



August 1988

# JAGUAR TRACKS

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

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## 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

## CALENDAR

### AUGUST DINNER MEETING

Concours d' Elegance, August 7, Atlantis Restaurant on Mission Bay, Cocktails 4:30 PM Dinner 5:30 PM, casual attire, choice of Chicken Cordon Blue or Filet of Sole sauteed in Lemon Butter. \$20.00.

AUGUST BUSINESS MEETING  
August 10, 6:30 P.M., Performance  
Jaguar, 8888 Miramar Road

### TENTATIVE DINNER SCHEDULE

September 9  
Albies in Mission Valley  
October 12  
TBA  
November 11  
Tickled Trout (Election night)  
December  
Christmas Party  
North Island Officers Club

### AFFILIATE



## FUTURE EVENTS

### SDJC TECH SESSIONS

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

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

### DEL MAR HORSE RACES

August 21, 1988, Sunday, 2:00PM. Reserved seats Clubhouse Terrace, 2:00 PM first race. Cost: \$10.00 each. Call Pat Harding 449-7821. **ORDER NOW:** Tickets are selling fast!

### AMERICAN CANCER SOCIETY

The 9th annual American Cancer Society San Diego Concours d' Elegance (formerly the Ascot Invitational) featuring Jaguar, September 18, Embarcadero Marina Park at Seaport Village.

### BRITISH CAR DAY

Del Mar Race Track infield, October 2nd, 10:00 a.m. - 4:00 p.m.

### JCNA NATIONAL CONCOURS d' ELEGANCE 1989.

August 2-5, 1989, Inn of the Seventh Mountain, Bend Oregon. Hal Burt; chairman (503) 620-6913, P.O. Box 23354 Tigard, Oregon 97223.

# President's Message for August

**Bob Lakin** – After having such a good time the weekend in Long Beach, who could ever imagine that on Monday, July 11, tragedy would strike. Bob, who has been a member of our club since 1976, passed away suddenly.

I have known Bob since he first came into the club, but really took notice of him in 1978 when we both ran for the same office. After the election he was one of the first to say, "What can I do to help." Later that year when we were trying to get a JCNA sponsored concour organized, Bob was one of four who pledged cash out of his pocket to make sure it was a success--and it was.

Bob and Marlys' 1972 Roadster was the Club's high scorer in 1978 and was awarded the Tuchscher Memorial Trophy. A photo of Marlys and the car was featured in the San Diego Zoo magazine, **Zoo News**.

Bob organized and set up most of the Club outings the years he has been a member--the Desert Run to view the flowers, the Camp Pendleton Brunch, the Christmas Party at the North Island Officers' Club, the Pine Hills Brunch and many more. He did this year after year.

Bob and Marlys attended most every business meeting and dinner meeting each month. We have a missing spoke in the wheel of the organization of this club with Bob's passing away that will be impossible to replace. We will all miss him. I certainly will. We will always remember his pleasant disposition, his generosity with his time and talent and his interest in the well-being of the San Diego Jaguar Club.

**SHOWTIME** It was a great turnout for the Jaguar Owners' Club, and a beautiful day at the South Coast Botanical Gardens (ask Chet for directions). There were 49 cars in the JCNA Class and 18 in the Driven Class.

San Diego cars at the show were Dennis Crooks ('64 FHC), Henry Krisel ('67 420), Chet Manock (SS100), Randy Prine ('88 XJS). Members enjoying the show were Parkers, Manocks, Nat Ward, Cavickes, Gladwins, Don Harrington and Patti, Wards, Chuck and Gail, and the Tunnell's who worked all day. Dick Cavicke was also a judge.

Scores for the San Diego cars were:

Henry Krisel	'67 420	99.65	2nd
Chet Manock	SS 100	95.17	1st
Dennis Crooks	'64 FHC	99.33	2nd
Randy Prine	'88 XJS	99.91	2nd

All the scores were very high and cars well prepared. Congratulations to all of you on your scores, and thanks for attending and representing our Club.

