



# JAGUAR TRACKS

JAGUAR AUTOMOBILE CLUB, INC. OF SAN DIEGO, CALIFORNIA  
FOUNDED IN 1959

## CALENDAR

**JULY DINNER MEETING**  
July 10th, Stoneridge Country Club  
17166 Stoneridge  
Country Club Lane, Poway  
Cocktails: 7:00 P.M.  
Dinner: 8:00 P.M.  
Filet of Sole, Almondine – \$16.00  
London Broil – \$17.00

**JULY BUSINESS MEETING**  
July 15th at Jim and Norma Shiners  
3415 Lark Street  
San Diego  
295-6740 7:30 P.M.

**AUGUST DINNER MEETING**  
Concours Awards Banquet,  
August 2nd  
Shanghai West Restaurant  
Marina Village, San Diego

**WINE TASTING LUNCH**  
Picones Winery leave May Co.  
parking lot at 8:30 A.M.  
Saturday, July 5th.  
Lunch included for \$10.00.  
Reservations limited,  
contact Dick Miller  
743-5356 or 489-0161



## President's Message for July

Forty people joined together at Doc Masters' for an enjoyable evening. Parking was no problem and food, good. Thanks Judy!

Dick and Jan Miller are back safe and sound from the England JCNA Tour. Dick gave us a run down on the highlights of the tour and a good time was had by all, and he will follow this up when slides are ready.

Guests at our dinner were Bob and Charlotte Sackerson, Mr. and Mrs. Ward (Nat's parents). David Hoy (John's son, buy that boy a Jag, John) Scott Penfield who broke speed records to get there on time. Thanks for joining us.

John Hoy won the European Open Class at the UTC car show in his other car. Errr . . . what was it? Oh, yes, a Lamborghini. Tut! Tut! Congratulations anyway.

The club pins are here at \$3.00 each, the best buy in town! I have them if you want one. They are going fast.

Dick Cavicke is taking names (for the Concours), it's that time of year again so sign up now. You too can be a part of these great events, so take part in some capacity.

### HAPPY BIRTHDAY – JULY

Bob Harding, Monty Montgomery, Curtis Parker, Lew Skaug.

After years of faithful service, Margie Simpson's finger has given out so she has asked for relief as club photographer. Thank you for a job well done. Nat Ward takes over so smile at Nat.

Randy Prine



# FUTURE EVENTS

## LAJOC Concours

July 19th  
Palos Verdes, South Coast Botanical Gardens. Contact: Pete Mueller (213) 379-7791.

## 3rd Biennial National concours d'Elegance

July 31, August 1st and 2nd.  
Boston, Mass. For information contact: Jaguar Association of New England 92 Turnpike Road, Manchester, New Hampshire 03104 (603) 622-1350

## SDJC Concours

August 2.  
This issue contains all details.

## Ascot Invitational Concours

September 13.  
Seaport Village, Embarcadero, Marina Park. Benefit Cancer Society.

## Swap Meet.

October 10.  
The Classic Jaguar Association with the help of the Santa Barbara Jaguar Club, Moss Motors & other Southern California Jaguar Clubs, are pleased to present this super day of swapping parts, stories and information on and about our classic Jaguars.


The event will be held on the parking lot of Moss Motors in Goleta California. 7200 Hollister Ave. Time will be 8 A.M.-4 P.M. on October 10, 1987.

For further info contact: Jack Rabell (619-278-1130 days, 619-445-3152 nights).

## CAL Clubs Meet '87

October 16-18, San Luis Obispo. Special CAL Clubs event rates at Elegant Park Suite Hotel and Conference Centre. \$75.00 per night single or double with breakfast for two. For reservations call (805) 549-0800. CALL EARLY. Flyers and entry blanks will be sent out soon.



