



NOVEMBER 1988

JAGUAR TRACKS

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

SDJC OFFICERS

PRESIDENT

Randy Prine,
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San Diego, CA 92103
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EDITOR

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466-9365

CALENDAR

NOVEMBER DINNER MEETING

November 11, Friday
TICKLED TROUT,
RAMADA INN, MISSION VALLEY
2151 HOTEL CIRCLE SOUTH
Cocktails 7 pm - Dinner 8 pm.
Come on out, this is the night we
elect the SDJC officers for 1989 - have
your say!

Prime Rib or Broiled Salmon, Vegie
Du Jour, Red Skin Potatoes, Rolls,
Kahula Krunch Cake, \$20.00 per
person. All this plus a magic act.
Please make reservations with the
telephone committee by 11/8/88.

Otherwise, those with out
reservations may not have their
choice of entree.

NOVEMBER BUSINESS MEETING

November 16th, 6:30 pm Sharp,
Performance Jaguar
8888 Miramar Road.

TENTATIVE DINNER SCHEDULE

December 17
Christmas Party at
North Island Officers Club
See inside for details.

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

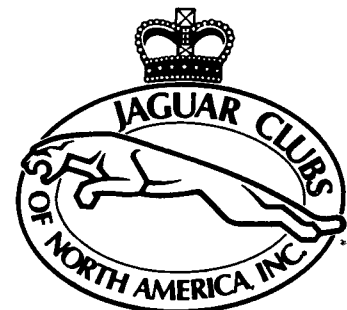
WARM UP RALLY In preparation for
the big one. November 13, see article
Rally Ramblings on inside.

SDJC RALLY This JCNA sanctioned
rally will count toward national point
standings. To be held on December
4th - details to come later.

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.

AFFILATE



President's Message for November

Sixty three members turned out at McDougAls for our October dinner, with six prospective members. Tim and Mona Lorenzen, Mike and Joyce Alexrod, and Eric and Jackie Levy. It was a tight fit with all of us in a small room, but the food was good, and it was an enjoyable evening. Welcome back newlyweds Tony and Donna Stevens!

Time, Speed, Distance, or How Do You Spell "El Cajon"? We ran our warm-up Rally Sunday, and it is evident we need more warming up. Castle Phelps in charge with the help of Bob Lemke and Bob Engh, who flew in from the East Coast to be a part of this outing, put together a great route. I have been confused before, but Sunday I got completely lost. Marilyn kept saying, "I told you not to turn here", so next time I will listen to her! Anyway, it was a beautiful day for a drive through the back country. Bob Lemke followed us in a P----- in case the Jaguars didn't make it, but we fooled him. We all met at Barrett Junction for food and spirits and a debriefing. Chet Manock was going to join us but ran out of gas. Nat Ward said he was going to send Castle to three months of Spanish class to learn the difference between "El Cajon" and "El Centro". Everyone agreed they had fun, and Castle said we would have to do it again 'til we got it right. Watch for the next date. Well done to Castle and crew.

While waiting to start our Rally, Carolyn Sloss, a member of the early 70's and wife of the President Bill Sloss, saw the cars and came over to introduce herself. We had a nice talk about those years.

Message from Marlys:

Dear Randy:

The girls and I thank you and all others of the Jaguar Club for your expressions of kindness and sympathy at the time of our greatest sorrow ever. Our little family will never be the same again. We will always hold him alone in our hearts. Bob was a very Special father and husband.

Sincerely,

Marlys, Marta and Andrea Lakin

Tech Sessions: The Tech Sessions, along with other special events, are put together by volunteers in our club who give their time and expertise. I know more of you wanted these events than are turning out to attend, so get behind these programs and don't let their work be in vain. We are always open to suggestions, so let's hear from you.

November is election of our officers. We will have a magician at our dinner who has promised to levitate our slate of prospective officers with the help of Mary Lou. See you there!

