



January 1988

# JAGUAR TRACKS

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

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## CALENDAR

### JANUARY DINNER MEETING

Friday January 8th  
LA HACIENDA  
MISSION VALLEY INN  
875 HOTEL CIRCLE SOUTH  
Cocktails 7 PM Dinner 8 PM  
Mexican Combination \$11  
Chicken Cordon Bleu \$13

### JANUARY BUSINESS MEETING

The next business meeting will be at  
Performance Jaguar  
8888 Miramar Road, 7:00 PM sharp  
January 13th

## FUTURE EVENTS

### Jaguar Tech Sessions

Held on 4th Wednesday of each month  
from 7 p.m. to 9 p.m. at Performance  
Jaguar. First session will be January  
27, 1988. For info contact Fraser Gladwin.

### Evans Museum

Teri Nance has made arrangements for  
us to tour this car museum on Saturday  
January 23, 1988, Evans Garage, 4955  
Pacific Highway.

We will meet in front of the two story blue  
building located on a small frontage  
road across from the Highway Patrol at  
3:30 PM.



**WESTERN STATES '88** meet July 12-15,  
Monterey, CA.

Doubletree Hotel, block of 100 rooms at  
special rate of \$98.00 per night, contact  
Bernie Mesco, (213) 823-2821, Playa Rey,  
CA.

## President's Message for January

### Christmas Party

What a great turnout for the Christmas  
Party--72 members present, and most  
stayed until the band stopped at mid-  
night. It was a beautiful setting, thanks  
to Marlys and Bob Lakin for making the  
arrangements. Everyone had a great  
time.

Lew Skaug drove (that's right!) down  
from San Francisco and danced the night  
away with everyone in sight.  
Atta'boy, Lew!

Dick and Deanna Strever were down  
from Fountain Valley, CA. Dick won the  
car badge that was given away as a door

prize. He has the distinction of getting  
the very first one!

Mary Lou said it was the first time she  
had ever danced to Christmas Carols.  
Mary Lou has been elected Treasurer to  
the British Car Council.  
Congratulations!

Did Glenn Simpson have a good time?

Monty Montgomery and Tony Stevens  
put on a dance display at 11:30 p.m. that  
would have won first prize in any contest.  
The only thing missing was the wine bot-  
tles on top their heads. Hope they had  
plenty of Bengay at home.

Margie Simpson will distribute the toys  
that were donated to the underprivileg-  
ed children.

Dick Fuller suggested the band, and they  
were great! Thanks, Dick.

Tony Stevens donated the electric bar-  
b-que grill as a door prize. Pat and Bob  
Harding won it, shame!


Speaking of door prizes, Marge Denny  
made the beautiful table centerpieces  
that were also used as door prizes. They  
were admired and sought by everyone.  
After many years of providing the club  
with door prizes, Marge is retiring. She  
has certainly added a touch of elegance  
to our club. Thanks to a classy lady for  
her efforts.

Jan and Dick Miller get a star by their  
names for being the first members to pay  
their 1988 dues.

Steve and Rhona Pinson, John Steen and  
guest, Jere'e, representing Performance  
Jaguar, were our guest at the party.  
Thanks for coming. (Did you hear John's  
musical tie?)



# JAGUAR TRACKS

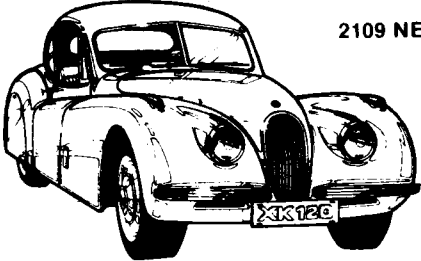
714-232-3092  Bob or Barron

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## New Member Profile

Our newest members, voted in at the November business meeting, are Chuck and Gail Ward and Jack and Violet Swatling. Hopefully many of you met and talked with them at Tarantino's or at the Christmas party. I have been playing "answering machine roulette" with the Swatlings, so I'll have to save their profile for another time, but here's a little background on the Wards.