## CAST OFF

Eight members of the SDJC set sail up Interstate 5 under the command of Captain Terri Nance and her 1st mate, John, for a night on HMS Queen Mary. Seamen Bob and Marlys Lakin, Terry and Mary Smith, and Randy and Marilyn Prine arrived at portside about 1600. Captain Terri had made all the arrangements and after checking in to our First Class cabins, it was off to view Howard Hughes' magnificent obsession, the Spruce Goose. Magnificent it is, and you can see why some Congress members thought it wouldn't fly.

Back aboard, we met and went aft to the Capstan Room for a delicious meal. This date was the 100th birthday of the City of Long Beach and the 50th for the Queen Mary. We were treated to a dazzling display of fireworks, right over our

heads on the aft patio deck. After dinner, it was forward to Sir Winston's Piano Bar for cocktails. Lights out at 2300 and reveille at 0700 for breakfast at the Promenade Cafe, and then off to a personal guided tour of the ship. If you like Art Deco, this is certainly the place to be.

Thanks to Captain Terri we were able to recapture and relive a small part of the U.K. in its glory days, and we didn't even need a passport. A great time was had by all.

## WESTERN STATES 88

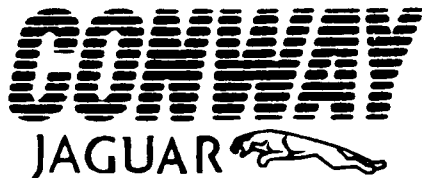
Reveille at 0430 and away we go! A hard day's drive, nine and a half hours, and we arrived in Monterey around 4:00 PM. Checked in and frantically looked for a place to clean the car, finally a car wash is found. Up early the next morning, and water spots are everywhere. Wish I had taken John Hoy's advice and brought soft water. Marilyn cleaned windows for an hour, then the sun comes out and streaks galore! Oh Well, we're having fun.

Henry Krisel is up with his National winner, the 420. Doug Stinson is here also and will be one of the judges.

Sixty cars are entered, and are all very well prepared. Off the grounds at 3:30 PM and down to the Awards Dinner with guest speaker, Rivers Fletcher. Henry scored a 99.62 and was awarded a second. I scored 99.4 and came in first.

Up the next morning for the Rallye. Twenty-nine cars lined up to participate. For Marilyn and I, it was the first time in a time, speed and distance event. A beautiful drive through Carmel, Carmel

Continued on Page 3



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Valley, Monterey Peninsula—70 miles in all—and the scenery was gorgeous. Finished up at Laguna Seca Race Track for a slalom and “funkhana”. The thrill of thrills was to be allowed on the race track for thirty minutes. We sure had fun! Terry Lawson from Arizona in his C-Type lapped us but it didn't matter. Marilyn took a few turns, also, and Fred Horner was our Co-Pilot. Marilyn went around with Mark Mayuga in his 120 Roadster for an added thrill at speeds up to 100 mph!

After the race there was a costume ball, the theme being early California. Music was provided by Papa Jake Stock and the Abalone Stompers. There was a wide variety and some far-out ideas of how early Californians dressed from Captain Fremont to the Pope (Mark Mayuga) assisted by Monks, “Nip and Tuck” (Doug Stinson and Fred from Los Angeles). Marilyn and I came as a Caballero and a Spanish Lady.

The Last day I attended the morning meetings, we had brunch and a ten-hour drive home (with one stop by the CHP). Whew!

The Los Angeles Club did a great job, and had a splendid show. I know everyone had a good time, we sure did!

Randy

John Hoy reported on the door prizes. There will be six door prizes at the concourse dinner.

Dick Cavicke went over the final details of the concourse plan.

Pat Harding said the Del Mar Day at the Races would be August 21, 1988 as the 28th was sold out. The tickets are selling fast.

