



# JAGUAR TRACKS

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

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## CALENDAR

**NOVEMBER DINNER MEETING**  
 Tarantinos

5150 North Harbor Drive  
 November 13, 1987

Cocktails 7:00 P.M. Dinner at 8:00 P.M.  
 This is nomination and election night

**NOVEMBER BUSINESS MEETING**

November 18 at Performance Jaguar  
 8888 Miramar Road, 7:00 P.M.

**DECEMBER DINNER MEETING**

The Christmas party will be  
 held at the North Island Officers  
 Club on Saturday December 12, 1987

## LATE FLASH

Congratulations to SDJC members  
 Dick Cavicke, Dick Miller and Henry  
 Krisel for bringing home three first  
 places in class from the October  
 16-18 San Luis Obispo CAL CLUBS  
 meet.

## President's Message for November

### October Dinner Meeting:

Forty-one of the faithful, including ten  
 prospective members, turned out for a  
 delicious meal in a beautiful setting at  
 Vacation Village. Among the new faces  
 were Fred and Paula Jacobsen whom we  
 had just met at British Car Day; Tim Kime,  
 recently moved here from Ohio (his E-  
 Type Roadster is being shipped out);  
 Violet and Jack Swatling down from

Carlsbad, and new owners of an XJ-6;  
 Gregg Harrington who found us in spite  
 of ourselves; Bill Clark who will testify  
 that Vacation Village is hard to find; Ken  
 Sheffield, who talks funny, is a retired  
 member of the R.A.F. (his first Jaguar was  
 an SS-100 back in 1942); Carolyn Janzen  
 who drove all the way over here from El  
 Centro to be with us, and we certainly are  
 flattered (three stars for Carolyn!).

We also had San Diego Police Sergeant  
 Keith Grote and his date, Karen, as our  
 guests. Keith gave an interesting, infor-  
 mative and humorous talk on late-night  
 driving from a policeman's point of view.  
 It was an enjoyable evening.

If you happen to pick up an October copy  
 of *San Diego Home and Garden* magazine  
 you'll recognize Performance Jaguar's  
 new showroom on the back cover.

### British Car Day

It was a clear, beautiful day and although  
 Del Mar was probably the coolest place  
 in San Diego County, it was just hotter  
 than, well, you know what! There was a  
 large turnout and the Jaguar Club was  
 there in force. Mary Lou Owen and  
 Marian Butler are on the Council and  
 helped make it a pleasant day. Dick  
 Fuller entered his R/R and won in that  
 class; Dick and Ginny Cavicke's 120  
 Roadster won in the Jaguar Class; Glenn  
 and Margie Simpson with their E  
 Roadster and MK IX; Ron Goodsell with  
 an E-F/H/C; Bob Sakerson had his 140  
 F/H/C; John Mansdorfer brought his E  
 Roadster; Fred and Paula Jacobsen with  
 their new V-12 F/H/C; Marian Butler with  
 her E Roadster, I with my dirty 150-S;  
 club members E. Stinson, Lou Dial, Frank  
 Court, Henry Krisel, Russ and Mary Ann  
 Ogle all milling about. Lorinda Pate  
 showed an interest in rejoining us.

Our Athletic Team, and I use the word  
 loosely, consisting of Mary Ann Ogle,  
 Frank Court, the Tunnell's, Tim and Pat-  
 ti, made an impressive showing for the

Prince of Darkness Trophy by coming in  
 Third—maybe next year a First. Thanks  
 to you all for taking part.

Dick Cavicke has an interesting solution  
 for additional cooling on his XK-120. Ask  
 him about it!

Member Martin Simon received a stock  
 report on Jaguar. Here are some  
 excerpts:

Jaguar will unveil a replacement for the  
 XKE sports car in 1990 or 1991.

Jaguar has easily out-performed its com-  
 petitive group domestic (Lincoln and  
 Cadillac) and import (BMW, Mercedes  
 and Porche).

Three out of four luxury car buyers in the  
 world live in the U.S.

Jaguar is essentially a one-car company,  
 unlike BMW (four platforms), Porsche  
 (three platforms) and Mercedes (five  
 platforms).

Thanks, Martin.

### October Business Meeting

Seventeen were present including new  
 members, Gregg Harrington and  
 Lorinda Pate. Meeting was held at Per-  
 formance Jaguar.

