



March 1989

# 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  
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San Diego, CA 92103  
295-0543

### VICE PRESIDENT

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479-7753

### SECRETARY

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### MEMBERSHIP

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578-2374  
Jim Shiner  
295-6740

### EDITOR

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

## CALENDAR

### MARCH DINNER MEETING

Hanalei Hotel  
2270 Hotel Circle North  
Friday, March 10  
Polynesian Family Style  
Roast Chicken Oriental  
Sweet & Sour Pork, &  
Beef Broccoli  
Won Ton Soup  
Islands Vegetables  
Fried Rice  
Hanalei Luau Cake  
\$19 Per Person ✓

### MARCH BUSINESS MEETING

March 15, 6:30 PM sharp  
Performance Jaguar  
8888 Miramar Road

### TENTATIVE DINNER SCHEDULE

April  
TBD  
May  
TBD  
June  
TBD

You will be charged the cost of the dinner if you cancel your dinner reservation later than 9 am on the Thursday prior to the Friday night dinner meeting. All cancellations must be made to Marian Butler, 660-0948 (H), 587-9157 (W).

### ANZA-BORREGO LIAR'S CLUB

April 1, 1989  
For information, contact  
Teri Nance (619) 755-3507

### DESIGNER SHOWCASE

March 25, 1989  
Sefton Clark House  
Call Teri Nance for information.

## FUTURE EVENTS

### BALL BEARING BREAKER CHALLENGE RALLY

Sunday March 12, Time - call Marian for info 660-0948 (home), 587-9157 (day). Sponsored by the Triumph Club. Don't miss this one. Reckless Randy of the Triumph Club will outdo himself again, deliberately trying to "foil the Jaguars".

### AMERICAN BRUNCH AT NEIMANS BAR AND GRILL, CARLSBAD.

March 19, 12:00 (hi-noon). Caravan leaves from Big Bear Shopping Center on Via De La Valle (off of 15) at 11:30 AM on to Neiman's 2978 Carlsbad (729-4131). Brunch \$13.95 each.

### 1ST ANNUAL ROGER WARD SD AUTOMOTIVE MUSEUM VINTAGE CAR RACES

APRIL 7 - 9. Jack Murphy Stadium. See article inside for more details.

6TH ANNUAL AUTO FAIR '89  
April 22 - 23. Weseloh Chevrolet, Car Country Carlsbad 9:00 AM to 4:30 PM.

### JCNA NATIONAL CONCOURS d'ELEGANCE 1989

August 2 - 5, 1989,  
Inn of the Seventh Mountain,  
Bend, Oregon  
Hal Burt, chairman  
(503) 520-6913, P.O. Box 23354,  
Tigard, OR 97223.

### SDJC 25th ANNUAL CONCOURS d'ELEGANCE

August 13, 1989  
For information, contact  
John Hoy, (619) 283-9293

# Vice President's Message for March

Last night we had a large turn out at the business meeting and there was lots to do and to discuss. The concours is one thing that is on my mind. As you already know I am chairman of it this year. There is alot to learn and do before it gets here. I'll need lots of help, and I feel very confident that we will have lots of people volunteering to help with the greatest show of the year. To be part of our largest and most popular event of the year will be an honor and also a credit to our club. There is another item that is facing all of us and that is the ever increasing cost of running a club.

The problem is finding a restaurant that has the room and the price that we feel is fair to our members. I know that everybody wants to keep our prestigious image as being the best auto club in San Diego. So in the future it may be necessary to pay a little more than we want. But we the people you voted for will make sure that you get your money's worth. So please call me if you really want to have one of the best concours in San Diego. If you have any suggestions on meeting locations feel free to call any one of your boardmembers.

John Hoy

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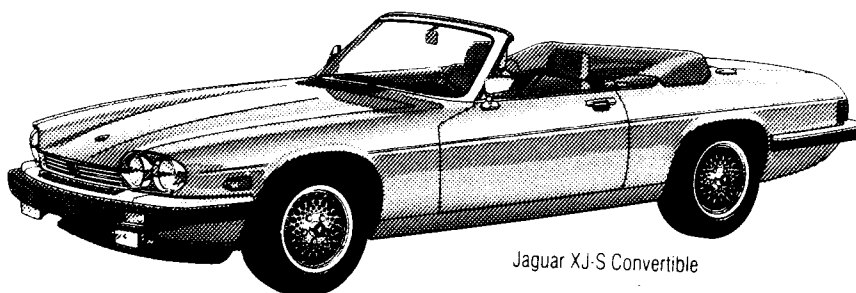
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### IMPORTANT NOTICE

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.



