



November 1989

JAGUAR TRACKS

30th ANNIVERSARY

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

John Hoy
283-9293
Castle Phelps
479-7753

SECRETARY

Jane Fitzgerald
466-9365

TREASURER

Diane Ward
566-6843

MEMBERSHIP

Randy Prine
295-0543
Jim Shiner
295-6740

EDITOR

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

CALENDAR

ELECTION NIGHT
NOVEMBER DINNER MEETING
November 10, 1989

Tickled Trout Ramada Inn (Hotel
Circle) 2151 Hotel Circle South
Cocktails - 7:00 Dinner - 8:00
Prime Rib \$20.00 or Fresh Fish of the
day \$20.00 Served with Caesar Salad,
Potato, Vegetable Du Jour, Rolls,
Coffee & 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).

NOVEMBER BUSINESS MEETING
November 15, 6:30 PM sharp
Performance Jaguar
8888 Miramar Road

DECEMBER DINNER MEETING
Xmas Party, Friday December 15
North Island Officers Club

See inside for more details

FUTURE EVENTS

PALM SPRINGS
VINTAGE CAR RACES

November 15-18. If interested in
Hospitality Paddock tickets contact John
Duncan (SDJC's first prez) 619-327-
2210. These tickets are at a 222 Club
discount @ \$85.00 vs \$111.00). See
inside for many more details.

PRESIDENT'S MESSAGE FOR NOVEMBER

November is an important month for our
club. The two main items which need
your attention are the new By-Laws and
election of officers for 1990. Dick
Cavicke and his committee have
finalized the new By-Laws. Chet
Manock and his committee have
presented a slate of officers to be voted
upon at the November dinner meeting.
This is your club so turn out and vote on
these important items.

The Christmas Dinner arrangements
have all been made by Marlys Lakin.
Be sure and plan your holiday activities
around this special event. It's going to be
great. Thanks, Marlys!

Mary Lou Owen reports the British Car
Day was a financial success with a great
turnout. SDJC members present were:
Henry Krisel, Diane and Nat Ward, Jan
and Dick Miller, Dorothy and Granville

(cont. on inside page)

PRESIDENT'S MESSAGE

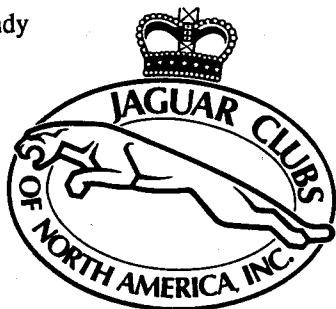
(Cont.)

Jackson, Ginny and Dick Cavicke, Marian Butler, Dennis Crooks, Castle Phelps, Marita and Chuck Noon, Dave Zumstein, Jean and Chet Manock, John Mansdorfer, Scott Penfield, Mary Lou Owen, new members Norma and Carey Harding, and myself. Larry Samuels also stopped by. Trophy winners for the best Jaguars were Castle Phelps with his D-Type, and Ginny and Dick Cavicke with their 120 Roadster won Best of Show.

The Cal Clubs Meet in Ventura was fun. The JOC of Los Angeles did their usual great job. Every California club was represented, along with two Arizona clubs. We all enjoyed delicious food and good company in a beautiful setting. Jean and Chet Manock took a "First" with their SS-100, Marilyn and I a "First" with the XJS, and Patti and Tim Tunnell a "Second" with their 120 (although Patti almost lost out to the "Flu Bug"). Our club batted a thousand! Thirty-eight cars were in the concour, 18 in the Rallye with 15 finishing. Marilyn and I didn't get lost and didn't get a ticket this time--the last fun event cost me \$550, and hopefully AAA will accept renewal of my insurance. There were 78 for the dinner. We plan a Southwestern Meeting in the Las Vegas area in 1991. Watch for details.

Be sure to VOTE!

