



# DECEMBER 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

## CALENDAR

### HAPPY HOLIDAYS DECEMBER DINNER MEETING

North Island Officers Club, Christmas dinner/Dance/party, December 17th, see last month's Jaguar Tracks for all the details. (this is a prepaid event and reservations had to be in by December 1st).

### TENTATIVE DINNER SCHEDULE

January 13th  
Mr. G's on  
Clairmont Mesa Blvd.  
and Ruffin Road

February  
Peasoup Anderson's

March  
TBD

April  
TBD

May  
TBD

June  
TBD

July  
TBD

August  
TBD

September  
TBD

October  
TBD

November  
TBD

December  
TBD

## FUTURE EVENTS

### SDJC TECH SESSIONS

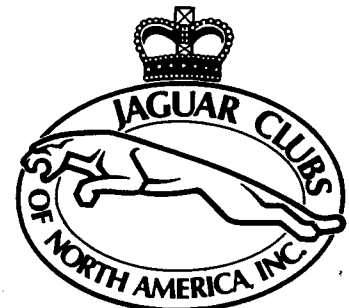
Held on 4th Wednesday of each month at Automobile Museum in Balboa Park. For info contact Fraser Gladwin. 745-2319

**SDJC RALLY** This JCNA sanctioned rally will count toward national point standings. To be held on December 4th - see insert inside.

### 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 December

Thanks to Mary Lou Owen and Mary Ann Ogle who put forth time and effort on the slate of officers for our election.

Congratulations to John Hoy, First Vice President, Castle Phelps, Second Vice President, and Jane Fitzgerald, Secretary. Dick Cavicke was elected to serve on the Board of Directors. To outgoing officers Harvey Williamson, Dick Cavicke, Pat Harding, and Board of Directors member, Bob Fitzgerald, thanks for your support and contributions these past two years. A special thanks to Diane Ward for staying on as Treasurer just one more time.

Jaguar made an impressive win at Del Mar, unfortunately the 180 members of the San Diego Jaguar Club were not part of the festivities. We could not beg or buy access to the Jaguar tent as it seemed to be out of everybody's hands. I felt more like an unwanted in-law rather than part of the Jaguar "family" when inquiring about this, and hopefully it will be corrected before the next racing season. Congratulations, anyway, to the TWR Racing Team!

If you read Auto Week this month, it tells you all about the XJ-220. It sounds impressive, and I am sure it will be even more so when the price is disclosed.

There were 19 people present at the Business Meeting, with visitor Mick McCowan (Mary Ann's brother) from the east coast. We have averaged 16 people at our meetings this past year. Thanks for your support.

Granville and Dorothy Jackson did the ever-popular dinner check-in this month. Granville is also taking over the door prizes for the coming year. Pat and Bob Harding were great foils for Joseph the Magician at our last dinner meeting. Pat will continue to help by being on the Phone Committee. Thank you all!

Unless we hear from you, you will continue at your present job in the Club, so holler if you want out.

I'm looking forward to working with the new club officers. With their enthusiasm and input this club will continue to prosper and grow. We need to hear from all of you, what you want and what you would like to do.

I would like to share a thank you from Jim Hart.

Dear Jag Members:

Thank you so much for the beautiful basket of plants. I hope to see you at a future Jag function soon.

Thanks Again, Jim Hart.

Let's all get together and make the San Diego Jaguar Club roar even louder in 1989.

Happy Holidays,  
Randy

has a 6.2 liter, 500 c hp, 48 valve V12 (mounted midships). This 4 wheel-drive beauty has ground-effects tunnels to help hold it on the road at high speeds. the body lines faintly resemble the classic Jaguar look, long and flowing. Production is at least two to three years away and the decision to build or not is solely that of the Tom Walkinshaw - led JaguarSport operation. If built for sale (Jaguar returned 50 deposits before the show), it will cost more than \$250,000 dollars. JaguarSport also revealed its second hot rodded Jag, the XJR-3.6, rear-wing spoiled, air-dammed and suspension tweaked XJ6 for the U.K. market only. U.S. JaguarSport sales await hotter engines now in the works.

Lew Skaug called to say he is thrilled about becoming a grandfather again courtesy of daughter Jennifer. He is doing well and is building barns (not commercially), but will be unable to attend the Christmas Party. He sent greetings to his friends and fellow SDJC members.

Jim Hart was well along the road to recovery after his doctors dismissed him, when he got the flu and lost some of the weight he had gained. Keep trying Jim and we know you will be as good as new.