Teri Nance is finalizing a tour for the  
 Evans Museum. This is a great opportuni-  
 ty for our club to get a private tour. Watch  
 for the time and date in January and plan  
 to be there.

Pat Harding is looking great after her  
 traumatic experience with skin cancer  
 surgery.

## FUTURE EVENTS

The present slate of officers have agreed to stay on for the coming year. However, if you or someone you know would like to run for any position, nominations will be accepted from the floor at the next dinner meeting.

## WELL DONE CHET AND BARNEY


Kudos to not only Chet, but also to the crew (Jean, Mark, Curtis and the rest of the support group) for getting Barney (SS-100) ready to race. Chet drove in Saturday's Del Mar Historic Car Races in Group 1A, and was battling head-to-head with Mark Shetler driving a 1925 Lancia. He managed to pass the Lancia and pulled away to a good lead and stroked Barney to win it by a good margin.

The SS-100 performed flawlessly. Mark Manock was entered in Group 5A, driving his XK-120. Unfortunately the car suffered a vibration problem in the steering (worn bushing in the arm) during the race and had to withdraw.

On Sunday, Chet had another good day in Group 1A. During the race he was dicing with another Lancia the whole way. Chet won by a nose in the last few feet of the race.

Mark was unable to correct the vibration problem overnight and again had to drop out during the Group 5A race. Better racing luck next time, Mark and Chet hang in there. A special thanks, from all involved in the effort, to Jean for being a most gracious host.



714-232-3092  Bob or Barron

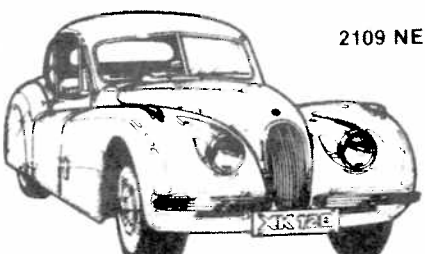
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## SDJC Minutes

## October 1987

The meeting was called to order by President Randy Prine with 14 members and 3 guests: Lorinda Pate (former member), Frank Court and Greg Harrington present.

The minutes were approved as read.

Curtis Parker said there are 20 prospective members and 8 to vote on. Marion Butler moved to accept the following persons as members:

1. Frank Court
2. Ken and Naring Sheffield
3. Carolyn Janzen
4. Bill Clark
5. Steven and Terry Stuart
6. Barbara Lorentz
7. Paula and Fred Jacobson
8. Greg Harrington

It was moved, seconded, and passed to accept all 8 persons as new members. Mary Anne Ogel updated the roster.

Diane Ward reported on the treasury. The car badge bill has not yet come in.

President Randy said the XJS sales are up 23% from last year. JCNA has calendars for sale (first come first serve) for \$8.50. He also mentioned that members should be thinking about what they would like the club delegates to bring up at the next JCNA meeting in Texas. Curtis Parker and Marion Butler will be the delegates.

Diane Ward said the next dinner will be at Tarantinos. There will be a list for members to sign up to be "check-in hosts" for each meeting instead of the same persons every time.

Old business: Bob Fitzgerald presented his club history report which is approx

imately 75 pages, sectioned, double column justified, three hole punched so it could be updated. The typing would cost approximately \$330. Printing and binding would be approximately \$478 for 100 copies. Marion Butler made a motion that this be announced at the next dinner meeting and because of the considerable cost to the club, that it be typed for not to exceed \$350, and sell at \$10.00 per copy by taking pre-orders at the dinner meeting. If there are not enough pre-orders, then members can make their own from the original copy.

New business: Randy Prine said that Performance Jaguar was having a wine and cheese reception on October 22, 1987 from 6 to 8 to meet the Jaguar racing team. Performance Jaguar will be tuning the race car for the Del Mar race October 23-25, 1987.

Marion Butler said that the Triumph Club is having a Halloween rally on October 24, 1987. See Marion for details.

Teri Nance said that she can have the Evans Museum tour in January after Superbowl weekend starting at 3:30 p.m. and lasting about two hours with dinner option at a restaurant afterwards.


Next business meeting will be November 18th at Performance Jaguar with Diane Ward and Mary Anne Ogle bringing dessert, etc.

Meeting was adjourned at 8:40 p.m.

