



July 1988

# JAGUAR TRACKS

---

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

---

## SDJC OFFICERS

### PRESIDENT

Randy Prine,  
3226 Brant St.  
San Diego, CA 92103  
295-0543

### VICE PRESIDENT

Harvey Williamson  
Work 471-3009  
Home 727-5444  
Dick Cavicke  
456-0849

### SECRETARY

Pat Harding  
449-7821

### TREASURER

Diane Ward  
566-6843

### MEMBERSHIP

Russ and Mary Anne Ogle  
578-2374  
Jim Shiner  
295-6740

### EDITOR

Bob Fitzgerald  
8035 Morocco Dr.  
La Mesa, CA 92042  
466-9365

### AFFILIATE



## CALENDAR

### JULY DINNER MEETING

Friday July 8th  
Torrey Pines Inn  
11480 N. Torrey Pines Road  
Cocktails 7 PM Dinner 8 PM  
Cornish Game Hens or Flank Steak  
\$18.00

Served with salad, rice, vegetable,  
rolls, coffee/tea and dessert.

### JULY BUSINESS MEETING

July 13, 6:30 P.M., Performance  
Jaguar, 8888 Miramar Road

### TENTATIVE DINNER SCHEDULE

August 7  
Concours d' Elegance, Marina Village  
Atlantis Restaurant for details see  
insert inside.

September 9  
TBA

October 12  
TBA

November 11  
Tickled Trout (Election night)

December 17  
Christmas Party  
North Island Officers Club

## FUTURE EVENTS

### SDJC TECH SESSIONS

Held on 4th Wednesday of each month  
at Automobile Museum in Balboa Park.  
For info contact Fraser Gladwin.

### 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 del  
Rey, CA.

**SAN DIEGO JAGUAR CLUB 24th  
ANNUAL CONCOURS d' ELEGANCE**  
Marina Village, August 7th, JCNA  
sanctioned. For details see insert inside.

**DEL MAR - A DAY AT THE RACES**  
(with the horsey set) August 28th. Con-  
tact Pat Harding at 449-7821.

**JCNA NATIONAL CONCOURS d'  
ELEGANCE 1989,**  
August 2-5, 1989, Inn of the Seventh  
Mountain, Bend Oregon. Hal Burt; chair-  
man (503) 620-6913, P.O. Box 23354  
Tigard, Oregon 97223.



# President's Message for July

**It's Show Time in California:** – Dick Cavicke is taking names, so sign up to participate in the San Diego Concour. Western States takes place in July in Monterey and should be a great event. Remember—three JCNA sanctioned concours and you are in national competition for a JCNA trophy.

**Rallye Programme:** The Rallye Programme is moving along. Contact Castle Phelps for more information on how to get involved.

**June Dinner Meeting:** Sixty-eight people were present at our last dinner at Qwiigs. It was a great evening. Don Harrington had a slide show from a Los Angeles event and the Monterey site for Western States. Thanks to Barbara Lorentz and Buzz Rollins who donated door prizes.

**Tech Sessions:** The Tech Sessions headed by Fraiser Gladwin met at the Auto Museum and was an interesting evening. Ray McFarland displayed a work of art. He had machined a XK-120 thermostat housing out of a stainless steel block, an excellent job. Wayne Winn has had good luck ordering E-parts from England; if you need anything, ask him for information.

**Business Meeting:** Seventeen people were present at the business meeting with the main emphasis being on Concour and Rallye. Remember, this is your club, so get involved!

Randy

# SDJC Minutes June

The meeting, was called to order at 6:45 P.M. at Performance Jaguar meeting room with 16 members present.

The minutes were approved as corrected.

#### **PRESIDENT:**

Randy Prine gave the treasurer's report in the absence of Diane Ward. Randy also read the Le Mans race review of the Jaguar win.

#### **MEMBERSHIP:**

Mary Anne Ogle nominated Dorothy and Granville Jackson and Louise Bruner as new members. MSP

#### **NEWSLETTER EDITOR:**

Bob Fitzgerald read a letter from JCNA that will be printed in the July newsletter.

