



March 1988

JAGUAR TRACKS

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

CALENDAR

MARCH DINNER MEETING

Friday March 11th
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MARCH BUSINESS MEETING
San Diego Automotive Museum
16 March, 7 P.M., next to Aerospace
Museum in Balboa Park.

FUTURE EVENTS



WESTERN STATES '88 meet July 12-15.
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South on Grand to St. Andrews (first
light), take a right to end of St. Andrews
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or (714) 545-2645.

President's Message for March

GREETINGS

March is the anniversary of our club. In
1959, the San Diego Jaguar Club was
founded; also this year is the 30th an-
niversary of Jaguar Clubs of North
America, so Happy Birthday to both. In
researching some of the early history of
our club, I contacted John Duncan, the
club's very first President, and Bob
Wood, the fourth President, who still
speak fondly and enthusiastically of
those early days and are still interested
in the club. Some of the active early
members, in order, are: Fitzgeralds
(1960), Ray Tetzlaff and Simpsons(1973),
Stickneys and Powells (1974), Prines
(1975), Dillons, Lakins and Shiners
(1976). That is only through 1976; so peo-
ple do stay active. Remember whether
you are a new or "old" member, it's your
club, and you and your ideas are need-
ed, so get involved!

Fifty people showed up at our February
Dinner Meeting in spite of the flu "bug",
or whatever it is that's making the rounds.
Guests were: DeAnn Hawkins, Lynn
Howard, Carl Scavo and Barbie Jacob-
son. Tim Tinnell gave us a frame-by-frame
exposure of Jaguar Photo Session at Vic-
torville, California. The Cavickes,
Manocks and Tinnells had a great time
from his talk, and it sounds like the new
Jaguars run mostly on 100-proof spirits.

Can't say too much for the jokes, though.
The business Meeting February 17th
brought out ten healthy and two sick
members: Jane and Bob Fitzgerald, Bob

Harding, Dick Cavicke, Mary Ann Ogle,
Wright Benson, Sheila and Curtis Parker,
Bob Lakin, Marian Butler, Frank Court
and me. We welcomed new members
Bob and Dorothy Campbell (457-2798),
owners of a '69 XJ6, and Dick Klise
(943-9014), who has a '69 E Roadster.
Thanks for joining us! Bob Harding has
some Jaguar parts and also a source. Call
him for your needs. Dick Fuller obtain-
ed a three-month's supply of very nice
door prizes. Now he wants out; if you
would like this much sought-after posi-
tion, let any club officer know.

What a nice turnout for the Evans Garage
Tour arranged by Teri Nance. The Lakins,
Pam Hodge, Tom Clardy, Mary Lou
Owen, the Wards, Marian Butler, Frank
Court, Cavickes, Manocks, Ogles, Dennis
Crooks, Chuck and Gail Ward, Parkers,
John Hoy, the Prines and Dick Klise were
met by John Nance who gave us an on-
hands tour of over 60 cars. His
knowledge and expertise of the cars and
their restoration was appreciated by
everyone, especially when we found out
he and his father did most of the
mechanical work without benefit of any
shop manuals on the cars. The tour was
made even more interesting by the
period costumes and paraphernalia.
Afterwards, a group of the hungriest met
in Old Town for Mexican food. Good food
and drink, and then came the bill—on one
check (horrors!) Teri Nance flipped out
her Hewlett Packard and kept track of the
money and everyone paid the right
amount. The group dwindled down to
seven of the thriest who ventured on
over to Mission Valley for after-dinner
drinks and talk. What a great outing,
thanks to Teri and John Nance.
MARCH ANNIVERSARY:
Jim and Barbara Hart


President's Message Continued.

MARCH BIRTHDAYS: Wright Benson and Vickie Ezneker

The Club now belongs to the San Diego Automotive Museum (our dues were paid), more about this later.

The Parkers and Prines are off to Austin, Texas to the Annual General Meeting.

