



# JAGUAR TRACKS



JAGUAR AUTOMOBILE CLUB, INC

JANUARY 1987

OF SAN DIEGO, CALIFORNIA

FOUNDED IN 1959

## CALENDAR

### JANUARY DINNER MEETING

#### THE HINDQUARTER

##### STEAK HOUSE

7040 Miramar Road

January 9, 1987

\$15.00

Cocktails - 7:00 P.M.

Dinner - 8:00 P.M.

NEW YORK STEAK

or

##### FRESH FISH

Salad - Dressing Choice

Potato - Bread - Butter

Dessert - Beverage

\*\*\*\*\*

#### BUSINESS MEETING

JAN 14th - 7:30 PM

Dick & Joanne Fullers

1524 Shadow Knolls Dr

El Cajon - 440-0789

Please call & let

them know if you plan

to attend.

#### BARRETT JUNCTION RUN

SATURDAY Jan. 24th

Meet at Dick Fullers

1524 Shadow Knolls,

El Cajon at 10:00AM

Bring clothing, etc

for the homeless.

(see article)

# THE PREZ SEZ

## GRRREATINGS!

Nineteen eighty-seven will be the most important year for the Jaguar Automobile Club of San Diego since its conception in 1959. We must have the participation and involvement of each and every member to help make this year a success.

The eyes of the nation will literally be on us when delegates from the U. S. and Canada gather here for The Annual Meeting in March. We will need 110% turnout of our membership to make the delegates' stay pleasant, and the event successful for J.C.N.A. So be prepared to say "Yes" when you are called upon to sacrifice yourself for this cause.

We all say "Thank You" to the outgoing officers and members who took on the responsibility for our club these past years and months. Don't breathe too large a sigh of relief because you will be asked to fling yourselves right back into the fray.

You have elected a slate of officers to do your bidding in 1987. In order to do this, we must have input from each and every one of you on what is important to YOU to make this year, 1987, a RRROARING success for the Jaguar Automobile Club of San Diego.

Your obedient servant,



CONGRATULATIONS TO NEW 1987 OFFICERS

PRESIDENT - Randy Prine  
Vice-President - Harvey Williamson  
Vice-President - Dick Cavicke  
Secretary - Pat Harding  
Treasurer - Diane Ward



## RACING, ETC. ●●●

●●● IMSA RUMORS FOR '87 – Roger Penske could field an IMSA race team. Might this be Toyota's, now that he's become a Toyota dealer? Chris Kneifel plans to acquire a Porsche 962 for selected races next season. I heard that Riverside plans to stay open until late '87. Roger Penske later denied they would take over the Toyota IMSA GTO from Dan Gurney's All American Racers. The IMSA program Penske does have in mind is apparently a second Holbert 962, run by Penske Racing for Rick Mears and Danny Sullivan to race in the Daytona 24 Hours and Sebring 12 Hours. IMSA was expected to announce a Camel GT race through the streets of downtown Los Angeles. The LA Times Charities and Chris Pook's Race Circuit Management would make it happen (this was rumored the last part of November, no confirmation as yet). Riverside's replacement maybe a new tri-oval to be built 20 miles South of the present site near the town of Perris. Riverside's Dan Greenwood, a principal in the new venture, says an environmental impact statement has yet to be filed, but he is optimistic about opening in 1988.

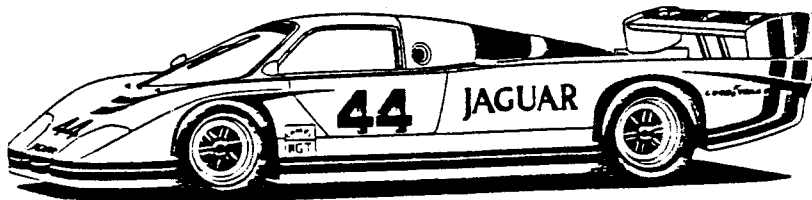
●●● Although Jaguar's Eddie Cheever won the final round of Germany's ADAC Super Cup for Group C cars at the Nurburgring, Hans Stuck clinched the Championship with a close 2nd place – after losing the lead in the final turn when he missed a gear.

