



October 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

239-5338

### OCTOBER DINNER MEETING

October 14th, McDougAls, 1125 5th Ave.  
(5th and C). Parking available above the  
restaurant. Cocktails 7 pm - Dinner 8 pm.  
Steak with green pepper sauce (gourmet)  
\$21.00 or Fettucine Vollenweider with  
smoked salmon and scallops, \$15.00

### OCTOBER BUSINESS MEETING

October 19th, 6:30 pm Sharp,  
Performance Jaguar 8888 Miramar Road.

### TENTATIVE DINNER SCHEDULE

November 11  
Tickled Trout (election night)  
December  
Christmas Party at  
North Island Officers Club

## TECH SESSION AUGUST EVENT

Our Tech Sessions are very informal and allow  
for all kinds of information to be exchanged.  
Everything from heating problems to starting  
a long stored vehicle.

We would like more of you "experts" out there  
to bring bits and pieces of special  
interest to show and explain.

Members in attendance were: Terry L. Smith,  
Ray McFarlan, Wayne Wynne and Fraser  
Gladwin.

Remember, it's the 4th Wednesday of every  
month at the Auto Museum in Balboa Park at  
7:00 p.m..

If you have a problem, come see us.  
Everybody's welcome.

Fraser Gladwin

## FUTURE EVENTS

### SDJC TECH SESSIONS

Held on 4th Wednesday of each month at  
Automobile Museum in Balboa Park. For  
info contact Fraser Gladwin. 745-2319

### IMSA SOUTHERN CALIFORNIA GRAND PRIX AT DEL MAR.

October 23, 1988. Watch the TWR  
Castrol/Jaguar XJR-9s race the Nissans  
and Porsches.

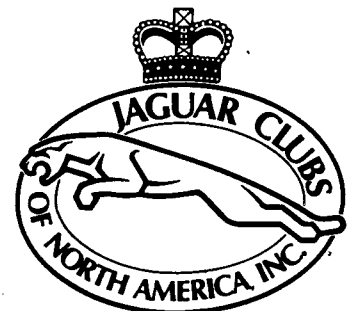
### JCNA NATIONAL CONCOURS d' ELEGANCE 1989.

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

### SDJC JCNA RALLY

October 16th, this is a warmup for the  
JCNA sanctioned rally to be held in  
November. Here's a chance to get your feet  
wet! See inside of Jaguar Tracks for details.

AFFILIATE



# President's Message for October

Election '88: Bush and Dukakis have nothing on us. Mary Lou Owen is heading our election of officers for 1989. So if you yearn to be in one of these positions and have your chance for fame and fortune, get in touch with Mary Lou. Remember, this is your club so get involved.

British Car Day: Marian Butler and Mary Lou Owen are involved in the British Car Day at Del Mar October 2. Our club is the present holder of the Lucas Prince of Darkness Trophy (wonder how that name came about). Anyway, they will be looking for a team to defend it, so contact them and plan to attend.

Good News! Jim Hart is home in time to celebrate his birthday after a long siege in the hospital. Under Barbara's care, he is doing nicely. We all wish him a speedy and complete recovery.

A Thousand Pardons, Madame! Looking over the "helper list" on our Concour, we neglected to thank Erin Ogle who has helped us two years in a row. She was a runner for us in 1987. This year she gave up a day at the beach to assist in judging and also help at the membership table with her parents. Thanks for your help!

Annual San Diego Concours d' Elegance: The reception at Performance Jaguar was elegant indeed, and a number of our members turned out to look at and converse about the beautiful cars. Be sure to pick up the 1989 sales brochure as our members are featured in it--Manock's SS 100, Cavicke's 120 and Tunnell's 120 FHC.

How nice to see Jaguar featured in this year's car show. How time flies! It was back in 1980 when we were under the leadership of Glenn Simpson that Norma Shiner approached the club and asked for our help. Glenn, Bob Atkins and all the members of the SDJC pitched in to help get this organized and make it an annual event. That first show had about 100 cars and raised \$25,000 (we had no sponsor). Fred Finn of Mickey Finn's (San Diego old-timers will remember them flew in from Las Vegas for the featured entertainment. My favorite car that year was Gary Cooper's super-charged Duesenberg SSJ from the Cunningham Car Museum. It was a good car show then and remains one today for a good cause. It's nice to have been a part of it.

