

October 1987



JAGUAR TRACKS

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

CALENDAR

OCTOBER DINNER MEETING

Vacation Village

1404 West Vacation Road

October 9, 1987

Cocktails 7:00 P.M. Dinner at 8:00 P.M.

OCTOBER BUSINESS MEETING

October 14 at Performance Jaguar
(tentative)

8888 Miramar Road, 7:00 P.M.

NOVEMBER DINNER MEETING

Tarantinos

5150 North Harbor Drive

President's Message for October

A Day At the Races

Thanks to Bob Harding who planned this event down to the last detail, everyone had an enjoyable day. (Thanks to Pat who assisted him.)

We all arrived with great expectations, a fool-proof system and a computer readout; but by the time the sixth race came up, Dorothy and Joel Willis and Christa and Mike Paitz were down to

Picking the horses by their favorite colors. The Berglund's sure had a hot hand, and he has promised to instruct us if we try this again. We learned another valuable lesson--don't leave the track before the last race because everyone else has the same idea! It was a beautiful day and a relaxing and enjoyable afternoon. Thanks Bob and Pat Harding.

Ascot 1987

The jewel-like setting by the sea at the embarcadero was perfect for the display of elegant and classic throughbred automobiles. The weather cooperated, and it was an altogether beautiful day.

Dick Cavicke was in last year's winner's circle with his 120 Roadster. Club members among the winners for this year were Dick Fuller, Jim Shiner and Tony Stevens. Dick Miller, Don and Diane Willis and Francois Haravey also entered their cars. All the Jaguars were very impressive among the many graceful and finely restored automobiles. A number of club members were there just to enjoy the car show and luncheon.

Congratulations Dick Cavicke!

If you read your Jaguar Journal, you saw that Dick was finally recognized as placing Third in the National JCNA Concour Results, 1986, with his beautiful XK-120 Roadster. He achieved a three-show average of 99.6266. Well Done!

Car Badges

The car badges are coming, Ta-da, Ta-da!

Birthdays and Anniversaries

Happy Anniversary to Don and Irma Hayes and Marilyn and Randy Prine!
Happy Birthday to George Bullen, Tom Denny, Bob Fitzgerald, Larry Joseph, Russ Ogle, John Scripps and Tolly Williamson!

September Dinner Meeting

About 40 members turned out for the dinner at Quiigs, an especially beautiful site, and enjoyed a delicious meal. Everyone is anxious to return. Thanks Judy for a good selection.

September Business Meeting

A good turnout at Performance Jaguar with sixteen members and two guests, Frank Court and Bill Clark, attending. Four new members were accepted into the club, Tim and Pat Tinnell and Buzz and Anna Rollins. Congratulations and thanks for joining us! Pat Harding is on vacation, and the minutes will be published in next month's **Tracks**.

Randy Prine

FUTURE EVENTS

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.

Triumph Club Challenger Rallye/Spook Run

October 24th, first car out at 5 P.M., Casa Machado Parking Lot, Montgomery Field, 3750 Montgomery Drive Kearney Mesa. Contact Greg Fisher, 698-4479.



714-232-3092  Bob or Barron

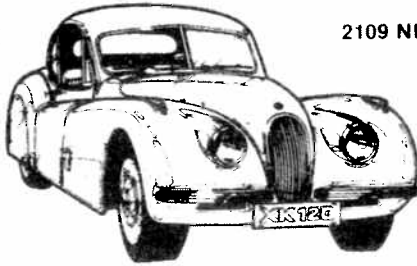
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SDJC Minutes August 12, 1987

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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NEW MEMBER PROFILE

