



JAGUAR TRACKS

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

CALENDAR

SEPTEMBER DINNER MEETING
 Quiigs Bar and Grill
 5083 Santa Monica Ave. Ocean Beach
 (619) 222-1101
 September 11, 1987
 Cocktails 7:00 P.M. Dinner at 8:00 P.M.

SEPTEMBER BUSINESS MEETING
 Diane and Nat Ward's home on
 September 16, 7:30 P.M.
 8756 Aquarius Drive, San Diego

President's Message for September

We had an impressive variety of beautifully prepared Jaguars parked on the grass at Marina Village. The Larsons, Darlene and Terry, were over from Arizona, and we had a good turnout from the Los Angeles Club.

Dick Cavicke and his Concours Committee did a great job with every detail taken care of. Thanks to all of you who worked or stopped by to look; you helped make this a success. Pat Harding and her group of volunteers sold everything but the tent they were under.

Joanne Fuller is fine after a freakish accident before the dinner. She required four stitches, luckily not on her pretty face. Joanne said the worst part was the three-hour wait in the emergency room.

It was great to see Lew "Have Jaguar, Will Travel" Skaug, down from San Francisco, at the Concours and dinner.

(cont. on Page 2)



NEW MEMBER PROFILE

Francois Haravey, voted to full membership at the July Board Meeting, drives to our events all the way from Laguna Niguel. We first met him and his lovely friend Shirley at the Concours at UTC earlier in the year. This was his first attempt at showing a car and, while he didn't place there, Francois is a fast learner—at our August Concours he walked away with a second! And I'm sure all you serious Concours contenders will **love** to hear that you have to compete not only with his beautiful XKE, but someday soon will also be up against one or more of his XK 140 coupes.

Francois first fell for Jaguars when he was a college freshman, the object of his first (unrequited) love being a 120 roadster. He never did meet her, much less possess her, but by the time he was a Post Grad at Stanford he did scrape up \$300 to buy a '57 140 coupe. (Did I hear a few groans? I'll make it worse—he still has it!)

Then two years later he bought a '55 for \$500 (inflation you know), which he also still owns. In the intervening 20-odd years, he has additionally owned, or been owned by, two 140 roadsters and three E-types. Realizing his "harem" was getting out of hand, he has now reduced it to one '67 XKE Series I FHC and the aboved mentioned 140s.

In real life, Francois is a neurosurgeon in Orange County, but in his time off he becomes SuperMech! He says he finds working on his Jag "relaxing" after a hard day of puttering around in someone's head—fixing cars is easier, and almost always successful. He has one daughter, Charmaine, who recently graduated from UCSD and is now backpacking across Europe. (Will she come home with a "cat" of her own?)

If you have not yet had the pleasure of talking with him, make a point of it at the next dinner or at Ascot—it's a treat! Welcome Francois.

MAO

(President's Message cont.)

Message from Mecca re Concours Scoring: V.P. Mike Cook advises that this year your score will be entered into the computer. In the future, be sure your name or names are **exactly** the same on each entry; otherwise, you may not be given credit for your score. In other words, if you enter as Oliver North in the Concours, don't enter as Ollie North in the next one, or the computer may not recognize you and fail to give you proper credit.

Welcome to New Members: Lee and Pauline Bergland, Paul and Kathrine Kelly, Robert Meigs and Bob and Charlotte Sackerson. Thank you for joining us!

Birthdays and Anniversaries: Happy Anniversary to Don and Dianne Willis! Happy Birthday to Rick Ezneker, Jim Hart, Steve Hawley, Loretta Hines, Steve and Mary Bouton and Ray Tetzlaff. The upcoming Saturn-Uranus conjunction could bear glad tidings of great joy to all you Virgos. Consider the little ants who carry around fifty times their weight in stale bread crumbs without ever collapsing under the stress—they're all Virgos!


Seventeen members were present at the August Business Meeting which was held at Performance Jaguar's new facility. By the way, if you missed their Grand Opening Reception, you missed a great event. See my letter in another part of the Newsletter.

We need someone to take over as Club Historian. If you are interested, please give me a call, and I will tell you what is involved.

Three stars for Ray Tetzlaff, who showed up at the Concours, the dinner and the Business Meeting.

Your obedient servant, Randy



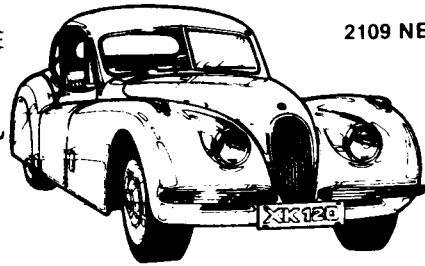
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SDJC Minutes

August 12, 1987

The meeting was called to order at 7:20 P.M. in the conference room of Performance Jaguar. There were 16 members present.