●●● Tom Walkinshaw Racing is working on a new Group C design for use in the "supersprint" rounds of 1987's Sports Prototype World Championship. Updated versions of the current XJR-6 will be used in long races as TWR tries to win titles for Jaguar.

●●● Group C (across the pond) rumors have Jaguar and Tom Walkinshaw upset over the pending ban by FISA on ground-effects (car bodies) in Sports-Prototype racing for 1988. It may lead to the TWR Silk Cut Jaguars showing up in IMSA, though several levels of politics in both sponsor and manufacturer could derail the plan. I wonder if the reported plan of Group 44 to campaign only one car in IMSA racing (1987) has anything to do with this? Along this line Group C World Champion for the second year in a row, Derek Bell, will concentrate on his IMSA program with Al Holbert's Porsche Team in 1987. Gotcha thinkin'?

●●● Chip Robinson has been named the regular driver of Holbert Racing's Porsche 962 for the '87 IMSA Camel GT series. The former Jaguar driver will be joined in the longer races by Al Holbert and Derek Bell. Howzat?

Bob Fitzgerald



## RIVERSIDE RACEWAY

It appears that a replacement site for Riverside Raceway has finally been found in Perris, California. Perris is about 15 miles south of the present facility. The good news is that there is a chance the present Riverside Raceway will remain in operation until the new venue opens. But at any rate, it now appears as if it will be in operation through 1987.

Vintage Racing has a vintage event scheduled in conjunction with the Los Angeles Times Grand Prix at Riverside April 25-26. And VARA (Vintage Automobile Racing Association) hopes to race there in May.

## FUTURE EVENTS

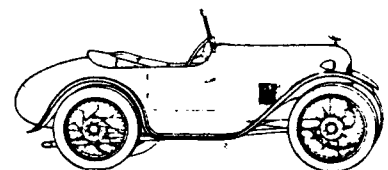
### Barrett Junction Run

On Saturday, Jan. 24, we plan a drive to Barrett Junction for a fish fry at the Barrett Junction Cafe.

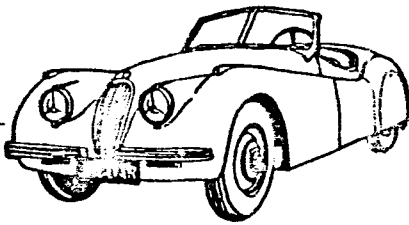
We plan to leave Dick Fuller's home in El Cajon at 11 AM. The lunch reservation was pre-arranged for 16 people, arriving approximately noon at Barrett Junction. The price of the lunch is \$6.95, excluding the tip and drinks. If you are planning to attend, give Jan a call at 743-5356 or let her know at the January dinner meeting. In order for them to plan for a group of this size, we do need to have a fairly accurate reservation a few days before the event.

Plan to join us for what always turns out to an enjoyable drive to Barrett Junction.

Dick



# RACING NEWS



## REPORT FROM RIVERSIDE RACEWAY

VINTAGE RACES - OCTOBER 18th & 19th

J A G U A R S     T R I U M P H !!  
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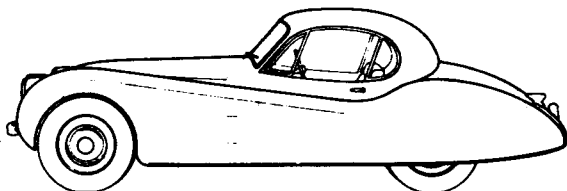
Club member Doug Cook drove the modified production "E"-Class in his fast Series II E-Type coupe and took first place. Doug recently rebuilt his engine after damaging center main bearing in the Ensenada San Felipe Mexican Road Race. - He did a good job as the car appears faster than ever notwithstanding it is still used during the week for business and pleasure.

L.Fred Lake (Jaguar Owners Club L.A.) drove his famous red XK 120 to victory in his class managing to fight off the challenge of a highly modified TR-3 despite loss of brakes the last two laps. (See Fred on front of recent E-Jag Magazine).

Chris Lawrence, an English veteran of Goodwood, Silverstone, Brookland, took his race in his highly modified XK 120. He has an extra radiator for cooling in one fender and an oil cooler in the other, allowing cooling air through the headlight nacelles when at speed.

