



April 1988

JAGUAR TRACKS

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CALENDAR

APRIL DINNER MEETING

Friday March 8th
PEASOUP ANDERSON'S
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Cocktails 7 PM Dinner 8 PM
Pot Roast of Beef or Halibut \$14

APRIL BUSINESS MEETING
San Diego Automotive Museum
Wed. April 13, 7 P.M., next to
Aerospace Museum in Balboa Park.

TENTATIVE DINNER SCHEDULE

May 12
La Hacienda, Mission Valley
June 10
Quigs, Ocean Beach
July 8
TBA
August 7
Concours d' Elegance, Marina Village
September 9
TBA
October 12
TBA
November 11
Tickled Trout (Election night)
December
Christmas Party

FUTURE EVENTS

BALL BEARING BREAKER RALLYE
April 10 (see article for details)

**CLASSIC JAGUAR ASSOCIATION 20TH
ANNUAL SPRING MEET**
April 30 - May 1 on the lawn at the Hyatt
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details contact Bob Gillette (213)
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6th ANNUAL PANTERA CLUB CONCOURS d' ELEGANCE

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President's Message for April

At the AGM (Annual General Meeting)
in Austin, the Parkers and Prines attend-
ed as your delegates. The Rallye Guide
Lines are in effect for JCNA. Our club
needs to get this program off and run-
ning. It's a fun driving event that everyone
can do without damage or extra wear
and tear on your Jaguar. Trophies will be
awarded to driver and navigator. JCNA

Clubs can no longer be satisfied to be a
concur or social club only; so let's get
involved and round out our club activities
with something for everyone.

We need more people to get involved
in our club. If you have a talent or interest,
come forth. We need each and every one
of you so our club can grow and be the
best in Southern California.

This is a quote from the SFO Chronical
on February 27, 1988, after the Jaguar
victory in Daytona: "I'm surprised that
people were surprised, even a little of-
fended by our win," Martin Brundle said.
"O.K., we were new, but importing a lot
of experience. I must admit, I left England
thinking I **could** win in Daytona." I gave
the complete article, call me if you would
like to see it.

"There is no joy in Mudville", or in this
case, Southern California. Somewhere
Jaguars will be racing, but never again in
Riverside which will close in August. The
complete IMSA weekend which has run
since 1979 is cancelled. In Southern
California, the only place you will be able
to see TWR Racing Team is Del Mar on
October 23, 1988, 2½ hour-race. (San
Diego Union 3-13-88)

I was talking to Lyle Collins, a Club
member in the early 60's. He has over
400 dash plaques from events he attend-
ed in Southern California. This has to be
some kind of record.

Bob Lemke has volunteered to be our
representative at the Automobile
Museum in Balboa Park, and will keep
us up to date.

Some of our members have had bouts
with skin cancer. This report from the
Journal of the American Medical Associa-
tion may be of interest: "Does clothing
protect you from ultraviolet rays of the
sun? Well it does and doesn't. Most
believe that thick, dark colored fabrics
filter out the sun's ultraviolet radiation,
but it is not the thickness and color but

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Letters to the Editor

Dear Editor:

Missed that breakfast run to Camp Pendleton in February, but hear it was a good one. The weather cooperated and a dozen Jaguars all in a row makes a sight to behold on the highway.

Nice to hear some of the new members made it to the "O" club along with the tried and true. Haven't seen the Josephs in awhile - Welcome, Welcome - and an attaboy to Ray McFarlan for being so faithful.

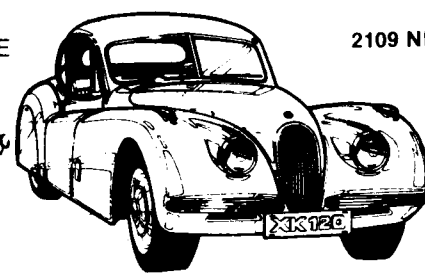
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President's Message Continued.

the tightness of the weave." They suggest tightly-woven, light colored cotton clothing and sunscreen of at least 15. So cover up and take care.

The Technical Sessions are off to a good start. Fraizer Gladwin is recovering from eye surgery, so I stood in for him on Wednesday. Down at the Auto Museum Wayne Winn, Bob Lemke, Curtis Parker, Dick Cavicke, Ray McFarland, John Hoy, Frank Court and I had an open discussion on problems. If you have any questions or solutions, come on down. Call Fraizer for information.