Jaguar XJ-S Convertible

## Editor's Notes

Yours truly has finished a history from the club's founding in 1959 up to the present. It is hoped that this book can be updated yearly at a minimum cost. The missive may be preordered at a cost of \$7.00 per copy now. The cost will probably go up to \$10.00 in the future. Make checks out to the San Diego Jaguar Automobile Club and give or send them (or cash) to our club treasurer.

**URGENT!** The club needs some good newsletter ad salespersons. This is to help with the cost of publishing. Please contact me (Bob Fitzgerald) or Randy Prine.

If you are planning to enter the JCNA National Concours d'Elegance in Bend, Oregon, August 2 - 5, please call Henry Krisel 756-1955. He would like to take his car up aboard an automobile transporter (trailer), but needs 2 or 3 more people to make it cost effective.

Jaguar reportedly will debut a limo in 1995. Jaguar stylists will get the chance to launch the limo version alongside of the facelifted XJ6 for the 1995 model year. With the advent of the XK-F about the same time, Jaguar could have two major projects on the front burner. Also the factory has now embarked on long-term development of the all-aluminum engine which first saw the light-of-day powering E-types in the early '70s.

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



The IMSA Sunbank 24 hours for GTP/Camel Light/GTO/GTU at the Daytona International Speedway was held on February 4 - 5 1989. The race featured another marvelous duel between Jaguar and Porsche, and another extremely close finish for a race of this length. The Busby Racing Miller High Life/BF Goodrich Porsche 962 of John Andretti, Derek Bell and Bob Wollek crossed the finish line 1 minute 26.664 seconds ahead of the Castrol Jaguar XJR-9 (car 61) of Price Cobb, Jan Lammers, John Nielsen and Andy Wallace after 24 hours of racing. Not quite - subtract 3 hours and 56 minutes for a fog stop. The fog had strode in a little after midnight on little cats' feet though it was to do the big cats no good whatsoever! The car no. 83 Nissan GTP of Geoff Brabham, Chip Robinson, Arie Luyendek and Michael Roe had qualified on the pole and was running in first place when the fog came. When it lifted there sat at the head of the row. The Nissan which nobody gave much of a chance of going 6 hours, let alone finish, looked just fine. It was the rest of the cast that was having problems. The Jaguar Team - winners here in 1988 - was down to one car out of three. One had tangled with the other Nissan on the first lap; the other had blown up big-time 48 minutes into Sunday. The other Porsche, Toyota, Mazda, and others were having problems too. When the fog lifted, the Nissan was a lap ahead of the Jaguar car 61 and 2 laps up on the Miller Porsche car 67. So they went for hours more, until at 10:14 the Nissan pitted with what turned out to be a "mortal wound". The Brabham crew was less than disappointed. "I think we scared a lot of people today", Brabham said - very true. Now it was down to Jaguar and Porsche. For a while the cat had the upper hand, but the Porsche took over

when the Jag made a stop to freshen the brakes around 11:30. While the Jaguar people gave it their best shot - which included putting hammers in car 61 from car 60 - the Porsche was not headed the rest of the day. Lammers got within 1 1/2 seconds an hour and a half from the finish, but after a routine stop when Cobb took over from Lammers, the lead was a minute and change with Cobb chasing Bell. "Every time he turned a quick lap," Bell said, "I'd turn a quick one. I just wanted to keep the interval at 70 seconds". At the finish it was Wollek in the Porsche, Lammers in the Jag, and the margin held. Cobb summed it up for the Jaguar team, "we ran as hard as it (car 61) could go. It ran flawlessly". Partial final results were:

1. Car 67 Wollek/Bell/J. Andretti, Miller High Life/B.F. Goodrich Porsche 962
2. Car 61 Cobb/Nielsen/Wallace/Lammers, Castrol/Jaguar XJR-9
43. Car 60 Jones/Boesel/Lammers, Castrol/Jaguar XJR-9
67. Car 66 Daley/Donnelly/Tambay, Castrol/Jaguar XJR-9

••• TWR Jaguar has gone turbocharging (at least partially). They have developed a turbocharged V6 engine to use in sprint events involving IMSA GTP and Group C cars, but will stay with the V12 for endurance events such as the 24-hour races at Daytona and Le Mans.