Finishing, Mark Manock (novice class) drove the Manock's red "MEXICAN" 120, completed the drivers training school and will debut at Palm Springs the next month pending installation of a roll bar!

Submitted by Chet Manock



# DUES ARE DUE

## Jaguar XJ40

### Technical focus

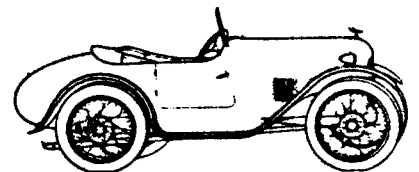
**B**eneath its subtly changed skin Jaguar's new XJ sedan hides a wealth of technical advances. At 193.2in overall, it is slightly longer than the old model (though the wheelbase is unchanged), but is 200lb lighter. Body, engine, transmission and subframes all weigh less, while cabin and trunk space are improved.

Although the new body's drag factor (0.37) is nothing special, Jaguar claims that the CdA (drag times frontal area) is low for its class. It also has improved side-wind stability; speeding trucks won't make it twitch.

Sound insulation is lavish and scientific, rust protection an improvement over the S3—though there's no galvanized skin. Stainless steel is used for bright-metal trim as well as the entire exhaust system. Clear-over-base paint, first used on late S3s, gives a particularly "deep" finish.

Double wishbone front suspension with anti-dive, anti-squat geometry is similar to the S3's. It's carried on a subframe that also supports the 15deg slanted engine on special vibration-isolating mounts. The new rear suspension, also subframe mounted, still uses fixed-length driveshafts as upper locating arms. Brakes are now outboard, though, and the S3's double-coil springs are reduced to singles.

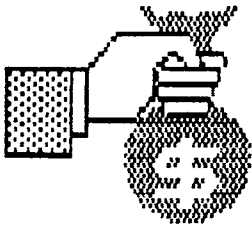
Bill Lovell



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NAME \_\_\_\_\_ Spouse \_\_\_\_\_  
(Please Print)

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_

Jaguars Owned _____	_____
Make(s) _____	Year _____
_____	_____
_____	_____

Thank you for your interest in the Jaguar Automobile Club. We encourage your participation in our activities and welcome your suggestions on how we can improve. The purpose of the San Diego Jaguar Club is to promote an "Esprit de Corps" among Jaguar owners and to enjoy and participate in the events of the club.

I HEREBY AGREE that as a condition of membership in the SAN DIEGO JAGUAR CLUB any events in which I participate will be for my own pleasure, and I will be responsible for my car and passengers at all times. I hereby release the SAN DIEGO JAGUAR CLUB and their successors from all liability whatsoever by any act, thing, or event that may occur during my membership.

FURTHERMORE, the undersigned will do his/her part to support and abide by the rules of the club and will not harm its prestige by act of word or deed.

Signature \_\_\_\_\_ Date \_\_\_\_\_

I would like to volunteer my services to the club in the following areas:

(Committees)    Concours \_\_\_\_\_ Telephone \_\_\_\_\_ Activities \_\_\_\_\_

                  Newsletter \_\_\_\_\_ Rallye Master \_\_\_\_\_ Technical \_\_\_\_\_

                  Door Prizes \_\_\_\_\_ Programs \_\_\_\_\_ (films, speakers, etc)