Jim Shiner and I attended the CJA Swapmeet in Costa Mesa. It was a good one--lots of buyers and parts.

APRIL ANNIVERSARY:
Marie and Warren Wyman

APRIL BIRTHDAYS:
Dick and Jan Miller, Mary Ann Ogle and Dianne Willis

Bon Voyage to Norma and Jim Shiner who are off to India for a vacation.

Welcome new members Deann Hawkins and Wayne Winn. Thanks for joining us!

The March dinner meeting, held at the Tickled Trout in Hotel Circle, was small but successful--the room was very private and pleasant and the food delicious. Thanks, Marion. Russ Ogle introduced one prospective member, Mark Weatherup, and one guest, Ivor Shier, who came with brand-new member Deann Hawkins. (I understand Ivor also has a Jaguar, so maybe we can recruit him as well.)

Randy

Y'All Come

And over 50 delegates from the U.S. and Puerto Rico were in Texas for the AGM, 1988. Surtis, Sheila, Marilyn and I left Thursday morning for Austin where we were met with a big Texas "Howdy" by Frank Hill. He gave us a guided tour on the way to the beautiful Stouffers Arboretum Hotel.

After unpacking, it was off for Mexican food with a tour of the Simmon's spectacular home on the way. I was particularly impressed with the garage, and Fred Horner took a closer look at Al's garage floor pit. (Thank goodness he wasn't hurt). The Mexican food was delicious with good salsa. (The salsa is judged to be good when your glasses fog up due to the perspiration from your eyebrows.) We also instructed Karen Miller on the fine art of inserting a lime slice in a bottle of Corona. She passed with flying colors.

After a couple of near misses, the Parkers and the Prines discovered the pedestrian does not have the right-of-way in Texas!

Following the cocktail party on Friday night, a large group of us went out for Bar-B-Que at the County Line Restaurant.

The AGM was spread over two days (which seemed to work much better) with the emphasis on JCNA Rallye Program. The theme at dinner was thirty years of JCNA, and it made us more aware of our own club's history.

Sunday morning we enjoyed a buffet with Mike Cook, Fred and Barbara Horner, Barbara and Ed Grayson. Mike had finished the previous evening at a "good ole boys" bar with some of the Austin Club members and delegates and was moving at about half-speed. It didn't

hamper his skill behind the wheel of the all-new XJ-6 when we followed the Simons out to Lake Austin. As Marilyn, Barbara Horner and I slid from side to side in the back seat, we felt like we were in a "Wendy's" commercial as Mike whipped around the corners. After arriving safely back at the hotel, Mike and the Graysons departed Austin for the real world. The Horners allowed they were hungry for Italian food, so off we went to downtown Austin. Fred proved his worth at map reading and navigation at night around the city streets of Austin. (We should have been on a rallye). The place that was recommended was closed (Sunday night in the Bible Belt), and the other place—well, the only thing missing was the sawdust on the floor. We walked in and right out again. We finally found a familiar name, Marriott Hotel, and in we went. Peace and quiet at last. The food was good, but Barbara destroyed our waiter's ability and self-confidence for months to come. He finally was offering free food trying to get a compliment out of her.

The Horners left the next morning, and Marilyn and I drove down to San Antonio. We visited the Alamo where Travis, Crocket and Bowie sacrificed themselves for Texas, the River Walk and other points of interest. We returned to San Diego on Tuesday.

I felt this AGM was productive in getting the Rallye Program under way. The Hospitality was BIG, Texas Style, and to all you cowpokes out yonder, "You Done Good!" Ya Hoo!

Randy

Update on Jaguar F-Type

From Coventry comes word that the successor to the E-Type is a sports car worth waiting for. Want a top-flight, top-down sports car and the upcoming XJS convertible doesn't do it for you, for now try Corvette or Porsche 911 and be ready for a change to Jaguar in 1992. I know we said 1990 last summer, since then we have to now go with 92. How does a 340 hp twin turbo 6-cylinder model capable of 160 mph grabya?

Inside the company the project is codenamed, logically, XJ41 (the new XJ6 was dubbed XJ40 during its development). Expect it to be called the F-Type once it reaches production - XKF.

