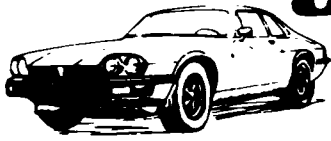


Jaguar Tracks



JAGUAR AUTOMOBILE CLUB, INC.
OF SAN DIEGO, CALIFORNIA

JUNE 1983

Founded in 1959

CALENDAR

POTLUCK & AUCTION June 11

6:30 PM - Dick & Joanne Fullers, 1525 Shadow Knolls Dr. El Cajon. \$5 per person, bring potluck dish & auction item. If you have not signed up for the potluck and if you are not contacted by telephone, RSVP by June 4. Marian 444-4076.

I-8 to El Cajon Blvd Exit, R at end of ramp on Chase. Approx 3 miles to Fuerte. Go R on Fuerte for 50 yards, left on Shadow Knolls.

JUNE BUSINESS MEETING

6-15 - 7:30

Jack & Marian Butler's
10750 Melva Rd, La Mesa
RSVP - 444-4076

MAY DINNER MEETING

Held at the beautiful Singing Hills Country Club, 54 people were in attendance in spite of Marian's directions. The prime rib & chicken dinners were very good. Bob Engh presented his slides from the Riverside Race with some great shots of JAGUAR 44, the DEEP BREATHER. The slides from the motel party & heavy breathers will be shown at a later date... not to be announced.

LOS ANGELES CONCOURS D'ELLEGANCE

The elegant caravan left Mission Valley ALMOST on time. The Simpson in the Mark V, Bob Atkins in the Vandin Plaus, Steve Hawley & Claudine in a Series I E, Jack & Lew in the 120 and sleeping Rhetta and very sleepy Marian in the XJ6-L.

We weren't going fast enough for Lew & Jack and they moved out at about 80 MPH and we never saw them until we arrived at Costa Mesa. They passed the Bakers in their newly restored "Red Rooster".

Dick & Sandy Flint were there with their newly purchased XJ12-C. They also judged and Sandy said she thoroughly enjoyed it. I think Dick did also. This was their first time. Steve also entered a car and judged for the first time.

There were many elegant cars in the show and it was a very enjoyable day for all. We don't know the results yet, but it was a fun day. The "first time" entrants all said they enjoyed it and "learned a lot!"

Bob & Barbara Engh just barely showed up before the whole thing was over. It was an expensive trip for Bob. The trip in the roadster didn't do Barb's new permanent much good and she may have to "re-do". Oh the price one pays to drive a sexy car!

Some of us stopped for dinner and DRINKS on the way back. We sandwiched Glenn and Jack in-between the "modern" JAGS because those OLD CATS just don't have any lights! In the dark the Mark V looked like a covered wagon and the 120 like a tractor lawn mower with a bubble on top. Rhetta slept all the way back- and I think I did, too. Pictures to follow next month.



MESSAGE FROM MARIAN

This has been a very sad month for us. The sudden death of Lucia was such a shock to us. She was so well loved by everyone that knew her. Her enthusiasm for everything was an inspiration to all who knew her. She loved this Club and all of the members. Lucia never forgot a name of anyone she met and she knew every member and prospective member of this club. She and Lew were in attendance at every event and always in the spirit of good fellowship.

Lucia's contributions to this Club were tireless and endless. Lucia will never be forgotten. We are so fortunate to have had the pure enjoyment of knowing her. Lew, you have heartfelt sympathy and our full support and continued love.

The loss of a dear friend and loved one is always hard to overcome. But knowing what a vivacious and generous person Lucis was, she would not want our enthusiasm to wane. I personally believe that each of us will possibly be more inspired to continue our enthusiasm for our Club and for each other....because of Lucia.

Love,

Marian



Jaguar sales boom may bring nightshift

By Clifford Webb

Times, London 5/7/83

Jaguar Cars' remarkable recovery from losses of £2m a month only two years ago to record sales at home and overseas has so outstripped production that the company may be forced to introduce a night shift more than a year earlier than planned.

The Coventry plant has not operated a nightshift for more than four years. But production has increased from 14,000 cars in 1980 to 22,000 last year and will reach an estimated 28,000 this year. A peak production of 32,000 cars was reached in the 1970s, with double-shift work and 4,000 more employees.

