



May 1989

JAGUAR TRACKS

30th ANNIVERSARY

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

SDJC OFFICERS

PRESIDENT

Randy Prine
3226 Brant St.
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295-0543

VICE PRESIDENT

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283-9293
Castle Phelps
479-7753

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466-9365

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Russ and Mary Anne Ogle
578-2374
Jim Shiner
295-6740

EDITOR

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

CALENDAR

MAY DINNER MEETING
May 12, 1989

THE "NEW" RAMADA INN
5975 Lusk Boulevard
San Diego, CA 92121
(off Mira Mesa Blvd. near 805
Freeway)

Cocktails - 7:00
Dinner - 8:00

Prime Rib Au Jus - \$20

or

Halibut Coronado - \$18
Served With Salad, Potato, Rolls, &
Dessert

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

JULY DINNER MEETING
POT LUCK

JULY 8, 1989

Castle & Robin Phelps

Jaguar "parts" & "White Elephant"
auction. Start saving your "good stuff"
now for our annual club fund raiser!!!
Bid on Margie's "Million \$ Pie"!

NOTICE

MAY BUSINESS MEETING
May 17, 6:30 PM Sharp
John Hoy's Home at 4196 Rochester Rd
San Diego
(Kensington area) for directions call
John 283-9293 (H)

FUTURE EVENTS

DESIGNER SHOWCASE

~~April 20th~~ May 21st
5 PM - 7 PM
Sefton Clark House

Call Teri Nance 755-3507

CLASSIC JAGUAR ASSOCIATION
SPRING MEET May 19-21,

Hyatt Edgewater Hotel
Long Beach, Ca, for more information
contact Bob Gillette (213) 434-4712

NIGHT POKER RALLY

May 20; Starts from Presidio Park
across from the Mission in Old Town.
First car out at 6:30 PM. \$6.00 per car.
Bring a flashlight. For info call Castle
Phelps 479-7753.

NEWPORT JAGUAR FESTIVAL

May 27 and 28, Manchester, NH
(603) 622-1350. See inside for more
info

DEER PARK FIFTH ANNUAL
INVITATIONAL SPRING
CONCOURS d'ELEGANCE

June 11 at Deer Park, Escondido, Ca.
For more information call Teri Nance
755-3507



Jaguar XJ6

(Continued on inside page)

PRESIDENT'S MESSAGE FOR MAY

With "Concour Season" upon us, remember to fill in your registration form exactly the same for each concour you attend so the computer will recognize you, and you will get credit for each event.

Bob Lemke kept the San Diego Jaguar Club front and center in the April activities of the Auto Museum. The Friday night cocktail party was well attended, and Jim Shiner's XK120 is on a 30-day display. Many of our members volunteered to help at the race for the weekend.

Congratulations to Jim and Barbara Hart celebrating 47 years of marriage, and we are happy to hear Jim's health continues to improve.

Bob Engh is home in Maryland recuperating from his operation. We all wish him a swift and complete recovery.

Terry Smith provided the club with the Jaguar win at Le Mans on a VCR tape. It's an excellent overview of what went on. It is available to club members, and if you would like to see it, let me know.

For our monthly dinners we must have an accurate count for the restaurants. The club has to guarantee the money up front, so when you make a reservation, you are locked in. If you are a "no show", we must bill you for your dinner.

Randy

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. Make checks out to the San Diego Jaguar Automobile Club.

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.

The brunch bunch consisting of about 17 SDJC members "partook" of the goodies at Niemans Bar and Grill (the old Twin Inns) in Carlsbad on March 19th. A nice time and good food was enjoyed by; Ginny and Dick Cavicke, Sheila and Curtis Parker, Dorothy and Granville Jackson, Mary Anne and Russ Ogle, Teri (she made the arrangements) and John Nance, Mary and Terry Smith, Lorinda Pate, and Jane and Bob Fitzgerald.