The minutes were approved as corrected.

Membership - Curtis Parker said there are 18 potential members. Curtis made a motion that the following be accepted as members: Robert Meigs; Bob and Charlotte Sackerson; Lee and Pauline Bergland and Paul and Kathrine Kelly. MSP

Diane Ward gave the treasurer's report.

President Randy Prine said there is a tentative England trip planned next year by the JCNA. He also mentioned that it has been requested that when filling out your Concours papers as a participant, that you use the same identical name and/or initials each time as JCNA is on computer and it will eliminate same person showing up different ways. Randy made a motion to have a permanent post office box for the club. MSP

Harvey Williamson said that he has received the official club insurance policy.

Dick Cavicke reported on the successful Concours of August 2nd. JCNA sanctioned Concours is September 20th at Newporter; and CJA at San Luis Obispo.

Bob Fitzgerald gave a newsletter report. Diane Ward made a motion that all news be delivered to Bob Fitzgerald by the 15th of the month in order to speed the turn around time. MSP

Bob Fitzgerald asked who the Historian was and Randy said we do not have one as yet.

Bob Lakin said the band for the Christmas party will be from 9 to 12 and has given a deposit for same.

Pat Harding reported for Bob Harding that the Del Mar Horse Races Day is August 30th with 31 paid reservations.

Mary Lou Owen announced the British Car Day is October 4th.

Russ Ogle said that Mike Davies does Jaguar repairs and restoration, see him for details.


Next meeting is at the Ward's with Diane making her famous dessert.

Without any further business the meeting was adjourned at 9:10 P.M.

Respectfully submitted,

Pat Harding
Recording Secretary

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THE BIG CATS ARE BACK Cont.

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

TWR is very likely the best team in Group C today. In terms of the quality of its engineering and the sheer professionalism of its approach, it can genuinely rival all but the top two or three operations in FI. TWR's high standards are currently defeating Porsche—as is, it must be said, the effect of some complacency in Stuttgart.

Peter Falk's incomparably accomplished factory team had things almost entirely its own way in Group C consistently from 1983-86. Sometimes challenged, but only once beaten by Lancia. The emergence of Jaguar must be seen against this background, for Porsche, either with the Rothmans-backed factory team itself or the army of privateers, won 38 of the 48 races run during that period. Some complacency is understandable, but is not the only reason for Porsche's predicament this season.

By mid-season '86, it was very clear that TWR had made sufficient progress with its Jaguar to be taken by Porsche as a very committed rival. It was also obvious that Egan and Walkinshaw-equipped, as they were, with an increasingly slick operation—were going to take another leap forward and line up an even better package in '87.

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The factory team Jaguars that won LeMans in 1951-52-55 were the cars (with the Lemans Bentleys) that made British Racing Green famous. The 1987 Silk Cut Jaguars may look every inch the modern, commercialized race cars, but, if you look hard, you will see that the BRG is still there, at Jaguar's insistence. It's on the nose splitter, at the extreme front of the car, and the headlight surrounds.

Sir John Egan wants to see that color on the car that wins LeMans on June 13-14. With the man's own track record, there for all to judge, there is no rush of people anxious to bet against him.

"I find watching our cars hard work," he says. "In fact, willing them on to victory over a long period can be quite uncomfortable. But I'm willing to endure twenty-four hours of tension if there is cause for celebration at the end of it."

Bob Fitzgerald

PERFORMANCE PLUS

Performance Jaguar
8888 Miramar Road
San Diego, CA 92126

Attention: Steve Pinson
Gentlemen:

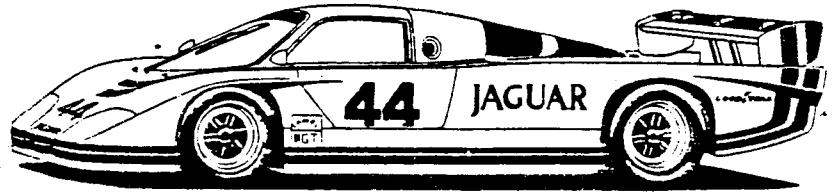
Thank You for including San Diego Jaguar Club in your official Grand opening of Performance Jaguar's new showroom. The hors d'oeuvres and Champagne were as mouth-watering and tempting as the "All New XJ6."