Randy

714-232-3092  Bob or Barron

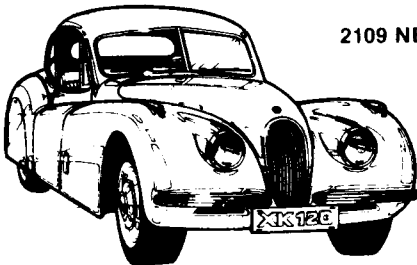
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JAGUAR RACING, ETC. •••



•••In testing at Talledaga, the new TWR Jaguar XJR-9s shattered an antique record for the four-mile road course. At over 144 mph, they were 20 mph faster than Al Holbert's 1976 record (in a Ford Cobra II!) of 124.316 mph, and just topped Chip Robinson's unofficial American road racing record of 143.991 set in Watkins Glen last July.

•••Indy-Winner Danny Sullivan adds strength to world-class line-up for Daytona season-opener.

The Castrol Jaguar Team has announced a top-class driving team for the forthcoming Daytona 24-hour race (to be run on Jan 30/31) which brings together drivers from North and South America and Europe. Foremost among the drivers are 1985 Indianapolis winner Danny, world sportscar driving champion Raul Boesel, and Formula 1 stars Eddie Cheever and Martin Brundle.

Although a two-car entry will normally be entered in the IMSA Camel GT Championship races in which the Castrol Jaguar Team will compete this year, the team has three cars entered for the tough Daytona race. "In a 24 hour race," says team manager Tony Dowe from the

TWR team base in Valparaiso, Indiana, "the more cars you have at the start, the better your chances of having some at the finish." The sheer physical strain of modern round-the-clock races means that three drivers per car are needed, so Castrol Jaguar have taken the opportunity to call in some of the best racers around to join their team.

In addition to the four drivers already mentioned, other team members will be Holland's Jan Lammers, John Nielsen from Denmark, Northern Irish star John Watson, and Johnny Dumfries, one of Britain's best young drivers.

Sullivan's contract calls for him to drive in a limited number of other races for the Castrol Jaguar Team, and Jaguar's Senior Vice-President Sales and Marketing, Michael H. Dale, sees his presence on the team as an indicator of Jaguar's mounting success in the marketplace and on the race track. "We can now attract drivers of the highest caliber" said Dale, "and Danny Sullivan with his background as an Indianapolis winner is a racer with superb talents."

"Unfortunately," Dale continued, "Danny's other commitments mean that he is

only available for a few races, (Daytona, Sebring, and LeMans) so we are still looking for a suitable home-grown driver (possibly Kevin Cogan or Davy Jones) to join our team for the full IMSA series. American drivers deserve the opportunity to show their abilities in modern world-class machinery. The Castrol Jaguar Team is going to give some U.S. driver that showcase for his talent, and we are hoping to make an announcement of his name very soon."

1988 Daytona 24-Hour Race.

After one of the most closely-fought 24-hour races on record, Jaguar was victorious in the first outing for the Castrol Jaguar Racing Team in the American IMSA Series. The Daytona 24-Hour race, held on January 30-31, uses both the famous Daytona Banking and a more conventional road section to create one of the most difficult events in the world of motor sports. The combination of high speed and the loading imposed by centrifugal force on the banking tests a car and driver to the ultimate, and some Daytona observers were expecting the race to prove too challenging for the newly-formed team.

Formed by TWR, who successfully operated the World Championship-winning Silk Cut Jaguar Team in 1987, the new American team proved their worth by taking 2nd, 3rd, and 4th places on the grid after practice. As the afternoon turned into evening and evening turned to night the three cars were all running strongly in the top half dozen. Far from giving in to the tough track, they were not missing a beat and maintaining the pressure on the leading Porsches.

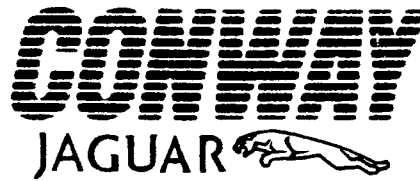
The leading Jaguar was Car 61 driven by Jan Lammers, Danny Sullivan and Davy Jones, and as dawn rose it began to challenge for first place, taking the lead when the first-place Porsche had to stop to change a turbo. The lead was short-lived however, for just before 9:00 a.m. the XJR-9 was forced out with engine trouble.