The San Diego Automotive Museum Roger Ward Vintage Car Racing weekend April 7-9, started out with a bang on Friday evening with a reception and cocktail party at the museum. Among those

in attendance from the SDJC were the Manocks, Parkers, Fitzgeralds, Prines, Bob Lemke, Dennis Crooks, Marian Butler, Mary Lou Owen, John Hoy, Wayne Wynne, and Granville Jackson. The races were held on Saturday and Sunday with Bob Lemke in charge of many things including parking of car club (local clubs) cars for display, gate entries, etc. Assisting him were SDJC members; Parkers, Fitzgeralds, Marian Butler, Lorinda Pate, Granville Jackson, Ray McFarlan, and Pat Botkin. The Manocks brought the Powells and Chet entered his SS-100 and XK-120 (no record of how he placed in the races).

FUTURE EVENTS (Continued)

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

10th ANNUAL
AMERICAN CANCER SOCIETY
SAN DIEGO CONCOURS
d'ELEGANCE
Featuring Bentley, Sunday September
24th Embarcadero Marina Park at
Seaport Village. For information call
Jim Shiner (619) 295-6740



JAGUAR RACING, ETC. •••



At the IMSA 12 hours of Sebring, Sebring Florida, the Jaguar team proved you could be a bridesmaid three times without being a bride (Nissan did the honors again). However XJR-9 drivers John Nielsen and Price Cobb managed to remain 1st and 2nd in the IMSA GTP drivers point-standings. This time there was just one Jaguar really in the race and everyone had their fingers crossed that the track didn't break it during the race. Sterling Moss who was there to drive a vintage race in an OSCA he had drove to victory there in 1953, said, "This is the worst track in North America, and they go to great lengths to keep it that way". It proved too much for the new GTP Gurney Toyota Eagle which suffered enough structural damage during practice to be withdrawn before the start. As Brabham said after the race, "The main reason we won today is we absolutely had no problems". The Nissan really had no problems to speak of, while the Jag had one, a bulky brake caliper that cost three laps to repair. And that was the difference. Of the 330 laps, the Nissan led 309 (the Jaguar led the other 21) and never trailed after lap 99. Except for Jaguar, the only real competition came from the Busby Porsche of Wollek, John Andretti and Derek Bell which ran strongly until a broken rear suspension put it out. Partial results are as follows:

1. Car 83, Brabham/Robinson, Electramotive/Nissan GTP-ZXT
2. Car 61, Nielsen/Cobb, Castrol/Jaguar XJR-9
3. Car , Weaver/Dobson, Porsche 962

15. Car 60, Lammers/Jones, Castrol/Jaguar XJR-9

•••The IMSA GTP drivers points standings were as follows: 1) (tie) Price Cobb/John Nielsen, 55; 3) (tie) Geoff Brabham/Chip Robinson, 51; 5) James Weaver, 35; 6) (tie) Bob Wollek/John Andretti, 33; 8) Derek Bell, 27; 9) Andy Wallace, 20; 10) (tie) Albert Naon/John Hotchkiss/John Hotchkiss Jr./Jim Adams, 19.

•••Those present when Jaguar was testing the new XJR-10 in Spain said the noise from the engine wasn't that of the V12 Screamer. More likely the turbocharged V6 Tom Walkinshaw Racing continues to deny it's developing. The XJR-10 has several noticeable changes, including lower, more sweeping lines in the bodywork.

•••Bob Tullius (remember the Jaguar XJR-5 and -7), who is not involved in Audi's IMSA GTO program this year, has purchased a Winston Cup (NASCAR) Pontiac and plans to enter it in a couple of events this year while he considers his options for 1990.