Randy



Xmas Party/Dinner

North Island Officers Club Friday December 15, 1989. Cocktails 7 PM Dinner 8 PM. No host bar 7 PM - 11: 30 PM. Music for dancing The Magic Mood Musicians 8:30 PM - Midnight Formal dress Dinner and evening cost \$25.00 - this is a prepaid event. Send check and self-addressed stamped envelope (for return of base pass) prior to December 5, 1989 to: Diane Ward 432 F Street Suite 407 San Diego, CA 92101

EDITOR'S NOTES

Attention all new and not-so-new members, the club needs (in the near future) you to participate on various committees for club functions. These include; telephone, concours, rally, nominating, membership, events, and any others you can think of (the concours alone needs about six). Please turn your name and druthers into any club officer. Also your newsletter editor needs some advertising executives.

Letter to the Editor

Bob Fitzgerald
Editor, JAGUAR TRACKS
8035 Morocco Drive
La Mesa, CA 92042

Dear Bob,

I recently wrote you to offer a unique value to members of the SDJC and special price package for the November PALM SPRINGS VINTAGE GRAND PRIX races. The normal price of race course admission for the four days of races, plus grandstand seating, plus hot meals and drinks and the hospitality of the "222" Hospitality Paddock, the Concours d'Elegance, Rick Cole Race and Sports Car Auction, etc. is \$111.00 per person -- when purchased as a package ---; more if bought independently. I have access to that combined package "at costs" for \$85.00 per person, and can offer that special price to all members of the SDJC who wish to attend the P. S. Vintage Grand Prix.

If those members of the SDJC who are interested would contact me (either individually or collectively) at the address below or telephone (619) 327-2200, and I'll ensure that your

request for the special package will be processed. I'm told that upon receipt of the \$85.00 payment (various means), confirmation will be sent by return mail. I would be happy to pick up the ticket packages for all members of SDJC (if desired) and have them available at my house --- three blocks from the race course --- perhaps saving a wait in the will-call line. If the SDJC members use the enclosed brochures in the newsletter (probably the best method), just be sure that the request for the special priced V. I. P. PADDOCK CLUB tickets mention my name and the fact that this is a special "222" Club member and/or guest rate. That way the money-stackers will understand why the check is \$26.00 short.

Hope to see you at the races! I'll be supervising the race pre-grid and the pits.

Sincerely,

John G. Duncan
2210 Paseo De Gracia
Palm Springs, CA 92262

P.S. I think I solved the special low price on the brochures with a stick-on with my name and indicating "222" Club.



Jan Lammers took pole position in his turbocharged XJR-10 for the Lincoln Mercury California Camel Grand Prix at Sears Point, California on Sunday, September 10th, but had to be content for fourth place in the race behind two Nissans and the other Castrol Jaguar Team car. Both the XJR-10 and the V12-engined XJR-9 performed well in practice and qualifying, and Jan Lammers set fastest lap in single-car qualifying - which decides the first six places on the grid - even though his engine had a slight misfire at high revs.

Lammers' team-mate, Price Cobb, started the race in the XJR-10 and took an immediate lead over Brabham's Nissan and the Porsche of Jochen Mass. Davy Jones was not so lucky, spinning at the end of the first lap and slipping down to tenth place from his fifth position on the grid. His spin was a foretaste of what was to come, for neither car was handling as well as it had during qualifying. By the time Lammers took over from Cobb just before the half-way mark, Brabham's Nissan had taken over the lead, and when Nielsen took over from Jones a couple of laps later, the XJR-9 was lying fifth. In time, Lammers was overtaken by Robinson in the second Nissan, but when a yellow-flag period came with just fifteen of the 75 laps to go, the team took a chance and called the Dutch driver in for a new set of tires which it was hoped would give him a chance to make a last minute dash for the flag. Unfortunately, he started his dash too

early, and race officials called him into the pits for a 'stop-and-go' penalty when he was adjudged to have passed two cars before the race had been officially restarted. Lammers rejoined the race quickly, and soon got back to a position just behind John Nielsen which he held until the finish. The race result gives Nissan an unbeatable lead in the IMSA Manufacturers' Championship which they now lead by 58 points from Jaguar with two races to go. In the Drivers' Championship, Brabham now shares the lead with Robinson; both have 209 points, Price Cobb is third with 169 points. Partial results are as follows:

1. Geoff Brabham, Nissan
2. Chip Robinson, Nissan
3. Davy Jones/John Nielsen, Jaguar XJR-9
4. Price Cobb/Jan Lammers, Jaguar XJR-10

The IMSA Camel GT GTE World Challenge of Tampa, Florida provided a win for Price Cobb and the XJR-9 Castrol Jaguar. This was the retirement race for the V12 powered car and so Florida proved a winner for the big Cat in its introduction to IMSA in February of 1988 and its finale October 1, 1989. However this was a true tortoise (the normally-aspirated cars) and hare (turbo-charged cars) story. "I can't believe how those turbos are pulling away from me," Price Cobb told his crew after the 3rd of 6 restarts. "One moment I can see bolts on their transmissions, the next moment I can't see anything." The turbos were

the Nissans of Brabham and Robinson plus the Jaguar XJR-10 of Jan Lammers which were pulling away from Cobb by about 1.5 seconds per lap. Lammers inherited the lead on lap 35 when both Nissans pitted on a yellow. He led for the next 2 laps until Juan Fangio and the Toyota Group C collected the wall in turn 9 bringing out another yellow under which the XJR-10 pitted, giving the lead to the Nissans. The green comes out on lap 80 and the two Nissans and the XJR-10 are separated by less than a second, then disaster strikes as Lammers spins (no damage) and Brabham's Nissan starts losing fuel pressure. Robinson passes Geoff and Lammers is again pressing Chip. After 14 more laps Chip spins leaving Jan no place to go except into the tire wall on turn 9. Here Cobb in the XJR-9 slips thru into the lead. On the last lap, Chip tries to win 1st place by taking a shortcut into the pit lane. He is later penalized, however, for passing under a yellow. He does come out of the pit lane behind Cobb who later said, "I just knew it was one of those damned blue cars and I was gonna block it all the way around the track". Which he did, securing the win for the tortoise (the Jaguar XJR-9 V12) in its last race with the hares. Jan Lammers ended up 9th in the XJR-10 hare and Robinson was 4th in the Nissan hare. So ends the fable of the tortoise and a bunch of hares.

Howzat!

Bob Fitzgerald

CAL CLUBS MEET - VENTURA 89

The Prines, Tunnells, and Manocks attended the Cal Clubs Meet at Ventura October 13, 14 & 15. The Prines and the Manocks garnered first place awards for their XJs and SS100 (Barney) entries respectively, with Tim and Patty taking a 2nd with their XK 120 fixed head coupe against tough competition.

A rally, cocktail party, barbecue, dance, trip to the racing carts, sightseeing, and dining together filled out the weekend activities.

Among the celebrities present were James Grouth, Jaguar cars rep, and the presidents of five west coast Jaguar clubs. The Los Angeles drivers took the big hammer award again, those dirty guys.

Chet Manock

SDJC Minutes October

PRESIDENT: Randy Prine called the meeting to order on October 18, 1989 at 6:30 p.m. in the conference room of Performance Jaguar with Castle Phelps, Bob Fitzgerald, Granville Jackson, Wayne Wynne, Marian Butler, Chet Manock, Dick Cavicke, John Hoy, Teri Nance and Curtis Parker present. Randy's report on the Cal Clubs Meet in Ventura was all good. There had been discussion of an all southwestern clubs meet in Las Vegas in 1991. Input is needed from our club about having a joint meeting in regard to this type of function. The Los Angeles Club also wants a joint venture with us in November and Dick Cavicke volunteered to coordinate same.

TREASURER: No report at this time.

SECRETARY: It was MSP that the minutes of the last meeting be approved as printed in the October Newsletter.

MEMBERSHIP: Randy Prine presented Cary and Norma Harding for membership. MSP.

DOOR PRIZES: Granville Jackson said the prizes are in line for the November meeting. Once again Marge Denny is being called into service for our December prizes.

XMAS DINNER: Marlys Lakin has

finalized plans for the Xmas Party on December 15, 1989. Details appear elsewhere in this letter.

DINNERS: Marian Butler has scheduled our election night meeting in November at the Tickled Trout. It was suggested that the phone committee remind all members about the election.