#### **ACTIVITIES:**

Bob Lamke, Delegate of the Auto Museum, said the museum is offering a club logo representation for one year for \$70.00 Also, they need volunteers to scrape windows in the museum. There will be a 50's dance on July 23, 1988 at approximately \$10 each to raise funds for the museum.

John Hoy reported on door prizes.

Jane Fitzgerald said Mary Bouton is feeling better and thanked the club for the flowers.

Teri Nance said the Queen Mary overnight outing of July 9, 1988 will be \$96 for two which included lodging and Spruce Goose tour.

Dick Cavicke reported on the August 7th club concourse, passed out flyers and asked for volunteers to sign up.

Pat Harding said that there would be a reservation placed with the Del Mar Race Track for August 28, 1988 for 26 tickets on a first come first serve basis. Club will charge \$10 each for reserved Clubhouse Terrance seats and admission, no box lunch.

Rallye Master Castle Phelps presented his very organized detailed rally plan which will need volunteers and equipment. He will report again at next meeting.

The July business meeting will be at 6:30p.m. at Performance Jaguar.

Meeting adjourned at 8:10 p.m.

Respectfully submitted,  
Pat Harding

**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.**

## **PERFORMANCE JAGUAR**

**8888 Miramar Rd.**

**San Diego's  
Complete Jaguar  
Automotive Center**

**SALES—SERVICE—BODY  
PARTS**

**Call (619) 271-8888**

**For Sales or Service  
Appointment**



3330 El Cajon Blvd.  
San Diego, CA 92104

DIRECT 1-619-283-5788 TOLL FREE 1-800-445-1227

**FOR THE JAGUAR OWNER  
WHO DEMANDS THE  
BEST CAR CARE POSSIBLE**

# CONVERTIBLE CAT

Jaguar has taken matters back into its own hands with a Coventry-built XJS convertible. They lost a back seat but gained the worked. Jaguar has determined to build powerful, elegant, comfortable, reliable, and desirable quirk-free motor cars. The convertible is a pleasure to look at, has to be a pleasure to drive and, with all of Jaguar's interest in reliability and rapid service, a pleasure to own. The car marks a distinct stage in the evolution in Jaguar convertibles ranging from the ss100 in the '30s, the XK series in the '40s and '50s and the E-type of the '60s and early '70s. There is nothing inappropriately old-fashioned about the XJS convertible (appropriately old-fashioned features being elegance and tradition). Plans are to build 4000 of this model in 1988 (available in September) and 5000 in 1989, most of which will ship out for Canada and the U.S., half perhaps to the U.S. alone. Mike Dale sez, "Most of the people who can afford our cars live in North America". And how much cash money will each of these 2000 have to exchange for the new Jaguar? The price, partly because of the anemic dollar, is uncertain, but will probably be around \$60,000. A car's appearance is a personal matter, and you'll have to see this one, not just look at the pictures, to judge it properly. Handsome is as handsome does, and this convertible should do very well.

Bob Fitzgerald

## CATNIP'S

Here we are again starting to prepare our Jags for the annual cocours. It's a lot of work for all, whether you are in the "Concours Class" or the street class or for the first time, a new display class.

Now lets look at our cars, dirty, nicked and scratched, (remarks about the persons that caused the damage to your beloved Jag are deleted), now what are we going to do to make it look new or at least best in your class.

Maybe here is where I can help you. Lets use my car because I know it best. Get some touch-up paint at the dealer and your favorite car wash, wax, towels etc. First thing is to wash your car with "softwater", why not? Works good on you and your clothes why not your car? Now lets use a good car wash, Tannery makes an excellent product and following the mfg. suggestions with softwater it works very

well and I have been pleased with the results from the very first time.

There is also a magic solution that will clean the road grime and tar off your cat's bottom side and that is a 50/50 solution of softwater and kerosene that is used by most fire depts.

Next a good wax like Blue Coral, the result are worth the effort, besides we are going to win our class!! Next the chrome polish, be careful of the type you use because chrome polish removes chrome, the less abrasive the better. some that comes to mind are Brasso and Glasswax, they clean and protect as well.