As soon as one Jaguar fell out, another took up the challenge; Car 60 driven by Martin Brundle, John Nielsen and Raul Boesel was making up for time lost in minor problems during the night and now it took up the challenge to the leading Porsches of Baldi, Wollek and Redman and Robinson, Holbert and Bell. The leading Jaguar was being backed up by Jaguar Car 66, crewed by Eddie Cheever, John Watson and Johnny Dumfries, and all through the morning the four cars tussled over the leading spots. As noon came the fight was down to the Brundle/Nielsen/Boesel car and the Baldi/Wollek/Redman Porsche. The Holbert Porsche fell out of contention with a blown turbo. The XJR-9 also slowed slightly with a minor engine problem which dropped it briefly to third place.

There was no slowing by the two leaders, however, and as the race entered its 23rd hour they were still on the same lap, but thanks to the efforts of the Jaguar drivers and a spell by Jan Lammers, refreshed after his early morning retirement, they managed to pull ahead. Despite a pace car period as the race went to its final stage which could have caused problems, there was nothing that the Porsche team could do, and after the 24 hours of incredibly close racing the Castrol Jaguar car 60 was just one lap ahead.

The victory marks the end of 11 years' domination of the ace by Porsche engines and gives the team a superb start to its attack on the 14 race IMSA series, America's most important sportscar championship.

Sir John Egan, Chairman and Chief Executive of Jaguar Cars, was in Daytona to see the race, together with Graham Whitehead, President of Jaguar Cars Inc.



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After the race Sir John stressed the importance which competition success plays in Jaguar's sales efforts, and congratulated Tom Walkinshaw and his team for the superb start to their American campaign.

Results: Sunbank 24 Hours Daytona

1. Brundle/Nielsen /Boesel Jaguar XJR-9
728 laps
2. Baldi/Wolleck/Redman Porsche 962
727 laps
3. Cheever/Dumfries/Watson Jaguar XJR-9
713 laps.

The Castrol Jaguar XJR-9 will compete next at the Miami Grand Prix on Feb. 28th. The number of Jaguar entries and the drivers will be announced shortly.

••• This one is for the grass roots Jaguar automobile buffs. What year and what was the type designation of the car that represented the transition between the XK150 and the XKE six-cylinder sports cars?

In 1960 the Jaguar works experimented with new prototypes to replace the XK150. The result was a car that closely resembled a D type, but with independent rear suspension. The new system worked very well and was to form the basis for every Jaguar's rear suspension after that. This particular car, code-named E2A, was lent to Briggs Cunningham for the 1960 LeMans race. It ran well until it was eliminated by piston trouble. The E2A was an open cockpit body fitted with a headrest and verticle fin similar to the D type. This Jaguar was especially significant, however, in that it was a direct forerunner of the E type sports car. The cat was similar in construction to the lightweight competition E types of the 1960s. Thus the transition from the XK120, XK140 and XK150 to the XKE Jaguar sports car was completed. As can be seen the Jaguar Marque reputation as one of the world's great motor cars owes much to the engineering development required to be competitive in the sports/racing events of past, and yes present, years. Howsat!

Bob Fitzgerald

For What It's Worth

"I can get you a deal." This is an expression that might well have originated in a used chariot lot in the heyday of the Roman Empire. A recent article in the L.A. Examiner about car collectors went on to say that they come from many financial levels ranging from the average car nut who is content with a '65 Plymouth to those who buy rare cars as an investment. A handful of these makes and models are almost worth their weight in gold.

Bugatti Royal: This behemoth is the biggest car in the world at this time with a 15' wheel base, more than 6' high and weighing nearly three tons, and has a straight eight engine that displaces 775 cubic inches. Ettore Bugatti built them because of a snide remark overheard by a Rolls Royce owner that Bugatti's were nice little cars. In 1929 they sold for \$20,000; a recent one hit the used car market and sold for 8.1 million.