## Editor's Notes

Do you need, want, or can you use an automobile that will go from 0-60 in 3.5 seconds, 0-124 mph in 12 seconds, and top 200 mph? Such a car was shown at the Birmingham, England British Motor Show. The car was the one-off Jaguar XJ220 which was finished just in time for the show. The so called "weekend project" led by engineering chief Jim Randle

## 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 November

The meeting came to order at 6:30 pm with 18 members and two guests, Mr. McCowan and Mr. Clardy.

The minutes were approved as corrected.

Diane Ward gave the treasury report. Mary Anne Ogle said Charles and Juaneel Brennan qualify to be voted as new members, MSP. Mary Anne also said the club roster deadline will be March 1, 1989.

Bob Fitzgerald showed the one hard copy of the club history and said it is now in the final stages to be printed.

Marlys Lakin said the Christmas dinner is in order. She also ordered a larger cut of prime rib for \$1.00 more a plate which was agreed by all present. Persons attending must have available at the gate, their valid drivers license and proof of automobile insurance.

Marian Butler said the January dinner meeting will be at Mr. G's pizza at a cost of \$10.00 per person.

Pam Hodge needs a volunteer for the phone calling. Please contact pan if interested.

President Randy Prine expressed his feelings as to how the club was treated by Jaguar at the last Del Mar car races. Randy also said that the 1989 dues will be substantially increased. Detail and explanation will follow.

Castle Phelps reported on the November 13th fun rally with seven cars showing up. The official JCNA rally will be December 4, 1988 at 9:30 a.m. in the Grossmont "park and ride" parking lot next to the Red Lobster restaurant. There will be prizes.

Granville and Dorothy Jackson are the new door prize chairpersons.

Meeting adjourned at 7:45 p.m. Much luck to Jane Fitzgerald your new secretary.

Respectfully submitted,

Pat Harding  
Recording Secretary

# RALLY RAMBLINGS

The nightmare on El Cajon Street Rally held on November 13, 1988 is now in the history books. I sure hope nobody is keeping book on this though. As you can see by reading the RALLY RESULTS that times were competitive. Everyone had a really good time. There were seven cars total that ran the rally which started at the infamous Parkway Plaza parking lot and finished at the Barratt Junction Fish Fry.

The rallymaster would like to thank Diane Ward for helping run the checkpoints. Admittedly, we were a bit short on time in getting the first checkpoint in position as we were fascinated watching the participants making wrong turns, but...we make it! I would also like to recognize the remainder of the field who ran in the rally:

Russ/Mary Anne Ogle	5.94 minutes error
John Hoy/Mary Lou Owen	8.41 minutes error
Robert/Pat Harding	9.79 minutes error

And now a few interesting tidbits of rally trivia:

1. Total minutes of error is determined by adding the error from each leg of the rally together. Error is the number of minutes you vary from the official rallymasters time and is only expressed as a positive number. Being early on one leg and late on another do not average out but are totaled as an absolute number.

2. Reading the General Instructions before each and every rally is a must because we rallymasters have a nasty habit of changing the information con-

tained within them. A particular tidbit from the lost two rallies revealed that the following instruction

42 R AT "BARRATT" CAS 15 should be interpreted as a right turn at any sign with the word "BARRATT" on it, in any order and without or with many other words, for example; "Barratt Smith Rd.". Spelling must be perfect but capitalization, punctuation and additional words are superfluous.

I know a lot of you out there in Jaguarland are just dying to know when the next rally is going to be held, because you missed the last two and just don't know what to do. The next SDJC rally will be the JCNA sanctioned TSD rally scheduled to be held on December 4, 1988. Bob Engh has promised to fly in special from the East Coast to help officiate. The rally will be starting from the Grossmont Center Park and Ride public parking lot next to the Red Lobster Restaurant at 9:30 a.m. Entry fee will be \$8.00 per car which will go toward prizes...REAL PRIZES!

## Rally Results

Nightmare on El Cajon Street; Nov. 13

1st Place

D: Denny Crooks

N: Nat Ward Jaguar E-type 3.47 min. error

2nd Place

D: Scott Penfield

N: Marian Butler Jaguar E-type 4.99 min. error

3rd Place

D: Chuck Noon

N: Mike Murdter Triumph TR-7 5.55 min. error

Dead Last

D: Doug Stinson

N: Geri Clardy Jaguar XJ12L 57.52 min. error

Castle Phelps

## 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.



**JAGUAR**



**San Marcos National Bank**

978 San Marcos Blvd., San Marcos, CA 92069

Phone (619) 471-3000

Member F.D.I.C.