Mr John Egan, the chairman of Jaguar Cars, who was recently voted Midlander of the Year for restoring the fortunes of the midlands company, has always insisted that he would not make the mistake of his predecessors and increase his labour force to meet short-term sales booms.

But in the face of growing order books and lengthening delivery times it is now widely expected that he will have to act soon. The 7,200-strong work force is operating extensive overtime, including weekend work. Jaguar sales in the United

States reached a record of 1,536 cars last month, an increase of 64 per cent on April, 1982, and equal to six months sales in 1980. From 3,000 that year, US

sales rose to 4,200 in 1981 and 10,300 last year. The original forecast of 12,000 for this year is being revised to more than 14,000.

European sales in the first three months of this year increased by 58 per cent, with Germany leading the field. Jaguar admit, however, that it is starting from a very small base, with only 2,500 sales in the whole of Europe last year.

Japanese cars assembled in Australia are to go on sale in Britain today against growing protests that they are a thinly

disguised method of by-passing the ceiling on Japanese sales here, which restricts their quota to 11 per cent of the UK market.

The cars, called Lonsdales, are manufactured by Mitsubishi Motors in Adelaide, South Australia, and are said to contain 85 per cent Australian-made components.

Prices range from £5,699 for a 1.6 litre saloon to £8,299 for a 2.6 litre automatic estate.

A British Leyland subsidiary, the Aveling Barford engineering works, in Grantham, issued redundancy notices yesterday to 800 of their 1,100 workers who had refused to accept a productivity deal to save the company.

The company produces equipment for the construction industry.

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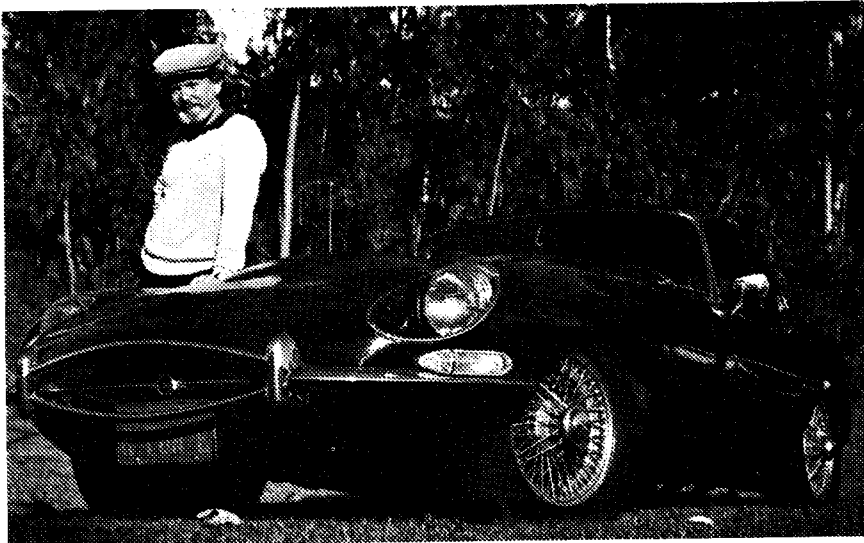


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JUNE SPECIAL EVENTS

JUNE 11 - All British Car Show - Claremont Shopping Center

June 12th - Wheels for Wings - Aerospace Museum. 10:00AM - 4:00 PM
\$3.00 Adults - \$1.00 Children 12/under
Donation includes pass to Aerospace Historical Center

JUNE 26 th..British parts swap meet. \$5 per stall. Buyers Free. Call Charlie Cellar, 429-7152 days, 435-5931 nites. 8AM - 4PM be there to find those "impossible" parts. PERFORMANCE JAGUAR 4799 Convoy. Detail shop will be open.

JUNE 19th * TECH SESSION Dick Fullers - 1:00 PM
Fortunately Dick will have available to him one of the finest Cats in the club to demonstrate his expertise in preparing a car for show. And my car really needs some preparing.

Use same directions to his house you used for potluck. I assume the house will still be there AFTER the potluck.

JUNE 18th - POKER RALLY

First car OUT at 7:00PM so be there early for "instructions". Presidio Park Museum parking lot. Bring FLASH LIGHT & PENCIL. \$3.00 per person. No speed or time requirements. No host food & drinks at end. YOU 'VILL HAVE FUN! Irma is driving an "MG"! RSVP by JUNE 11th - 444-4076 MARIAN

LOOK, FREE GOODIES!