Now the interior, clean it well, the carpets especially and the seats, here I have tried a few things and nothing I have used responds like "Tannery Leather Care". NO, I don't sell these products but you can find them at your local supermarket in the auto section and they are reasonably priced. While you are there you might pick up some window cleaner and Armor-all, great stuff. The Armor-all works well on the tires, door rubber and other rubber and plastic parts, but not on painted surfaces or the leather, it seems to do something to the stitching and cause premature failure.

When we started out on this project we should have purchased a few other things that would help make this task a little easier. Buy 2 natural bristle soft paint brushes about 1 1/2" wide and 1/4" thick and trim them to 5/8" long, these brushes clean the wax out of the hard to get at areas and also get dust and grime out of the dash trim and gauges. Another very important thing to get are nice white Turkish towels, not colored ones which can bleed on your nice (white) Jag, you can find these at the "Price Club", they carry Armor-all also.

Now all finished ready for the show and you don't have a garage, well take along your clean white towels and again "Softwater" in a spray bottle, put these items in a detail bag with your clean brush and off to the show with it in the morning because this will keep our Jag looking the best in your class.

I hope all of these hints will be of help this year on your cars and I also know that I will learn some ideas from you at the next meeting, and if you can't make it and want to know something about your Jag please feel free to call me, if I can't help you maybe I can find someone that will. I am very much interested in your ideas on what you would like to see in this column.

John Hoy

# Letter from Lew Skaug

Tuesday, May 24th

Dear Marilyn and Randy:

Thanks for the wonderful, neat card and for sending the best wishes of the club.

Throughout my many years (I will be 80 in July) I have belonged to many different clubs and organizations, but there was never one that could come close to the wonderful San Diego Jaguar Club that we have. Lucia and I were always so surprised to find such an outstanding group of people who got along so well and were always enjoying life. It meant so much to us. Please thank them all for me.

I am getting along fine. Was in to the Doctors Wednesday and he is very pleased with my progress. No therapy or medicine for now. Also my daughters both live close so they have been a big help.

Thanks Again,

Lew Skaug

P.S. Hope to see you this summer!

## JAGUARSPOORT

Jagsport is a 50/50 joint venture between Jaguar and TWR. Sir John Egan is Chairman and Tom Walkinshaw is the managing director of this venture. The company will build 2500 ultrafast cars per year for sale worldwide, probably starting with a superfast XJS later this year. TWR has been making bespoke Jaguar specials for some time now, with both cosmetic and dynamic improvements. The primary aim of JaguarSport is to provide limited volumes of uniquely styled, high-performance vehicles for serious and wealthy enthusiasts. This will help broaden the marques appeal to customers who require their Jaguars have more overt sporting appeal. The formation of JaguarSport enables the use of the experience gained on the racing circuits to be applied to develop Jaguars aimed at the more specialized requirements of the enthusiast. Line forms on the right!

Bob Fitzgerald



## JAGUAR RACING, ETC. •••



The IMSA Camel GT race was held at Lime Rock, Conn. on June 5. Jaguar had two XJR-9s entered as did Nissan, however, they lost one of the GTP-ZXTs when John Morton must have pulled back on the wheel too hard and the car became air-borne over the crest of the hill, flipped over backwards and caught fire, this happened during qualifying on Friday. The Castrol/Jaguar qualified on the pole, 5 mph faster than the remaining Nissan who was on the outside in row 1. The Jag was driven by Martin Brundle and John Nielsen while the Nissan was in the hands of Geoff Brabham (who drove solo in the race due to Morton's injury). The Jaguar car 60 led much of the race, but after 126 laps, with Brabham nipping his tailend, Nielsen found himself balked by a slower car just as the Nissan was getting up a good head of steam down the pit straight. Brabham got alongside almost, but after swapping a little paint found himself directed into the grass by Nielsen. "I wanted to go past and he didn't want me to," Brabham later said of the incident. "He was protecting his ground; he's a good race driver." Brabham finally passed John and pulled away to win with but 10 laps to go. "We need a win," Nielsen said. "We're not in it to finish second." The XJR-9 car 61 driven by Jan Lammers and Davy Jones came in third after a thrilling battle with Chip Robinson in the Miller/Porsche 962. The final results of the race are as follows:

1. Car 83, Brabham, Electromotive/Nissan 300 ZXT.
2. Car 60, Brundle/Nielsen, Castrol/Jaguar XJR-9.
3. Car 61, Jones/Lammers, Castrol/Jaguar XJR-9
4. Car 14, Robinson, Miller/Porsche 962

••• The IMSA GTP drivers point standings after Lime Rock were: 1) Nielsen, 81; 2) Cobb, 70; 3) Weaver, 64; 4) Brabham, 63; 5) Jones, 60; 6) Lammers, 50; 7) Ludwig/Stuck, 48; 9) Robinson, 41; 10) Morton, 40.