714-232-3092  Bob or Barron

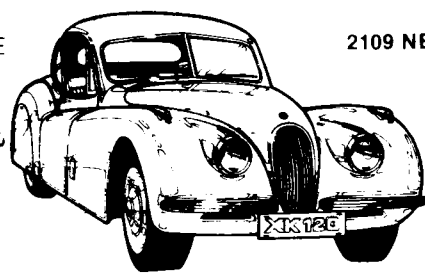
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## SDJC Minutes

On June 17, 1987 at 7:40 p.m. in the home of Dick and Joanne Fuller the meeting was called to order with 13 members present.

The minutes were approved as read.

President Randy gave the Treasurer's Report in the absence of the Treasurer.

President Randy showed the new lapel/hat pins that the club has to sell for \$3.00 to members and \$5.00 to non-members. He also announced that Nat Ward will be our new Club Photographer.

In the absence of Dinner Chairman, it was announced that the July dinner will be at Stoneridge Country Club in Rancho Bernardo.

Randy Prine said that the Picone Wine tour will be rescheduled for July 5th at \$10.00 per person with Dick Miller in charge.

Bob Laken said the Christmas Dinner will have live music and the cost will be \$20.00 per person for dinner and music. He also said he will plan a Day at The Races for September.

Harvey Williamson will take charge of the club insurance research and payment at the request of Dick Cavicke.

Membership Chairman Curtis Parker said he has sent out 13 "Last Issue" notices to pending members. Chuck Noon, Virgil and Sharon Hughes and Scott Penfield were all voted in as new members.

Dick Cavicke announced the L.A. Club Concours of July 19th at Palos Verdes; Reno Club Concours July 25th; and San Luis Obispo Concours October 16, 17 and 18.

Dick Fuller said the Great American Race will be at Seaport Village on June 30, 1987.

Dick Cavicke gave a report on the August 2, 1987 club concourse.

Old Business: Randy read the Nabisco Cat response letter he received.


New Business: The next business meeting will be at the Shiner's with the Prine's bringing dessert.

Without further business, the meeting was adjourned at 9:20 p.m.

Respectfully submitted,

Pat Harding  
Recording Secretary

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## THE MICHELIN STORY

(CONTINUED)

The Michelins had posters printed and distributed around to promote the virtue of their products. Walking around the Lyons Fair in 1894 they spied a stack of tires. This stack was composed of different size tires, large ones in the middle and tapering with smaller ones at the top. Edouard said that if arms were added you would have a man. Four years later an artist did exactly that, thus the Michelin Man was born. In artist O'Galop's original sketch the Michelin Man was depicted as being at a pneumatic banquet offering a toast with a glass filled with nails, broken glass and sharp bits of metal. He was quoted as saying "Nunc est bibendum," meaning "Let's drink" or possibly loosely "See what I can drink." It was only natural that the Michelin Man soon became known as Bibendum.


The Michelins, ever on the alert to promote their products, and to encourage manufacturers to build more automobiles, had the first Red Guide printed. It contained road maps and was filled with advertisements. It was a promotional gimmick, was marked "Not for Sale" and was given free to chauffeurs. This first "Red Guide" contained 939 pages, was

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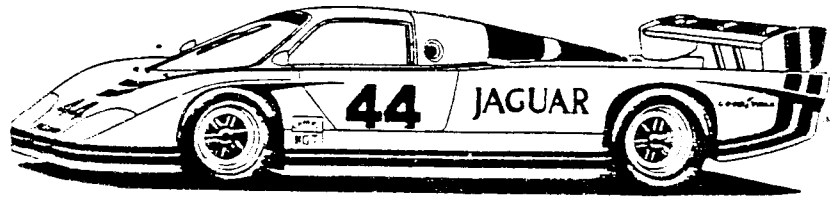
Member F.D.I.C.

printed on bible paper and was pocket size. It listed the French towns, their hotels and garages and a 58 page section called "Motoring 101" that covered every subject from pretty roads to boring ones and tire sizes, how to fix inner tubes and a list of gasoline depots. In that time most of the gasoline depots were not garages and service stations as we know them; they were far in the future. General stores and grocers were the usual sources for gasoline. There were symbols indicating whether or not the hotels sold gasoline and if they had a dark room for photographers. In 1901 the initials "WC" used as a symbol indicated that the hotel had a flush toilet. Recently while in Europe the author noted that the letters WC are still used in the hotels to indicate that the door so marked has a flush toilet concealed behind it.