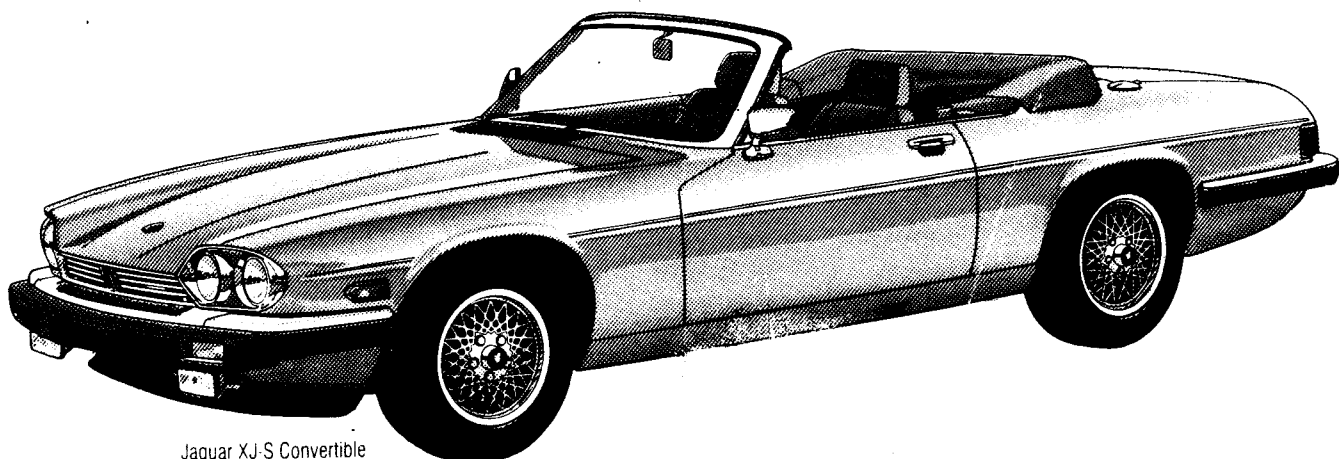
BYLAWS: Dick Cavicke reported that the Bylaws Revision is ready for the vote. This is due to months of meetings with visions and revisions by Dick and his committee who deserve a large vote of thanks for a job well done.

NEWSLETTER: Bob Fitzgerald stated the deadline is the 20th. He passed out flyers for the Vintage Grand Prix in Palm Springs in November - details in this letter.

ELECTIONS: Chet Manock reported on the slate of officers as follows: President - John Hoy: 1st VP - Castle Phelps: 2nd VP - Dennis Crooks and Wayne Wynne: Secretary - Jane Fitzgerald: Treasurer - Diane Ward: Board of Directors - Curtis Parker and Ray McFarlin.

Meeting adjourned at 7:50 p.m.

Jane Fitzgerald, Secretary.



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NOV. 17, 18, 19

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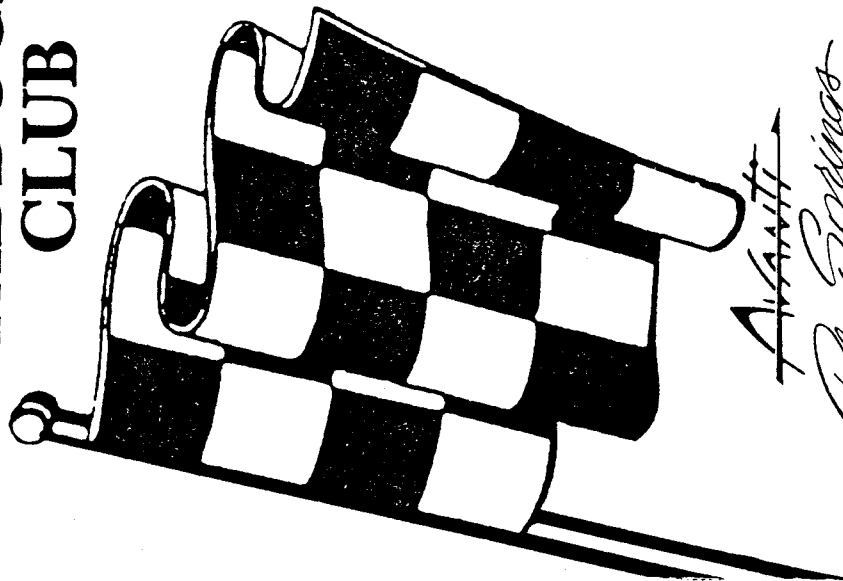