Lee and Pauline Berglund were voted to full membership at the August Board Meeting. They live in the world-renown, cosmopolitan, and sophisticated city of Jamul where Lee is enjoying the retired life (Is there any other kind of life in Jamul?) and his lovely wife is a free-lance legal secretary. They have owned their 1969 E-Type FHC for about a year and drive it regularly-in fact they drove it down to Marina Village in August and then drove it home with a second place in the Driven Class. Lee and Pauline acquired their Jag when Lee went to Gillespie Field to look at an airplane he was interested in buying. When the hangar doors were opened, next to the plane in question sat a very unusual airport Cat. Lee thought it would be a shame to break up the pair so he told the seller he would take the plane if the E-Type was included. The thought of eliminating the maintenance costs on both the airplane and a Jaguar at the same time was just too good to pass up for the seller and a deal was quickly made. In his spare time Lee is president of the Shriner's Flying Club and is working on his instrument rating. If you have not had the opportunity to meet Lee and Pauline, take the time at a future club event to make their acquaintance. Welcome Lee and Pauline.


RWO

San Marcos National Bank offers Jaguar financing!

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FEEDBACK

Recently I asked Mike Cook for his comments on my August issue Jagaur racing column (Pristine XJR-7 vs the Rolling Billboards). The following is reply.

August 20, 1987
Mr. Bob Fitzgerald
8035 Morroco Drive
La Mesa, Ca 92041

Dear Bob:

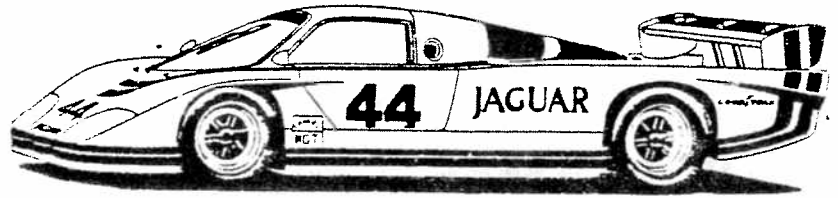
Thanks very much for your letter. I enjoyed reading your publication and I think that 99.9% of your comments are right on. We'll keep on sending information about TWR.

Sincerely,

Michael L. Cook
Vice President



JAGUAR RACING, ETC.●●●



JAGUAR TWR TEAM WINS SPORTS/PROTOTYPE WORLD CHAMPIONSHIP

- Shades of the "Glory Years" in the 1950's, the team clinched the title on August 30, 1987. In winning the 1000 km race at Nurburgring, Germany, Eddie Cheever/Raul Boesel driving the XJR-8 assured the TWR team of the championship with 3 races still to be run in 1987. The team has won 6 of 8 races this year so far. In this series the title is awarded to the team rather than manufacturer. The XJR-8 held a 3 lap advantage over the 2nd place Porsche driven by Derek Bell and Hans Stuck. This win also places Raul Boesel in the lead for the drivers championship with 110 points ahead of Bell and Stuck.

The TWR (Tom Walkinshaw Racing) team will run a full schedule for Jaguar in the IMSA Camel GT series in 1988 operating from a base in Valpariase, Indiana.

●●●AS the rest of the IMSA racing GTP teams are competing at Del Mar on October 25, 1987, in the season finale, Jaguar will be testing the TWR XJR-8 cars at Daytona International Speedway. This is preparation for the 1988 IMSA racing schedule.

●●●During the 1960s, I would become upset when I discovered an XK120 with a "Detroit iron" V8 under the bonnet. Last year we spent Xmas with my daughter and family in Bend, Oregon. One day we were at a small park in the center of town on the bend of the river. The grandson was feeding and chasing the ducks and geese when a Jaguar appeared, no it didn't have four legs. After exchanging the usual Jaguar owners greetings, we remembered that the XJ was a nice looking car. The owner agreed and said it had a V8 under the bonnet (see why I didn't call it an XJ6). Lighting had struck again! However, I can empathize with this owner. From experience

I can say that Bend is not the best place to have to rely on a Jaguar for your only transportation. The nearest source of parts is four hours away, over the Cascade mountains in Portland and this is one way only. We took leave of our newest acquaintance when the grandson ran out of breath and food to feed the fowls to say nothing of the Jaguar.

