness and handling that US cars didn't have at the time. Jaguar soon followed with the XK 120. There had been Mark IVs and Vs in the forties and beginning of the fifties. My first driving experience with a Jaguar was in a friend's 1939 3½ litre SS Jaguar Sedan, right hand drive and with a spare wheel and tire mounted in each front fender. I was impressed with the car but the right hand drive took a little getting used to. This was probably in 1950 or '51.

Most imports in the early years after the war were English cars, Austin, Singer, Standard, Riley, Sunbeam 90, Morgan Plus 4, Hillman, Humber, Ford Anglia, Rolls-Bentleys and Rolls Royces. Some of these cars were of excellent quality, but parts availability and trained mechanics were not up to standard and some of the dealers bought a few cars, set up a store, sold them and went on to other pastures. This type of operations made it hard for dealers to establish a good reputation among prospective customers. The so-called captive cars, those imported from factories owned by American companies in Europe such as GM's Opel and Vauxhall, Ford's Anglia and Consul from England and Tanaus from Germany and later Chrysler's Simca from France and Rootes products from England. Vaux-

hall, imported for Pontiac dealers, never had a chance, no parts, no service and no interest by dealers. Opel, imported for Buick dealers, fared a little better. Ford products were just so so. Simca before Chrysler invested in the company and changed the concept to rear engine, rear drive cars was a good durable car. I owned a new one purchased from British Motors in 1956. My wife and I took a vacation trip where we went from sea level to almost 11,000 feet altitude with no problems with the car. This was a front engine, rear drive, four door sedan. It was comfortable, good handling, and adequate performance with good quality control at the factory.

Owning an import in the early fifties was a memorable experience that I still cherish in looking back. A camaraderie existed among the fellow sufferers that no longer is there. We always had a toot of the horn and a wave on meeting the driver of another import. There was a sort of pecking order though, the driver of the car higher on the road was supposed to wave first and surprisingly enough in most cases it happened. At the dealer's, often a favorite gathering place for the faithful, driver's exploits, near escapes from disaster, unbelievable fast times, etc. were much as they are now in present day Jaguar Club bull sessions. It was a good time to be involved with an imported automobile. Further Jaguar experiences will wait for another episode on another day.



### CARDIFF-BY-THE-SEA CONCOURS D'ELEGANCE

CONGRATULATIONS to Dick Flint for placing Third with his 1972 XKE Roadster in the show on October 16th. He was up against some pretty tough competition - all sports cars. Placing second was a brand new 1982 Corvette and first place went to a 1979 Porsche Targa. Dick and Sandy Flint were the only ones from our Club entering. Dick reported that there were 69 cars in the Concours. There were some other Jaguars entered also, but Dick took home the trophy. The basis of scoring was authenticity, workmanship and maintenance. Great work, Dick!



### EXPENSIVE JAGUAR

A 1955 D-type Jaguar was recently sold at auction in Sidney, Australia for \$220,000. It was purchased by Bob Stillwell, former driver of D-types during the '50's. Ian Cummins of Sidney spent 6 years and about 5000 hours in bringing it back. There are said to be only 44 D-types left in the world.

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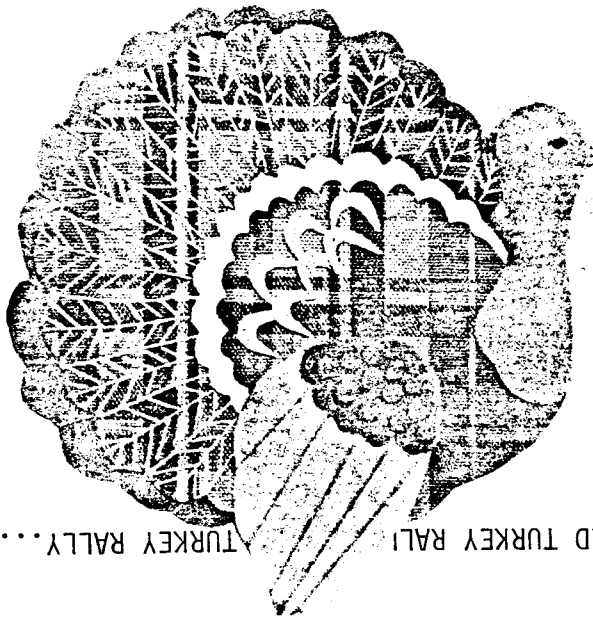
to participate in a

WILD TURKEY RALLY

Date: Saturday, November 20, 1982

Time: 1st car out 6:00 p.m.

Place: FedMart Parking Lot  
 Sports Arena Blvd.



WILD TURKEY RALLY...WILD TURKEY RALLY...WILD TURKEY RALLY...WILD TURKEY RALLY...

**THIRD ANNUAL BRITISH CAR DAY**

A small but effective group of members attended this event and we all had fun and also received some trophies. Although we were outnumbered in cars and other club members, we managed to bring home the highly coveted "Lucas Prince of Darkness" trophy. Bob Atkins won first place by identifying all of the car parts in the "Blind Grab Bag" event. He was the only person who was able to do so. Bob Caro earned a second place in the "Fuel Tank Filling" event, practically emptying the lake in doing so. We didn't do so well in the "Spark Plug Change" and "Spare Tire Relay," but we came through in the "Drag Race." With Mary Lou Owen behind the wheel, Bob Baker, Jack Butler, Bob Engh and his *very large friend*, shot that MG out of the Start to the Finish in a record 11.26 seconds. Mary Lou had to make a split second decision on whether to continue the race for the "glory" of the Club or run over Bob Baker who fell down. Happy to say that Bob was faster than a leaping Jaguar in getting out of her way and we won First Place. However, we never did actually find out what she would have *really* done.

Jack Butler's 120 won a Third Place trophy for People's Choice, Bob Atkins' Mark IV won "Most Elegant British Car" and Lew & Lucia won a trophy for oldest couple present. Other members present were Hugh & Sue Barnhill, Russ & Mary Anne Ogle & Stan Kacher & Barbara Baker.

Remember it for next year . . . we have to defend our TROPHY.



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\*\*\*\*\*

1963 Series I Bonnet & Body - (Coupe) assorted parts - Bob Baker - (714) 578-9188.

STOLEN


From Greenwich, CT., Aug. 21st - 1969 Regency Red XKE Roadster, Series II, Black interior. Serial No. 1R10852. 1981 National 2nd Place winner. Reward for information leading to recovery. Call Jon or Kris Sainsbury anytime at (203) 776-8148.



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