**GRAND PRIX WEEK 1989
 SCHEDULE OF EVENTS**

- SATURDAY, NOVEMBER 11**
 VINTAGE GRAND PRIX PARADE and
 CELEBRITY RALLY—10 a.m.-4 p.m.
 SCCA SOLO II SLALOM RACING—9 a.m.-5 p.m.
 CASINO NIGHT/GALA—7 p.m.-Midnight
- SUNDAY, NOVEMBER 12**
 SLALOM RACING FINALS—8 a.m.-5 p.m.
 CELEB. PRE-RACE PARTY/AUTO DISPLAY—
 2 p.m.-6 p.m.
- TUESDAY, NOVEMBER 14**
 PRE-TECH INSPECTION
 CELEBRITY GOLF TOURNAMENT
- WEDNESDAY, NOVEMBER 15**
 PRE-TECH INSPECTION
 GOLF TOURNAMENT FINALS
- THURSDAY, NOVEMBER 16**
 QUALIFYING—9 a.m.-4 p.m.
 WELCOME BARBECUE—6 p.m.-10 p.m.
 PRESS CONFERENCE—5:30 p.m.-6:30 p.m.
- FRIDAY, NOVEMBER 17**
 PRACTICE LAPS—RACE CARS—8 a.m.-5 p.m.
 NOSTALGIA STOPLIGHT RACES
 RICK COLE AUCTION—6 p.m.-Midnight
- SATURDAY, NOVEMBER 18**
 GRAND PRIX RACING—8 a.m.-5 p.m.
 CONCOURS D'ELEGANCE—10 a.m.-4 p.m.
 ROCK 'N ROLL PARTY—7 p.m.-Midnight
- SUNDAY, NOVEMBER 19**
 GRAND PRIX RACING—8 a.m.-5 p.m.
 NOSTALGIA FINALS
 CONCOURS D'ELEGANCE—10 a.m.-4 p.m.
 VICTORY PARTY/TROPHY PRESENTATION

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This Revver's No Rover

While Jaguar remains officially non-committal about the future of the new V-6 turbo, history dictates that you can expect some form of it will be under a Jaguar bonnet eventually.

According to Ian Norris, Jaguar racing spokesman, the new engine is a product of JaguarSport, a joint venture between Jaguar and Tom Walkinshaw Racing (TWR) and has nothing in common with a Rover-designed V-6.

The Jaguar V-6 is a brand new three litre engine, not simply half a V-12. Fitted with twin turbochargers, it is the first turbo powered engine ever from Jaguar. It has two camshafts per cylinder bank operating four valves per cylinder. The angle between the cylinder banks is 90 degrees. While no one is saying how much power the race-tuned V-6 puts out, it has to be more than the 800 bhp the V-12 engine can produce.

"We're much smaller than many of the other manufacturers that campaign the (IMSA Camel) grand touring prototype (GTP) championship circuit," Norris said. "So we have to make the most of our money.

"If we're to be successful, we're not going to build an engine that is so complicated that you'd never be able to service it or that is of such a configuration that it would never fit under the hood of a road car," he said. As a result, the engine was designed from the beginning with the possibility of future use in a road car in mind. He cautioned, however, that it might not be a good idea to hold your breath waiting for a twin-turbo V-6 street Jaguar. (Was that a hint I just heard?)

For instance, Norris said, there's no way you're going to see Honda's V-10 GTP

engine in an Accord. (Perhaps, perhaps not, Ian. Or are we not thinking about the Acura NS-X, that \$60,000, currently V-6 powered, mid-engined, rear drive, two-seat sports car currently taking the automotive press' collective breath away, as a possible future home for a V-10? Ed.) For Jaguar, building engines like the V-10 is not good business. "We're in racing for the technology," he explained, to create limited production high-performance versions of Jaguar products for road use.