Harvey Williamson mentioned the club liability coverage is due August 10, 1988 for \$344.00 per year. He will look into other coverage for comparison before next meeting and renewal date.

Mary Lou Owen announced the October 2, 1988 British Car Day at Del Mar Race Track grounds. There will be a 50's dance at the Car Museum on July 23, 1988.

The next business meeting will be August 10, 1988 at **6:30 PM SHARP** at Performance Jaguar.

The meeting was adjourned at 7:58.

He stood tall and neat.

He was organized.

He was a proud Jaguar owner.

He gave his time to the club.

He organized club events.

He was always a friendly person.

He was a total gentleman.

We will miss you, BOB LAKIN...

Respectfully submitted,

Pat Harding

Recording Secretary

# SS-100 Returns to Monterey

SDJC's racing SS-100 “Barney” will return to Monterey Historic Races this August after a years absence. The “100” is scheduled to race in Group 2A at 1:30 PM Saturday, August 20, in an event which features racing and sports racing cars of the thirties.

Jean and Chet Manock wish to invite club members who may be in attendance to be sure and drop by the paddock to say “Hello”.

### SS-100 Notes:

The 1937 “100” is the only one actively racing in the world today and is coming off of two wins; Del Mar '87 and “La Carrera” - the Mexican Road Race 1988.

The Jaguar Marque was honored April 17th when “Barney” was selected to take the very last racing lap at historic “ole Riverside” accompanied by the 47-90 Bentley of Jennifer Laurence. (And did they put on a show!)

Chet Manock



## SDJC Minutes July

The meeting was called to order at 6:40 PM by Vice President Dick Cavicke with 19 members present and no guests.

The minutes were approved as read.

Diane Ward gave the treasurer's report.

Mary Anne Ogle membership, moved to accept Mark and Karin Weatherup as new members. MSP.

Bob Fitzgerald showed the third place plaque the club received for the Newsletter. He also asked if we could have newsletter articles in early this time due to the short turnaround time.

Marian Butler, Dinner Chairman, said the Concourse August 7th dinner will be at the Atlantis Restaurant and the September dinner meeting will be at Albie's in Mission Valley. Curtis Parker is going to check on a downtown restaurant, McDougals, for a future dinner meeting place.

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



The IMSA Camel Continental held on July 3 at Watkins Glen, NY proved to be another Nissan victory and a TWR/Jaguar disaster. With 30 laps to go, the Chip Robinson/Derek Bell Holbert/Porsche was leading the Geoff Brabham/John Morton Electro-motive Nissan got a lucky break (full course yellow) from the one team that least wanted to give it: the TWR Jaguars and driver Davy Jones. In retrospect it was Jones who was the luckiest one of all. Fifth and a lap down after co-driver Jan Lammers suffered a cut tire in the early laps, Jones was turning lap times as the leaders when he tried to pass a Camel Lights car under braking only to have the rear end get light and get away from him. Both cars ended up off-course and out of the race and only a temporary suspension of the laws of physics kept the big cat from going into a series of rolls. The XJR-9 got all the way up on it side, hung there and then somehow came down on its tires. Then to show how far these professional race drivers have come, Jones crawled out and said to a still-shaken corner worker, "This isn't going to look so good on my resume". In fact this race isn't going to merit much space on the Jaguar season highlights film. First Lammers and Brundle had only qualified for the third row of the starting grid, then had spent the early laps of the race behind Pete Holsmer, who hurled the Ford GTP around with great vigor before spinning on lap eight. They were nearly 20 seconds behind the leaders by this time, then in quick order came Lammers tire problem and the retirement of the Martin Brundle/John Nielsen car with an electrical problem, much later diagnosed as a chafed set of wires that the chassis had rubbed the wrong way. The Nissan won, Porsche was second. Corvette GTP was third, the Lammers/Jones XJR-9 was 18th, and the Brundle/Nielsen XJR-9 was 23rd!