                  Judging \_\_\_\_\_ Dinners \_\_\_\_\_ Advertising \_\_\_\_\_

                  Club Officers \_\_\_\_\_ Representative to British Car Council \_\_\_\_\_

at Newport Resort

2/6-7	School, Testing	Savannah, GA	SVRA
3/13-15	Vintage Races	West Palm Bch, FL	SVRA
3/21	Kendall Vint GP	Sebring, FL	SVRA
3/21-22	LA VINTAGE GP	Pomona, CA	VE/SCCA
4/11	LA CARRERA CLASS	Baja California	VR/PMAD
4/25-26	School	Pueblo, CO	RMVR
4/25-26	LA TIMES GP	Riverside, CA	VR
4/26-29	Coppa d'Italia	Italy	CHR
5/21-24	Mille Miglia	Italy	CHR
5/23-24	Vintage Races	La Junta, CO	RMVR
5/30-31	Vintage Races	Riverside RW, CA	VARA
6/7	RACE CAR CONCOUR	Redondo Beach, CA	VR
6/12-14	Vintage Races	Cincinnati, OH	CHR
6/20-21	Vintage Races	Second Creek RW	RMVR
6/20-21	Vintage Races	Sears Point, CA	CSRG
7/12	HILL CLIMB	Pikes Peak, CO	VR/USAC
7/17-19	Portland Hist	Portland, OR	HMSA
7/17-19	Internatl Chall	Road America, WI	CHR
7/25-26	Street Races	Avon, CO	RMVR
8/7-9	Vintage Races	Summit Point, WV	SVRA
8/8-9	TACOMA GP	Tacoma, WA	VR/SCCA
8/21-23	Historic Races	Laguna Seca, CA	HMSA
9/4-7	Street Races	Steamboat, CO	RMVR
9/11-13	Serengeti Cup	Watkins Glen, NY	SVRA
9/19	LA CARRERA	Baja California	VR/PMAD
10/2-4	Support Races	Columbus, OH	SVRA
10/3-4	Vintage Races	Mountain View, CO	RMVR
10/3-4	Vintage Races	Sears Point, CA	VNR
10/17-18	GRAND PRIX	Reno, NV	VR/SCCA
10/31-1	Vintage Races	Del Mar, CA	LBGPA
10/31-1	Atlanta Vint GP	Braselton, GA	SVRA
11/28-30	VINTAGE GP	Palm Springs, CA	VR/SCCA
11/29-30	Concours	Palm Springs, CA	PSCdE
11/30-6	Grand Bahama GP	Freeport, BAH	SVRA
12/19	VR XMAS PARTY	Redondo Beach, CA	VR

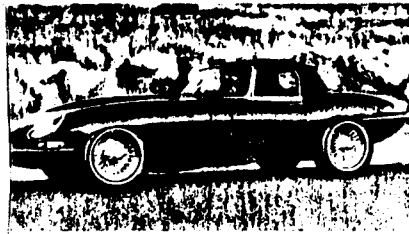
LISTING OF JAGUARS SOLD AT JULY '86  
NEWPORT BEACH COLLECTOR CAR AUCTION:

1961 JAGUAR XK150 COUPE.....	\$ 14,000
1968 JAGUAR XK ROADSTER.....	\$ 7,800
1959 JAGUAR MK IX SEDAN.....	\$ 7,500
1980 JAGUAR XJ-6.....	\$ 10,500
1970 JAGUAR XK-E COUPE.....	\$ 16,000
1973 JAGUAR XK-E ROADSTER.....	\$ 20,000
1960 JAGUAR XK 150 DHC.....	\$ 21,000
1959 JAGUAR MK I.....	\$ 3,500
1953 JAGUAR XK-120 FHC.....	\$ 6,500
1959 JAGUAR XK-150 FHC.....	\$ 7,200
1954 JAGUAR XK-120 ROADSTER.....	\$ 22,000
1976 JAGUAR XJS CONV.....	\$ 19,500

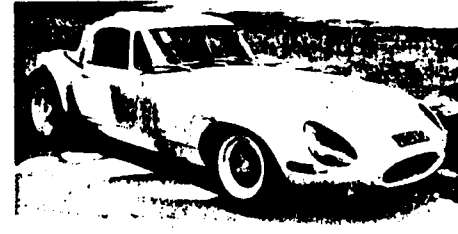
LISTING OF JAGUARS SOLD AT MONTEREY SPORTS  
AND RACE CAR AUCTION

1967 JAGUAR XK -E ROADSTER.....	\$ 31,000
1972 JAGUAR XKE-V-12 ROADSTER.....	\$ 26,500
1968 JAGUAR XKE - ROADSTER.....	\$ 20,000
1963 JAGUAR LIGHTWEIGHT "E".....	\$145,000! !
1963 JAGUAR XK-120 ROADSTER.....	\$ 12,500
1975 JAGUAR XK-E V-12 ROADSTER.....	\$ 24,500
1954 JAGUAR XK- 120 DHC.....	\$ 6,100
1960 JAGUAR XK 150 DHC.....	\$ 22,500

