



JAGUAR TRACKS

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

CALENDAR

AUGUST DINNER MEETING
August 2nd, Concours Awards
Banquet, Shanghai West
Restaurant, Marina Village,
Mission Bay/Quivira Basin, San Diego
Cocktails and Hors d'Oeuvres for
those with dinner tickets at 5:30 P.M.,
Dinner at 6:30 P.M.
\$20.00 per person

AUGUST BUSINESS MEETING
Performance Jaguar
August 12, 7:15 P.M.,
8888 Miramar Road

SEPTEMBER DINNER MEETING
September 11th
Qwiggs Restaurant
Beach Area, San Diego



President's Message for August

Thanks to Norma and Jim Shiner for hosting the business meeting on July 15th. A beautiful setting for the 19 members who turned out, and none of us will forget those scrumptious Mud Pies!

The Concours is history! Dick Cavicke has been very thorough in his planning with all bases covered.

The quote for the car badges is in and they should be here in six to eight weeks.

Several members attended the car auction and reported Jaguar prices are better than ever.

Jim Shiner has sold his award-winning SS-100; probably the most meticulous restoration in the U.S. Jim said it's going back to the U.K. where it belongs.

Randy Prine

SDJC Minutes

The meeting was called to order on July 15, 1987 at 7:40 p.m. in the home of Jim and Norma Shiner with 19 members present.

The minutes were approved as read.

President Randy Prine said the car badges will cost approximately \$115 initially and will probably be sold for \$10.00 each. They will not be available for 6 weeks from the time the order is placed. Dick Miller made a motion to purchase the badges. MSP

Curtis Parker said Bob Fitzgerald was approached about a non-Jaguar advertisement in the newsletter. It was discussed and Pat Harding made a motion to accept a non-Jaguar related advertisement for the newsletter, case by case, upon the approval of the officers. MSP

Curtis Parker - Membership, said there are 10 prospective members pending. He made a motion to accept Francois Haravey as member of the club. MSP

Bob Harding volunteered to research a "Day at the Races" for September.

Bob Lakin said he would try again for the Picone Wine Tour for October.

Dick Cavicke went over details of the August 2nd Concours.

Unfinished Business: Harvey Williamson presented an insurance package from J.D. Taylor for one million dollar coverage at \$344.00 per year for noncompetition events. Jim Shiner made the motion to accept the insurance as presented. MSP.

New Business: Dick Cavicke said Performance Jaguar would offer their meeting room for our monthly business meetings from 7 to 9:30 p.m. With much discussion, it was agreed to have our August

SDJC Minutes Cont.

12th business meeting at 7:00 p.m. with the thought of using the room a few meetings a year.

The Prines will bring dessert at the August 12, 1987 meeting.

Without further business, the meeting was adjourned at 9:15 p.m.

Respectfully submitted,

Pat Harding
Recording Secretary

THE BIG CATS ARE BACK


The following was extracted from an article by Quentin Spurring, which appeared in the June 8, 1987 issue of Autoweek.

"The association of the Jaguar name with motor racing is deep-rooted. In fact, we think our racing heritage helped us considerably to survive through our difficult years. During that time, we drew heavily on the bank of goodwill we had accumulated through our racing achievements of the '50s. A quarter of a century later, we felt the time had come to make a few more deposits in the bank . . ."

The words are those of Sir John Egan, the chairman and chief executive of Jaguar Cars, who, these past few years, has turned the company around by setting high targets and ensuring that it became sufficiently decisive and competitive to achieve them.

Egan's much admired racing team has made four large deposits into Jaguar's bank of goodwill this year, victorious at Jarama, Jerez, Monza and Silverstone. Group C, remember, has been almost exclusively Porsche territory since the category was introduced in 1982. The series' premier race, LeMans, has also been Porsche ground in each of the intervening years, but Sir John's prime target—victory in this great classic for the first time in exactly 30 years—is now clearly within target.

To put Jaguar into this position, Egan enlisted to his side a kindred spirit: the fiercely ambitious and competitive Tom Walkinshaw. The race team run by this volatile, 40-year-old Scot, from a state-of-the-art factory at Kidlington, Oxfordshire, was appointed to represent Jaguar

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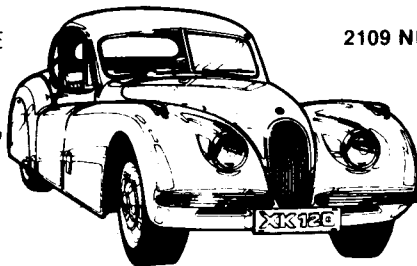
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in Group C during 1985, and presently has a contract good through the end of 1988. So effective has this liaison become that TWR has just been chosen to race the "factory" Jaguars in IMSA through 1991—coinciding, most likely, with an extension of the Group C deal. (Jaguar thus will end a longstanding relationship with Bob Tullius' Group 44, which runs U.S.-designed IMSA GTP Jaguars.)

To accomplish this Egan and Walkinshaw have gathered about them people of the highest quality. TWR employs 40 design and engineering staffers, building the cars almost entirely in-house at Kidlington.