••• The following is a tentative IMSA 1989 racing schedule:

March 5	Miami
March 19	Sebring

- |              |                 |
|--------------|-----------------|
| April 2      | Road Atlanta    |
| April 16     | West Palm Beach |
| May 28       | Lime Rock       |
| June 4       | Mid-Ohio        |
| July 2       | Watkins Glen    |
| July 16      | Road America    |
| July 30      | Portland        |
| August 13    | Topeka          |
| September 3  | San Antonio     |
| September 10 | Sears Point     |
| October 1    | Columbus        |
| October 22   | Del Mar         |
| November 12  | Tampa           |

### Flashbacks

••• After tendering my apologies earlier in this column, I feel it only fair that I devote some space to Bob Tullius and Group 44. For instance, how did the backward numbers (44) that are part of the group's logo come about? The famous backward numbers came about when Bob and his wife drove his race car to the track (a Triumph TR-3 according to legend) and she still had to cut the numbers out of black contact paper and they came out backward, but there was no time (or maybe no more black contact paper) to do them over, and so the backward 44 entered racing history. It's a long way from the TR-3 to the current state of Group 44 (and Mr. Nice-Guy Tullius) with gleaming transporter, the two-count-'em-two state-of-the-art ground effects IMSA Jaguars (still white with green trim), and the drivers flying hither and yon in a private plane. Concerning the Group 44 cars one kid at the races called them "the awesomest cars I've ever seen." The whole crew of Group 44 people are still nice, patient with onlookers and friendly. In by-gone days the natural progression was you worked real hard and drove an MG, and nobody would wave at you except other MG drivers. Then you got a Triumph, maybe, and (continued on page 4)

Triumph and MG drivers waved at you. Eventually you might graduate to an Austin-Healey, and you didn't even have to wave back to the MG drivers. Someday you might rise to the Jaguar level, from which you might wave benevolently to those beneath you,

which was everybody. If anybody deserves the Jaguar level, it's Bob Tullius and he says, with his impish grin, "think what we could have done if we'd had this car 20 years ago!" Howzat!

Bob Fitzgerald

## SDJC Minutes - February

President Randy Prine called the meeting to order on February 15, 1989 at 6:40 p.m. in the Performance Jaguar conference room. Present were Granville Jackson, Bob Fitzgerald, Mary Anne Ogle, Diane Ward, Marian Butler, John Hoy, Fraser Gladwin, Castle Phelps, Dick Cavicke, Bob Harding, Curtis Parker, Lorinda Pate, Teri Nance and guest Wayne Card, Mary and Terry Smith, Dennis Crooks and yours truly.

**PRESIDENT:** Opening remarks included information received from JCNA relative to club membership in the national organization and the agenda for the Annual General Meeting in Pennsylvania.

**TREASURER:** The report was given by Diane Ward and an invoice from JCNA for 1988 membership fees was presented in the amount of \$1,283.83. The importance of our 1989 membership dues being sent to Diane as soon as possible was stressed in order to be included in the club roster.

**MEMBERSHIP:** A motion was made by Mary Anne Ogle to accept Rick and Hester Keller, and David Zumstein into club membership. MSP.

**NEWSLETTER:** Guest Wayne Card presented format of what he could do on a desktop computer and laser printer to save club money. A motion was made by Dick Cavicke and seconded by Castle Phelps to use the process with xerox copying on a trial basis. Motion carried.

**DINNERS:** Marian Butler announced the March dinner meeting would be at the Hanalei Hotel and she is open to suggestions for future meetings.

**DOOR PRIZES:** Granville Jackson has the situation under control and he and Diane Ward will compile a club memorabilia order in the near future. Let them know if you have special interests.

**VICE PRESIDENT:** John Hoy gave a report on conducting the last dinner meeting. He also had some suggestions on money making activities.

**BY-LAWS:** A report was given by Board Director Dick Cavicke on upcoming revisions and he pointed out primary changes. Further discussion was continued until next meeting.

At this point time ran out and a quick report was given by Activities Chairperson Teri Nance in regard to a brunch in March - see calendar for details. The tech session for February will be held at the home of Vice President Castle Phelps on the 25th which will be past by the time this is received but a report on the results should be forthcoming.

Meeting adjourned at 8:00 p.m.