On June 5, the Mid-Ohio raceway event in the 1988 IMSA Camel GT series, Castrol/Jaguar XJR-9 prototypes finished 2nd and 3rd, putting Jaguar in the lead for Manufacturer's points and maintaining John Nielsen's lead in driver standings.

The two Jaguars finished on the same lap as the leading Nissan, driven by Geoff Brabham and the victory margin was only 13 seconds. John Nielsen and Martin Brundle drove the 2nd place Castrol/Jaguar and Davy Jones and Jan Lammers were in the 3rd place XJR-9. Porsche's placed 4th and 5th.

•••The IMSA GTP drivers point standings, Nielsen leads Brabham 96 to 83. Porsche driver Price Cobb is 3rd with 80 points. In the manufacturer's totals, Jaguar has 101 to Porsche's 99. Nissan is 3rd with 83 points.

On June 12th—thirty-one years after its last LeMans victory, Jaguar has again won the internationally famous French 24-hour race. Jan Lammers, Johnny Dumphries and Andy Wallace swept to victory just 2 minutes and 36 seconds ahead of the factory-entered Porsche in one of the most gruelling and most exciting Le Mans races for many years.

Silk Cut Jaguar racing team cars also finished fourth, Derek Daly, Kevin Cogan, Larry Perkins) and sixteenth (Danny Sullivan, Davy Jones, Price Cobb).

Jaguar's Chairman and Chief Executive, Sir John Egan, said: "Le Mans is part of Jaguar's heritage. I felt we had to win again in the 'eighties to prove ourselves. It was a magnificent victory. Porsche made us fight every inch of the way. Our success at Le Mans was the result of a tremendous team effort - everyone in the team played a vital part."

Seconds after 3:00 pm, the three Silk Cut Jaguars swept across the finishing line to a delirious reception from the 200,000 motorsport enthusiasts, including 50,000 British fans who made the trip to the classic French circuit.

At the wheel of the winning car was Dutchman Jan Lammers who had fought off a powerful challenge from the second placed factory Porsche driven by Derek Bell, Hans Struck and Klaus Ludwig.

The race was one of the most competitive in the history of the event, with the TWR-prepared Jaguars and the factory-entered Porsches fighting for the lead for the full 24 hours.

Jaguar had entered a five car team for the event. Two of the cars retired - car number 3 driven by John Watson, Raul Boesel and Henri Pescarolo retired during the night with transmission problems - and car number 1, driven by Martin Brundle and John Nielsen retired at 9:00 AM Sunday, with a failed cylinder head gasket.

The above description was provided by Jaguar Cars, Inc. and was received just in time to be included in this month's newsletter. Howzat!

Bob Fitzgerald.

## JAG/TWR LE MANS PREP

Jaguar takes 5 cars (XJR-9LM), 14 drivers, and 110 support personnel. The cars are based on those being raced by the Castrol/Jaguar Team in the IMSA Camel GTP series and by the Silk Cut/Jaguar Team in the World Sports-Prototype Championship series. In order to make them better suited to the special needs of the Le Mans circuit, with its 3.5-mile

Continued on page 5.

### 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.

# SEEN AT QWIIGS – OCEAN BEACH



Harvey Williamson signs up to work on Concours



Barbara Lorentz & John Hoy



Jan Miller and Marian Butler



Bob Lakin



Someone unknown makes a point to Nat Ward



Tim Tunnell and Buzz Rollins



Diane Ward & Guest



Ray McFarlan



Harvey Williamson and Bob Fitzgerald

Continued from page 4.

straight, the cars are fitted with a smaller rear wing which reduces drag. This mod together with other less obvious aerodynamic changes give the cars a potential top speed of over 230 mph. Jaguar has also developed a new 4-valve per cylinder head for its 7.0 liter V12 race engines and are expected to boost horsepower to more than 800. It is possible the new heads may be used for qualifying at Le Mans.