The Red Guides are updated periodically and are still in print. For 1986 the guide to France has 1,279 pages and lists 4,586 localities with many city maps included. The Red Guides break even on an 85 franc price but the Green Guides to tourism and the 118 maps which Michelin

developed make a profit for the company. Gradually Michelin developed guides for other European countries and eventually for England. At the present time they are working on making the maps up to date with modern road conditions and are using more photos than line drawings to illustrate them. Mapping the United States is being thought of as a future project. Michelin is tight lipped about whether the publishing part of their business is profitable or not but in my opinion where Michelin maps are available, they are the ones to use.





On May 25th at the IMS Grand Prix held in Lime Rock (the oldest event of the IMSA circuit), a first turn spin (unusual) and a win (not unusual) were both provided by Al Holbert. He was driving their research and development car which is the oldest and winningest chassis and now sporting the race number 1. The Group 44 XJR-7 placed 5th after suffering a flat tire early on and later while running in 3rd place tried to pass a Fiero on the inside was struck when the driver moved to the inside instead of the outside. This caused a pitstop dropping the Jag to 5th. The final results were:

1. Car 1, Al Holbert, Lowenbrau/Porsche 962.
2. Car , Scott Pruett/Pete Halsmer, Ford Mustang GTP.
3. Car , Price Cobb/James Weaver, Porsche 962.
4. Car , Whitney Ganz/Bob Lobenberg, Buick-Hawk.
5. Car 44, Hurley Haywood/John Morton, Jaguar XJR-7.

•••The TWR Jaguar XJR-8 team will replace Group 44 on the IMSA circuit from 1988 to 1991. Their cars were running 2nd and 3rd at LeMans at the half-way mark (12 hours), but were eliminated when one crashed and the other had mechanical problems. See related article, "The Big Cats are Back" in the next issue.

Now that Bob Tullius' Group 44 has been replaced by Tom Walkinshaw, Bob is planning a full Indycar schedule with Chip Robinson his probable driver.

LAST-MINUTE RACE NEWS. The date is 21 June and we have to go to press tomorrow morning. Group 44 has just given me a very good Fathers' Day present (along with all the other people) with a 1st place win in the three-hour enduro Grand Prix at West Palm Beach. The Jag driven by Hurley Haywood and John Morton, very quietly moved up positions in the race until they were running in 2nd. When Bob Wollek brushed a wall, they moved into 1st. Chip Robinson in the Holbert Porsche was 2nd by about 3.5 seconds. Chip managed to pass Hurley in traffic on a turn and took the lead. With 3 laps to go (sound familiar), Chip tried to pass a slower car on the outside (happened to be A.J. Foyt) and Hurley took the inside track and came out in 1st place. This proved to be the winning move, as the big cat pulled away to win by about 10 car lengths. All this happened with about 3 minutes to go in the three-hour race. Hurley Haywood was driving the last portion of the race, his last in this car and again I wish to congratulate him on not only this, but all of his past performances with Group 44. Bob Tullius will be on the track in Watkins Glen, July 5th, for the last race of Group 44 XJR-7 car 44. The Group 44 pit crew received the award for best pit work, even before the race was over. Many kudos to all of you people associated with the effort. You have provided us with many happy hours of cheering for Group 44 and Jaguar over the years.

### FLASHBACKS

•••Cars 44 and 04 were entered in the Le Mans France 24-hour endurance race in June 1984. Jaguars have won 5 times at Le Mans. What year did Jaguar first enter the Le Mans competition?