The styling is classic Jaguar rather than





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anonymous wind tunnel special stuff; Jaguar decided to go big on tradition and heritage. How else to better capitalize on those assets than to give it's new sports car a name and a look based on the firm's signature success, the E-Type which ended its run in 1974 after nearly a decade and a half of production. Thus when the nose of an F-Type prototype was spotted in a Jaguar workshop it was not surprising that it looked like an E-Type at first glance. Company insiders say some of the inspiration for the new car also came from the ill-started XJ13, a V12-powered mid-engined sports racer designed in the mid-60's.

Under the steel skin of the F-Type there will be some exciting developments of the XJ6 powertrain and chassis. Jaguar engineers have boosted the power of the current AJ6 inline six-cylinder engine from 181 hp to more than 340 hp with the help of twin turbochargers. The V12 was once considered for the F-Type, but now is considered too big for a sports car pitched at the Porsche 911 rather than the 928. The V12, while a superb engine in many respects, lacks refinement when compared to more modern engines such

as the V8s of Porsche and Mercedes, and BMW's V12.

Deciding what the sports car enthusiast will want in 1992 is hardly easy and the folks at Jaguar are having some second thoughts. Originally the F-Type was planned as a single model powered by a twin turbocharged engine with traction taken care of by four-wheel drive, but such a car would be heavy and "expensive". The solution will likely be a less expensive non-turbo XJ41. This will be a conventional two-wheel-drive car no hardship given the excellent traction of Jaguars. The flagship will be the twin turbo engine with four-wheel drive.

To cut costs and development time the sports car will use a shortened XJ6 chassis, though this will likely make designing the four-wheel drive model tough.

The launch date of the new sports car is still in question. Thus the engineers are still free to play around with ideas as the details of the project haven't been locked in for the car which is set to challenge Porsche and the rest of the sport car types.



Bob Fitzgerald



JAGUAR RACING, ETC. ●●●



●●●After the Jaguar victory in the first race of the season, IMSA becomes the big winner as Jag and Porsche battle in Super Bowl of sports car racing. Now that Tom Walkinshaw's Jaguars have pounced onto IMSA like a kitten takes to catnip, some folks say that the Porsche 962s have a bad case of the obsolesces, which may or may not be the case. However, Brian Redman mentioned a couple of months ago that he figured Jaguars were hoping to sweep the series. Bob Wollek remarked, after the Porsche he shared with Redman and Baldi struggled home second to a Jag at Daytona, that he thought Jaguar would win all but two races the rest of the year. The Jag team has there in the cockpit a basic all-star team, with world class drivers coming and going like sailors on a three-day pass. Yes, that was one helluva lineup that was fielded at Daytona, but almost to a man they'll be busy elsewhere this season, in Indy cars, with the European prototype wars and Formula One. The one man committed to the whole IMSA series is young Davy Jones, a driver of talent and he has had a year of seasoning in BMW GTP effort in 1986. The team may adopt a strategy around Jones, keeping him on the bench when racing starts, then putting him in the highest placed car halfway through the race to give him a chance at the drivers championship. But the TWR effort will be primarily to win the series for Jaguar

with the drivers championship as a secondary consideration. GTP finally has something IMSA's John Bishop has waited for for years; a heavyweight challenger to long-dominant Porsche. With a budget that longtime Jaguar man Bob Tullius only could dream of, Tom Walkinshaw's men not only are worthy challengers - they're instant odds-on favorites. Particularly with the new V8-powered Porsche a year away.

●●●After the Daytona race, the Jaguar XJR-9 cars were returned to the headquarters of TWR Inc. in Valparaiso, Indiana, where they were completely checked and prepared for the next race at Miami. The two events could not be more different - a 24-hour marathon on a banked speed bowl and a 3-hour sprint on a tight and demanding street circuit - so the challenge which Miami presents to the team is totally different. The first race they not only won, but they also learned about the cars, about the pit crew work and about the opposition (the turbocharged cars do still have a power advantage). For the special needs of Miami, they were counting on the Jag's V-12's smooth power delivery combined with the grip and road-handling of the XJR-9's chassis. Also, they had one big plus and that was the talented driver team. As with all racing cars, the Castrol-sponsored Jaguars were tailored to the Miami circuit which puts an emphasis on

braking, acceleration and good handling. The cars had one easily visible difference from Daytona - with no night running, the powerful four-headlight noses were replaced by a simple twin-headlight unit. As the newcomers with everything to prove, the Castrol Jaguar Racing Team were assured of another busy Florida weekend.