The most important factors contributing towards Jaguar's latest success story have been courage and determination: courage to establish high targets, and determination to assemble the resources to achieve them.

In financial terms, the resources have been provided by Jaguar Cars and by the sponsorship deal with a major company not previously involved in promoting its products through motorsports—Gallagher International, maker of Silk Cut cigarettes.

It has been Walkinshaw's job to display the substantial budget to the maximum effect. A measure of his achievement has been that the Jaguars have never been less than competitive.

In terms of performance, they now have undoubted car-to-beat status, but the crucial difference in 1987 is their durability.

The man charged with designing the cars is one of racing's most respected free-lancers, Tony Southgate, who made his name in F1 with such teams as Lola, Brabham, BRM, Lotus, Shadow and Arrows, and in Indycar racing with Eagle. Southgate: "It's not possible to pinpoint any one thing that explains why we are now beating Porsche, except—well, *pressure*. By that I mean pressure on us to get the job done, and pressure we have been putting on Porsche!

"It's important to remember that we were competitive last year with the XJR6. The reason we won only at Silverstone in 1986 was that the cars were unreliable. They weren't reliable in any single, basic area; rather, a lot of little things were going wrong. We learned from all those things, and reliability became our absolute priority over the winter. We also have more performance now, of course, but durability has been the key."

The increasingly effective Jaguar V12 powerplant is now installed in what amounts to a new car. Southgate again: "What we did, to find our elusive reliability, was to go through the XJR6 with a fine tooth comb, front to rear. In all, we gave the design 64 changes of a major or minor nature, and these included a few improvements to the chassis. So we decided to call it XJR8."

The first of two XJR8s was completed in February, and tested over many miles at Paul Ricard in the hands of team leader Eddie Cheever, the Arrows F1 pilot, and ex-F1 men Jan Lammers and John Watson. Brazilian Indycar driver Raul Boesel came along for a test drive and was quickly impressive; he was signed immediately.

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CATS Cont.

The XJR8 testing yielded impressive lap times which were considerably enhanced by Dunlop's advanced new Kevlar-belted tires.

The team's extensive winter development program was continued in England and, come the opening rounds of the 1987 series in Spain, the team was fully prepared.

The "Tomcats," as they are called, went first and third at Jarama; first and DNF at Jerez (driveshaft failure); first and DNF at Monza (Boesel went off on slicks in a rainstorm); and finally first and second, the team's long-awaited one-two, in front of the British fans at Silverstone. All the while, the cars have been both fast and fuel-efficient, and raced by a quartet as strong as any in the game.

One other 1987 performance must be recorded: that of the all-new LeMans car, the XJR8LM. This has been developed as a separate project, and features very low drag characteristics, in hopes it will go over 230 mph down LeMans' miles-long Mulsanne Straight. It was given a shakedown race at Silverstone by Martin Brundle and John Nielsen, who will complete the three-car lineup in the 24 Hours itself. Very tricky to drive on such a circuit with relatively little grip, it astonished rival teams by racing along in third place at one stage behind the sister cars. Its drivers were invited to stress the car, over-rev the engine, to see what would break; and eventually this was found to be a valve spring.

Such a test reveals high standards of team management, and the man in charge is Roger Silman, formerly with March in F2 and Toleman in F1. His men gave him a wonderful 42nd birthday present at Silverstone.

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Southgate cites the reason for success as "pressure." Silman puts it differently: "Resources—that's what it's all about. We've had the resources to develop the program as it should be done. The car we used on our debut at Mosport in '85 seems very old hat now, and basically the XJR8 is the third car Tony has designed for us. We couldn't have done that without commitment from the highest to the lowest level.

"On top of that, we made a big effort over last winter to strengthen the resources behind the program, and now we have noticeably more strength in depth. There's a lot of talent in Kidlington now, a wide variety of engineering skills.

"Another important factor is that we've tidied up our act at the actual race meetings, particularly pit stops. What we did over last winter was to make sure we learned from the mistakes we made the season before, with the cars and with the team, too.

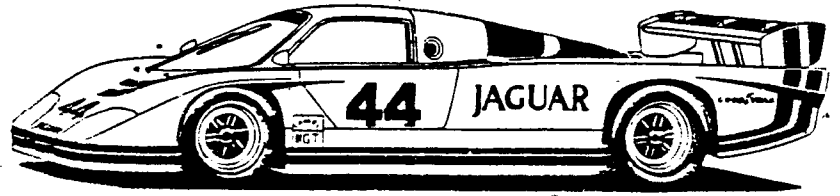
(Continued in next issue)

Bob Fitzgerald





JAGUAR RACING, ETC.●●●



●●●PRISTINE – a word I have been searching for to describe the sleek lines and paint, white and two-tone green stripes that make the Group 44 Jaguars instantly recognizable from any visible portion of a race track. The word was used to describe car 44 by Lyn St. James, many thanks. In contrast to the “rolling billboards” that many of the cars resemble (TWR Jaguars included); the lines and numbers stand out on the Group 44 cars. I know I will catch a lot of flack for my opinion (like noses – most everyone has one) and I realize that sponsors are very important, but come on fellows you can do a much better job. Good examples include the old Group 44 V12 roadster and the past and present XJR-5 and XJR-7. Think about it and compare this approach with the “rolling billboards,” they leave a bad taste, which is very important to avoid in commercial advertising. I wrote this before the July 5th race at Watkins Glen, but was glad to hear on TV that many others agreed with me about the sleek Group 44 Jags.