**Chuck and Gail Ward** are natives of the Bay area, but were exiled to the east coast for nine years while Chuck, a mechanical engineer, worked first in upstate New York and then in New Jersey in Princeton's fusion research program. After nine cold winters, they were delighted to be transferred back to California, even managing to overcome the Northerner's natural prejudice against Southern California in their relief at being warm again. In fact, they fell in love with San Diego and now, even though Chuck's job is again in the Bay area, they can't stand the thought of living anywhere else. So Chuck commutes, living in a camper during the week and flying back to San Diego for the weekends (the San Diego Chamber of Commerce would love hearing about that!). Gail is an X-ray technician, working with several sports medicine doctors in La Jolla. And she has graciously agreed to be on our Calling Committee next year—let's hear a loud round of applause, please! They have a son in college, two married daughters and four grandchildren.

When they left California, they had in tow a Mk X, which was to be Chuck's "spare time" project. Well, you know the old story—spare time being one of the scarcest of commodities, the Mk X was given up for adoption. But Chuck never gave up the idea of being a Jaguar owner—besides which Gail has never really forgiven him for selling "her" Jag! So, one day he spotted a "For sale" sign on a 1967 XKE in the parking lot and, well, it just kind of followed him home. Shortly after that proud acquisition, he found another '67—a stick shift, original condition, original owner, with only 50,000 miles on her. The first owner purchased her in Holland and all the sales documents are written in Dutch, which should make an interesting exhibit for shows. Chuck hopes to restore the automatic this year, but with a schedule like he's got...good luck!

A warm welcome to you both—may it be the start of a long friendship!

# JAGUAR



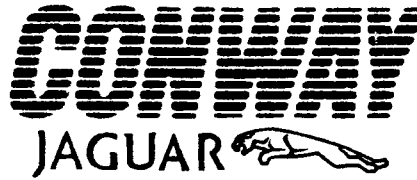
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## President's Message Continued

After many years of watching over the club's treasury and watching every nickle and dime that was spent, Dianne Ward was the deserving recipient of the Most Valuable Person Trophy. Congratulations!

Judy Montgomery deserves a large vote of thanks for being Dinner Chairman for 1987. She has provided us with some interesting and nice places to meet and eat.

### Changes for the New Year:

Marian Butler will be Dinner Chairman for the coming year; if there is anything your heart desires (eating, that is), give Marian a call.

Pam Hodge will be the Telephone Committee Chairman for '88.

Tom Clandy will produce name tags for members at dinner meetings.

Barbara Hart is giving up the job of Telephone Committee Chairman, but will continue as a caller. Barbara did a great job in 1987 coordinating the members for dinners and outings. As you know, without a good phone committee there would be no Jaguar Club. Thanks, Barbara.

Lou Dillon and Elaine Feinstein have retired from the Telephone Committee and Elvira Rousset will no longer be doing name tags. Thank you all for your time and effort.

## San Marcos National Bank offers Jaguar financing!

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Member F.D.I.C.

Curtis Parker has retired from the Membership Committee to take on the job of door prizes. Curtis has held many positions in the club, including Vice President, and continues to volunteer his services year after year. Thanks, Curtis!

Henry Krisel is the recipient of the Toucher Trophy with his beautiful 1967 420 Sedan. He has won many First places in JCNA concours. Congratulations to Henry.

Bob Lakin and Teri Nance will be in charge of outings. If you have any suggestions, please contact either one of them.

### Birthdays:

Pat Botkin, Ginny Cavicke, Jane Fitzgerald, Marlys Lakin and Don Willis

### The Classic Jaguar Association Dinner:

The Christmas dinner was held aboard the SS Princess Louise in San Pedro Harbor. San Diego members present were: The Gladwins, Manocks, Prines, Strevers, and Tunnells. Slides were shown of the Great American Race and some other

events courtesy of Bill Martin. Good food, a cozy and enjoyable evening with lots of door prizes. A good time was had by all. Although heading back to San Diego on 405 Tim and Patti Tunnell outran us in their 120 fixed-head coupe, next time I'll drive my 150-S and give them a closer race. (Don't tell the CHP!) In Retrospect:

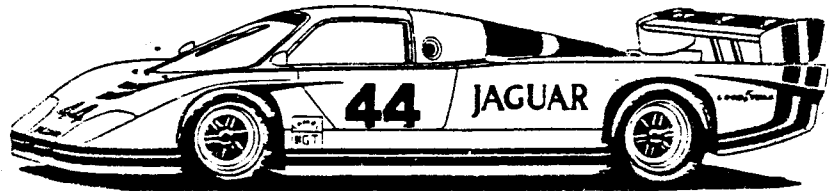
1987 was a successful year for the San Diego Jaguar Club. We increased our membership by 20%, hosted the A.G.M. meeting for Jaguar Clubs of North America, and our members won trophies from many concours. Members worked and participated in American Cancer Society's Ascot Car Show. A club cannot be successful without the involvement of its membership. Remember, this is **your** club. Get involved and let's make the San Diego Jaguar Club "roar" in 1988! Thanks for being a member. Have a prosperous New Year.