Now for the drivers; Martin Brundle, John Nielsen, Davy Jones, and Jan Lammers have been competing in IMSA, in addi-

Continued on page 6.

## San Marcos National Bank offers Jaguar financing!

- 7-year financing for new Jaguars.
- Extended terms on other models and years available.
- Call **Harvey Williamson** for more information.



**San Marcos National Bank**

978 San Marcos Blvd., San Marcos, CA 92069

Phone (619) 471-3000

Member F.D.I.C.

# Who's Who and Who's New

This column seems an appropriate place to welcome a really new member—how can you get much newer than Elivra and Gilbert's baby boy, **Brently Gilbert Rousset**, born May 15. Brently weighed in at 9lbs. 6oz., 21" long. He and his mama are doing great, home after only one day in hospital, and his proud papa has already sewn a San Diego Jaguar Club patch on his crib—driving lessons to start next week. Congratulations!



Castle & Robyn Phelps

Voted full membership at the May Business Meeting, **Castle** and **Robyn Phelps** are already involved up to their eyeballs in Jaguar Club activities. Castle volunteered to be our Rally Master even before he was voted in, and the amount of work he has already done is downright impressive. Look forward to a super rally in the fall, with the possibility of some fun "practice" rallies before that.

Castle is a Lt. Cdr. helicopter pilot, presently flying a "mahogany bomber" (Navy-speak for desk job) and teaching at the ASW Fleet Training Center. Robyn teaches kindergarten in the Chula Vista school district. They have three active boys, age 5, 7, & 8. A former army brat, Castle considers San Diego the closest thing to a hometown, while Robyn is a genuine native (Bonita), so they hope to settle here permanently after retirement from the Navy, 4 1/2 years away. (I suspect that may, in part, be due to the improvements they've made to their house. Most people add things like family rooms, bedrooms, etc., right? The Phelps decided on an 800 sq. ft. addition to their garage, complete with grease pit and small paint booth!)

Castle bought his '62 E-type roadster in 1983 from a fellow who was tired of wat-

ching it get dented up in the school parking lot. It was in pretty good shape but, being a plan-ahead person, Castle bought, disassembled and shelved the pieces of another E-type. So, when his baby started making funny noises, he was ready. But then he got caught up in the "as long as...I might as well" syndrome. You know, "As long as I've got the engine out, I might as well paint the frame, ...do the suspension, ...do the interior", etc., etc. It's almost finished now; getting the interior from England has held up the parade longest. It was supposed to take 6 weeks, and nearly a year later he's still waiting for the last bits. Robyn wasn't a great fan of Jaguars at first; the E-Type just wasn't comfortable for her to drive. But last October they bought a '76 XJ6C and now she's a convert, too.

Most of Castle's Jag adventures seem to occur not while driving them, but while working on one or the other. He has, for instance: (1) misjudged the distance while driving the E-type over his greasepit; if it hadn't hung up on a knockoff, he could just as well have dumped in some dirt and erected a tombstone! (2) Another time working under it in the grease pit, he accidentally pulled a wrong plug, and got a 10 gallon gasoline shower. Not caring to become a living torch, he climbed out v-e-r-y carefully! (3) Searching for the cause of an oil pressure problem, the steel I-beam holding his engine hoist collapsed on the fender of the XJ6. That's when he learned about stripping and painting—5 layers of primer and paint. And the oil pressure problem is still elusive. (Only a very secure person could tell stories like this on himself, yes?)

Well, Castle told me a whole bunch of other stuff—I could write at least this much again—but for fear of taking over the whole newsletter, I think I'll let you find out the rest yourselves. Suffice it to say, the Phelps are sure to be an interesting and valuable addition to the Club. Welcome!

Coming attractions: **Granville** and **Dorothy Jackson**, and **Louise Bruner** were voted full membership at the June Board Meeting.