Randy

Editor's Notes

Salute to a fallen gladiator. On September 30, 1988 racing lost one of its finest. Al Holbert, when his twin-engined plane lost power on takeoff from Columbus, Ohio. He had flown in with some of his team from Daylestown, PA to oversee his North American Porsche Racing Team at the IMSA Ford Dealers 500. Holbert, 41, was Porsche's North American director of motorsports, a five-time IMSA GT champion and three-time winner of the LeMans 24 hours. As a driver he did it all, short of Formula 1.

Over 14 years he won 49 IMSA races and developed into one of Porsche's leading factory sports car drivers with the worldwide reputation. He shared the winning factory Porsche at LeMans in 1983, 1986 and 1987 with Derek Bell and Hans Stuck. He also raced and won in the Can-Am series and made a few NASCAR appearances. He spent one frustrating but fascinating year racing Indycars which led to his considerable influence on Porsche's decision two years later to build an Indycar. Al was the son of a well known SCCA driver Bob Holbert, and grew up around racing cars and spent some summers working as a go-fer on Mark Donohue's Penske racing Can-Am cars. He studied mechanical engineering at Lehigh University. Upon graduating he went to work selling cars in the family business in Warrington, PA. He also began his racing cars and carried Donohue's well-known racing blue colors on his Lowenbrau Porsches. Al also reflected Donohue's spirit in his hands on approach to racing and was intimately involved with all aspects of his cars. He had teams competing this season in both CART Indycar and IMDS GTP divisions. As a team owner, Holbert was also one of the best in the business and ran a clean, thoroughly professional operation and in terms of structured research and development programs, his racing team is one of the best in the country. He is survived by his wife, Joy, and two children, Laurie and Todd. Al Holbert will be missed.

Are vacations a puzzle?

...and what a picture it will be when they all come together at The Inn of the Seventh Mountain!

Take whatever piece interests you most ...JCNA Concours or Driver's, Rallye, Slalom, Car Games...or why not take them all and enjoy! There are more than enough to go around. The Gay '90's Theme Party, a number of pieces of live music and entertainment, great food & grog, friendships old & new, and The Inn has thrown in some background pieces like swimming, tennis, whitewater rafting...something for young & old.



So when we put all the pieces together you'll have a picture of what National '89 will look like. We think it will be the greatest! Best of all, you can take it home with you, because you "Captured the Fun and the Memories."

If you have time to expand the picture, come early and enjoy our pre-meet activities. More details later.



Hosts: Jaguar Owners' Club of Oregon
Hal Burt, Chairman (503) 620-6913
P.O. Box 23354 Tigard, Oregon 97223

August 2 - 5, 1989 Bend, Oregon

SDJC Minutes October

The meeting came to order at 6:40 pm with 17 members present

The minutes were approved as corrected.

President Randy Prine read correspondence from JCNA regarding car sale history. Randy also announced that Jaguar will not have a tent at the Del Mar Races October 21 and 22, 1988.

The Treasurer Diane Ward gave her report.

Membership Mary Anne Ogle said there were no new members to vote on.

Dick Cavicke said the By-Law Committee was hard at work.

Marian Butler, Dinner Chairman said we need to reactivate the "no show" assessment and that it will be in the newsletter every month. November dinner will be at Tickled Trout with beef and fish choices.

Marlys Lakin reported on the Annual Christmas party to be held on December 17, 1988, 7 pm cocktails, 8 pm dinner, with last year's band with Prime Rib etc. for \$25.00 a plate. Diane Ward made a motion to collect gifts for the North County Abused Center with Diane Ward and Mary Anne Ogle delivering same. The gifts to be four small gifts instead of two average/large gifts form ages infant to teens. MSP Pat Harding made a motion that we invite one executive and their guest from Performance Jaguar and Conway Motors to the Christmas party. MSP

Mary Lou Owen, Nominating Chairman gave her report and stated that a new board member would be elected in place of outgoing board member Bob Fitzgerald.

Ms. Nance is soliciting suggestions for next years outings.

Castle Phelps gave his October 16, 1988 trial run free rally report of 6 car participants. Everyone who attended had a good time and the next free trial run will be November 13, 1988 starting at 1 pm. The official JCNA rally will be held December 4, 1988 with trophies and entry fee.