Duesenberg SJ: Fred and Auggie Duesenberg, like Bugatte, were race car builders who got sidetracked into building expensive passenger cars. In 1926 E.L. Cord acquired the company and stipulated that his company (Cord-Auburn-Duesenberg) would build the largest, fastest and most expensive car made in America. The J-Series had a seven-liter, double overhead cam, straight-eight engine that propelled these 5,000 pound custom-bodied cars at 115 mph and could still pull away smoothly in high gear from a dead stop without benefit of an automatic transmission. When other brands began to catch up, they added the supercharged SJ Model that boosted horsepower to 320. The Cord Empire fell apart in 1937. An SJ Roadster recently sold for 3.1 million.

Some other automobiles mentioned were Ferrari and the AC Cobra. Although Jaguars aren't mentioned in this article, they are more valuable than ever as attested to by some of the prices paid at recent auctions. So, buy those Jaguars!

If you would like a copy of this complete article, let me know.

Randy

Who's Who and Who's New

We have several new members to welcome this time. Tomas and Cristina Lindstrom were voted full membership at the January Board Meeting; Dick Klise and Bob and Dorothy Campbell were voted on in February. Also, we have an update from Jack and Violet Swatling. Reading in the January Newsletter of my frustrated attempts to reach them for a phone interview, they kindly sent all the information for their profile. Many thanks!

Jack and Violet Swatling: Originally Easterners (New York/Ohio), the Swatlings have lived in Southern California for over 15 years. Jack retired in 1986 after 30 years in federal service as a Criminal Investigator and now works as a Special Investigator for General Dynamics-Convair. Violet is self-employed, working in commercial real estate development properties. Their love affair with Jaguar dates back to the early 60's. While working in the UK for 3 years, they owned an XK-150S Roadster which, to their current regret (sound familiar?), was sold to a co-worker. They now own an '82 XJ6, and aspire to ownership of a new XJ6 and perhaps the proposed 1990's "F Type" sports car for "a last fling at state-of-the-art, seat-of-the-pants driving!"

Tomas and Cristina Lindstrom: Tomas and Cristina moved here from Sweden 5 years ago and brought with them their love of British cars, especially Jaguars. In Sweden, they went on their honeymoon in a '68 series 1 1/2 E Type (wonder if Cristina minded him bringing his "mistress" along on her honeymoon?). They also owned an XJ6 (one of the 1st with a stick shift and overdrive) and a '66 S Type, all left behind when they moved to this country. But, once here, they soon started collecting again. Their beautiful '79 XJ12 won second place in both the L.A. and our own concours--in the regular competition, even though Cristina drives it every day to work. You concours-experienced people will understand how much work must have gone into preparing for those shows.

In addition to the Jag, Tomas is restoring a Jensen FF-four wheel drive, and is looking for an Austin-Healey 3000 Mk III. Tomas is a doctor in anesthesiology at Grossmont Hospital and Cristina is a

nurse--on leave now taking care of their one-year-old and awaiting #2 in July (4th of, they're hoping!)

Dick Klise: Another Easterner (Pittsburgh this time), Dick has been in San Diego about a year, working in commercial real estate. He has owned his '69 E Type for eleven years, having bought it as a semi-basket case for \$2500. The first year he had it, he was afraid to drive more than 4 miles from home. And he had to choose very understanding dates! Since the starter wouldn't work, he always had to park on a hill or leave the motor running and hope it didn't overheat before he returned to the car. He finally gave up the idea of restoring it himself, had the job done by North Coast Exotics in Cleveland, Ohio, and has been proudly driving it ever since. He is looking forward to this year's British Car Days (although, after listening to him describe those he attended on the East Coast, ours may seem pretty small potatoes! Ask Him about it--sounds neat.)

Bob and Dorothy Campbell: During his navy career (which included a memorable tour in Brazil), and then 12 years in the Boston banking world, Bob and Dorothy have always looked forward to retiring to the La Jolla house they retained as "home base". Their love of British cars began with an MGA hardtop, which left home with their college-bound son some years ago. It was replaced in 1972 by their '69 XJ, which was only 3rd XJ produced with left-hand drive. Bob says that, though it's driven constantly as their second car, with 80,000 original miles, it is in real good shape. (Maybe we can talk him into entering it in the driver's class at the concours!)