Bob Fitzgerald entered the hospital on December 17th for tests. We all wish him a speedy and complete recovery!

Randy



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



•••• Looking back on the IMSA 1987, the following was extracted from AutoWeek.

Race of the Year - the second - annual last - ever Riverside, with John Morton's Jaguar gunning down Chip Robinson's Porsche in Turn Nine on the penultimate lap. Robinson, who drove for Group 44 in 1986, probably sees Jaguars in his sleep, since Hurley Haywood did the same thing to him at West Palm Beach.

Special award for a retired driver in a continuing series - Al Holbert, who first announced he had hung up the old helmet, then proceeded to win three races, one of them solo.

Capitalist of the year - Mid-Ohio's Barbara Trueman, faced with appalling traffic jams, came up with a classic free-market solution. She raised the bejeezus out of ticket prices, presto no more traffic jams.

Quote of the year - old high school classmate of Bob Tullius, to the Group 44 leader whose cars scored two upset victories in their final season: "Bob, you're the only guy I know who has a younger brother who's older than you."

The non-Porsche star of the season - the lame duck Group 44 Jaguar XJR-7, which ended its campaign - and its factory support - at Watkins Glen after two dramatic and unexpected victories (though it did make a cameo appearance at the Del Mar finale).

••• Brian Lister, the man who conceived the genuine purpose built sports racing Lister-Jaguar in the late 50s and early 60s, wanted a car that could duel with the likes of the Ferrari and Scarab ( see Flashbacks). For one racer who campaigned the car in Northern California during the 1959 - 1960 season, it sparks only small flickers of nostalgia. Jack Flaherty said "it was an ill handling car with a rigid rear axle and springs that we had to modify ourselves. And it had a tremendously heavy engine. The car was large". In spite of this the car was successful on the world race circuits. Now Lister North America is providing a performance package for the XJS whose owner wants higher performance handling and speeds. This package is for the more serious enthusiast (fat wallet) only, as it will cost up to \$22,000. This can include; a five-speed gear box, tuned stainless steel exhaust system, 16 X 7.0 - inch wheels with Goodyear ultra-highspeed ZR-rated 50-series tires, solid rack bushings, six gas-filled Koni shocks, large rear sway bar, front and rear Repco metal brake pads, and seven-piece spoiler/rocker panel aero kit. All this results in a smooth well-handling Jaguar with a top speed of 140 mph. Anyone interested can contact Lister-Jaguar in Muncie, Indiana.

## Flashbacks

••• After the Jaguar factory officially retired from competition, what was probably the most successful variant (Jaguar-engined) of this type of competition sports/racing automobile?

Lister-Jaguar was a private effort by the London jeweller Norman Hillwood. Bryan Turler persuaded Lister to build a works Jaguar-engined car to combat the Ecurie Ecosse and Aston Martin works teams, both of which were backed by the Esso oil company. Jaguar was happy to supply a 3.4-liter dry sump D-type engine in the knowledge that the Lister works car in the hands of Archie Scott-Brown would present a formidable threat to Aston Martin. There were no capacity limits in British or American sports car racing in 1957 (unlike Le Mans) and Lister later capitalized on this by putting its Jaguar 3.8-liter-engined car into production with a distinctive "knobbly" body cleverly designed to minimize frontal area by leaving only "knobs" to cover high points such as the wheels and engine. The Ecurie Ecosse also ran a conventional Lister-Jaguar for Masten Gregory with great success, the American driver proving to be one of the few who could stay with Scott-Brown. In 1958 they were dueling for the lead at SPA when Scott-Brown in the works Lister was killed in a crash. Briggs Cunningham re-equipped his team with Lister-Jaguars and Walt Hansgen used them to good effect to win the Sports Car Club of America championships in 1958 and 1959. Those were the years when the Lister-Jaguars were at their peak, leaving all the other big sports cars (larger displacement) in their wake.