The comments I overheard were positive, and I am sure most people felt as I did—just like a kid in a candy store trying to decide which one to pick. Sir William Lyons would proudly pin his motto, "For Grace, Space, Pace," over your main entrance. You sure do have an elegant "cat" house!

Sincerely,
M. R. Prine, Jr.
President



JAGUAR RACING, ETC. . . .



Now that the Group 44 racing season is over and the TWR IMSA effort has not begun, I thought maybe a rehash of the 1987 Le Mans 24 hour enduro might be in order, at least from the Jaguar point-of-view.

Jaguar was represented by three TWR XJR-8 cars; No. 4 driven by Cheever/Boesel/Lammers; No. 5 driven by Watson/Lammers/Percy (later switched to car 4 after 5 crashed); No. 6 driven by Brundle/Nielson. During the 10th hour of the race, car No. 5 with Percy at the helm was on the Mulsanne Straight, this is about 3 miles long if memory serves me right and the cars can really get up a full-head of steam. The car suffered a punctured left rear tire (may have been trash on the track) and the car became uncontrollable. The resulting gyrations continued for quite a distance down the track due to the high-speed. The car was destroyed, however Percy was relatively unhurt and was a tribute to the strength of the body-chassis unit.

During the 16th hour, the gremlins (racing fortunes) bit cat No. 6. A cylinder head problem forced retirement of the XJR-8.

Meanwhile back to the competition. The big cat No. 4 had managed to elude the more serious gremlins, although also plagued by a series of minor ones and early on had dropped 2 to 3 laps on the leaders. Around 8:00 A.M. Sunday the Jag suffered morning after pangs in the gear box, forcing a pit stop for almost an hour. Additional minor gremlins plagued the car again during the race to the finish. Excellent crew pit work overcame the pesky interference with fate and the XJR-8 wound up with 5th place in the 24 hour enduro - no small feat! Lets hope that the little (and big) racing monsters will be much kinder to our favorite manufacturer next year at Le Mans. This race

should not have dimmed the previous four victories for the Marque in 1987.

•••Strong rumors from both sides of the pond are reporting that Brian Redman, former IMSA champion and driver on the Group 44 Jaguar team, may be team manager of the TWR Camel GTP effort here next season. If true this makes alot of sense. It would be good to have Brian back in the fold.

Across the pond at Brands Hatch on July 26th, the Jaguar XJR-8 driven by Raul Boesel and John Nielson won the 1000 km Shell Gemini race with a 73 second lead over the 2nd place Porsche. The other Jaguar team entry was driven by John Watson and Jan Lammers and garnered 3rd place. The car suffered a broken wheel hub while running in 1st place and while pitted for repairs dropped to 6th. In the process of catching up to finish 3rd, set a new track race record for 1 lap of 123.08 mph. This win provided Jaguar with its 5th win in the FAI Sports-Prototype World Championship and gives the TWR team a commanding lead in the team championship and driver Raul Boesel now leads in driver points. The next race for the Jaguar TWR team is on August 30th at the Nurburgring in Germany.

FLASHBACKS

••• Jaguar won at LeMans in 1951. What was the next year the cats were entered at LeMans and what year did Jaguar win? What was the car type designation?

In 1952 Jaguar entered LeMans with the C-Type's bodywork modified with a long drooping nose for better air penetration and top speed. Also the cars had disc brakes to overcome the heating problems encountered with the drum style brakes. Alas the new noses caused the engines to overheat and all three cars

had to retire. In 1953 the cats were back to the original C-Type bodywork and with the teething problems in the disc brakes sorted out. Moss while dueling with Villoresi in a massive 4.5-Litre Ferrari,

came in with fuel problems. However Rolt and Hamilton went on to win for Jaguar with Moss and Walker in second place after the fuel line problem had been cleared.

Howzat!

Bob Fitzgerald



SEEN AND SCENES AT THE 1987 SDJC CONCOURS D' ELEGANCE



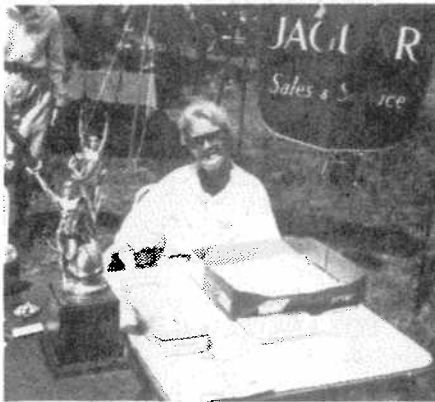
A good looking 420 Saloon



Curtis Parker with Judging cover in place of membership hat.