## JAGUAR RACING, ETC. •••



Del Mar, October 21st - Seeing the Jaguar/TWR/Castrol support effort involving the XJR-9 cars is alone will worth the price of admission. The transporters, the various wheeled equipment including the big house cars and the personnel is truly impressive. All through the weekend people were asking about our connection with Jaguars, (no doubt due to our jackets and hats) the club and we even recruited two new members. Friday was given over to practice on the track with all the GTPs running at the same time, the two Jaguars turned in the fastest times. Getting back to the support equipment, they also brought a myriad of spare nose and tail sections, a ton of tires, wet, dry, and intermediate t osuit track conditions. Also a truck load of mechanical spares. At lunch we sat with three people from the Corvette GTP. (Car 76) Team and with David Hobbs, who was the co-driver with Jack Baldwin. David served his apprenticeship with Jaguar and later raced with the works teams. He was recently doing color commentary with ESPN cable TV for the IMSA races. Also ran into Chet and Mark Manock at the Jaguar paddock area.

Del Mar October 22nd - This was qualification day for the GTP cars. We met Granville Jackson early on and he later spent some time in the stands with us. We also ran into Pat Botkin and Ray McFarlan in the paddock area. The morning qualifying session proved to be good and bad for the Jags. Lets take the bad first. Jaguar car 60 of Brundle and Nielsen was put out of action be an accident with Jim Adam's Porsche 962. Since car 66 was wrecked the San Antonio and had to be sent to England for repair, the team was down to a single entry, the Jag of Jan Lammers and Davy Jones. this car qualified for the top-ten cars to fill the first five rows on the grid, which determined at the late afternoon qualifying session. Jan Lammers placed the XJR-9 on the pole with a speed of 86.579 mph. Bob Wollek's Porsche 962 was 2nd (86.010 mph), the second row went to Sarel van der Merwe's Corvette GTP (85.091 mph) and Geoff Brabham's Nissan (84.434 mph). Team boss Tom Walkinshaw decided to replace Davy

Jones with Martin Brundle who was recently crowned World endurance Champion. "I was very nervous before I went out for the qualifying lap. We had made a lot of changes to the car. We were down to the last car and we didn't know how the track would be". Lammers also said, "It is very important after the year we've had to get an achievement here".

Del Mar October 23rd - Saw Jan Lammers early on this race day and he didn't seem to be particularly nervous, but I imagine the butterflies were fluttering. Ran into John Nielsen at the TWR housecar shortly before the Southern California Grand Prix started. I gave him my condolences over the loss of car 60 and his ride. He said, "Well - thats racing." I said, "Good luck and I'd see him next year." He replied prophetically, "Aren't you going to be at the victory banquet?"

Bet you thought I'd never get around to the big race.

Well here goes. when the flag fell and Lammers, on the pole in Jag no 61, made a great start ("I just wanted to have the first few laps totally on my own," he said later. "I slowed down just before the chicane to back everybody off, then I floored it. I saw other people getting away with that earlier in the year, so I said, "Why not us?"). The result of that little trick known in polite circles as getting them off the cam and in most racing circles as something not printable in this column, led directly to Jan leading at the end of the first lap by an incredible 6.5 seconds over Wollek in the Goodrich Porsche 962 car no 67. He stretched the margin to 10 seconds on the second lap and 12.5 on the third. A lap later he was lapping the back markers. At the first yellow the margin was 15 seconds. When the green came out, Wollek hung closer, but 10 laps later the margin was back to 12 seconds. Then the second full-course yellow flew allowing the Jaguar to pit and change tires and drivers. In went Brundle, out come the green and suddenly it was again a motorcar race. The track surface was removing great quantities of tire from each car and then redepositing same on all who followed. "I think we had about 17 kinds of tread after a few laps,"