Post Office Box 7000-728  
Redondo Beach, California 90277  
(213) 540-4498

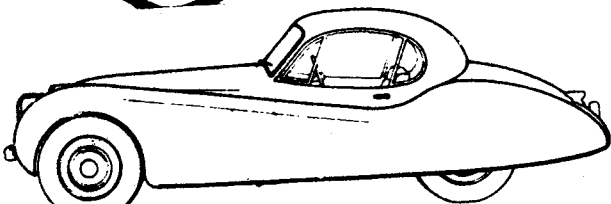


This '67 Jag "E" Roadster set a record sale at \$31,000



1963 Jag Light "E" sold for \$20,000 more than its reserve at \$145,000

Courtesy: Jaguar Driver's Club



OFFICERS

- President - Randy Prine - 295-0543
- Vice Pres - Harvey Williamson - 941-3769  
471-0630
- Vice Pres - Dick Cavicke - 456-0849  
483-5800
- Secretary - Pat Harding - 449-7821  
291-0840
- Treas. - Diane Ward - 566-6843  
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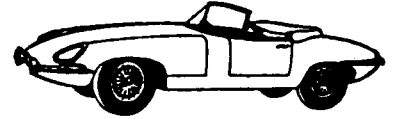
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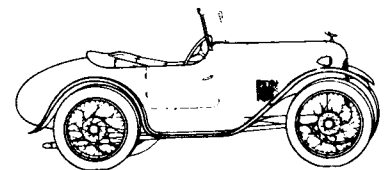
**6969 North Avenue Lemon Grove, CA  
Telephone 698-8255**



COVENTRY, England—Jaguar is taking a tough line with dealers who sell the new XJ6 at premium prices. At auction recently, two weeks after the car's launch in Britain, a top-range Sovereign brought \$5250 more than its list price. One enterprising non-franchised dealer is asking up to \$6000 extra for Sovereigns he's persuaded new owners to part with at a profit.

Meanwhile, TWR—Tom Walkinshaw's operation that runs Jaguar's racing team—has

been quick on the draw with a bodykit conversion for the new XJ6. The fiberglass additions, comprising front and rear apron and side sills, costs £995, around \$1450. TWR will sell the pieces in the US. Eventually, TWR will offer a full range of powertrain and suspension modifications like those that transform the old XJ6. A turbocharged version of the 3.6 AJ6 engine that powers the new XJ6 range is also on the cards.



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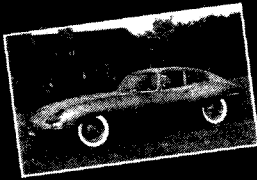


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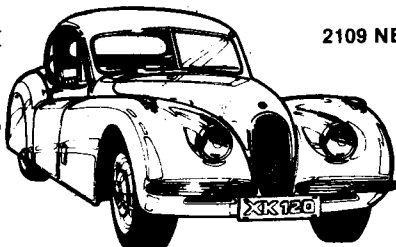
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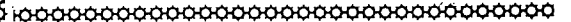
XK120	\$279	XJ6	\$379
XK140	\$319	XJ12	\$449
XK150	\$319	XJS	\$469
XKE6	\$369	plus shipping	
XKE12	\$349		

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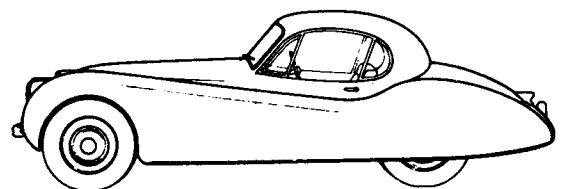
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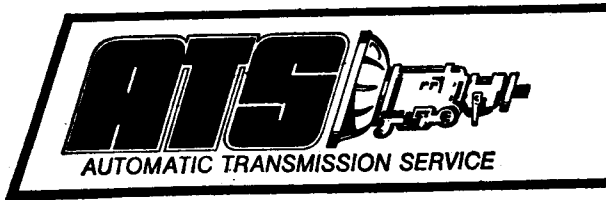
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