MIAMI 1988 - The ISMA Camel Grand Prix of Miami was held on February 28th, in which the Jaguar was good but the Rob Dyson Porsche was 4/100th of a second better. The result is a Jaguar and Porsche tie at 40 points to 40 points with the first place wins at Daytona and Miami, and the quicksand called Sebring looming flatly on the horizon. The Jaguar drivers proved to be quick studies in their initial year in IMSA racing. Martin Brundle for example, he who dabbles in Formula One: "The cautions are something we have to get used to. It's very different here than in Europe; Here the race doesn't seem to really start until the last caution is over." Then there's John Nielson, on the subject of tight, narrow street circuits like the one at Miami: "You can't pass when you catch people here. You have to wait your chance."

The Nissan GTP, qualified by Geoff Brabham for the second year in a row, was a bit more than two seconds faster than anybody else. Second on the grid was the Bayside Porsche driven by Klaus Ludwig.



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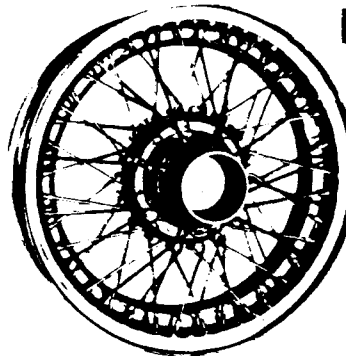
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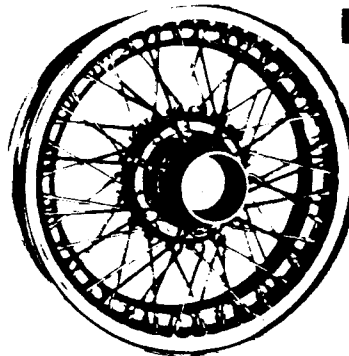
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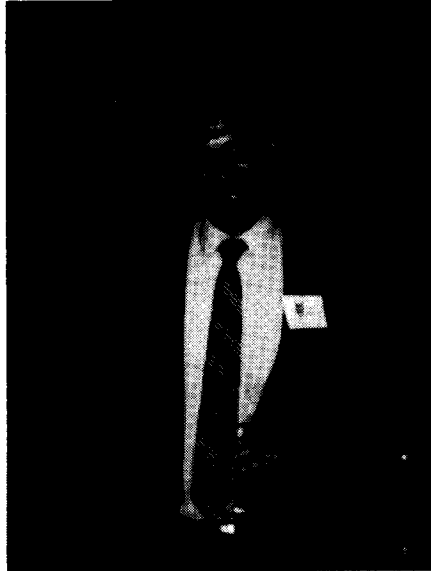
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Who's Who and Who's New

At the March Business Meeting we voted in two new members, Wayne Wynne and Deann Hawkins. As we are going to try to include mug shots along with our profiles from now on, I will be waiting till next month--or whenever I can sic our photographer on them--to do interviews. Till then, however, a warm welcome to you both. This month you will hear about two members who were officially voted in last year.

Frank Court--that good-looking bachelor with the sexy accent, usually seen at our dinners on the arm of a certain slinky blond--came to San Diego from the north of England via New Jersey. He has been here for about 12 years and is in the residential remodeling business. The 1957 Mark XIII is his first venture into Jaguars (a touch of homesickness, maybe?)--he says that in England only the rich own Jags, the price of feeding said hungry beasts being what it is there. He bought her about a year ago as a rolling restoration project. Someone had desecrated the lovely old girl by putting an American engine and transmission in her, but gradually he's found all the proper bits and pieces to put her right again. Frank is doing all the body and woodwork himself and wants to get all the pretty-work done before dropping in the rebuilt engine. The only thing he plans to farm out is the upholstery, Connelly leather not being the kind of thing one wants to learn on!" We look forward to seeing the finished product--and, of course, to seeing much more of Frank.