Name Tags: Remember to return name tags to Tom Clardy at the end of the dinner meeting so we will have them for the following month.

Only the Fittest Car Giants Will Survive the 90's: Toyota, the world's third largest car maker, has \$15 billion in cash, as much in spare cash as Volvo has in total world-wide sales. So what does Toyota's \$15 billion tell you? That, as it does late in a poker game, the ante is going up in the automobile business. Their Executive Vice President says marriages may be arranged with some of Europe's renowned names. Jaguar was one mentioned. Imagine a Kobe-hide interior, it's enough to turn you against sushi and Asahi beer! God save the Queen's Car Company.

Want a Jaguar Gift for Christmas? Charlotte Sackerson will take your order for jackets, sweaters, shirts, etc. Orders, along with a check, must be in prior to October 31 to be here by Christmas. Call Charlotte at 714-496-2239.

Randy

# WHAT? ME RALLY?

So you think you might not want to be involved in rallying?? Honest, it's not all that difficult and is just as easy as a drive in the park. Admittedly, a drive without a map in a strange park, but what the heck... By the way, what is rallying?

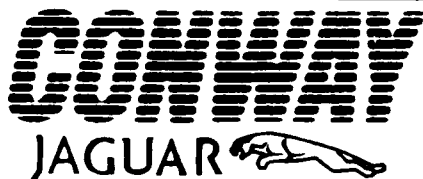
A car rally is basically a Follow the Leader event. The leader is the rallymaster who has set up a course over public roads that you must follow in exactly the same order that he did. The competition involved is the accuracy with which you exactly follow the route adhering to speed and time constraints. Competitors do not have advance knowledge of the route, the average speeds, or the total distance involved. The only person who knows this information is the rallymaster.

The JENA sanctioned rallies, by which we are governed, dictate that the type of rally will be of the Time, Speed and Distance (TSD) type, the course will be more than 75 miles, less than 4 hours long (excluding breaks), and have at least 3 timed legs. Each car must have a minimum of two persons: Driver and Navigator.

Enough of the hard stuff...What do I really have to do to be in a rally? Well,

1. You must drive in a Jaguar using the stock odometer.
2. You must have some device for telling time, like a wrist watch or stopwatch (no watches with calculators allowed).

Continued on Page 3



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# SDJC Minutes September

The meeting was called to order by President Randy Prine at 6:45 pm with 17 members present

The minutes were approved as corrected.

Randy Prine gave the treasurers report in Diane Ward's absence.

Mary Anne Ogle, made a motion to accept the following as members:

Lester & Oma Wegeforth  
Gwen Wegeforth  
Ernie & Elise Ryder  
Christopher & Dixie Geyer  
Dorothy & Stephen Campbell  
Lynne Benedict

It was moved, seconded and passed that the proposed persons be accepted as members.

Dick Cavicke, Concours Chairman gave his report on the concours which was a success and a profit. There were no protests received. Dick also mentioned Oregon Concours will be August 2 thru 9, 1989 which will be same planned weekend of San Diego Concours.

Bob Fitzgerald said newsletter articles should be received on time (20th of each month) or even ahead of time. The club history is in the final stages and should be finalized soon.

Marian Butler said the October dinner will be downtown at McDougAls. November dinner at Tickled Trout in Mission Valley with surprise entertainment.

Castle, Rally Chairman said there will be a free warmup rally on October 16, 1988 ending at Barrett Junction for dinner. The official rally date has not been set.

Fraser Gladwin reported on the monthly tech session.

Dick Fuller said the Auto Museum will have a joint open house with the Aerospace Museum on October 1 and 2, 1988 at Gillespie Field.

The meeting was adjourned at 8:15 p.m.