Respectfully submitted,

Pat Harding  
Recording Secretary

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## NEW MEMBER LISTING

At the October Business Meeting, we had the pleasure of voting in eight new members and welcoming back a former member. Much as I would like to devote a whole article to each - and I'm sure every one would provide good material - I'm afraid I'll have to curtail my natural wordiness and just give you a capsulized version.

**Bill Clark**, who has owned his 1968 E-Type since 1974, moved to San Diego from Illinois this past June. He is the Assistant to the Provost at the California School of Professional Psychology.

**Frank Court**, though his answering machine would not tell me anything more about him, owns a 1957 MK VIII.

**Greg Harrington's** answering machine was equally uncommunicative, but I know he owns a 1963 3.8 Series I Roadster. Both Frank and Greg have attended business meetings and promise to be very enthusiastic members.

**Paula and Fred Jacobson** own a number of British cars: A Mini Cooper Ralley car, a Daimler SP250, and an MGC. Her 1971 XKE 2+2 is their latest acquisition (she was looking for something fast and sexy -- to drive that is!) Paula is a legal secretary, working for a downtown firm specializing in family law. Fred works in the business office of the Union Tribune Publishing Co.

**Carloyn Janzen** recently moved to California from Oklahoma. The OKC club would not let her join--her XJ6 was too new--so she bought a 1961 3.8 MKII. She is a lawyer, currently working in (and driving to meetings from!) El Centro.

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Member F.D.I.C.

**Barbara Lorentz** moved to San Diego from Indiana only three months ago. The first thing she did was call around town looking for a Jaguar Club. She bought her XKE new, and went to Europe to take delivery on it (sounds like a nice souvenir to me!). Barbara is the Building Manager for several Medical Office Buildings at Scripps Memorial Hospital.

**Lorinda Pate** is a "prodigal daughter", returned to the fold after foresaking Jags for a few years in favor of an unmentionable German Breed. She has owned, in addition to her current 1965 Mark II, a 120 DHC, an XJS, and an XJ6 (which she sold to Curtis Parker!). Lorinda works for an ad agency which does printing, graphic and video productions.

**Kenneth and Naring Sheffield** are "veddy British", but have lived here for many years. While in England, Ken owned an SS 100 and two MK IIs; now he drives a 1976 XJ6. Ken is retired from PSA (Engineering) and spends a great deal of his spare time working on a "home-built" airplane at Brown Field.

**Stephen and Terry Stuart** looked for several years for a good XJS to restore

before finding one last July. Stephen, who works as a Diesel Mechanic Supervisor at North County Transit, has been able to do a lot of his own work on the car, but for the past two months it has been in the paint shop. (Tomorrow is the "big day", so maybe we'll all get to see it at the Performance Jaguar Reception Thursday!) Terry works at Palomar Hospital as a Pharmacist Technician.

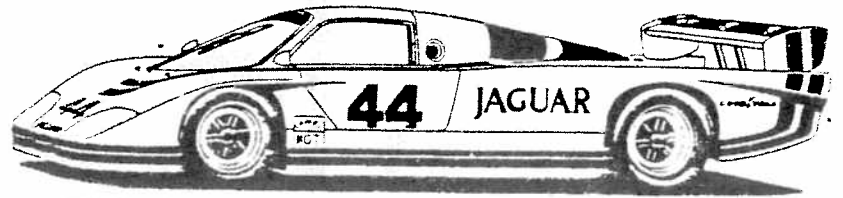
Welcome everyone!

Now y'all, it is up to you to get around and meet all these nice people--and get to know their full stories.





**JAGUAR RACING, ETC. . . .**



The 1000 km World Sports/Racing Championship event at SPA, Belgium, proved to be a great one for the Jaguar TWR team. They entered three XJR-8 cars and came away with 1st, 2nd, and 4th the only thing preventing a clean sweep was the Porsche 962c driven by Jochen Mass and Oscar Lurrari, which held off the challenge of Eddie Cheever and John Nielsen (Jaguar) to take 3rd place. Raul Boesel piloted the Jag of Martin Brundle and Johnny Dumfries (after taking over at the race's halfway mark) to 1st place and in so doing locked-in the driver's championship for 1987. Jan Lammers and John Watson garnered a fine 2nd place finish in the race. If memory serves me right this was Jaguar's 7th victory in 9 races in 1987. Congratulations to Jaguar, TWR, and everyone involved with the campaign this season!