Meeting adjourned at 8 pm.

Respectfully submitted,

Pat Harding

Recording Secretary

Rally Ramblings

The rallymaster would like to thank all participants for helping smooth our transition to rallying. Our October 16th "Return to Rallying" rally was attended by six cars. Regrettably, the rally instructions contained a few errors making for an interesting but fun day for all participants.

WINNERS WERE:

1st Place: D: Mary Lou Owen
N: Diane Ward

2nd Place: D: Dennis Crooks
N: Nat Ward

3rd Place: D: Randy Prine
N: Marilyn Prine

DEAD LAST: D: Scott Penfield
N: Marian Butler

Also Rans: Dick and Ginny Cavicke
Russ and Mary Anne Ogle

A special thanks to Bob Lemke and Bob Engh (who flew in from the East coast) for all their help in setting up the rally and manning the checkpoints.

As no one was able to completely follow the course, the rallymaster is revising the instructions and the practice rally will be run again on Sunday, November 13th. Starting place will be on the freeway side of Parkway Plaza shopping center in El Cajon with the first car out at 1:00 p.m. again finishing at the Barrett Junction Cafe for the fish fry. There is no requirement to drive a Jaguar any car will do!!! But Jaguars do nicely.

Castle Phelps

A Report on Barney

At the Monterey Histories '88, Barney (our SS-100 Jaguar) sported a newly overhauled engine which must have been too rich for his blood and balked at running full speed so was scratched. However Jean and I wish to express our appreciation to those SDJC members who helped in one way or another in getting Barney to the race and/or came by with best wishes. Specifically we wish to thank Curtiss Parker, Ray McFarlan, Bob Lemke, Lew Skaugs, Fraser Gladwin, Dick Miller and Charlie Parker who all jumped in to help when things didn't go right. Also Jan Miller, Sheila Parker, Marian Butler and Mary Lou Owen for moral support and socializing on the premises.

Mr. Ralph Day, the Concord, CA BMW dealer, has accepted a challenge to bring his BMW 328 to the Palm Springs Vintage Grand Prix on November 20th and run against Barney. The race will be on a course laid out on the streets of Palm Springs (same as the first race held in 1985.) The BMW 328 was an arch-enemy of the SS-100 in the late 1930's at such places as Brooklands, Silverstone, and Crystal Palace. The BMW 328 was designed in England and built in Germany.

Chet Manock

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JAGUAR RACING, ETC. •••



At the IMSA Alamo Grand Prix in San Antonio on September 5th, it was again proved that all good things come to an end. Unfortunately it wasn't Jaguar that stopped Brabham's Nissan victory streak at eight, the honor went to Price Cobb in the Blaupunkt Porsche 962 and was his first since March at Miami. The Nissan won the pole again to start the race, more than a second faster than the Porsche. Cobb had to have a new nose (on the Porsche) after coming together with the Ford GTP in practice. Also early in the race came nose job 2 when Brabham, Cobb and Nielsen in the Castrol/Jaguar were pulling away from the field, but not making that big an impression on each other. Then Cobb kissed the wall, bruising the Porsche's nose, and allowing Nielsen to get by, then knocked the nose into the reject pile by dropping it squarely under the Jags tail in an attempt to regain the place. After Cobb's first stop he was almost a lap down and Brabham pulled away as he had all year. Nielsen was in 2nd, but was falling back in a hurry with brakes that were more intent on dripping brake fluid on the driver's shoes than they were in slowing the car down in the corners. Then came the first of two full course yellows, Nielsen had already pitted in a long stop in which the brakes were bled and fingers were crossed. Now Davy Jones was in 2nd place in the other XJR-9, but he too had brake problems. Soon after a shuffle in the pits, Weaver (spelling Cobb) was in 2nd. John Morton (spelling Brabham) was in 1st following the pace car. At the green Morton was leading by more than 20 seconds. After 13 laps Weaver passed Morton; one reason Weaver was going awfully fast, another was the Nissan crew thought the Porsche was a lap down. Then the Nissan came together with a Camel Light car which brought out the 2nd full course yellow. In went the Nissan, and out it came with a new nose and Brabham at the wheel. At the green the Nissan was 20 seconds back with the Holbert Porsche of Robinson and Bell the only other car on the lead lap, the Jag of Jones/Watson was 4th, but a lap down. To make a long story short, the Holbert