This is "serious" judging.
Dick Miller Mary Lou Owen



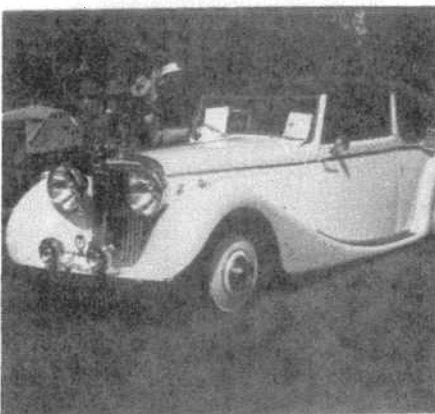
The Tauscher Trophy on display along with Marlys Lakin



Diane Ward Ginny Cavicke



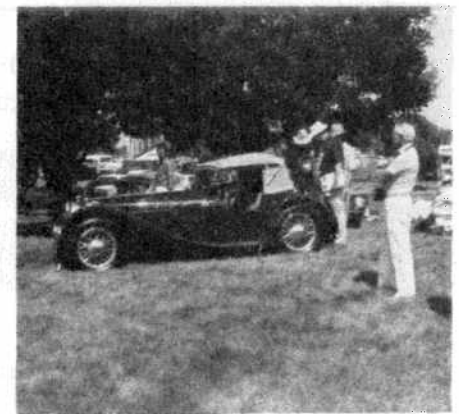
Bob Harding Dennis Crooks



Dick Fuller's 1948 3 1/2L DHC



E Types



Jack Rabell's 1938 SS100

RESULTS OF THE SAN DIEGO 1987 CONCOURS (AUGUST 2, 1987)

NAME	YEAR	MODEL	BODY STYLE	JAGUAR CLUB AFFILIATION	POINTS
<u>CLASS IA</u>					
1. FULLER, DICK	1948	3-1/2 L	DHC	SAN DIEGO	99.09
2. RABELL, JACK	1938	SS 100	SPORTS	CLASSIC JAG	98.89
<u>CLASS IB</u>					
NONE					
<u>CLASS II</u>					
1. CAVICKE, DICK	1952	XK 120M	OTS	SAN DIEGO	98.88
<u>CLASS III</u>					
1. ASTOR, ART	1957	XK 140	FHC	LOS ANGELES	93.31
<u>CLASS IV</u>					
1. MCLEAN, BILL	1961	XK 150	DHC	LOS ANGELES	95.30
<u>CLASS V</u>					
1. BENSON, WRIGHT	1967	E TYPE	2+ 2	SAN DIEGO	99.535
2. HARAVEY, FRANCOIS	1967	E TYPE	COUPE	SAN DIEGO	95.20
3. ENGLUND, LARRY	1967	E TYPE	OTS	NONE	86.98
<u>CLASS VI</u>					
1. MILLER, DICK	1969	E TYPE	OTS	SAN DIEGO	98.395
2. GILL, GREG	1971	E TYPE	COUPE	LOS ANGELES	98.34
3. RUDOLPH, GARY	1970	E TYPE	OTS	NONE	97.215
4. ALLEN, JACK H.	1969	E TYPE	OTS	LOS ANGELES	96.605
<u>CLASS VII</u>					
1. MCMILLIN, JERRY	1973	E TYPE	2 + 2	LOS ANGELES	99.93
2. GILL, TOMILEE	1974	E TYPE	OTS	LOS ANGELES	99.84
3. FALLON, JAY	1974	E TYPE	OTS	NONE	91.20
<u>CLASS VIII</u>					
1. ROUSSET, GILBERT	1960	MK IX	SALOON	SAN DIEGO	94.75
2. ROTHENBERG, PETER	1959	MK IX	SALOON	LOS ANGELES	90.88
<u>CLASS IX</u>					
1. KRISSEL, HENRY	1967	420	SALOON	SAN DIEGO	99.31
2. BAUMHEFNER, BOB	1960	MK 2	SALOON	LOS ANGELES	97.48
3. ASTOR, ART	1967	420	SALOON	LOS ANGELES	95.42
<u>CLASS X</u>					
1. PRESSER, LAWRENCE	1973	XJ12	SALOON	LOS ANGELES	97.71
<u>CLASS XI</u>					
1. LAUTERI, PAULINE	1976	XJ12L	SALOON	LOS ANGELES	99.82
<u>CLASS XII</u>					
1. SMITH, WAYNE	1987	XJ6	SALOON	LOS ANGELES	98.59
2. SKAUG, LEW	1981	XJ6	SALOON	LOS ANGELES	97.10
<u>CLASS XIII</u>					
1. ZAWACKI, DOUG	1983	XJS HE	COUPE	LOS ANGELES	99.85
2. MESCO, BERNIE	1982	XJS	COUPE	LOS ANGELES	98.83
3. FALLON, JAY	1982	XJS	COUPE	NONE	97.24
<u>CLASS XIV</u>					
1. LAKE, FRED	1952	XK 120	OTS	LOS ANGELES	97.02
<u>CLASS XV</u>					
1. LEAHY, BOB	1988	XI6	SALOON	NONE	99.80