Howzat!  
Bob Fitzgerald

# DUES ARE DUE

\$30.00

Please remit your check to: Diane Ward  
432 F Street #407  
San Diego, CA. 92101

## JAGUAR CLUB OF SAN DIEGO

Membership Application      New Application \_\_\_\_\_      Renewal \_\_\_\_\_      Change \_\_\_\_\_

NAME \_\_\_\_\_ Spouse \_\_\_\_\_  
(Please Print)

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_

Jaguars Owned 88 XJS \_\_\_\_\_  
13 Roadster                      Make(s) \_\_\_\_\_ Year \_\_\_\_\_  
88 XJS Roadster \_\_\_\_\_  
88 XJS Roadster \_\_\_\_\_  
20 BHP Roadster \_\_\_\_\_

Thank you for your interest in the Jaguar Automobile Club. We encourage your participation in our activities and welcome your suggestions on how we can improve. The purpose of the San Diego Jaguar Club is to promote an "Esprit de Corps" among Jaguar owners and to enjoy and participate in the events of the club.

I HEREBY AGREE that as a condition of membership in the SAN DIEGO JAGUAR CLUB any events in which I participate will be for my own pleasure, and I will be responsible for my car and passengers at all times. I hereby release the SAN DIEGO JAGUAR CLUB and their successors from all liability whatsoever by any act, thing, or event that may occur during my membership.

FUTHERMORE, the undersigned will do his/her part to support and abide by the rules of the club and will not harm its prestige by act of word or deed.

Signature \_\_\_\_\_ Date \_\_\_\_\_

I would like to voluteer my services to the club in the following areas:

(Committees)      Concours \_\_\_\_\_      Telephone \_\_\_\_\_      Activities \_\_\_\_\_  
Newsletter \_\_\_\_\_      Rallye Master \_\_\_\_\_      Technical \_\_\_\_\_  
Door Prizes \_\_\_\_\_      Programs \_\_\_\_\_ (films, speakers,etc.)  
Judging \_\_\_\_\_      Dinners \_\_\_\_\_      Advertising \_\_\_\_\_  
Club Officers \_\_\_\_\_      Representative to British Car Council \_\_\_\_\_

# 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  
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## SECRETARY

Pat Harding  
449-7821

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## TREASURER

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## MEMBERSHIP

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Curtis Parker  
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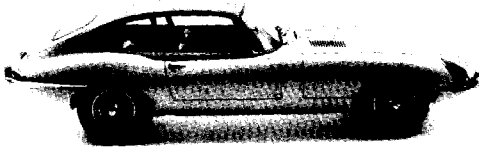
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## IMPORTANT NOTICE

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. (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).**



## Editor's Note

I hope all the SDJC members have a good year in 1988. I would like to start a "Letters to the Editor" column in the newsletter. In this column you could briefly express your views and opinions on the various club activities and anything else you feel would be beneficial to the future of the club.

## Robinson to stay with Porsche

### Jaguar assembles impressive team for IMSA assault

Although he reportedly was courted by Jaguar, IMSA champion Chip Robinson will stay behind the wheel of Al Holbert's GTP Porsche in '88. However, Jag has lined up some formidable talent in its bid to take the title away from Holbert and Robinson.

Tom Walkinshaw's Jaguar team has lined up Jan Lammers, John Nielsen, World Sportscar Champion Raul Boesel (when he's not busy with his commitment to drive Doug Shierson's Indycar) and Martin Brundle and Stefan Johansson, both of whom appear to be out of Formula 1 rides. It was reported last week in Hong Kong that Geoff Brabham also signed with Jaguar, but team manager Tony Dowe said "we're still talking woth Geoff," who, like Brundle and Johansson, may be without a regular ride in what lately has been his primary series, Indycars.

Holbert's Porsches have won three consecutive IMSA championships.

"Our plan is to carry on with IMSA," said Holbert. "Porsche will try to cover all the bases in America (with both IMSA and Indycar projects), will try to meet the challenge of the Jaguars." Holbert said his string of championships faces challenge from several good teams, but added that "we'll give it our best shot. My sponsor is still supportive, '88 is the second year of a three-year contract with Miller Brewing (whose Lowenbrau label is carried on Holbert's IMSA racers)."

Although the factory is limiting its Group C competition in '88, "Porsche will continue to develop the Group C car and we'll get fallout from that, and they also do development for us," Holbert said.

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