Porsche broke leaving and the Nissan broke leaving the Dyson Racing Porsche (Prince Cobb) to win the race. Before this, the Jag of Nielsen/Wallace suffered a brake induced crash and the XJR-9 of Jones/Watson came in 2nd. Partial results were:

1. Car 16, Cobb/Weaver, Blaupunkt/Porsche 962
2. Car 66, Jones/Watson, Castrol/Jaguar XJR-9
10. Car 60, Nielsen/Wallace, Castrol/Jaguar XJR-9
12. Car 84, Brabham/Morton, Electromotive/Nissan GTP-ZXT

The IMSA GTP drivers points standing after San Antonio were as follows: 1) Brabham, 166; 2) Nielsen, 139; 3) Cobb, 131; 4) Weaver, 129; 5) Jones, 117; 6) Brundle, 107; 7) Lammers, 92; 8) Robinson, 88; 9) Morton, 81; 10) Bell, 77.

At Nurburgring, the TWR Jaguar team would have to come in 1st place to clinch a second straight World Sportscar Championship. Instead they will have to place 1st or 2nd at Spa to wrap it up. Jean-Louis Schlesser and Jochen Mass in a Sauber, Mercedes took the win at the ring with the XJR-9s of Martin Brundle/Eddie Cheever in 2nd and Jan Lammers/Johnny Dumfries in 8th place. The race was divided into 500-kilometer heats, the first was run at night in the rain and stopped after 3 hours with the remaining heat ran in the day light for a full 109-lap distance. A complicated scoring system was used to determine the Mercedes had finished a lap ahead of the Jaguar. Schlesser increased his lead to 199-185 over Brundle in the drivers' standings. Organizers failed to make sufficient preparation for the night race. When teams arrived for practice they found the track so dark the drivers couldn't see the checkered flag that signaled the end of practice, and the pace car had to be sent out to fetch them!

Hot dawg! TWR Jaguar made it two championships in a row by placing 2nd at Spa, Mercedes got 1st again with drivers Baldi and Johansson. The 2nd place finish of Lammers and Brundle

clinched the team title for the Silk Cut XJR-9 team of the Tom Walkinshaw team from England. At the start Lammers won a drag race from Mercedes through the drizzle, pulling away at the rate of 3 seconds per lap - until a left rear tire went flat during the 6th lap. That put the Mercedes back in front - and left Jaguar's hopes in the hands of Eddie Cheever, good hands too, for such a soggy setting. Except the Jag wasn't set up quite the same as the one Lammers was driving. Instead of challenging the Mercedes, Cheever actually lost ground, having to use the throttle and opposite - lock just to keep the car on the road - which he did until running out of fuel after 50 laps. By then, Lammers had recovered so well that late in the race Brundle was able to put the Jag in the lead, due in large part to a 13 minute pit stop on the leading Mercedes. A late stop for fuel took Brundle out of the lead and Baldi went past. The rain turned heavy and prevented Brundle from challenging because his car was shod on intermediate tires rather than the full wets the Mercedes wore, which allowed Baldi to win by 24 seconds over Brundle. Anyway congratulations must go to the TWR team for another impressive season's championship.

Geoff Brabham and Nissan won the GTP championship at the IMSA Ford Dealers 500 in Columbus, Ohio on October 2nd. On the pole after qualifications was Derek Daly in the Nissan No. 84, with Brabham in the Nissan No. 83 sitting in the 2nd starting position. Rahal in the Hendrick Corvette was 3rd, Martin Brundle in Jaguar No. 60 was 4th, and Jan Lammers in Jaguar No. 61 was in 5th. Bruce Leven brought a new twin-turbo Porsche with body work designed by Klaus Ludwig, the car however was not competitive being 6 seconds slower per lap than the Nissan and 4 seconds slower than the fastest Porsche with single turbo charging. Brabham grabbed an early lead in the race and after just 6 laps the yellow came out when Levin hit the tire wall after being tagged from behind. The second green flag lasted 24 minutes and before it was over Brabham's cham-

Continued on Page 5.