Next season, we on this side of the pond will be able to observe these big cats first hand. They will not only compete here

in IMSA, but also in the World Sports/Racing Championship "over there."

**HAPPY DAYS ARE HERE AGAIN- IT FEELS SO GOOD**

The Silk Cut Jaguar XJR-8 scored its 8th win of the 10-race series in Japan on Sunday, September 27, giving drivers John Watson and Jan Lammers their third trip to the winners' circle this year. The Silk-Cut sponsored TWR team had already clinched the World Sportscar Championship at Spa on September 13.

Their car, and the sister Jaguar XJR-8 of 1987 World Drivers' Champion Raul Boesel with co-driver Johnny Dumfries, were one-two at the finish in front of 80,000 spectators on the spectacular 4.5 km circuit under Mt. Fuji. Headed at first by Nissan and then by Toyota, the two British Jaguars took control on the 42nd lap of the 224 lap race and never looked back.

For Watson, victory was particularly sweet. He won here in 1984 for Porsche with the late Stefan Bellof; "I was confident throughout the weekend we could do it, and the car was just perfect the whole race. Jan has been the best partner anyone could ask for - we have worked as a team all year."

As a result of the one-two finish, Jaguar drivers claimed the top four World Sportscar Championship positions - Boesel the Champion with 127 points, Watson and Lammers joint second with 103, and Eddie Cheever fourth with 100, pushing twice-champion Derek Bell down to fifth overall.

For Boesel, it has been the perfect year; "I started 1987 without a drive and finished as World Champion. I cannot say enough in praise of Silk Cut Jaguar and the Tom Walkinshaw Racing team".

Sendai, the scheduled final round on October 4, was cancelled following a shock announcement that FISA has failed the Japanese circuit on safety grounds.



Results: Fuji 1000 kms, Japan September 27th

- |    |                 |                         |
|----|-----------------|-------------------------|
| 1. | Watson/Lammers  | Silk Cut Jaguar XJR-8   |
| 2. | Dumfries/Boesel | Silk Cut Jaguar XJR-8   |
| 3. | Baldi/Thackwell | Liqui-Moly Porsche 962C |

## World Champion Points After Ten Rounds

### Drivers:

1.	Boesel (Champion)	127
2.	Watson/lammers	103
4.	Cheever	100
5.	Bell/Stuck	99
7.	Larrauri	69
8.	Mass/Baldi	58
10.	Dumfries	55

### Teams:

Silk Cut Jaguar	178
Brun Motorsport	91
Porsche AG	74
Joest Racing	63
Liqui-Moly Equipe	58
Kremer Porsche	41
Spice Engineering	39

●●●PARTING SHOT - Regarding my comments in the August SDJC newsletter racing column, specifically "pristine verses rolling billboards". I call your attention to the cover of the July • August 1987 issue of the Jaguar Journal. The similar views of the XJR-7 and XJR-8Im are portrayed on race tracks. Draw your own conclusions and I rest my case.

●●● John Nielsen, a former factory driver for Ralt in F3000 and presently a stand-in for Eddie Cheever of the TWR team, will become a regular for the team for 1988 in TWR effort in both IMSA and the World Sports/Racing Championship.

●●● Tony Dow, crew chief for Patrick Tambay's 1980 can-am championship Lola and more recently Lola parts expediter for importer Carl Haas, will likely be team manager for the TWR Jaguar team which will contest IMSA's Camel GTP series in 1988.

### ●●● NOW AND THEN

This year there are eleven rounds in the World sports car series of races. In 1953 - the first year of the World Sports Car Championship - there were seven, and three of today's venues were used then: Le Mans which hasn't changed all that much, Spa-Francorchamps which has been modernised cleverly without losing its character, and the Nurburgring which is a disappointment to admirers of the original of that name which can still be driven around, for a fee, but which is lost forever as a serious international race circuit.

The works Jaguars, which came 1st, 2nd, and 4th at Le Mans in 1953 did not attend the German or Belgian races, both of which were won by works Ferraris. C-type Jaguars of the Ecurie Ecosse team came second both times, however, contributing strongly to Jaguars score in the championship. The Belgian event was a

24-hour one that year; the Germans had intended theirs to be of the same durations, but had to cancel the previous year's proposed event and reduced the length to 1000 kms for 1953. At least there is a 24-hour race on the old circuit once more - a low-key event giving pleasure to purists.