Mary Anne Ogle

## EDITOR'S NOTES

You may have noticed in the last issue of the Jaguar Journal that our newsletter, *Jaguar Tracks*, won 3rd in Category 2 (in my opinion the most competitive category) and was voted the most improved newsletter in 1987. I would like to thank the following persons for their efforts to make this newsletter a success: Steve and Mary Bouton of Bouton and Associates, who do the typesetting and Bill Pike for layout; Mary Anne Ogle for the mailer labels (and her *Who's Who* and *Who's New*); Curtis and Sheila Parker for the years spent in addressing and mailing this missive; and to all of the contributors. Thanks again, gals and guys.

McBride Hunter, 64 passed away May 13 due to a heart attack. A long-time member of the Ontario Jaguar Owners Association and served as North Central Region Representative.

JCNA wishes to acknowledge and thank those clubs who contributed so generously and on such short notice to the Ettington Holy Trinity Church Fabric Fund in memory of Andrew Whyte.

Copies of the JCNA rally rule book will reach us in early July.

Back numbers of the Jaguar Journal are now offered at \$3.00 each. This includes packing and shipment by first class mail. See list of available issues and order form, allow 4-6 weeks for delivery.

Continued from page 5.

tion at Le Mans will be Danny Sullivan, Raul Boesel, Derek Daly, and Kevin Cogan (all have been at the Indy 500); Johnny Dumphries, Henri Pescarolo, Andy Wallace, John Watson, Larry Perkins, and Price Cobb (drives Dyson/Porsche in IMSA); Boesel, Dumphries, Andy Wallace, and John Watson have competed for Jaguar on the WSC circuit in Europe.


Of the 110 support people (mechanics, pit crews, etc.), 20 will fly over from here after the June 5 Mid-Ohio IMSA race.

Bob Fitzgerald

## 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 4.5 in. camera ready copy.**  
(Three months minimum)



**OCEAN BEACH**  
**BOAT & AUTO**  
**UPHOLSTERY**

4838 VOLTAIRE STREET  
SAN DIEGO, CA 92107  
(714) 223-9797

### June 10, 1988 TO ALL JCNA CLUBS

Dear Fellow Member:

There have been comments in some club newsletters concerning the \$7.00 increase in JCNA annual dues. This is NOT an increase in the subscription for Jaguar Journal. This is a long overdue, inflation-driven increase to help cover SOME of the expenses to which JCNA goes to assist the member clubs.

During the time we have been charging \$5.00 annual dues, we have increased the number of Journal issues per year from four to six, added pages of editorial and taken on an associate editor for clubs who has improved the club coverage tremendously. We continue to provide trophies at a discount, free rule books, free scoresheets and other printed material and a full list of club services (see attached sheet) including archive research for members' cars.

If we were an independent club, self-financed, the annual fee to each one of JCNA's 5,000 members would be approximately \$30.00. Because JCNA is supported by Jaguar Cars Inc., WE ARE ABLE TO OFFER MEMBERSHIP SERVICES AND A MAGAZINE FOR FAR LESS. This, and the information in the preceding paragraphs is what your members should be reading in regard to the 1988 \$12.00 annual dues.

Sincerely,  
Michael L. Cook  
Vice President, JCNA

### Services Provided By JCNA To Local Clubs, Members

1. Operates an Annual General Meeting for overall policy planning, with the aid of a local host club(s).
2. Stages an inter-national JCNA con-

cours d' elegance every other year with the aid of a local host club(s).

3. Publishes Jaguar Journal six times yearly.
4. Administers the concours d' elegance and rally programs.
5. Supports the North American Rally Championships with year-end awards.
6. Offers official JCNA trophies for club concours and other events at cost, and pays shipping.
7. Stocks and sells official JCNA regalia to clubs.
8. Stocks and sells official Jaguar Cars Inc. boutique items to clubs.
9. Provides substantial financial and administrative support for selected major events involving JCNA clubs, such as the 1988 Salute to Jaguar at Mid-Ohio.
10. Provides at no charge company archives production records research on any Jaguar for the owner, by request.
11. Provides a Library Service which makes films and tapes available on request for club meetings from West Glen Communications, 1430 Broadway, New York, NY 10018; call 212-921-0966 & ask for Nancy Feferman, Acct. Supervisor. Some video tapes available direct from Leonia. Request a copy of our film list from Betty at 201-592-5213.
12. Responds to JCNA membership inquiries by directing prospective new members to the appropriate local club at a rate in excess of 5 dozen per month.
13. Will attempt to provide or recommend guest speakers to clubs for special occasions whenever possible.
14. Funds in large part the touring guest speaker program.