Catnips

The other day I was out working on my Cat and I needed to know a specific torque specification. I went to my service manual and I could not find the information I needed. Has this ever happened to you? If it has then you know how frustrating this is. You want to do the job properly and you realize that if you knew how to come up with the proper torque you could finish the job.

Some people think that torque specs aren't that necessary well that right there is the difference between success and failure. Most people have the tendency to over tighten most nuts and bolts because they're making sure that it doesn't fall apart or come loose. Actually they are distorting the product or the nut or bolt and causing a problem that may show up later and get blamed for being a bad part or lousy design.

Nuts and bolts and how to find the torque for each size and thread and the kind of material they are made of as well as the material that they are installed in is not easy.

We'll start with the identity of bolts, they have little raised marks on the heads of them and the more the marks the higher the grade of bolt you have so it will take more torque and also be much stronger. Here is a little list of the most common. Grade 2 or less No marks, Grade 3-2 marks, Grade 5-3 marks, Grade 6-4 marks, Grade 7-5 marks, Grade 8-6 marks.

Now looking back at this article it looks to me that there is a lot to explain and it would take a long time and lots of paper to do this, so I think I'll try to make it easy for everybody. When you can't find the proper torque setting of the particular bolt or nut you are working with, look through the torque specs until you find one that is used in the same manner. Ask yourself is it in alum or steel, does it have the same amount of threads, or is it a nut and stud or a bolt or is it a bolt and nut and most of all what grade is it. If you have tried everything and still have a doubt on whether you are right or wrong don't gamble, call someone in the club that has experience at this and would like to help you do a not so costly (we hope) and a proper job on your Cat, with some help from a fellow member.

John R. Hoy

What Kind Are You?

A lot of people are like wheelbarrows...no good unless pushed.

Some are like canoes...they need to be paddled.

Some are like kites...if you don't keep a string on them, they fly away.

Some are like kittens...they are more contented when petted.

Some are like footballs...you can't tell which way they will bounce.

Some are like balloons...full of air and ready to blow up.

Some are like neon lights...they keep going on and off.

And, some are like a gold watch...open faced, pure gold.

Quietly busy, and full of good works...What kind are you?

MYRTLE KAHLMEYER,
GOVERNOR

Submitted by Pat Harding.

CHRISTMAS DINNER DANCE

Will be held at the North Island Officers Club on Saturday, December 17, 1988. Cocktails at 7pm, Prime Rib \$25.00 per person. This is a prepaid event, checks must be received by December 1st, this will enable you to receive a pass to get on the base. No "walk-in" reservations will be accepted. Mail check to: Diane Ward
432 F Street Suite 407
San Diego, CA 92101
Enclose self addressed stamped envelope. As has been our tradition in the past, we ask that you bring an unwrapped gift for children aged 15 and under. The gift will be donated to the Children's Abuse Center in San Marcos. The Xmas party is one of our finest events - plan to attend.
Marlys Lakin

NOW HEAR THIS

You will be charged the cost of the dinner if you cancel your dinner reservation later than 9am on the Thursday prior to the Friday night dinner meeting. All cancelations must be made to Marian Butler, 444-4076(H) 587-9157 (W).

Jaguar Sport XJR-S

As reported in Auto Week, the XJR-S is the first in the line of Jaguar/TWR joint ventures. The XJR-S retains the standard XJS 5.2 liter, 290 hp V12 engine and three-speed automatic transmission. Reduced steering assist and stiffer springs, and 235/60 VR-15 Pirelli's mounted on Speedline wheels help handling. Also a front air dam, side skirts, rear spoiler (wing) and lower apron set it apart from an XJS not in the rapid transit business. The first 100 models will be numbered LeMans celebration cars and available only in metallic grey with body-colored front and rear fenders, sill moldings and rear spoiler. The 100 who purchase the XJR-S (right-hand drive only) will be offered a high-speed driving course at Silverstone, and VIP treatment at a Group C championship race as part of the purchase price, approximately \$70,000. Future models to be exported to the USA include a 6.0 liter version of the XJS coupe and a 4.0 liter XJ6. Both should be available from Jaguar Sport late next year.