Scott Penfield describes himself as a "confused engineer"--he has a B.S. in Chemical Engineering, an M.S. in Nuclear Engineering, and is registered as a Mechanical Engineer. Presently, Scott is employed by Gas-Cooled Reactor Associates in Sorrento Valley, working to develop an advanced form of nuclear power plant for more efficient and safer electrical power production. If you have talked to Scott, you may have detected a hint of Chattanooga, Tennessee, still not totally damped out by 10 years in San Diego. That's where his 1969 Series II XKE roadster came from, too (though its accent is still pure British!). He took her apart about 8 years ago, but only got serious about the rebuild in the past year. All the bits have now been patched, plated, painted, polished and whatevered--a ground up restoration--

and are stored in 2 of his 4 bedrooms, as the various parts are far too beautiful to leave in a mere garage. Reassembly will start soon in yet another bedroom. (If you couldn't guess from the above, Scott is single!) Scott's other hobbies include flying and skiing--or flying to skiing--and Jag assembly will probably not start big time until the snow melts! We need to start nagging Scott now, though, so she'll be ready in time for our August Concours.

We're pleased to have Frank and Scott in the club, and look forward to many more years together.

Mary Ann Ogle



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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 March 16

The meeting was called to order at 7:20 p.m. with 15 members and one guest, Wayne C. Wynne.

The minutes of the last meeting were approved as read.

President Randy mentioned that the club would be giving name tags to all new members and Mary Ann Ogle will give names to Diane for orders. Randy presented a brochure from the Franklin Mint of a SS100 miniature that can be purchased through the mint. Randy also gave a JCNA report.

John Hoy said that he would research a source for new license plates.

Mary Ann Ogle made a motion to accept Wayne C. Wynne and Deann Hawkins as new members. MSP

Randy said the dinner chairman Marian Butler said the next dinner would be at Pea Soup Anderson's in North County for \$14.00 a plate.

Bob Fitzgerald mentioned the newsletter deadline is March 20th. The deadline with the printer has been changed so the newsletter should be out much sooner.

John Hoy volunteered to do door prizes and suggested that a two dinner business donor could have one free advertisement in the newsletter.

Bill Clark said he would be the Club photographer. He will look into a new camera as to the cost and film charge and report at the next meeting.

Randy said March 27, 1988 will be the Borrego caravan and brunch at Casa Del Zoro. Meet at 9:00 a.m. May Co. parking lot.

Pat Harding gave a report on the possible Day at the Del Mar Horse Races. All said they wanted it on Sunday and just reserved seats, no box lunch.

Dick Cavicke said the Concourse would have a "Display Only" class this year.

Randy said Riverside Races are history and the Del Mar Race will be October 23, 1988. Randy showed an old Don Diego Rally film which showed some nice old sports cars.

The next business meeting will be at the car museum starting at 7:00 p.m. sharp! Meeting adjourned at 8:40 p.m.

Respectfully submitted,
Pat Harding
Recording Secretary

BALL BEARING BREAKER RALLYE

Meet under the marque of the Grossmont Theatre, Grossmont Center on April 10th. Registration is at 10:00 AM, First car out at 11:00 AM. Cost is \$6.00 per car load.

The Alpha Romera Club will be joining the rest of the British cars to make the competition interesting. The winner also receives the honor of organizing the next rallye...soooo, this is one of those if you win you "lose" deals. (typical Triumph/Zoller event; Zoller being the devious Rallye Master).

Will be approximately 3 hours of driving in the country, bazaar & silly questions, riddles, etc. Points are mainly accumulated by answering the questions correctly. A stop along the way and finish at a place for "attitude adjustment". You cannot get lost, disgusted, maybe, pencil and paper could prove helpful. For information call Marian - 444-4076. **THIS WILL BE FUN - TRUST ME!!!**

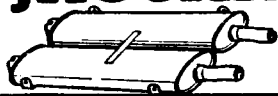


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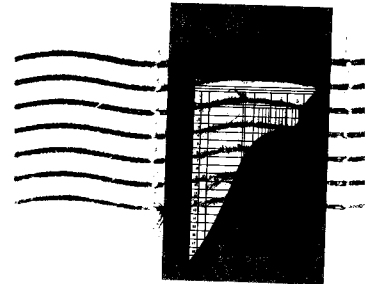
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