Jaguar just failed to win the first manufacturers' title in 1953, and indeed it has taken all the intervening years for Coventry's most famous marque to win any World Championship. It was worth the wait; and it has come at the right time.

### ●●●Group 44 Recap

The departure of Group 44 from the Jaguar racing scene does not mean a reduction in effort for veteran team boss Bob Tullius who has been campaigning sports cars Stateside for a quarter of a century and racing personally for longer still. The man has motor racing in his blood, and has been trying his hand lately in a single-seater.

In July at Watkins Glen, where the v12-engine XJR-7 made its final official appearance, Jaguar Cars Inc. hosted a farewell party for the Group 44 team, and celebrated its achievements in IMSA GTP racing to date. For the record, here are details of the nine outright Jaguar victories in IMSA:

Road Atlanta, 1983	Bob Tullius/Bill Adam (XJR-5)
Lime Rock, 1983	Bob Tullius/Bill Adam (XJR-5)
Mosport, 1983	Bob Tullius/Bill Adam (XJR-5)
Pocono, 1983	Bob Tullius/Doc Bundy (XJR-5)
Miami, 1984	Brian Redman/Doc Bundy (XJR-5)
Road Atlanta, 1985	Brian Redman/Hurley Haywood (XJR-5)
Daytona, 1986	Bob Tullius/Chip Robinson (XJR-7)
Riverside, 1987	Hurley Haywood/John Morton (XJR-7)
Palm Beach, 1987	Hurley Haywood/John Morton (XJR-7)

In September it was thought that the XJR-7 *might* be seen again, privately sponsored (as was the case, partially, when it won at West Palm Beach). This possibili-

ty was related to the Group 44 crew's excellent performances in the year's pit-stop competitions. In what form the car might appear next year, there remained uncertainty.

●●● I am sorry to have to make an apology to Bob Tullius for the incorrect spelling of his last name in last month's column. Somewhere along the way it happened again - sorry Bob!

### FLASHBACKS

●●● Jaguar works (factory) cars won at LeMans in 1951, 1953, and 1955. What was the next year a works car won this event?

As of this writing a factory Jaguar has not won at LeMans since 1955. Three factory Jaguars were entered at LeMans in 1956. Two of the D-types crashed, while a D-Type entered by the Ecurie Ecosse (Scottish) team for Ninian Sanderson and Ron Fockhart moved up to win. The works then decided to retire from racing to free the development team for work on production cars. The distinctive long-nosed D-types were sold to the Ecurie Ecosse team. Also American Briggs Cunningham had one, which his ace tuner, Alfred Momo, developed into a 3.8-litre version. Momo's method of increasing the capacity was to be adopted later by the works for production cars. Howzat!

Bob Fitzgerald

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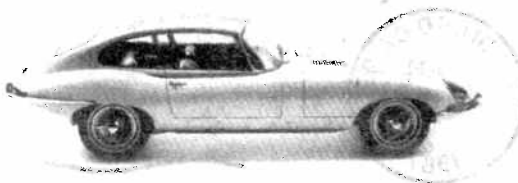
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Information and articles must be received by your editor **PRIOR** to the 20th of each month. This is necessary in order to include the data in the next month's issue.

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# JAGS BETTING ON THE NAGS AND DINING AT THE BEACH



Harvey Williamson  
Teri & John Nance  
The Happy group at Quiigs



Ray McFarlan, Barbara & Jim Hart  
The Corner Group at Quiigs in Ocean Beach.



Bob (yeah, I set this up) Harding  
Pat (yeah, you did) His wife  
Marge (I'm glad you did) Denny



Glen Simpson, Rick Ezneker  
Dick Cavicke  
The Serious Group at Quiigs



Tim and Patti Tunnell  
New members at Quiigs



Sheldon & Elaine Feinstein  
Randy Prine, Del Mar



Russ Ogle: Whaddaya mean - eighth in a seven horse race?



Diane Ward: Which way did our horse go?  
Judy Montgomery: What horse?



Curtis and Sheila  
A couple of touts at the track.



Demand

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