Bob Fitzgerald

Continued From Page 5.

pionship hopes looked even brighter when Brundle, running a tight 3rd to Brabham and Daly, came up to lap Moretti's Porsche and instead ended up in the tire wall. "Clearly," Brundle said, "he didn't see us coming up behind him." That destroyed the XJR-9's radiator. Now John Nielsen, second in driver points and was supposed to take over from Brundle in the Jag at the first fuel stop, would have to replace Lammers instead. Except that as the field was taking the green flag for the third time, Lammers took to the pits with body damage. At the same time, Daly was bringing the second Nissan in slowly with a flat tire. As Lammers said, "I ran into Daly, it was my fault, I made poor judgement." First Nielsen, then Davy Jones ran the Jaguar hard the rest of the day with little reward: a single point for 10th place. Brabham won the race and the driver's championship.

The IMSA drivers points standing after Columbus were as follows:

1) Brabham, 186; 2) Nielsen, 140; 3) Cobb, 131; 4) Weaver, 125; 5) Jones, 117.

Howzat!

Bob Fitzgerald

Who's Who and Who's New

If I can manage to decipher these scribbled notes, I'd like to introduce this month **Oma and Les Wegeforth**, their daughter **Gwen Wegeforth**, and **Ann Elise and Ernie Ryder**, all voted full membership at the September board meeting.

Oma and Les Wegeforth would surely be considered life-long car nuts. Les was the founder and 1st president of the Horseless Carriage Club in San Diego, which started with 5 members and now numbers 600. He and Oma have owned a number of unusual automobiles; for instance they took their honeymoon in a 1935 Duesenberg formerly owned by Marian Davies. Others include a Rapier Sunbeam, the 1st MGTA (1938) in San Diego, a 1902 Mercedes which now lives in the Mercedes Room of the Bahia, and five Rolls Royces. And they don't own these machines just to look at them. In the early 50's they drove a 1910 Columbia on a 1500 mile round trip through the gold country towns. They've also driven a 1907 Franklin to Yosemite and back. And two years ago they drove their Rolls (which has been in the family since 1952) on a 4000 mile trip to and tour around Texas. They were close friends of Bill Harrah and often borrowed cars from his museum to take on trips. (Are you green? I am!)

Retired now, Les worked for General Motors (Oldsmobile) for a while, then he and his brother established a foundry, mostly manufacturing marine hardware. Les told me to say he is a mechanic, and considering all the cars he's built, that seems a good definition. Les taught automotive classes in the Army during WWII and, to hear him talk, he has seldom been grease-free since. Always in search of the perfect automobile, Les loves to combine the body of this car with the engine from that one. Picture that '35 Deussenberg with a '31 Packard engine, or the MGTA with a V8 Ford—the purist may shudder, but he ends up with "one heck of a machine"! (Are you wondering what lies under the hood of their 1975 XJ6? I'll never tell!)

Gwen Wegeforth transferred her membership to us from the Los Angeles club—their loss, our gain! With Lester for a father, it's hardly surprising that Gwen would be interested in automobiles. She spent many a childhood weekend dressed up in old-fashioned clothes, driving to some car show or another in one of