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1987 SDJC CONCOURS REPORT

There may have been other ways to enjoy a San Diego Sunday but if you're a Jaguar fan, Marina Village on Sunday, August 2nd was hard to beat. A display of 36 of Southern California's finest Jags drew hundreds of enthusiasts, casual admirers and just plain "lookers."


The cars spanned 50 years and ranged from fresh restorations such as Jack Rabell's 1938 SS-100 and Dick Fuller's 1948 3.5 drophead, to Bob Leahy's freshly purchased 1988 XJ6. Twenty-nine cars were entered in the Concours classes and seven in the "driven" class.

It's a pleasant experience to see favorite models and their dedicated owners return each year, looking as good as ever, (yes, the owners too!) but always exciting to see "new" cars making their debut. There were several stories of 12th hour "preparation heroics", all with superb results and well appreciated by the spectators.

The usual morning overcast and high humidity meant wet feet for the early arrivals but within a few hours the sun broke through and conditions turned near perfect.

Pat Harding's idea for this year's "hospitality" table proved **very** popular both for its coffee and doughnuts and Jaguar memorabilia. John Hoy's large (50 lb) "Jaguar dealership" sign added a touch of color; his overtime to weld a support for it was well above and beyond the call ... thanks John.

(cont. on Page 7)



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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.

ADVERTISING RATES

**Classified: \$10.00 for 3 Mos.
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FUTURE EVENTS

JCSNE CONCOURS

September 13, 1987

Yale Motor Inn

Wallingford, CT

Bob Aldridge, Chairman

H: (203) 482-4723

September 20th is the tentative date for the Classic Jaguar Association Benefit Concours, organized by Jaguar Owners Club, Los Angeles.

Newporter Inn, Newport Beach, CA

Contact Mark Mayuga

(213) 435-6968 or (213) 433-0963.

BRITISH CAR DAY

October 4, 1987 will be held on the infield at the Del Mar Race track. A day filled with picnicking games and car watching. Admission is \$5 per car and includes a souvenir program and pin. Volunteers will be needed for the games etc. Call Mary Lou Owens for more details or to pre-register. 487-7698

Swap Meet.

The Classic Jaguar Association with the help of the Santa Barbara Jaguar Club, Moss Motors and 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.

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 soon.



(Concours Report cont.)

Our friends from the Los Angeles Jaguar Owner's Club were very generous in their support for the event. They brought many very high quality cars, volunteered their help and, of course, took home a fair share of the awards. A number of other owners, without current club affiliations, also showed cars. Their participation was appreciated and I hope they will be inspired to join the San Diego or Los Angeles clubs.

Performance Jaguar kindly provided a brand new XJ6 for display. We all got the opportunity to have a close look and to sit in it without worrying (too much) about finger marks. The car got a lot of attention and Carney Mitchell did a fine job of answering questions.

The unofficial "distance traveled and club loyalty award" certainly belongs to our own **Leif Skaug** who drove 550 miles from his new home in Bodega Bay, CA and still managed a second place trophy with his consistent award winning 1981 XJ6.

Shanghi West provided an abundance of food for the 98 celebrants at the Concours banquet and awards ceremony. The atmosphere was one of pleasant conversation and camaraderie, interrupted only by an occasional gasp from someone who'd eaten one of those little red "exploding" peppers or by a periodic Fred Lake "announcement".

Sincere thanks to all exhibitors and helpers for contributing to the good time.

Special thanks to:

Set up and Parking - Ray McFarlan, Curtis Parker and Jim Shiner

Check-in and Registration - Marlyns Lakin, Diane Ward and Marian Butler, Bob And Charlotte Sackerson

Judging - Dick Fuller (and his twenty experts)

Hospitality and Jaguar items - Pat Harding and Ginny Cavicke

Scorekeeping - Mary Anne and Russ Ogle

Dick Cavicke
Vice President/Concours Chairman



Demand

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