At the IMSA Atlanta Journal/Constitution GP, Brazelton, GA Jaguar proved to be a bridesmaid for the fourth time (in four races) this season. Nissan was the bride again. This was the same track, Road Atlanta, they got their start last year. Nissan didn't win the pole, neither did Jaguar, or Porsche. Nope, it was the 2.1-liter Toyota Group C driven by Drake

Olson - big surprise, huh? "I thought I could go a little quicker if I just turned it loose and let it happen", Olson said after ticking the Price Cobb Jaguar by just over a tenth of a second for the pole with Brabham another tenth behind the Jag. As the race was starting Cobb started his hole shot just after the Turn 11 bridge; by the time he crossed the start/finish line, the Jaguar lead over the Toyota was about 2 seconds. The starter waved the green flag anyway. It was on the 2nd time around, Cobb, Olson, and Brabham were leading, that another flag came out. It was black this time; the officials penalized Cobb (even though they had tacitly okayed Cobb's move by starting the race) a stop-and-go pit stop. So in came Cobb for a 2 1/2-second stop followed by a burnout a drag racer would envy and the Jag was back to 3rd place. The Toyota led until the 33rd lap when it blew a turbo and the Nissan went into the lead. With 12 laps to go and still with a half lap lead over the Jag, Brabham slowed and went into the pits. He came out with four fresh tires in 2nd place, Cobb had just gotten by and the chase was on. Cobb hung on for 5 laps, his tires shot but finally Brabham got by and with fresh rubber, the game was over. "Our day is coming", Cobb said, but admitted "that day is not right now". "We know", he said, "that until better times - when our new toy shows up - we'll be running second to the Nissan. In the meantime, we want to score all the points we can". The other Jaguar of Jan Lammers and Davy

JAGUAR RACING, ETC ... (Continued)

Jones had retired after 25 laps with a sick engine. The partial final results were as follows:

1. Car 83, Geoff Brabham/Chip Robinson, Electramotive/Nissan GTP-ZXT
2. Car 61, Price Cobb John Nielsen, Castrol/Jaguar XJR-9
16. Car 60, Jan Lammers/Davy Jones, Castrol/Jaguar XJR-9

•••After Road Atlanta the IMSA GTP drivers point standings were as follows:

- 1) (tie) Brabham/Robinson, 71; 3) (tie) Cobb/Nielsen, 70; 5) Weaver, 35; 6) (tie) Wollek/J. Andretti 33; 8) (tie) Adams/Hotchkiss, 29; 10) (tie) Moretti/Bell, 27.

•••FLASHBACKS. Jaguar won at LeMans in 1951. What was the next year the cats were entered at LeMans and what year did Jaguar win? What was the car type designation?

In 1952 Jaguar entered LeMans with the C-Type's bodywork modified with a long drooping nose for better air penetration and top speed. Also the cars had disc brakes to overcome the heating problems encountered with the drum style brakes. Alas the new noses caused the engines to overheat and all three cars had to retire. In 1953 the cats were back to the original C-Type bodywork and with the teething problems in the disc brakes sorted out. Moss while dueling with Villoresi in a massive 4.5-Litre Ferrari, came in with fuel problems. However Rolt and Hamilton went on to win for Jaguar with Moss and Walker in second place after the fuel line problem had been cleared.

Howzat!

Bob Fitzgerald



Jaguar XJ6

SDJC Minutes April

PRESIDENT: Randy Prine called the meeting to order on April 19, 1989 in the conference room of Performance Jaguar at 6:40 p.m. Present were Bob Fitzgerald, Terry Smith, Granville Jackson, Dennis Crooks, John Hoy, Diane Ward, Marian Butler, Teri Nance, Wayne Wynne, Sheila and Curtis Parker, and Mary Lou Owen. Note: Randy brought up the subject of the Tuchscher Trophy awarded each year for the highest scoring car in SDJC. Discussion followed in regard to a central location for permanent display with winners name being added each year. John Hoy is looking into donating a showcase to the Auto Museum for this purpose.

SECRETARY: It was moved that the minutes be approved as printed in the April Newsletter. MSP.

TREASURER: Diane Ward reported the club in good standing which includes payment of JCNA dues. Granville and Diane have compiled an order of memorabilia to be sold at our Concours and other club events. Marian Butler moved that appropriate funds be allotted to cover said items and Teri Nance seconded. Motion carried.

MEMBERSHIP: Randy announced that Chris and Sue Jabin were eligible for club membership. MSP.