## FOR SALE

The San Diego Jaguar Automobile Club is not responsible for items or services listed in this newsletter.

### JAGUAR PARTS

Warehouse full of original new & used parts, parting out E Types and XJ's; electrical, mechanical, wheels, cam covers, chrome new & used.

**CALL: BOB HARDING**  
(619) 449-7821  
**GLENN SIMPSON**  
(619) 588-2676

**1964 Jaguar 3.8S Saloon**, fully restored, best in class 1984, 2nd in class 1985 SDJC Concours d' Elegance, receipts for \$16,000. Asking \$10,500 or will consider trade for American or Japanese car. Call Don Hayes Mon-Fri (619) 292-1090 Work or weekends (209)296-6139.

**1957 Jaguar 2.4 liter Sedan** ready for paint, and upholstery, clean body and chrome, \$3600 or best offer. Contact John Burgener (619) 481-1924.

**1967 Jaguar XKE**, 80,000 miles, tan superboddy, wire wheels, runs well - just tuned, original owner, asking \$11,000. Call Peter or Linda, (619) 679-8515 days or 672-1270 evenings.

**Wanted** - Jaguar XK-150 coupe, straight driveable. Prefer car needing little or no restoration. Call Victor or Randall 755-8813.

**Jaguar XK-120 OTS**, aluminum hood, doors, and deck lid, sell or trade for British motorcycle preunit Triumph, etc. Call Jerry Collard 44-7023.

**Wanted** - Jaguar XK-120 coupe with minimum rust. XK-140 or 150 rolling chassis, engine and trans not required. Call John Toom 444-8383.

**PRN 27**  
**RAPID TRANSMISSION Inc.**  
 The Transmission Specialists

**DAVE DYE**

(619) 560-4074  
 7727 Vickers Street  
 San Diego, Calif. 92111

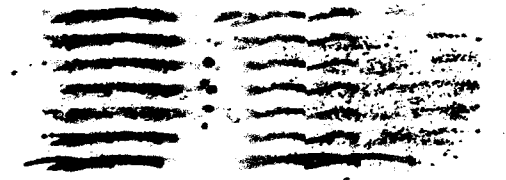
**JAGUAR**

**STAINLESS STEEL EXHAUST SYSTEMS**

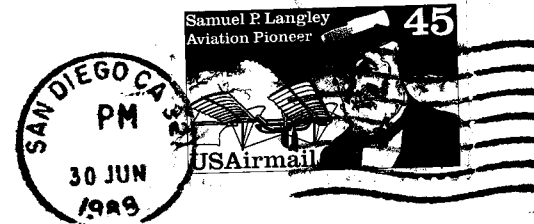
XK120	\$319	XJ12	\$479
XK140	\$359	XJ-S	\$499
XK150	\$359	Mk1	\$289
XKE6	\$399	Mk2	\$369
XKE6+2	\$419	Mk10	\$459
XKEV12	\$389	340	\$369
XJ6s1	\$419	S/420	\$489
XJ6s2	\$399	420G	\$459
XJ6s3	\$399	plus UPS	

**DICK AMES**  
 608 FT. WILLIAMS PKWY.  
 ALEXANDRIA, VA 22304  
 703/370-3097

PLEASE DO BUSINESS WITH  
 OUR ADVERTISERS ...  
 WITHOUT THEIR SUPPORT, WE  
 COULD NOT HAVE A  
 NEWSLETTER!



**ROBERT FITZGERALD**  
 8035 Morocco Dr.  
 La Mesa, CA 92042



**Prine, Randy & Marilyn**  
 3226 Brant St.  
 San Diego, CA 92103