After Watkins Glen, the IMSA GTP drivers point standings were as follows: 1) Geoff Brabham, 103; 2) John Nielsen, 93; 3) Price Cobb, 81; 4) James Weaver, 75; 5) Davy Jones, 72; 6) Martin Brundle,

70; 7) Jan Lammers/Chip Robinson, 62; 9) Derek Bell, 52; 10) Klaus Ludwig/Hans Stuck, 48.

The World Sports Car Championship, Group C, Round 6 of 11 was held on July 10 at Brno, Czechoslovakia. This 223.2 - mile event was won by a Sauber/Mercedes of Jochen Mass and Jean-Louis Schlesser. The TWR Jaguar XKR-9s of Martin Brundle and John Nielsen, and Jan Lammers and Johnny Dumphries were 2nd and 3rd respectively. The Sauber/Mercedes of Mauro Baldi and James Weaver were 4th, while the best Porsche could do was 5th. The Joest/Porsche 962 was driven by Bob Wollek and John Winters.

The WSCC drivers point standings are as follows:

1) Schlesser, 135; 2) Baldi, 119; 3) Brundle, 115; 4) Cheever, 100; 5) Winter, 99.

**FLASHBACKS**

The Lister-Jaguars were very successful in international events in the late 1950's. What type Jaguars carried the Marque's banner and what was the type of racing competition they were involved in during the 1960's and early 1970's?

The light-weight E-type Jaguars (aluminum bodied as opposed to steel) were quite successful in all manner of events in the early 1960's. As the light-weight E-types entered the forefront of international competition, the more standard cars also continued to enjoy success in other events. Merle Brennan in the United States proved almost unbeatable in Sports Car Club of America (SCCA) races between 1962 and 1964. Later E-types starred in the modified sports car racing of the late 1960s and early 1970s before finding their way into today's historic car events. By 1972 modified sports car (modsports) races, which had been dominated by E-types, were becoming too expensive for the amateurs they were intended to attract, and the cars too far removed from anything that could be driven on the road. Consequently there was a revival in Britain of production sports car (prodsports) racing from which the modified

sports car racing had been derived. Eligible cars were divided into price categories up to 3000 pounds for which the Series III E-type was ideally suited. In fact, it was also so fast that it was a potential overall winner, despite the presence of cars costing more than twice as much. Jaguar development engineer Peter Taylor ably demonstrated this by winning the first of the new prodsports championship in 1973. In modsports racing, Guy Beddington continued to thrill the crowds with a fuel-injection Series III E-type that was astonishingly fast, but lacked good brakes. Howzat!

Bob Fitzgerald

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# IN MEMORY – BOB LAKIN

## IN MEMORIUM

Bob Lakin passed away on July 11, 1988 after suffering a heart attack that afternoon. He leaves his wife Marlys and two daughters, Andrea and Marta. After graduation from Grossmont High School in 1937 he took flying lessons and when war was declared he entered the United

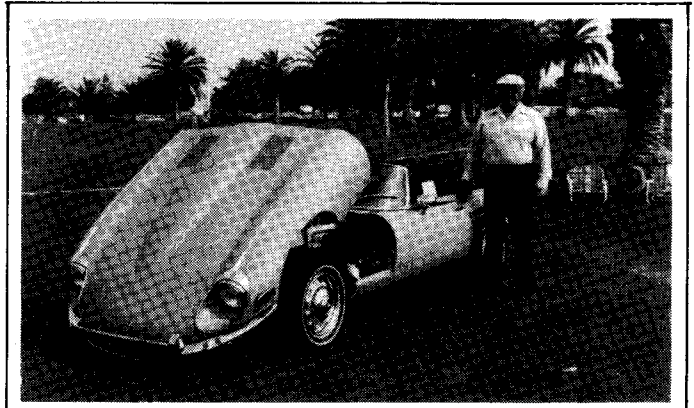
States Army Airforce (which later became the United States Air Force). He was a bomber pilot and flew over 100 combat missions during WWII. During a 30-year service career he was awarded many commendations and citations and held many important posts before retiring in 1971 as a Colonel in the USAF. Bob and Marlys joined the SDJC in 1976

and became very active members and attended practically all of the club events in the past 12 years, as well as organizing many of these events. They entered their 1972 XKE OTS in the SDJC Concours d' Elegance and won many trophies, their best placing was Reserve Best of Show in 1977. Bob was a good friend to all who knew him and will be greatly missed.