Respectfully submitted,

Pat Harding  
Recording Secretary

# Editor's Notes

The sports/racing world lost Enzo Ferrari on August 14, 1988 at the age of 90. His name became known around the world, first by the victories amassed by his racing cars and then for the exotic road machines that bore his name. He could be no more profoundly honored than to have his name flash by on a splendid machine with an animalistic roar, snapping heads in its wake - farewell.

XJR is a new magazine which covers Jaguars racing activities on both sides of the Atlantic. Jaguar's racing history is also covered in this colorful magazine which is published six times a year. Subscriptions in the USA cost \$29.50 per year, and are available from :

Eric Waiter Associates  
Box 567  
New Vernon, N.J. 07976

Back issues are available from the same address at \$5.00 per copy.

Loretta and Fritz Hines want to know if any SDJC members want to go with them on a Mexican Riviera cruise aboard the Love Boat at special rates. The dates are from April 29th through May 6th 1989. Rates include a \$150 per person discount if your deposits are received prior to November 12th. Contact Loretta at (619) 433-7222.

Barbara Hart reports that Jim is home from the hospital after surgery and is doing well. Hurry back Jim, we miss you.

The 2nd Annual Jags and Nags Day at the Del Mar horse races was held on August 21st. Everything turned out even - steven and fun was had by the Wards, Montgomerys, Jacksons, Hardings, and Berglunds. You win some and lose some!!

Continued From Page 2

The rally will be timed in hundredths of a minute but a watch or stopwatch that reads in seconds will easily work (with some easy computations).

3. You have to bring something to write with, and a clipboard is handy, and...
4. Of course you must bring your sense of humor!!!

Now on to the good stuff...What will I have to do during the rally?

1. The starting place of the rally is normally announced as well as a first car out time. There is always a meeting for drivers and navigators prior to the start of the rally. At the meeting copies of the GENERAL INSTRUCTIONS (GIs), the ROUTE INSTRUCTIONS (RIs) and a time card will be distributed. The GIs are a detailed list of the rules and regulations which govern the rally. The RIs are a listing of the directions on how to follow the rally, which way to turn, how fast to go and so on and so forth. At no time will you be required to go faster than the speed limit or endanger yourself or your Jaguar. Along the route you will encounter checkpoints. The checkpoint will always be on the right hand side of the road (for safety) and upon reaching the checkpoint you must stop and have your time recorded on your time card. The idea is to arrive at the checkpoint in the same amount of time exactly as the rallymaster. For each 1/100 of a minute you are early or late you will be assessed 1 point. The car with the fewest points is the winner. Yes, Marian, there will be trophies awarded for both the driver and navigator of the first three places as well as DEAD LAST.

Continued on Page 4

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## JAGUAR RACING, ETC. •••



As you know I am biased toward Jaguar, however I have to extend congratulations to Geoff Brabham and the Nissan team after posting an 8th straight win at the IMSA Lincoln-Mercury Camel Grand Prix at Sears Point (Sonoma) CA on August 21st. It turned out to be a race between Jaguar and Nissan, which finished 2 seconds ahead of the Brundle/Nielsen XJR-9 car 60. The Nissan led at the start of the race, but was passed in turn 4 on lap 31 with Brundle out-braking Brabham to take the lead. The Jag no. 61 of Jones/Lammers was in 3rd place, 30 seconds behind the lead car (they also ended up 3rd at race end), Brundle drove a brilliant race and held the lead when he pitted halfway through the race, which included a driver change with Nielsen taking over the Castrol/Jaguar. He came out of the pits with a lead over Brabham, but the Nissan soon passed the Jag and as Geoff said, "I knew it was my best chance." This when he passed in the hairpin, "Our cars were very equal today, and I knew once John got his tires heated up and got into his rhythm he'd be very tough to pass." The Jaguar of Jones/Lammers finished 3rd after a late stop to change a flat tire. They were a lap down, but still ahead of the Porsches of Cobb/Weaver in Rob Dyson's 962, Bob Wollek in Jim Busby's 962, and Chip Robinson in Al Holbert's 962 which accounted for 4th through 6th places. This was the first real motor race for GTPs in months, hope its not the last. Weaver said, "There hasn't been an IMSA race since Sebring - everything since has been a massacre." Oh Yes, the other Nissan of Morton/Glory finished 8th. Partial results of this race are as follows:

1. Car 83, Geoff Brabham, Electromotive/Nissan GTP-ZXT
2. Car 60, Martin Brundle/John Nielsen, Castrol/Jaguar XJR-9
3. Car 61, Davy Jones/Jan Lammers, Castrol/Jaguar XJR-9

The IMSA GTP drivers points standing after Sears Point were as follows: 1) Brabham, 163; 2) Nielsen, 133; 3) Cobb, 111; 4) Brundle, 107; 5) Weaver, 105; 6) Jones, 102; 7) Lammers, 92; 8) Robinson, 84; 9) Morton, 78; 10) Bell, 73.

More Rumors – Evidently Tom Walkinshaw has obtained a Lola Indycar chassis which may be driven by Eddie Cheever next year on the CART Championship Automobile Racing Teams) circuit. Could this be Jaguar powered? Eddie would take turns in the TWR GTP Jaguars when not racing in CART.

As reported in an earlier column, the Lister-Jaguars carried on for the Jaguar Marque in the late 1950s, with the light-weight E-Types doing the same in the 1960s and early 1970s. Who represented the Marque very successfully in North America after 1973?

Flashbacks – In 1973, American driver Bob Tullious managed to persuade British Leyland – which had been formed following the Jaguar-British Motor Corporation amalgamation – that racing a V12 E-Type would give a fillip to sales in the same way as Brennan's success had done in the mid-1960s. The suggestion appealed to British Leyland because of the excellent track record of Tullious' East Coast-based Group 44 Team. The group had specialized in British cars for years; and also because their program could be linked to that of Huffaker Engineering on the West Coast, who had run Brennan's car among other Jaguars. Development engineers such as Taylor helped with the test data and within six months the SCCA Series III E-Type Jaguars were ready to compete in 1974 events. They dominated B-Production events with Tullious in the Group 44 (No. 44) and Lee Mueller in the Huffaker Jag. Bob Tullious just missed winning the SCCA Class B-Production category in 1974, but won the championship in 1975. Right behind Tullious in the point standings was Lee Mueller. The Group 44 car and the Huffaker car were very evenly matched, producing 425 hp and weighing 2860 pounds in racings form. Back in Britain, the E-Types were continued in production until the end of 1974, when looming American crash regulations meant that they had to be abandoned. Sales continued well into 1975 as the motoring world went

through a slump generated by the 1974 oil crisis. It was a great pity that it faded away because Jaguar was never able to replace the beautiful, formidable Series III E-Type roadsters. More on the Jaguar Racing Marque next time!

Howzat!  
Bob Fitzgerald

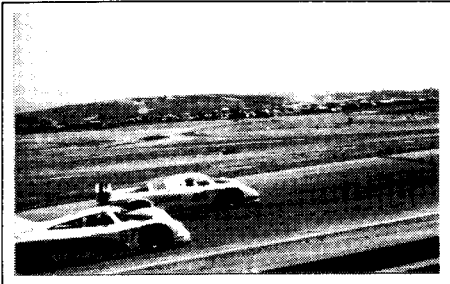
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- 2 As you might imagine all of the cars participating in the rally do not all start out at the same time but instead, leave in 1 minute intervals as assigned by the rallymaster. However, the cars at the finish line are never in the order in which they start!!!
- 3 What should I do to look like this is my 1000th rally and I am a pro? Well, that's a tough one, but...First, get to the starting place early. When you get your GIs and RIs read the GIs in total aloud with your copilot and make sure you understand every one of them. Then look over the RIs. They will probably look strange but they are numbered instructions which must be followed in order. Make sure that you have all of the pages and that there are no gaps in the numbering of the instructions. Having done this you should synchronize your time piece with WWV which is the National time standard which will be broadcast from a radio located at the starting place of the rally. Your start time will be given to you by the rallymaster and it is up to you to start at the proper time. It helps to arrive with a full tank of petrol, clean windscreen and bodily functions taken care of prior to starting off. Don't be afraid to ask questions. That's what the rallymaster's there for. Even the most experienced rallyists ask questions to clarify points they don't understand in the GIs. Remember, a question asked now is better than winding up in Arizona.