DOOR PRIZES: Granville Jackson is still seeking donations

(Continued on next page)

April Minutes (Continued)

from club members and/or assistance in soliciting donations from businesses and restaurants.

VICE PRESIDENT: John Hoy reported the party at the Automotive Car Museum was a success and that he had placed SDJC 25th Annual Concours d'Elegance flyers at the museum. Note: Volunteers are needed for the Club Concours in August. Jim Shiner will be Chief Judge and needs lots of Indians.

DINNERS: Marian Butler reported on the May dinner meeting at the Ramada Inn and there was discussion regarding a speaker for this meeting which

John Hoy is arranging. The pot luck dinner for the month of July is still on schedule at Castle Phelps's home.

NEWSLETTER: All is going well according to Bob Fitzgerald with a short deadline this month - like TOMORROW. Typing and publishing seem to be meeting with approval.

VICE PRESIDENT: Castle Phelps sent word that the Night Poker Rally on May 20 is still green and go.

EVENTS: Teri Nance has completed the details for the Evans Garage Tour on April 29 and the

Designer Showcase date has been finalized as May 7 at 2:00 p.m.

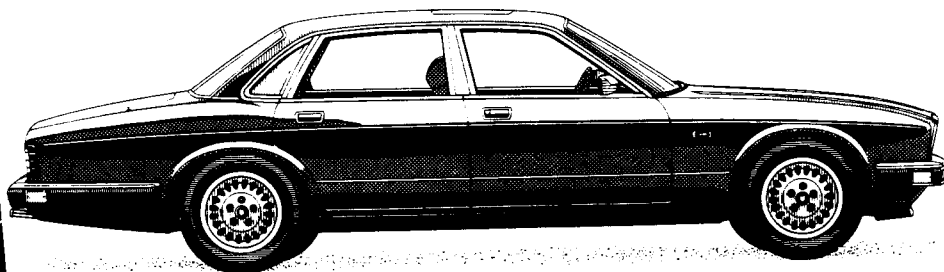
BYLAWS: In the absence of Chairperson Dick Cavicke, Randy outlined some of the proposed changes. Committeeperson Marian Butler took notes of corrections and suggestions. The finalized bylaw revisions should soon be completed and in the hands of club members for approval.

Meeting was adjourned at 8:00 p.m.

Jane Fitzgerald, Secretary



Jaguar XJ6



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JAGUAR XK 120

This was extracted in part from a column (article) by Roger Barlow in AutoWeek periodical.

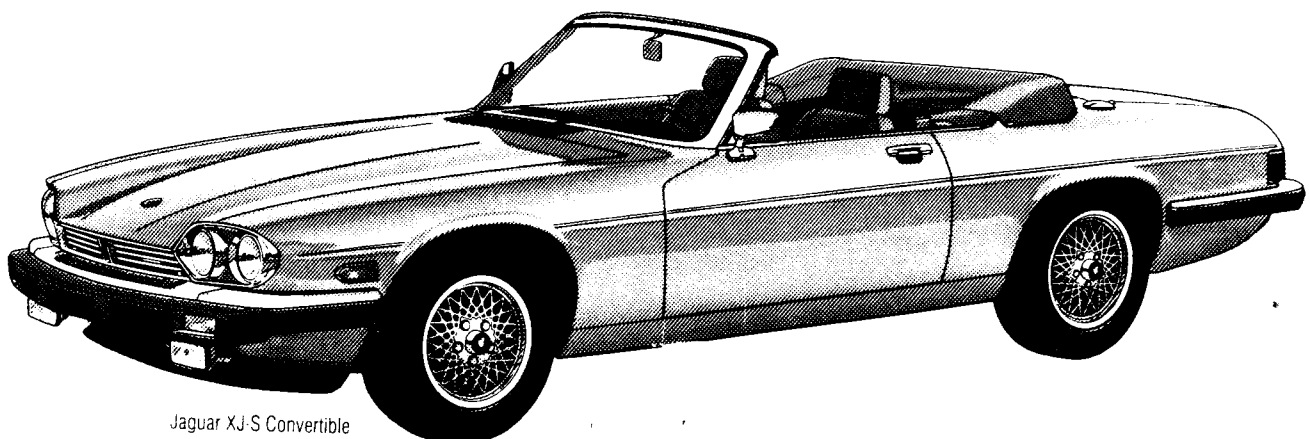
Selling cars to stars took a little show business itself. Clark Gable was one of the best customers of my foreign car dealership in Hollywood (CA.). He appreciated fine cars and was always on the lookout for what was new. Gable had owned a short chassis Duesenberg SJ (one of two built, the other one went to Gary Cooper) prior to WWII. I asked Gable if he had ever been tempted by any of the English sports cars. "You know, I have a problem with your sports cars. It's not that I'm such a big guy, but I just seem to stick out of them. Remember when I drove one of your first MGs and brought it back in a couple of hours because I felt so damn, well, exposed! I like the look of cars with these cut-down doors until I get in one. I did feel O.K. in the Packard convertibles that Dutch Darrin built with only slightly cut-down doors. Pity they didn't handle better. Even with stiffer shocks they wallowed around too much". "But you said you wanted an SS100 Jag two-seater the day we first met when you came to look at that wild V12