Brundle said. It didn't help that his first few laps were cool ones, still under the yellow and Brundles tires glazed, bringing the Jag right back to the field. He wanted nothing more that to pit for new tires, nut that would have been inconvenient, seeing as how Wollek was all over him for the lead. Both stayed out even through the third caution period - caused by Bradbham slamming the wall as he tried to pass Klaus Ludwig in the Bayside Porsche for 3rd place - and lap after lap as if glued together if not to the track. Wollek's move cane on the pit straight, Brundle ws inside protecting his line to corner no. 1, when Wollek started banging him onthe jags left side (outside and three times before the right turn corner). Wollek then braked hard and Brundle without the slightest chance of making the corner, took to the escape road and executed a bootleg turn (sliding U-turn), while Wolleck blasted by into the lead with Ludwig in 2nd place. Brundle had been yelling on the radio to the pits for new tires and this incident caused the team to come around to his way of thinking. The crew took just 19 seconds to get him in and out with new rubber, but he was in 6th - 37 seconds down with only 23 minutes remaing in the race. The situation should have been hopeless, but the clock (timers) soon told otherwise. On the new softer rubber on the tires Brundle was really moving. In 4 laps he picked up 10 seconds, 4 more laps and he passed Derek Daly in the second Nissan for 3rd place; now he was 12 seconds back with 12 minutes left in the race. The Jag pilot then passed Ludwig for 2nd and with 6 minutes remaining, he came upon Wollek inthe same spot that Wollek had slammed him earlier. Brundle didn't hesitate - "I wanted to do it while I still had tires," he said - and passed him entering turn no. 1. Wollek, his tires hone, was passed by Ludwig on the penultimate lap; by then Brundle was long gone. The final margin of victory was 8.4 seconds; reward of a record winner's purse of \$145,000, including prize money, the \$60,000 Camel Pyramid, contingency money, and the Norelco Drivers Cup awarded to Brundle.

Continued on Page 5.

Porsche won the GTP manufacturers championship with Ludwig's 2nd place (but mostly by weight of numbers) managed a one point advantage over Nissan. What a great race to end the IMSA Camel GTP race season for 1988. Jaguar ended up with just one XJR-9, but proved to be enough for the final win. Partial results were as follows:

Car 61

Jan Lammers / Martin Brundle,  
Castrol/Jaguar XJR-9

Car 85

Klaus Ludwig  
Bayside/Porsche 962

Car 67

Bob Wollek  
B.F. Goodrich/Porsche 962

Car 84

Derek Daly  
Electromotive/Nissan GTP-ZXT

•••The final IMSA GTP Drivers Championship point standings were: 1) Brabham, 186; 2) Nielsen, 140; 3) Cobb, 137; 4) Weaver, 131; 5) Brundle, 127.

•••"After all the tension beforehand, it turned out to be our easiest victory of the year," Martin Brundle said after adding his Sports-Prototype Driving Championship to the manufacturers' title the TWR Jaguar team had already clinched. Martin got his in the 1000 km Group C at Fuji (Japan) International Raceways!

Howzat!

Bob Fitzgerald

## 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.

## I'M A NEW MEMBER

I see you at the meeting, but you never say "hello".

You're busy all the time with those you already know.

I set amongst you strangers yet I'm a lonesome guy;

The new fish are all as strange as I - you old ones pass us by.

But, darn it, you all asked us in and talked of fellowship,

You could step across the room, but you never made the trip.

Why can't you nod and say "hello" and stop and shake my hand,

Then go and sit among your friends and then I'd understand.

I'll be at the next meeting, perhaps a nice time to spend,

Do you think you could introduce yourself? I want to be your friend!

Author Unknown

Submitted by Pat Harding

## 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 cancellations must be made to Marian Butler, 444-4076(H) 587-9157 (W).

## Catnips

"Jaguar" What's in a name? In this case a marquee name that has risen from motorcycle side cars to one of the finest cars built in the world. Jaguar Ltd. has had its ups and downs, from the LeMans winnings, the most prestigious race in the world, to the remark, "You have to own two Jaguars, one in the repair shop and one to drive".

All this has created a very interesting aura around the marquee. Such a magnetic draw of auto aficionados, a class of people who want to be part of this to drive the Jaguar and to experience all the Cat's incredible features and its few flaws. Then form a club for people with a mutual interest in the Cat so we can share each others feeling and pride in the ownership of all the models Jaguar has ever built.

In 1959 a few San Diego Jaguar owners formed a club to bring together other owners. This small group started something that all of us can be proud of. Something we can be part of. Just going to a meeting once in a while can be very enlightening and interesting. Today we have club functions such as the annual "Award Winning" concours to the new inspiring "Road Rally", a day at the races, (horse racing) and the Del Mar G.P., in which Jaguar won this year and was co-sponsored by Jaguar last year. Lets not forget our involvement in the new Auto Museum, in Balboa Park and the car that the Jaguar is adopting is an Allard, once owned by the late Steve McQueen.

The San Diego Jaguar Club assisted with the prestigious "San Diego Concours d' Elegance" which was held at Sea Port Village, it is a fund raiser for the American Cancer Society. We also are very fortunate to have SDJC member Dick Fuller who has received the "Man of the Year" award from the American Cancer Society.