John's gospel profits Jaguar

By Clifford Webb Times, London 5/7/83

Mr John Egan, the chief executive who saved Jaguar from almost certain closure three years ago and turned losses of £2m a month into profits this year, said yesterday: "I am preparing Jaguar to be capable of a profitable and independent future". But he declined to comment on reports that the company will be the first part of BL to invite private investment next year.

Reports that world demand for Jaguar cars is now so high that a night shift could be introduced for the first time in more than four years have increased this speculation.

He is now in great demand as an after dinner speaker when he spreads the gospel on Jaguar's return from the brink.

John Egan, who is 43, is a petroleum engineer by training who came to BL after spells with Shell and General Motors. He first attracted attention in the early 1970s as managing director of BL's Unipart spares and servicing company.

He is generally credited with laying the foundations for it to become one of the first profitable parts of the groups and, like Jaguar, a prime candidate for private enterprise participation.

But Mr Egan, unhappy with the centralized set-up resulting from the Ryder report, joined Massey Ferguson, the Cana-

dian-owned tractor maker, whose biggest plant is close to Jaguar's Coventry base.

Soon after Sir Michael Edwardes became chairman of BL in 1977 he tried to recruit Mr Egan. But it was only in 1980, when Jaguar was given a separate identity again, that Mr Egan was persuaded to return, as chairman and chief executive. Most observers thought he was too late.

Mr Egan did not hide the danger. On the contrary, in a series of meetings with employees, he emphasized that everyone's job was at risk.

Undoubtedly his bravest decision was to come clean on



Sir Michael Edwards: Persuaded Mr John Egan to return to BL.

the myth of Jaguar quality. Mr Egan said it was deplorable and had been so for a long time. Only the immense loyalty for the name Jaguar had kept motorists buying it.

It was not simply poor workmanship in Jaguar's plants. The car's magnificent design was being let down by poor quality components from outside suppliers.

With production down from its peak of 32,000 cars a year to 14,000 in 1980, the labour force was reduced by nearly a third to about 7,000, without too much opposition.

Mr Egan's present standing on the shop floor was summed up by the wife of an employee who sought him out at an open day for families (another Egan innovation) to shake his hand.

She told him: "I want to thank you for restoring pride to my man. He used to come home with tales what went on at Jaguar that made your hair curl. He was fed up and ashamed of working there".

He has already started Jaguar on the long road back to the 24-hour Le Mans race with a win last week over the mighty BMWs in a championship race at Donington.

The return of the glory days when the Big Cat carried the flag successfully on the world's racing circuits is one of his most constant thoughts during early morning runs near his home at Warwick.

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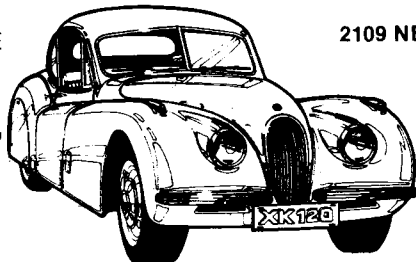