The year was 1950 when the works (factory) Jaguar XK120 (near standard) started at Le Mans with Leslie Johnson driving. The car was running in third place, with many outright racing cars trailing, when failing brakes led to an overstrained clutch and eventual retirement. Howzat!

Bob Fitzgerald

# DEAD BATTERY? NO PROBLEM, RIGHT? WRONG!

Every Jaguar has a dead battery at one time or another. Jump-starting is one of things that just come naturally. It's part'n parcel of that general body of knowledge that comes with owning a car.

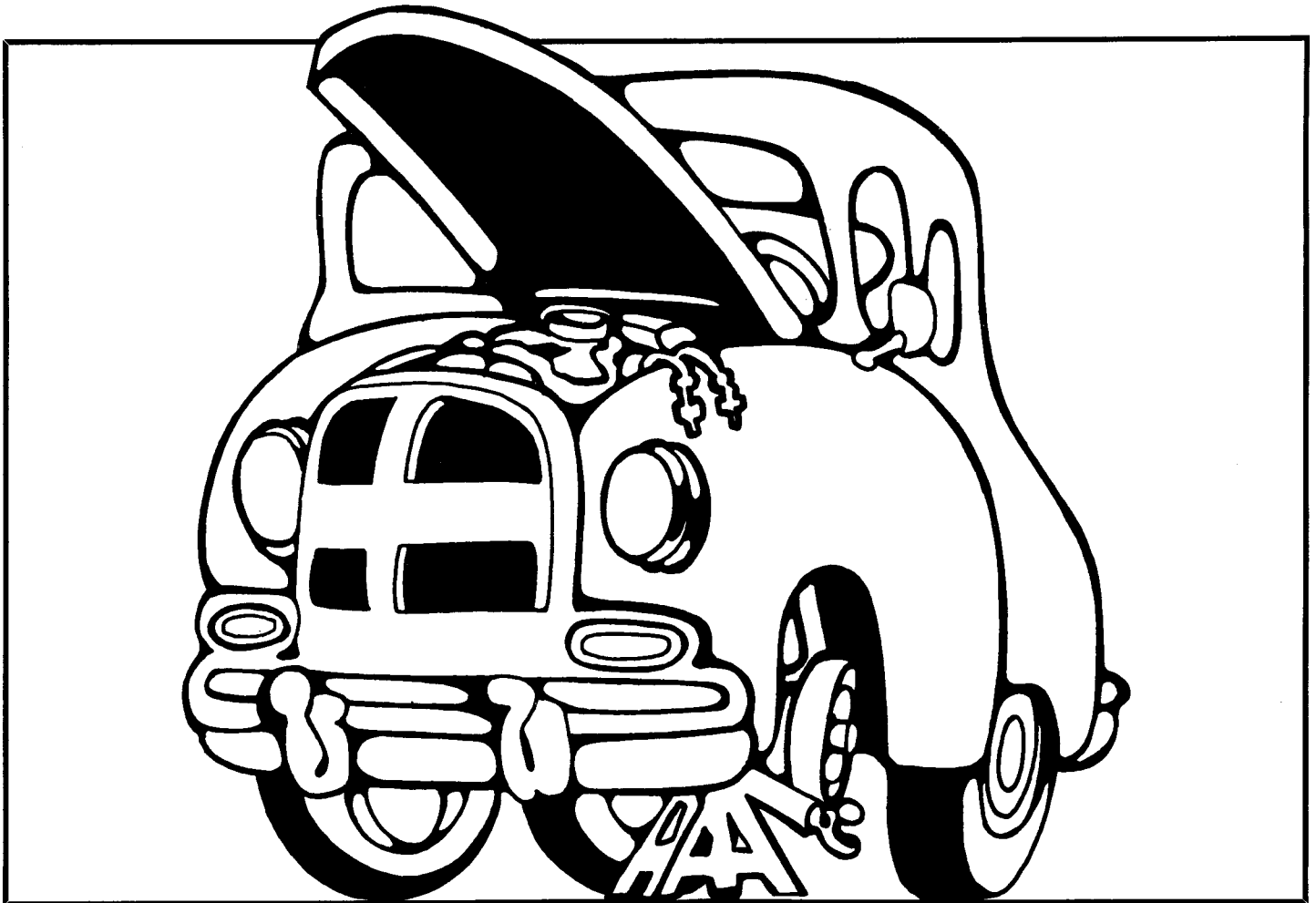
"Red to positive and black to negative;" It's so simple. How can you miss. *Well*, 25,000 people missed last year. That's how many suffered eye injuries from explosions that occurred when they jump-started their cars.