Jane Fitzgerald, Secretary

# San Diego Automotive Museum News

The San Diego Jaguar Club is a member of the San Diego Automotive Museum Car Club Council. In recognition of the great support given by the members of the car clubs, the museum board of directors has authorized a \$5 discount to be given on the museum memberships and renewals to all members of the associated car clubs. Just another good reason to join NOW! The First Annual Roger Ward San Diego Automotive Museum Vintage Car Races will take place at Jack Murphy Stadium on April 8th and 9th. Over 150 cars are expected to participate in what is bound to become a great automotive event. Members of SDJC will be able to participate in two ways: First, as a race volunteer -- volunteers are needed for Friday Afternoon, April 7; Saturday, April 8; and Sunday, April 9. Volunteers will work in shifts on Saturday and Sunday so all will be able to see the actual racing. Your participation is actively sought. If you can help, please contact Bob Lemke 426-1054, before Friday, March 24th. Note: Volunteer incentives include weekend admission (\$20 value), weekend pit pass (\$5 value), and possible social event, T-shirts/ball caps. Second, SDJC will be able to display up to six cars, set-up an information booth, and speak to prospective new members. Cars and volunteers are needed for the display. For further information please contact Bob.

Have you considered working with some of the great people and cars at the San Diego Automotive Museum? There are a variety of volunteer tasks which must be performed -- some on recurring basis, others on one-time projects. To find out how you can help and join in on the fun, please call the SDAM, 235-AUTO, and ask to speak to the volunteer coordinator for details on current needs.

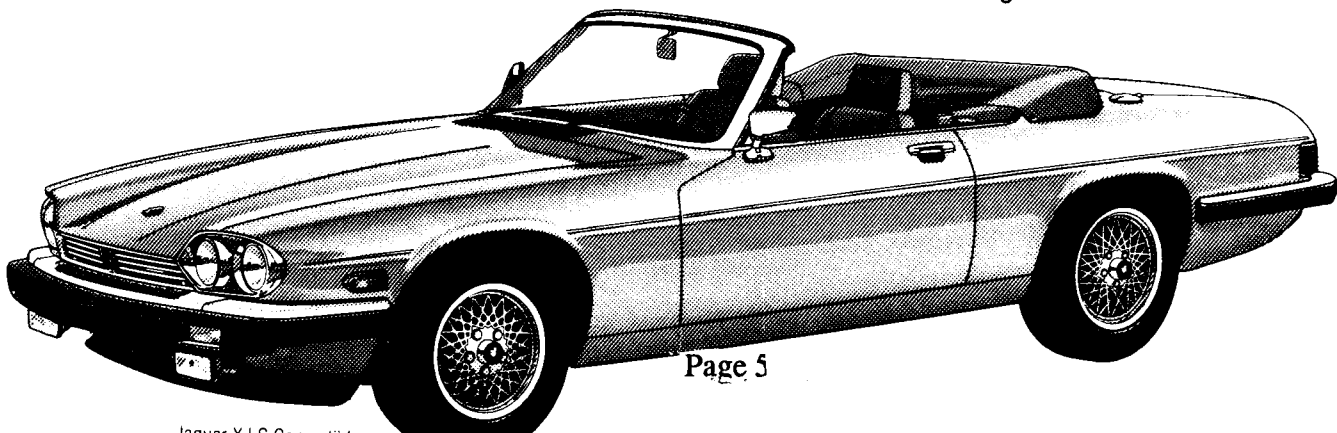
# TWR Team History

TWR (Tom Walkinshaw Racing) was established in 1976 at Kidlington, near Oxford, to carry out race development on behalf of BMW. Today the TWR banner flies over no less than 17 companies involved in a wide variety of fields from agricultural equipment to automobile retailing. The most prominent of the companies however, are still those involved in the activity which gave birth to the whole TWR empire, motor sports. The business grew out of Tom Walkinshaw's own racing. A talented racer, he was also a knowledgeable test driver, and his abilities were to bring him into contact with such companies as Ford and BMW, both of whom used his skills in refining their racing sedans. Blessed with a business ability to match his prowess at the wheel, Walkinshaw set up TWR as a commercial outlet for his racing activities. Success was not slow in arriving; by the end of the 'seventies, TWR was preparing race cars for both BMW and Mazda, taking the British and Belgian championships for the latter marque in both 1980 and 1981. In 1980 TWR also became responsible for the Rover sedan racing program, preparing the cars which won the British Championship in 1982 and 1983. 1982 was the turning point in the history of TWR, for it saw the company's first association with Jaguar. Walkinshaw had seen the potential for the Coventry-built XJ-S