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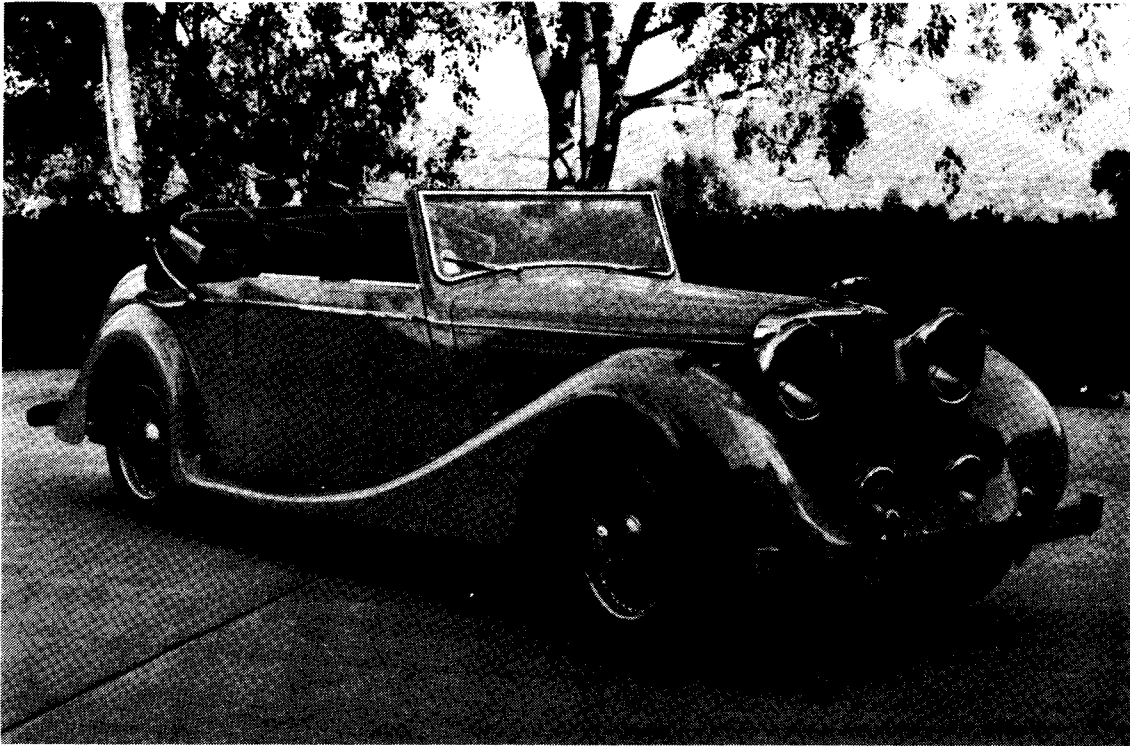


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Dick Fuller's 1948 3.5-liter D.H.C.



The automobile was purchased by Dick Fuller from a fellow CJA member in Mississippi. It was adverized in Hemmings and Dick arranged for an appraiser from Mobile, Alabama to examine the automobile. It has a well documented history and its three previous owners lived in the south. It is in good condition with only the interior needing any major work. The body colour is an original ivory paint and the interior will be maroon.



The editor raves on.....

Lots of members have come up to me lately and stated that they really like the news-letter, format, content, etc. I would claim, "'tis nothing" and look very smug. I must now make a confession; every month, on time, camera ready, impecably typed, currently viable articles, members' profiles and other goodies show up in my mail box. I do not influence or guide these contributions in any way, thus their high quality. The person responsible for all of this is my very estute and knowledgeable co-editor, Barbara Cottrell. I proclaim June Barbara Cottrell month, and you WILL give her a BIG hug the next time you see her.

Everybody did everything right this month, I have no complaints. (sorry)

Your editor will be 40 on June 7th, cards, flowers, candy, small appliances, or a Mint 1936 Jaguar SS100 will all be suitable. Have a nice month.



Readers verdicts on Jags
(Financial Times, London 2/5/83)

Jaguar sales in the UK increased last year, but not as dramatically as in the US. Total sales were 6,440, up from 5,688 the previous year. Increases were due to demands for the XJS-HE, with 1250 registered, double the previous year's total.

Lynx Engineering, St. Leonards, Sussex has converted the XJS-HE to an estate car (station wagon). It is called the XJS Eviewer, looks very smart, and its increased rear floor area may appeal to an owner "who wants to lay a pair of Purdeys in the back with some Fortnum hampers and Uniroyal wellies and high-tail it for the moors". Cost of the conversion is £6,950 (\$12,420) on top of original purchase price.

General comments indicate that little over 50% of the owners surveyed said that they were completely satisfied with their Jaguars, up from 30% in recent years. Not all comments were favorable and one owner who took delivery of his sixth Jaguar said that he has had more problems in 10,000 miles with this car than he had in 48,000 miles with his previous Jaguars. The owner said "perhaps the best ones are going to the US".

We wish to extend our condolences to Bob & Marlys Lakin on the death of his sister last month.

1983 OFFICERS

Pres Marian Butler 444-4076
Vice-P Tom Denny 562-5264
Sec. Curtis Parker 277-8717
Treas Lew Skaug 420-0700

Irma Hayes 281-5664
Barbara Cottrell 481-0199

Frances Tarantino 280-2178
Pat Harding 449-7821

Glenn Simpson 697-0933
Mary Grosshuesh 461-8842
Marge Denny
Mary Lou Owen 487-7698
Dick Miller 743-5356
Dick Fuller 440-0789

TUNE IN NEXT WEEK!!!!!!

or A little something from Shim Bucket

Myron's (new spelling!) combined road rally and dinner at Singing Hills C/C was just something special. I got so bombed, I remember only one thing, my wife screaming No!, No! and putting on her seat belt as I attempted to burn a Porche (hot VW) going up the hill outside of Singing Hills.