Delahaye with an engine minus its crankshaft." "I'd been in England during the war and I think the Jags maybe seemed bigger or different over there. Anyway, I hope I'll feel at ease in their new sports car. Is it really going to have a twin-cam engine like the Duesie? And is it going to have independent rear suspension?" I shook my head. "I'm afraid not. The front suspension, we're told, will have torsion bars much like your Mark, but I'm sure the rear end won't be independent, at least not to start with. But it definitely has a two-cam engine, and people who have seen the prototypes say it's going to be a sensational car on all counts." "Glad to hear that. I'm still getting the first one you can deliver, right?" I assured him that this was indeed so and not to worry.

Gable did get the first XK 120 we delivered but before that the factory had shipped us a pre-production car with no crankshaft for display at the L.A. Auto Show. It arrived early, so we stashed it away under a sheet in a one-car lockup from our shop. When we had to prepare it for the show, we called Gable to ask him

if he would like to drive the new XK 120. He would and when we got to where the Jag was, my partner Van Dyke whisked off the cover with a magician's flourish, instantly turning the king of Hollywood into a 10-year-old on Christmas morning! But we had to play Grinch with news the engine had no crankshaft. Then I added, "We promised you could drive an XK this morning, so get in!" A rope, already looped over a chassis member, was pulled out and snubbed around a hook in the open back of our parts truck with Van Dyke holding the end. We towed the Jag down Robertson Blvd., full bore in the gears. A few yards from Alden Drive (at good speed) Van Dyke freed the tow rope and waved Gable to our shop. The street was wet from lawn sprinklers so he took his first corner at the wheel of an XK in one glorious four-wheel slide grinning from ear-to-ear and rolling to a stop at the shop door amid cheers and applause from everyone there. The Grinch had not stolen the boy's Christmas after all!

Bob Fitzgerald



Jaguar XJ-S Convertible

ADVERTISING RATES

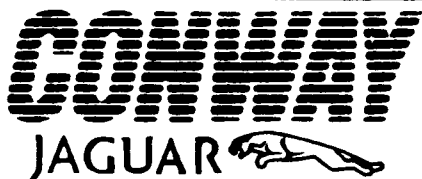
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(Free to club members).

Commercial: \$12.00 per month
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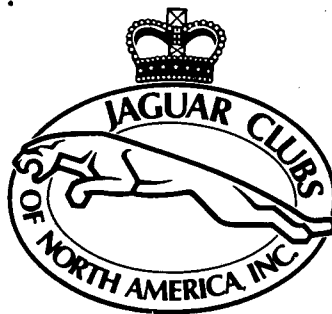
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hand. Pins are \$3.00, Badges are
\$20.00.



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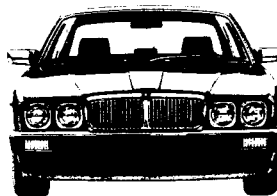


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Jaguar XJ6

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.

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