coupe in the European Touring Car Championship, and with the approval of the factory he set out to make the car a winner on the international scene. The skills of the team which Tom had built gave the XJ-S a series of victories in the European Championship, and the culmination came in 1984 when the boss himself won the European Touring Car Championship at the wheel of a Jaguar his company prepared. Having won the production-based championship, Jaguar wanted to go on to conquer fresh fields. The company had made its name in sportscar racing in the 'fifties, and it was decided that the next step along the way was to field a team in the World Sports-Prototype Championship, a series of endurance races run on tracks all over Europe and Asia. The TWR organization was enlisted to design, build and race a sports prototype using the Jaguar V-12 engine which had proved so effective in the XJ-S. Walkinshaw called on the services of Tony Southgate, a designer with deep experience in modern race car design and construction, and the result was the Jaguar XJR-6, which first appeared in August 1985. The car was impressive in its first outing, at Mosport in Canada, finishing third. By the end of the year the team and the car had shown sufficient promise for Jaguar and TWR to undertake a full season's world championship campaign in 1986.

Running with the backing of Gallaher International's Silk Cut cigarette brand, the Silk Cut Jaguar Team took third place in the team section of the championship that year. TWR driver Derek Warwick finished in third spot in the drivers' category, just one point behind the joint winners - TWR had proved itself in the toughest class of racing it had yet entered. The winner of 1986/7 was Southgate hard at work perfecting his design in the light of what had been learned during the season. The result was the XJR-8, a car which, although it differed little on the outside from the XJR-6, was modified in no less than 64 vital areas. The car was a winner from the start, taking victory in the first four races of the 1987 season. By the time the final round took place in September the XJR-8 had won eight out of the ten championship rounds and had given the Silk Cut Jaguar Team the teams' championship. In addition, the team's four regular drivers, Raul Boesel, Jan Lammers, John Watson and Eddie Cheever, filled the first four places in the drivers' listings. The end of 1987 saw TWR embarking on the next step of its racing progress, with its appointment by Jaguar to handle the company's American racing program. In September of this year a base was established in Valparaiso, Indiana, from which TWR will operate a new team which will campaign two cars in the prestigious IMSA Camel GT series.

1989 Jaguar XJ-S Convertible



Please remit \$40 to: Diane Ward  
432 "F" St., Suite 407  
San Diego, CA 92101

# SAN DIEGO JAGUAR CLUB

## RENEWAL APPLICATION (Please Print)

NAME \_\_\_\_\_ SPOUSE \_\_\_\_\_  
 BIRTHDAY \_\_\_\_\_ BIRTHDAY \_\_\_\_\_  
 ANNIVERSARY \_\_\_\_\_  
 STREET \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 HOME PHONE \_\_\_\_\_ WORK PHONE \_\_\_\_\_  
 JAGUARS OWNED: Model(s) \_\_\_\_\_ Year(s) \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Thank you for your interest in the San Diego Jaguar Club. We encourage your participation in our activities and welcome your suggestions on how we can improve. The purpose of our club is to promote an "Espirit de Corps" among Jaguar owners and to enjoy and participate in the events of the club.

I hereby agree that as a condition of membership in the San Diego Jaguar Club any events in which I participate will be for my own pleasure, and I will be responsible for my car and passengers at all times. I hereby release the San Diego Jaguar Club and their successors from all liability whatsoever by any act, thing, or event that may occur during my membership. The undersigned will do his/her utmost to support and abide by the rules of the club and will not harm its prestige by act of word or deed.

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

I would like to volunteer my services to the club in the following areas:

COMMITTEES: CONCOURS \_\_\_\_\_ TELEPHONE \_\_\_\_\_ NEWSLETTER \_\_\_\_\_  
 JUDGING \_\_\_\_\_ TECHNICAL \_\_\_\_\_ DOOR PRIZES \_\_\_\_\_  
 DINNERS \_\_\_\_\_ ACTIVITIES \_\_\_\_\_ RALLYS \_\_\_\_\_  
 PROGRAMS (Films, Speakers, etc.) \_\_\_\_\_ ADVERTISING \_\_\_\_\_  
 CLUB OFFICER \_\_\_\_\_ REP. TO BRITISH CAR COUNCIL \_\_\_\_\_

# ADVERTISING RATES

**Classified: \$10.00 for 3 mos.**  
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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 are \$20.00.

# CONWAY

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Jaguar XJ6



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XJ6s2/3	\$399	Shipping	

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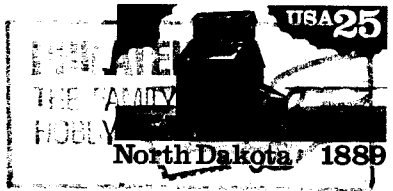
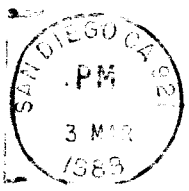
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