Was it really Friday the 13th? ask Irma.

Did the editor really punch Don in the nose to keep him from going to the business meeting at Glen Simpsons?

Will Rolls Royces be allowed to be shown with Jaguars at the benefit?

Is Coalinga the next spot for the Western States get together?????

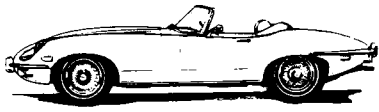
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It is not too late to register for this special event. July 7-10th. The Concours trophies are special edition & there will be a driven class. Many special events are planned from free cocktail party, balloon races, race films of the Gran Turismo E-type and the Group 44 XJR-5. \$50 registration fee includes a host of activities including bar-b-que, etc. A little something for everyone.



By Bob Baker

The restoration of any car is a experience. But to the novice owners of a '66 E-Type, the experience was both rewarding and painful to my wife and myself. The rewards are seeing what can be accomplished with a lot of time, elbow grease, paint and patience. Patience being the most important. The pain is the time it takes form start to finish, along with the wife's broken finger nails, that are just now growing back. I think that I'm very lucky, in that I have a wife who's not afraid to get her hands dirty working on cars. She was a big help.

At this time, I would like to thank Jack Butler. Without his help and encouragement the wife and I would have just a run-of-the-mill E-Type. But because of Jack we have a very special XKE. I don't think any of us knew when we started this project just what all was going to be involved. We knew that the frame and front suspension would have to be changed.

We made arrangements with Jack to come by and pick the car up and take it to his house one Sunday Afternoon. The wife and I went to take the bumpers off so that while the car was a Jack's we could have them rechromed. As I was working on the front ones, she started on the rear ones and found that the rear end had been knocked out of alignment. The rear end, it seems, was knocked over two to three inches at the time of the accident and nobody had found it. The wife is ready to junk the car at this time. Now is when Jack's encouragement comes in. He tells us that it can be fixed and that the car is too good a car to part out. We talk her out of the idea of parting out the car and discuss what additional repairs would need to be done. Jack came back a second time to pick the car up and take to to the frame shop to get the rear end aligned.

Now comes the fun part, if you want to call it fun. The stripping of the car, cleaning and painting of parts. Now I knew that there are a lot of parts to a car, but boy, I didn't know just how many there were! Jack would give me a box of parts and say, "When you get those done I will have some more for you." And little did I know how right he was going to be.

Finally after more weeks than any of us care to remember, we started to put the '66 back together. I had said that my wife was a big help in the project. When we started putting the car back together, now was really the time. Being the loving husband that I am, I would let her crawl under the dash to replace the items that needed to be replaced there and anywhere else where my big, clumsy hands couldn't fit.

After the work was completed at Jack's the car went back to the frame shop for front and rear-end alignment. From the frame shop it went to the paint shop to be painted "Jaguar Signal Red." Now that's over, next comes the upholstery shop for a new headliner and carpeting. Then back home to us so we can put on the finishing touches that we can put on the finishing touches that we have been waiting for so long to do.

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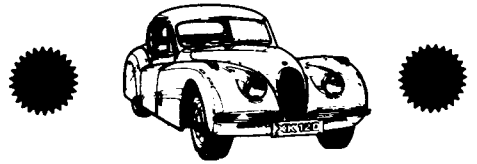
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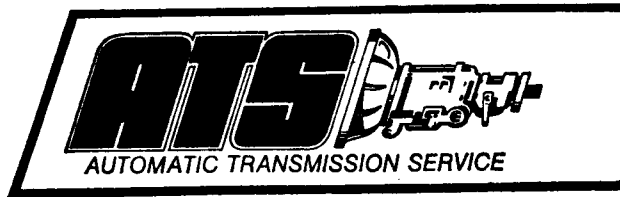
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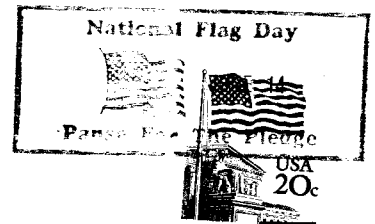
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