Bob Fitzgerald



Bob and Marlys take their turn on reception table at Pea Soup Andersons



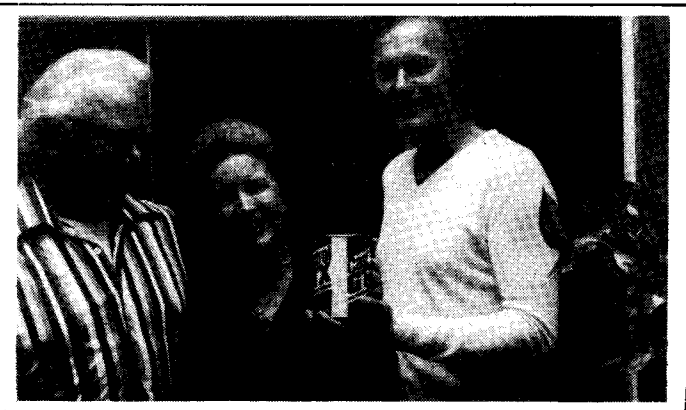
Bob with his pride and joy on concours display



Marlys and Bob in Dress Uniform at North Island Christmas Party



Bob displays his Jaguar at concours in Heritage Park



Bob and Marlys accept an "award" from Frank Kovack



Bob makes an announcement regarding an outing

# Who's Who and Who's New

**Dorothy and Granville Jackson**, voted full membership in June, are both natives of Jag Country. Granville first visited California in 1942 to train as an R.A.F. pilot and in 1948, after serving in England and Europe, persuaded his new bride that they should seek their fortune in the San Fernando Valley. They brought with them one of the first MG TCs imported into California and claim they helped start the sports car craze over here. In 1960 the Jacksons returned to England, taking with them the 1957 XK140 bought over here (therefore left-hand steering, but converted after Granville found it more of an "adventure in driving" than he cared to enjoy!). 117,000 miles later and too busy to restore it, he sold it for a song—and is still kicking himself.

In 1975 they moved once again to the sunshine, first back to the San Fernando Valley and two years ago to their present home in Escondido. Originally Granville was a metallurgist

employed in engineering, however the Jacksons now keep the wolf from the door importing hand weaving yarns from England. They have owned two E-types since returning to the U.S., bright red 1971 (unfortunately sold) and the primrose 1969 that they now use to explore San Diego County.

Both Dorothy and Granville Jackson have been sports car enthusiasts since preWWII days. George remembers making a pest of himself at the 1938 Earl's Court motor show in London where the SS100 Coupe was being featured; he sat fantasizing behind the wheel while the salesman despaired of getting rid of him. Granville has been an avid racing fan (particularly Formula 1, Indy Cars and of course, Le Mans and sports cars) since his father took him to the races on the sands of Southport, England. Granville claims it is more than a coincidence that the first Long Beach Grand Prix was held the very year he returned (re-returned?) to Southern California. He hasn't missed one since and is thrilled with the startup of the Del Mar Grand Prix almost in his backyard.

Please welcome Dorothy and Granville a warm and interesting couple who will surely be a valuable addition to our club!



*Dorothy and Granville Jackson*

## CATNIPS

It has been said that nothing handles like a Jaguar! O.K. How do you know how a Jag is supposed to handle?

Lets say you find a nice used Jag you like the color and the body style and everything is right but you don't really know that this is the car for you. SO the next step is to drive it "WOW" you are impressed and you are really happy with the way it handles and steers so impressed that you buy the cat.