Continued on Page 5

# Do You Remember Where or When?

(SDJC needs a picture caption session)



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Ten minutes prior to your out-time get into your Jaguar and prepare to start. As your out-time approaches look around for the car just prior to yours and prepare to start. After the car ahead of you starts, move up to the start line and count down the last few seconds and then start off.

The first part of the rally is the odometer check. It will be at least 10 miles long and will be extremely easy to follow. At the end of the odometer check you will be instructed (in the RIs) to stop at the sign that indicates the odometer check end and write down your mileage and then calculate your speedometer and odometer error and the subsequent correction factor needed for your Jaguar. The formula for doing this will be in the GIs and it is not difficult. You will apply this correction factor to all of the remaining RIs so that you may properly follow the route. There will be nothing tricky on this part of the rally. Following the odometer check the real rally following starts. The most important thing is to stay on the route. You will be instructed to maintain an average

speed during the rally but it is much better to stay on course and sacrifice a bit on the average speed than it is to get lost. On the route, divide the duties so that the driver looks for signs and landmarks, and the navigator reads both the RIs and the GIs and helps spot the signs as well. It is not difficult to stay on the course but it requires constant attention, reading ahead and thorough knowledge of the GIs. Never rely on the sight of another rally car to determine if you are on course...they might be lost while you are right on course.

When you come into a checkpoint you will cross over a bell ringer like they used to have in service stations with a checkpoint sign next to it on the right hand side of the road. When you cross over this bell ringer the checkpoint crew will note your in time while you move out of the way of the sign so that the next car will not have to wait to get his time recorded. Pull over to the table and give your time card to the checkpoint worker. They will write down your in-time and your out-time and tell you where the next out marker is to start the next leg of the

rally. If you don't agree with the officials on your in-time, now is the time to dispute it. This type of checkpoint is called an open, manned checkpoint.

The other type of checkpoint you will encounter is the Do It Yourself (DIY) checkpoint. Check the GIs to determine how to do one of these. Basically, you follow the route to the checkpoint position and then write down your time and mileage to that point. Write these down on your time card and continue to follow the RIs to the next checkpoint.

Well, that's the whole gist of Time Speed Distance (TSD) rallying. They are somewhat mind-bending exercises and nearly all of them have some sort of trap based on clues hidden in the GIs. The beginner should learn how to digest the GIs and stay on course. Don't worry about how to calculate exacting times and speeds. That will come with practice.

Fun is what rallying is all about so come on out and rally with the San Diego Jaguar Club as we start off in a new direction with TSD rallying.

# Who's Who and Who's New

We voted full membership to so many people at the September board meeting that I may never get caught up with the profiles. Good procrastinator that I am, however, I decided to put them all off until next month! This time I'd like to welcome **C. Louise Bruner**, voted membership in August, and also reach back a year or so and become better acquainted with **Charlotte and Bob Sackerson**.

**Louise Bruner** attended one of our concours several years ago but only recently decided to get involved with cars again. She had been parted from her 1954 XK 120 for nearly 6 years (though she has visited it occasionally) but is now finalizing arrangements to have it transported to San Diego from Pennsylvania. But Louise didn't wait for her car's arrival to get involved in Club activities; the poster displays she made for our concours were so super they were borrowed for the San Diego Concours at Seaport Village as well.

Louise has always been a "Car People". Ever since her sons were old enough to drive, each family member had at least 2 cars—a convertible for those perfect, top-down days and an everyday car for the not-so-great days. They have had Woodies and Model A's and at least two Jags—one son restored a MK II Jaguar as his first car and her husband restored the 120 for Louise in '73. She drove it constantly, at least in the summer. When friends would ask how she kept it on the road, she would tell them seriously, "It's no problem; you just have to sleep with your mechanic!"

After her husband's death, Louise decided to make a complete change of lifestyle and set out for San Diego—no job, no car, no friends, no nothing. Although trained originally as a nurse, she fast-talked her way into a job selling medical computer systems—for a company that disappeared the day after she made her first big sale! Undaunted, our gal used that experience to land her present job as a sales representative with Zybox, and is justifiably proud to now be the company's top salesperson.