He recalled that the V-12 which powers the XJR-9 and the XJ-S, actually started its life as a pure racing engine for the XJ-13 of the 1960's, a project which never saw fruition.

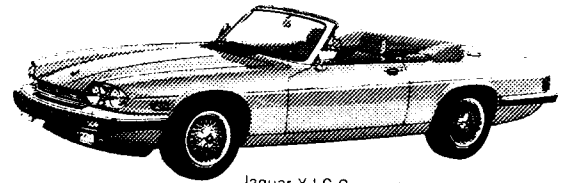
Norris also put to bed rumors that the Jaguar V-6 unit was simply an adaption of an old Rover engine.

"That story has been making the rounds of the clubs lately," he said. "The way that got started was that Tom Walkinshaw knew that Rover had developed a V-6 for racing that they never used. He bought the rights to the engine from Rover to study their engine management (fuel and electronics) techniques and learned a lot of principles from it. But the Jaguar turbo is a brand new engine that we designed from the beginning. This is not simply a redesigned Rover effort."

Cat-A-Logue

The foregoing article is from our Northern neighbors in Oregon and provides a suitable answer to the Jag-U-Ar/Jag-U-Aint article - so be it!

Editor



Jaguar XJ-S Convertible

PERFORMANCE JAGUAR

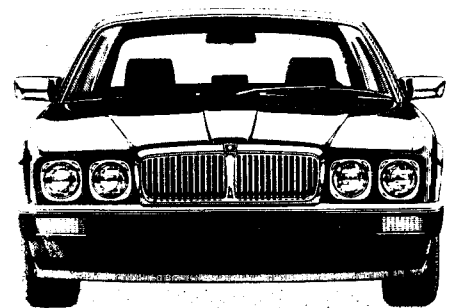
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Jaguar XJ6

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Please indicate your areas of interest.

<u>Committee</u>	<u>Position</u>	<u>Interest</u>
Leadership	Chairman	_____
	Assistant	_____
Newsletter	Editor	_____
	Production/Printing	_____
	Writer	_____
	Mailing	_____
	Advertising	_____
	Photos	_____
Special Events	Chairman	_____
	Selected Events	_____
	Helper	_____
Technical	Chairman	_____
	Assistant	_____
Concours	Chairman	_____
	Chief Judge	_____
	Judge	_____
	Tally/Park/Etc.	_____
Dinner	Chairman	_____
	Assistant	_____
Telephone	Chairman	_____
	Caller	_____
Rally	Master	_____
	Course Worker	_____
Racing	Chairman	_____
Sales/Jaguar Merchandise	Chairman	_____
British Car Council	Representative	_____
San Diego Auto Museum	Representative	_____

Signature

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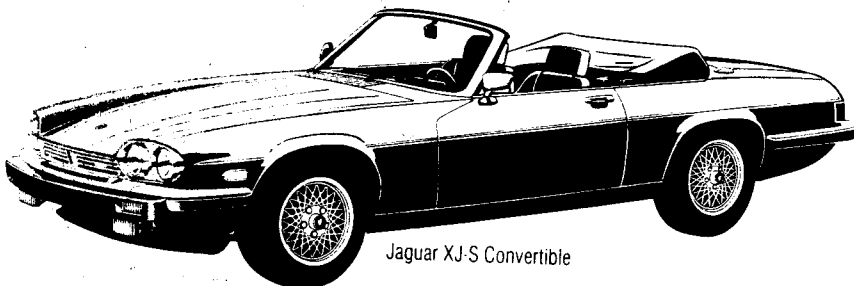


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((\$22.00 set of 4)	
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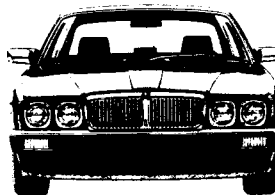


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Jaguar XJ6

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Information and articles must be
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to the 20th of each month. This
is necessary in order to include
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DICK AMES

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