In addition to the new members listed above, we welcome back a former member, **Don Harrington**, who owns quite a collection of '67 Jags (420, 420G, 3.8S and 2+2 XKE). Welcome to you all, and may it be a long and happy association!

P.S. As implied by the new title of this column, I am no longer limiting it to new members (although if they keep appearing at the same rate as last year, that may well be the outcome!). I plan to start with the members I missed from 1987, but may throw in a real old-timer occasionally. So if you hanker to see your name in print, you need not wait. Mail (or telephone, telegraph, whatever) me your "story" and I'll be more than happy to include it in some future issue.

Mary Ann Ogle

La Carrera Mexicana

March 19, 1988

The Road Race from ENSENADA to SAN FELIPE is for March 19, 1988 following The Downtown "False" start on La Reforma Blvd. The actual race will commence at 11 a.m. with Race Cars leaving at one minute intervals at a point 3 miles outside Ensenada on the highway to San Felipe. Over 100 vintage cars have been entered with special awards to the pre-1955 group which emulate the race cars that competed in the original Pan American Road Races of the Fifties. Incidentally many of the original Pan American Road Race Cars and Drivers will participate in this race.

The best place to watch is at VALLE TRINIDAD where all the racers face a mandatory pit stop. Facilities will be available for race fans, including a motorhome for Jaguar aficionados courtesy of The Jaguar Owner's Club. Bring your own picnic lunches and refreshments and plan to reach Valle Trinidad before 8 a.m. as the road will be closed after that time for the Vintage Motor Cycle Racers which run the course earlier in the morning.

Club Members competing in the race will include Doug Cook and his fast XKE Coupe and the Manocks will again run three cars in the Pan American Class (pre-1955) which will include two XK120 Jaguars and a Mercedes Benz Coupe.

Jaguar XK-F

Jaguar chairman, Sir John Egan, recently said, "I don't ever want eighty percent of our production tied up in one model again," referring to the time and money expended on the launch of the XJ6. "We'll have a full convertible XJ-S next year, a new XJ12 in 1990, and there is a longer term plan for a small sports car."

That marks one of the first times that Egan has publicly admitted the existence of the XJ41 sports car that will almost certainly become the XK-F, the successor to the XK-E. Early versions are powered by the XJ6's all-aluminum, 3.6 liter, 24-valve in-line six. But with that long hood (which incorporates its forerunner's air-intake system), there's room for a 6.0-liter V-12. Rumors from Britain suggest that the XK-F has a **plastic-based deformable nose like the Porsche 928's** and uses a Ferguson-built four-wheel-drive system. Jaguar has set a target price of \$50,000

for the car. On the subject of the F-type, Egan says only that its introduction will be no sooner than 1992.

Feb. 27th Tech Session Meeting

Our first meeting was a success with the following in attendance:

Dick Cavicke, Ray McFarlan, Frank Court, Stephan Stuart, Martin Simon, Terri Nance, Wayne Wynne, Curtis Parker, John Hoy and Fraser Gladwin.

We discussed various aspects of our cars and their problems. Our meeting time was cut short to one hour because Jaguar Performance closes at 8:00P.M. now. Some of us adjourned to a local restaurant for refreshments and further discussion.

As of this writing I have not located a proper meeting place, but hope to have one soon. It is quite possible we will have a permanent place when our new auto museum in Balboa Park is operational.

Thank You,
Fraser Gladwin

Letters to the Editor

Dear Editor:

Yes, there was a super bowl in San Diego and at least two local yokels were there - me and Marian Butler's daughter, Tara who danced up a storm directly behind the Rockette line - I was a slight distance away, upper level end zone.

Sorry you were unable to be there too, because it was only your perseverance that maintained our 1967 season ticket priority which placed us in the winning lottery.

It was a fantastic day and a great spectacle to behold as was the twenty-four hour at Datona. Many thanks to Chet Manock who was able to get the race on his T.V. and then helped fill your day via phone with a running commentary on lap standings. The Jaguars did much better than Denver - Thank Goodness.

Your Everlovin' Partner

P.S. Did I hear tell Uncle Donald **might** be heading into town and we **might** have another fish fry?