Whenever Louise is not selling computers, she can be found on a tennis court somewhere in La Jolla or Balboa Park. And as soon as her car gets here, she'll be driving that to her matches—

after all, it's **always** summer in San Diego! Welcome Louise; I'm sure the San Diego Jaguar Club is going to be glad you decided to head West.

**Charlotte and Bob Sackerson** have been members since early last year and have been quite active in the Club, even though they must drive all the way from Dana Point. Bob has spent the last two concours stuck away in a stuffy little room toting up scores—not the most fun job around, for sure, but most important. Charlotte did such a great job selling Jaguar paraphernalia at the show she was granted the privileged position of regalia chairman. (Actually, she graciously volunteered.) She has been pouring over the catalogs to come up with a good selection of "Jaguar Junk" that we won't be able to live without!

Bob and Charlotte grew up, met, married and lived for many years in the San Bernadino area. Since leaving San Bernadino they have moved around quite a bit. From San Diego to Encinitas to Scottsdale and back—but for six years have been settled in Dana Point. For the past 10 years, Bob has worked for Becton-Dickinson selling medical supplies in a five-state territory. Charlotte works out of their home, marketing for Home Interiors and Gifts.

In San Bernadino they belonged to (Bob was president of) the Arrowhead Foreign Car Club, a very active club constantly sponsoring rallies, hill climbs, slaloms and weekend trips to Las Vegas, Santa Barbara, etc. Their first venture into British cars was a '51 MG TD, followed over the years by 8 Jaguars—among them an XK 120, XK 140, and 3.8 Mark II. Currently they own a '77 XJS, '57 XK 140, and their most recent acquisition, a '72 XJ6. They are the second owners of all three of their present cars, all bought from friends or coworkers who tired of them and/or couldn't figure out how to keep them going. For instance, the only problem with the XJ6—stuck in a garage for years because "it wouldn't run"—was a faulty fuel pump. It is now getting a new coat of paint and is due home any day, perhaps in time for British Car Days at Del Mar.

It has been a pleasure and a privilege to have the Sackersons in the Club, and we hope to continue the association for many years to come!

Mary Anne Ogle

# ROSTER UPDATE

## New Members, September, 1988

Benedict, Lynn P.  
11525 Scripps Lake Drive  
San Diego, CA 92131  
586-7266 (H)  
1964 XKE Coupe  
1971 XKE Coupe

Campbell, Stephen & Dorothy  
2818 Sombrosa Street  
Carlsbad, CA 92009  
944-2923 (H)  
540-1212 (W)  
1969 XKE Roadster

Geyer, Christopher & Dixie  
7704 Margerum Ave.  
San Diego, CA 92120  
286-7033 (H)  
553-9447 (W)  
1963 XKE Roadster

Ryder, Ernie & Ann Elise  
6904 Camino Pacheco  
San Diego, CA 92111  
569-1304 (H)  
233-1511 (W)  
1967 XKE 4.2 Roadster  
1968 XKE 4.2 Roadster  
1969 XKE 4.2 Roadster  
1970 XKE 4.2 Roadster  
1971 XKE 4.2 Coupe

Wegeforth, Gwen  
4320-3 Glencoe Ave.  
Marina Del Rey, CA 90292  
(213) 822-3180 (H)  
1976 XJ6C

Wegeforth, Les & Oma  
5656 Chelsea Ave.  
La Jolla, CA 92037  
459-1629 (H)  
1975 XJ6C Coupe

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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.

**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.**

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

**Jaguar XK-120 OTS**, aluminum hood, door, 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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JIM MCGHEE  
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**Any members with ideas for club outings, please contact Teri Nance, 755-3507. (Please note in the roster, Teri's new number).**

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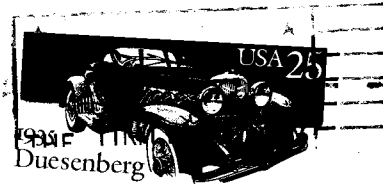
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