her parents' antique automobiles. But where as Lester might have trouble remembering all the different machines he's owned, she is more loyal—she's only owned 4 cars in her life. For the last 11 years, Gwen has been driving the streets and freeways of L.A. in a '60 Porsche 912-5 speed stick, no air, no power, not even a radio (sounds thoroughly masochistic to me!). And since her responsibilities as a social worker for L.A. County consist almost entirely of home visits to the elderly and disabled, that's a lot of driving. Enough is enough, and last year the beloved old Porsche went up for sale and Gwen began looking for something with a bit more creature comfort. Since her father has always changed cars pretty regularly, she kept hoping he would buy and then discard something interesting—a Corvette maybe. Then one fateful night a friend drove up to a party in a Jaguar and Gwen was a goner. She bought her 1976 XJ6C, as a birthday present to herself, because it was cosmetically perfect—at least it was until vandals smashed in the back window and ripped up the dash for the radio. And then its insides started acting up, so her baby spent the better part of the past year with her dad and in various shops. (Though at first Lester grumbled and griped about what a silly choice a Jaguar was, he eventually fell under its spell also and bought a twin for himself.) Now, fingers crossed, Gwen thinks all the bugs are now worked out of it and she can finally enjoy driving it. With all the problems getting it on the road, she still maintains that the Jag is going to be her last automobile as she is "hopelessly bonkers" about it.

Ann Elise and Ernie Ryder got their introduction to the club at our annual concours in August. They own, count them, 4 XKE 4.2 roadsters and 1 coupe ('67-'71). Ernie has owned the '71 coupe for eleven years and the '69 for nine. Then last year he decided, as an investment, to fill in the gaps. Investment was the plan (not a bad one, considering the skyrocketing prices), but Ann Elise figures he's grown too attached to them now to ever part with one. Both Ryders get great pleasure from driving their Jags and do so all the time—no garage sculptures these. Ann Elise particularly enjoys the attention her car gets—once a fellow chased her down the freeway yelling "I love your car; will you marry me!"

Ernie, a California native, is a lawyer. Ann Elise, originally from Canada, is an accountant. She extends her apologies for missing the October dinner meeting, but she had a good excuse—she was sitting

for her CPA exams that weekend. (That makes at least two lawyer/accountant teams in the club—they'll have to compare notes next meeting.)

If you haven't already had the pleasure, try to meet and greet these new members at the upcoming functions—I assure you it will be worth the effort!

Mary Anne Ogle

LOGISTICS-LEMANS '88

According to the XJR magazine, Jaguar took the following to the 24 hours of LeMans. The average racegoer's concept of a LeMans team may be the drivers, a couple of mechanics and the team manager, maybe half a dozen people at most.

The truth is rather more complicated. The Jaguar team alone was 110-men strong, not including the tire technicians, the catering staff and the other people to look after an army on maneuvers. The 110 comprised drivers (14 for the 5 cars), mechanic, team managers, designers, engineers, timekeepers (there were 7 of those), signallers, firemen, and medical crew.

To get the whole ensemble from TWR headquarters in England to LeMans took 2 transporters for the cars, 2 trucks (7.5 ton) and 1 smaller one for spares and suchlike, a veritable fleet of minibuses and personnel carriers to move the people. The drivers tended to arrive by plane in their own time, but each of the 5 teams was allocated a road Jaguar saloon for their transport between hotel and race track.

Finally there was a private plane on hand for TWR management and as emergency transport should a mercy dash for spare parts be needed.


All these people needed feeding. For LeMans, Jaguar used an outside caterer and regular meals for the team started on Tuesday and continued until Sunday night. Jaguar, Silk Cut, and Castrol had over 500 guests at the circuit for the race and they had to be fed too. They had 3 or 4 hot meals over the weekend which required 84 staff on hand—including 14 chefs, waiters and waitresses, a doctor and a mechanic/electrician. The entourage had 4 refrigerator trucks, 3 mobile kitchens and a field kitchen. There was also a 10 seater aircraft on hand to ferry staff in and out. And, yes, one of those "frig" trucks did hold a cache of champagne, for celebratory purposes—just in case!

Bob Fitzgerald

ADVERTISING RATES

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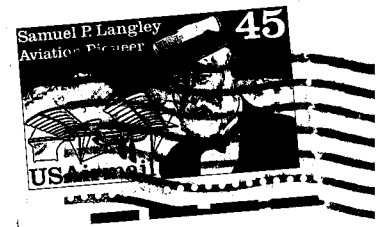
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