You say, well what does that have to do with your racing column? In answer to this question; I quote from an article I recently read, "Bob Tullins says Group 44 will definitely run some IMSA GTP races next year (1988) possibly with a Chevrolet V8 engine replacing the Jaguar V12 engine in the XJR-7." To me this is the ultimate thunderbolt, even though I know there are many considerations that I am not privy to (at least I spelled Tullins correctly). Does this mean that I, as a track rail-bird, will no longer be able to hear the beautiful music of the pristine XJR-7 V12 in full song at full bore? What a shame!

FLASHBACKS

●●● Jaguar won at LeMans in 1951 and 1953. What was the next year the cats were entered and what year produced a winner and what was the car designation?

●●●Jaguar entered LeMans with one of the most beautiful and charismatic racing sports cars ever made, the D-Type produced for 1954 (you saw one at our concours this year). In the 1954 race, it showed itself to be capable of 274 km/hr (170 mph) which was 20 mph faster than the C-Type. The cat driven by Moss and Wharton was the pace maker until eliminated by various ailments. The race developed into a thrilling battle between the 4.9 litre Ferrari of Gonzalez and Trintignant and the D-Type of Rolt and Hamilton who placed 2nd, only 1

minute behind the Ferrari after 24 hours. In 1955 the works D-Type with Hawthorn driving was neck and neck with Fangio in a Mercedes. But disaster struck when Levegh's Mercedes collided with Macklin's Austin-Healey in a mix-up involving Hawthorn. The Mercedes disintegrated and pieces fell into the crowd, killing Levegh and 81 other people. Moss driving for Mercedes took over the lead car as Ivor Bueb replaced the shocked Hawthorn. Eventually all close rivals were eliminated before Mercedes withdrew their cars in sympathy for the dead. The D-Type soldiered on to win the event marred by motor racing's worst accident.

Howzat!

Bob Fitzgerald





Oct. 16-18—Vintage Grand Prix Races

—See Ferraris, Jaguars, Lotuses, Bugattis, McLarens and other cars from racing's glorious past.

Oct. 22-25—Greater San Diego Automobile Exposition

—Featuring the new 1988 car models and the latest aftermarket products.

Oct. 23-25—IMSA Camel GT Sports Car Championships

—Featuring Three National Championship Events:

GTP Endurance Prototypes—Unlimited top-of-the-line sports racing machines (Porsche 962's, Ford Mustangs, March 86-Gs, Chevy Corvettes and Nissan ZX-Turbos).

GTO Championships—Big engined sports cars (Corvettes, Mustangs, Camaros and Toyotas).

GTU Championships—Sports cars under 3 liters (Nissans, Dodges, Mazdas and Mustangs).

Southern California Grand Prix at Del Mar

Vol. 1, No. 1

Spring 1987

A New Breed of Horsepower Comes to Del Mar.

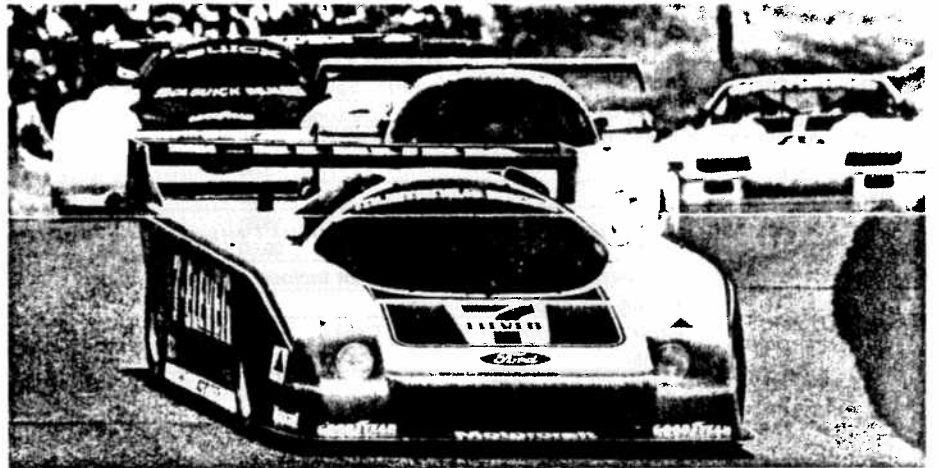
Long known for its breathtaking beauty...exciting thoroughbred racing...the FAIR...and its reputation as a playground of the stars...Del Mar by the Sea is set to host a **new breed of horsepower**. For automotive enthusiasts and followers of Sports Car racing a two-week, four-wheeled festival of events, including races for Vintage Cars, Prototype Sports Cars, GT Cars and a Free Auto Expo.