Now your Jag and you are very happy together and you want the very best care for your cat. You start making sure that everything is O.K., change the oil, tune-up, wash and wax, you check it out from one end to the other.

So now you find all the little problems that need to be taken care of to make this cat really "MEOW"!! One of them is slightly worn front tires. No problem you ask around and find a front end shop that say's it will fix Jag's - NOOOO PROBLEM! You take it to them and you get a quote on the front end work and alignment about \$500.00 to \$800.00 "WHAT", but the car handles just great, it has a little tire wear but outside that everything is perfect, so you say.

Well then its "You know these cars are expensive and had to work on and parts are expensive and BLAH -- BLAH!!

B.S. Maybe I can help here again mostly from personal experience plus I was in the business at one time, (too dirty) and let me say there is nothing magical about a Jag front end or any other front end out there!! First of all, Jags have a very fine front end and they do the job very nice, because of the front end and the way the cat handled you bought it.

What I have found is lots of people say that they align Jags but when asked about the special tools for Jags then they tell me that you don't need any--sure! Well again I don't like being picky but, it is my car and my money so I feel like I should be satisfied. So here is a few things that you can do to your cat that is not so expensive and really takes care of the big repair bill.


First open your hood and look at the tops of the shocks sticking through the fender well and you'll see some little rubber cushions and look and see if they are worn out, deteriorated or just compressed and have spaces in them, also look inside the fender well at the top of the

Continued on Page 7

# ADVERTISING RATES

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Continued from Page 6

shock and inspect these also for the same problems. While you are in there look at the shock body and see if it has any oil on it or any sign of oil on the lower body, not the cover, if it does it needs to be replaced. If the shocks need replacing I have found that stock shocks and stock shock grommets seem to work best and are the cheapest for that wonderful ride and handling that has been so well talked about. You can have anybody put them in for you that has a little mechanical experience and has pride in their work, it is an easy job to do on the XJ's and the S also. If you can't find anybody to check this out and do it for you, feel free to call me and I'll help you find someone that can. Next is the steering rack bushing these are very expensive at the dealers they are about \$90.00 for all four of them but, there is a better solution and they are about \$20.00 they are made of polyurethane. You can get this from John's Jag Dallas, Texas and they are a lot easier to install, if you want the name and address of John's call me and I'll be happy to give it to you.

Now we have the two big problems taken care of in the Jag front end dept, take to somebody else for a second opinion, after you are done.

The bottom line is to align the front end, interesting the Jag needs some special tools, one is to center the rack and the other is to hold the height of the Jag in a laden position so the proper alignment specification can be checked and readjusted if necessary. These tools are in the factory service book and show where they are used and why they give you in exact detail how to make your own, but if you don't want to make your own you can borrow mine, for I have made my own which I'll lend to anybody that needs to use them. They fit the XJ's and the S also. How's that for a mfg. concern, on the proper way to take care of you

cat? Most, important if you are going to find somebody to align your Jag or even work on it make sure that they have experience and the proper tools and also look around and see if the place is neat and clean, how about floor cover and seat covers for your beloved cat, and it is your money and your car so get involved.

I hope I didn't offend anybody with this article and those that care will use this as a guideline for there customers who own Jag cat's and don't like being fooled into big expensive unnecessary repair bill's. Also thank you for all the club's support on these articles and ideas.

John Hoy

## 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.

**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.**

## FOR SALE

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

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

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**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 superbody, 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, 444-7023.

**Wanted** - Jaguar XK-120 coupe with minimum rust. XK-140 or 150 rolling chassis, engine and trans not required. Call John Toom 445-8383.

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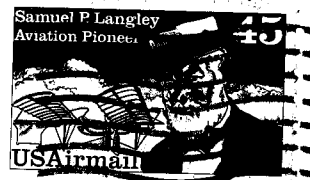
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