Hydrogen gas (which kept the Hendenberg aloft) is highly explosive. It is produced by your car battery even though it's sealed, it escapes through vents. It can be ignited by an electrical spark, the explosion could send sulphuric acid into your eyes.

However, you can jump-start safely using the following guidelines.

1. Both batteries same voltage.
2. Keep flames and cigarettes away.
3. Connect cables before starting either car.
4. Positive of good battery to positive of dead battery. Then connect negative of good battery to a spot on the engine block as far from dead battery as possible.
5. Don't lean over engine while cranking.
6. Wear safety goggles.

25 cents will get you a sticker from the National Society to Prevent Blindness:  
79 Madison Avenue  
New York, New York 10016



# SDJC OFFICERS

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## PRESIDENT

Randy Prine  
3226 Brant St.  
San Diego, CA 92103  
295-0543

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## VICE PRESIDENT

Harvey Williamson  
Work 471-3009  
Home 727-5444  
Dick Cavicke  
456-0849

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## SECRETARY

Pat Harding  
449-7821

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## TREASURER

Diane Ward  
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## MEMBERSHIP

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452-3194

Curtis Parker  
277-8717

Jim Shiner  
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466-9365


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# 1987 ROSTER CORRECTIONS

The new roster is on the streets; hopefully most members have their copy by now. Several errors were brought to my attention at the May Board Meeting: some typos, some typesetting errors, and some (most I'd like to believe) a perpetuation of incorrect information from last year's roster. There's not alot that can be done about the first two -humans will err- but there is something we can all do about the last problem. Please read carefully your

entry in the roster and call or write me about any information which is not exactly as you want it. Also, feel free to call me with updated information anytime during the year. I am trying to keep the roster up-to-the-minute on my computer, adding new members, changes of address, cars, etc. as I receive them. At the same time, I can make any corrections to current listings. That way, hopefully, whoever types up next year's roster will have a clean, correct copy to work from. Thank You.

Mary Anne Ogle  
578-2374



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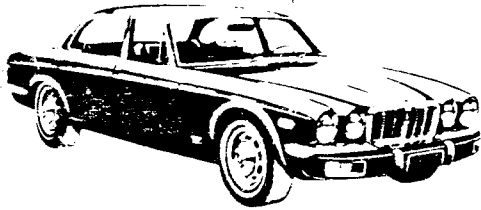
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## FOR SALE

The San Diego Jaguar Automobile Club is not responsible for items or services listed in this newsletter.



'51 XK-120 Roadster - Alum. bonnet, door & deck lid; newly overhauled engine, trans. & brakes; needs upholstery and top. Paint excellent. \$10,000 firm. Don Hayes, (209) 296-6139.

Jack & Marian Butler's Jaguars  
1954 XK120 FHC, 1953 XK120 rdstr  
1963 E-roadster 1964 E coup and E-type parts car  
Jack (619) 697-5091- Marian (619) 444-4076

1957 Mark VIII - Original, runs good, needs reconditioning, 42,000 miles, RH drive, \$7,500 firm. Contact Jack Kalman, 715 E. Main, El Cajon, 442-2547, out-of-state 1-800-854-2720.



1967 Jaguar 420 - Wire wheels, silver with black leather interior, exquisite burl walnut. \$3500. Craig Rand 755-6484 or 755-6681.



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