The Group 44 Jaguar ran its last race as a works entry in the July 5th IMSA GT race at Watkins Glen. For many of us it would have been sentimentally fitting had the car won, but this was not to be. This was an event of attrition eliminating most of the top entries by race end. The Jag was a victim of these conditions too, but did manage to still be competitive

until a broken wheel hub caused an extensive pit stop while running in 3rd place overall. The cat still wound up 3rd in GTP and 13th overall. The Dyson/Porsche 962 driven by Price Cobb and Vern Schuppan got the win followed by Jim Adams and John Hotchkins in a 962. They were followed by 10 Camel Light cars and Car 44 driven by Bob Tullius and John Morton to finish 3rd in GTP. So there proved to be no room for sentiment in this the final appearance of the old

faithful XJR-7 as a works entry in IMSA competition. As we bid a sad adieu for this year to Bob Tullius and Group 44, I will try to keep you aware of the future activities of this organization.

FLASHBACKS

●●● Jaguar’s initial entry in the 24-hour endurance race at LeMans France was in 1950. What year did Jaguar first win at Le Mans and what was the car type designation?

Jaguar entered three cars at LeMans in 1951. The cats were developed from the XK120 and were designated as C-Type (competition) Jaguars. Sterling Moss, Biondetti, and Walker had the cars in 1st, 2nd, and 3rd places. Biondetti pitted with a with a broken oil pipe in the modified engine oil sump. Moss suffered the same fate, but Walker/Whitehead went on to win by some seven miles over the nearest competitor. Howzat!

Bob Fitzgerald

FUTURE EVENTS

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).

Ascot Invitational Concours

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

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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 event blanks will be sent out soon.



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IMPORTANT NOTICE


Information and articles must be received by your editor PRIOR to the 20th of each month. This is necessary in order to include the data in the next month's issue.

XKF-FACT OR FICTION

During my lifetime, Jaguar has produced the SS100, XK120, XK140, XK150S and XKE (from 1961 to 1974) sportcars. No the XJS is not a sportcar, but is con-

sidered a Grand Touring type automobile. Now it is rumored that an XKF may be in the mill as a replacement for the XKE and may or may not be designated XKF. At present the new concept is code named XJ41 and will probably use the all aluminum AJ6, 4 valve per cylinder, 3.6-litre, straight 6 that powers the new XJ6, although the V12 is another possibility. Body design is also being evolved at this time and while it will be entirely new, the thinking is to include some of the long flowing lines of the XKE. One thing sure is that the new car will not be available before 1990. The price is impossible to predict, but will be competitive with the other manufacturers. Until then we can dream, can't we?

Bob Fitzgerald



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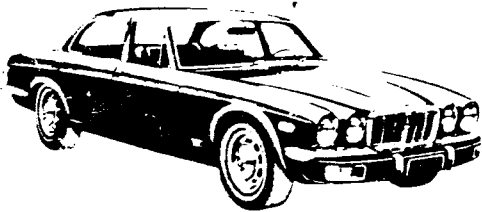
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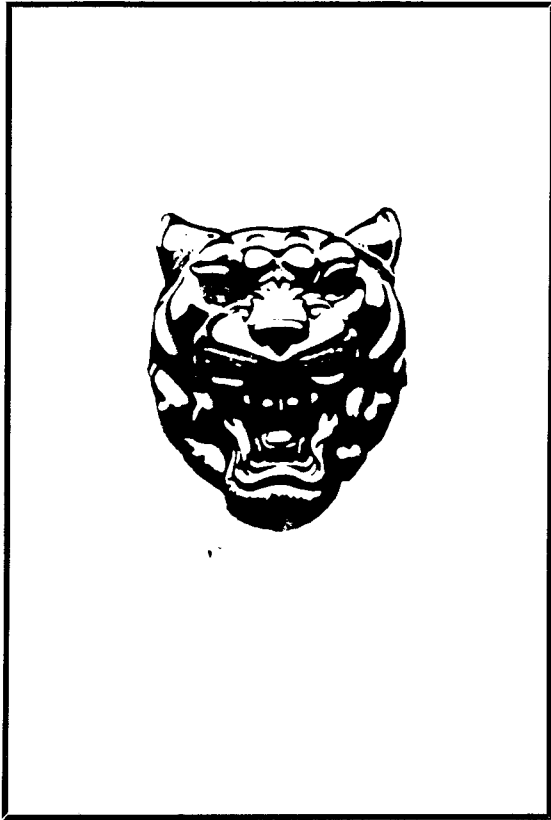
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