Activities at the Del Mar Fairgrounds begin Oct. 16 with vintage racing and will run to a climax on Oct. 25, when the 1000-plus horsepower, turbo-charged IMSA sports cars take to the track surrounding the famed Del Mar horse racing facility.

Racing and Del Mar are synonymous. The track by the blue Pacific, built in the '30s by Bing Crosby and Pat O'Brien, is the annual summertime setting for the "Sport of Kings." Now, each fall Del Mar will host the best in the world of prototype automobile racing.

At the same locale where Swaps and Seabiscuit once battled nose-to-nose, you'll see cars from the famed factory teams of Mazda, Pontiac, Porsche, Chevrolet, Buick, Toyota, Nissan and Ford driven wheel-to-wheel by an international cadre of sports car drivers renowned for their speed on road circuits throughout the globe.

A carryover from the atmosphere of Horse Racing will be the introduction to sports car racing of the "Turf Club" where membership will offer the fan an inside view of the sport in a luxurious setting not to be found at traditional auto racing facilities.



Historic Racing Cars Headed for Del Mar by the Sea

Years ago when sports car racing was in its infancy in the U.S., cars from such exotic European factories as Ferrari, Lotus, Bugatti, Cooper, Alfa Romeo, Lister, Maserati and Talbot Lago used to thunder through the trees at venues like Torrey Pines, Pebble Beach and Long Island's famous Bridgehampton circuit, driven by such legendary racers as Phil Hill, Dan Gurney, Carroll Shelby, Stirling Moss and Briggs Cunningham.

A dedicated band of car enthusiasts have lovingly restored many of these unusual racing cars—including many one-of-a-kind examples. They are now headed to the Southern California Grand Prix at Del Mar for its inaugural Vintage Grand Prix weekend Oct. 16-18.

Most of these historic race cars are

now owned by enthusiasts, ranging from stock brokers and professionals to workers from all walks of life—whose passion for cars has inspired them to preserve these fine racing automobiles from the past.

Many such historic vehicles will be driven by their new owners but many of the purists actually favor finding the original drivers to pilot their expensive toys. Thus you might find Phil Hill in the same Ferrari he took to victory at the 24 Hours of LeMans, or Bob Bondurant behind the wheel of the same British Racing Green BRM he raced in the 1967 Belgian Grand Prix. Stirling Moss would be a likely candidate to wheel the better-than-new Aston Martin, he whipped the Ferraris with at Riverside nearly twenty years ago.

SCAVENGER RALLYE/SPOOK RUN

The Triumph Sports Car Club of San Diego announces the 1st annual Scavenger Rallye/Spook Run.