Donna-Tony-Norma



Bob Lakin
My fellow brethren



Curtis Parker...
and one more for the road



Our cameraman Nat's Swan song

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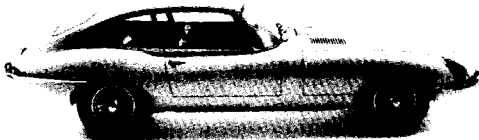
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SDJC pins and car badges (very nice) are available, contact any club officer for details. Don't miss out, there is only a limited amount on hand. Pins are \$3.00, Badges \$20.00.

1962 Jaguar MKII 3.8, 4 speed/OD, 43,000 miles, \$12,000 firm or consider trade for BMW 3.0 CS or Porsche 356. For more data on Jag, contact: John Purdie (714) 492-5394 Home, (714) 361-2414 Work.

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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).

SDJC Minutes February 1988

The February Board Meeting was held at the home of Bob and Jane Fitzgerald with 10 members present. President Randy Prine opened the meeting at 7:15 p.m. Minutes were read by Bob Harding; approved as read.

Randy gave treasury report in absence of Diane Ward.

Upcoming expenses:

1. JCNA has sent invoice for the Jag Journal.
2. 100 stickpins will be ordered to go on name tags.
3. Need to order JCNA trophies for our concours.
4. Insurance will be due again before concours.

Mary Ann Ogle (MAO) announced eligibility of Bob and Dorothy Campbell and Dick Klise; full membership approved. Discussion about granting membership in SDJC to members moving here from other JCNA-approved clubs without requiring attendance at two events; disapproved. Discussion of type of presentation gift we should order for new members. Club is out of license plates holders and original source is unknown. It was decided to present nametags with club emblem instead; if source of license plate holders can be found, these will be sold as regalia. MAO needs to know which 1987 members have never been formally welcomed, so we can order nametags for them. If no record can be found, she will call each one and ask.

Jane Fitzgerald suggested that Newsletter list roster information (name, address, phone and type of cars) when new members are noted in.

Dick Cavicke announced approval has been obtained to hold the 1988 concours at Marina Village, August 7.

Motion was made, seconded and passed that club pays \$75 for group membership in S.D. Automotive Museum, this will give members a discount on items purchased from museum, an advisory board representative, and access to meeting rooms.

Marian announced Pantera Club Concours will again be held on Mother's Day at UTC; applications should be coming soon. Marian passed around announcement of Desert Classic Car Assn. Concours, 11-13 March.

Bob Harding informed board that there will be a swap meet in March (exact date unknown) at the stadium which should have large selection of Jag items. Also he has names and numbers of sources for many different Jaguar parts; call him if you have specific needs.

Next meeting: Curtis Parker will check into availability of a room at the Automotive Museum; Lakins and Prines will bring refreshments.

Marion Butler announced next dinner meeting will be at The Tickled Trout in Mission Valley. Future possibilities are: Imperial House, Quiggs, Stoneridge Country Club and Pea Soup Andersons. She would welcome any suggestions from members, especially for restaurants in North County.

Dick Fuller has asked to be relieved of responsibility for obtaining door prizes; need another volunteer. Club has prizes for next two months.

Bob Lakin announced reservation and deposit has already been made for this year's Xmas party with the North Island Officer's Club, December 17. He will try to obtain same band. Bob needs to know the dates of all fixed events (concours, etc.) so he can avoid conflicts when making up a calendar for the entire year.

Fitzgeralds reported continuing complaints about lateness of the newsletter and inquired whether cost savings were enough to justify wait. Randy says newsletter costs are nearly half of the previous year. It was decided to continue with Bouton and Associates.

Nat Ward has resigned as photographer; need new volunteer. Also club camera is broken and must be repaired or replaced. Discussed necessity of getting photographs into newsletter sooner and decided to ask new photographer to develop rolls, even if not finished, once a month. Also discussed possibility of replacing camera with a Polaroid.

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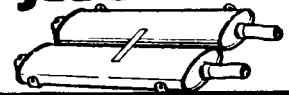
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