Our club, started by a few, is now growing at a fantastic rate, and we have many new ideas for involvement with other charitable programs. To belong to the San Diego Jaguar Club is becoming the place to be. Be part of it, don't be left out. Show us a face, not just a name, show us your car. Put a face with the name and the Cat!

I just got home from a practice run for the new "Road Rally" and we finished fifth. It was fun first one I have ever been on and I am looking forward to the real thing. Everybody had a great time except rumor has it the couple with the red shirts is looking into purchasing twin beds.

John Hoy



## San Diego Jaguar Club

### FIRST ANNUAL JCNA SANCTIONED TIME SPEED DISTANCE ROAD RALLY

This will be a TSD road rally conducted within the strict guidelines of the Jaguar Clubs of North America Rally Rules in competition for JCNA National Rally points. All contestants are encouraged to drive in a Jaguar. JCNA rally points will be awarded to the top three finishing Jaguars although the trophies will go to the top three finishing cars.

Where: Grossmont Center shopping plaza; La Mesa, CA  
Park and Ride public parking lot next to the Red Lobster  
Resturant

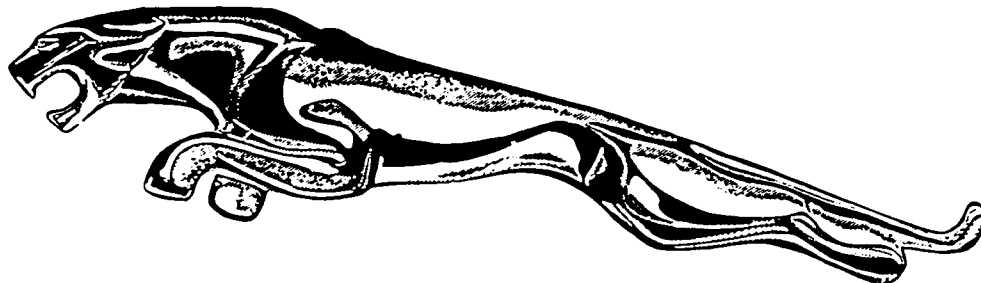
When: Sunday, December 4, 1988

Time: First car will start at 9:30 AM

Note: The end of the rally will not be announced but will be at a resturant for lunch following the rally.

Entry

Fee: \$8.00 per car to cover trophies.



## 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

## PERFORMANCE JAGUAR

8888 Miramar Rd.

San Diego's  
Complete Jaguar  
Automotive Center

SALES—SERVICE—BODY  
PARTS

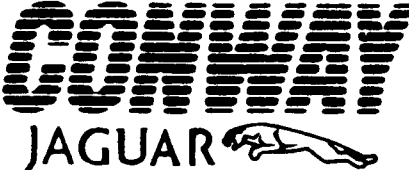
Call (619) 271-8888

For Sales or Service  
Appointment

## For Sale

1964 Jaguar 3.8S Saloon, fully restored,  
best in Class 1984, 2nd in Class 1985  
SDJC Concours d'Elegance. Make offer  
or will consider a trade. Call Don Hayes  
Mon-Fri, (619) 292-1090 Work or  
Weekends (209) 296-6139.

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.



**CONWAY**  
JAGUAR

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

(619) 698-8255



### CALIFORNIA WIRE WHEEL SALES AND SERVICE

SPOKE WHEELS REBUILT & STRAIGHTENED  
CHROME OR PAINTED  
NEW & REBUILT WIRE WHEELS  
ANTIQUE WHEELS A SPECIALTY

6969 NORTH AVE.  
LEMON GROVE, CA 92045

JIM MCGHEE  
Owner

Any members with ideas for club  
outings, please contact  
Teri Nance, 755-3507.  
(Please note in the roster,  
Teri's new number).

PRN © 21

**RAPID TRANSMISSION Inc.** ®

The Transmission Specialists

**DAVE DYE**  
PRESIDENT-GENERAL MANAGER

(619) 560-4074  
7710 Opportunity Road  
San Diego, Calif. 92111

**JAGUAR**

**STAINLESS STEEL EXHAUST SYSTEMS**

XK120	\$299	XJ12	\$479
XK120SE	\$319	XJ-S	\$499
XK140	\$359	Mk1	\$289
XK150	\$359	Mk2	\$379
XKE6	\$399	Mk9	\$529
XKE6+2	\$419	Mk10	\$479
XKEV12	\$389	S/420	\$489
XJ6s1	\$419	plus UPS	
XJ6s2/3	\$399	Shipping	

**DICK AMES**  
608 FORT WILLIAMS PARKWAY  
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