- DATE: Saturday October 24, 1987
- WHERE: Casa Machado Parking Lot
Montgomery Field
3750 Montgomery Drive
Kearny Mesa
- TIME: First car out Sundown 5:00 P.M.
Drivers meeting 4:30 P.M.
Last car registration 4:15 P.M.
- AWARDS: 1st, 2nd, 3rd place driver/navigator
Best female costume, best male costume
Ball Bearing Breaker Challenge Cup IV
Last but not least a consolation prize for a total of 10 awards
- SUGGESTIONS: Costumes are not mandatory but are highly recommended as they will be the deciding factor in case of a tie. Flashlights and writing instruments are recommended as this is a night rallye, without pen or pencil one will be filling out the questionnaire in blood.
- RULES:
1. Rallye Master decisions are final.
 2. Moving violations during rallye disqualify car.
 3. No drinking or illegal substances during rallye.
 4. Tie breaker is best costume.
 5. Pre-registration is \$5.00; registration at rallye is \$7.00.
 6. Pre-registered cars go first in the order of pre-registration, all other cars go in order of sign up.
 7. Rallye points are accumulated by scavenger objects and questions plus 2 extra point questions.

For further information or questions, contact Greg Fisher 698-4479.

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NEW JAG RESTORATION SHOP

While admiring all the beautiful Jaguars gathered at our concours in August, I had the opportunity to meet Mr. Mike Davies. Mike is a partner in **MW Davies and Company** a company which specializes in the restoration and repair of Jaguar automobiles. Mike's shop is in the Kearny Mesa area and I recently took the time to stop off and visit. The shop is about 2500 square feet and has room for five or six cars. On the day of my visit Mike had five Jaguars in his shop undergoing various repairs. These included a XJS in for strip and repaint, a Mark II undergo-

ing a complete restoration to include the installation of a 4.2 liter engine and left hand steering, and an E-Type that required extensive front-end repair. Mike also has an E-Type which he is thinking about restoring as a lightweight replica racer. If you find yourself in Kearny Mesa with some time on your hands, stop at Mike's shop and talk Jaguars with him-he is very friendly.

MW Davies and Company is located at 4858 Mercury Street.

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1971 XKE Coupe 4.2, brown, 72,000 miles, excellent condition, \$9,600, contact Pat (619) 561 7967



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ADVERTISING RATES

Classified: \$10.00 for 3 mos. (Free to club members).

Commercial: \$12.00 per month or \$120.00 annual lump sum for 3 in. x 5 in. camera ready copy (three months minimum).

A THANK YOU FROM JAGUAR OF COVENTRY

By **KEITH READ**

Motoring correspondent

Jaguar entertained some of its "friends from the dark days" with a dinner in Coventry on Tuesday.

More than 100 Jaguar Club members from North America, Australia and New Zealand were in the city to see the Browns Lane factory and to meet senior personalities from the firm, which yesterday celebrated 60 years of car making.

At the Royal Court hotel, Jaguar's public relations director, David Boole, said: "These people are very important to us.

"They are proud owners and ambassadors for our cars in important markets on opposite sides of the world."

"In the really bad days, they were our friends. After we started to put our quality right and when we tried to explain to the world that things were getting better, it was the Jaguar Club members who would be on hand to give support and to confirm what we were saying. They are friends from the dark days."

Among those at the Royal court were

former managing director Lofty England, who retired to Austria but who still acts as a roving ambassador for Jaguar; former PR man and Jaguar historian and author Andrew Whyte, from Ettington; former Le Mans winner Duncan Hamilton; current Jaguar team driver John Watson; and the head of Jaguar in North America, Graham Whitehead, who revealed that Jaguar was looking for bigger headquarters in New Jersey to keep pace with expanding sales.

Today, the Jaguar enthusiasts were at Donington park to look at the racing car museum and to witness a demonstration run of the famous XJ13 mid-engine V12 race car which never competed, but which set speed records at Mira in the 1960's before a crash which wrecked the car.

It is now fully restored and is one of Jaguar's prized museum exhibits.

Coventry Evening Telegraph, 21 May 1987



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Coventry Evening Telegraph, 21 May 1987





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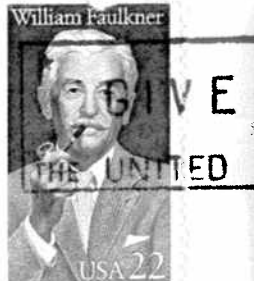
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