



JULY 1991

JAGUAR TRACKS

Marian Butler, Editor
Bob Fitzgerald, Editor Emeritus

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

MESSAGE FROM MARIAN

The Los Angeles Club is presenting it's 1991 Concours d'Elegance on July 21 and Rainbow Lagoon Park in Long Beach. This is a beautiful setting near the Hyatt Regency Hotel in Long Beach. I was there for the AGM car show in March and it is a beautiful area to display Jaguars.

Unfortunately, at press time, I do not have an Entry Form for the newsletter. I know we have several members who will be entering their cars for this event. Please call David Irwerks at (818) 763-1137 and let him know you will be attending. His address is 10317 Valley Spring Lane, Toluca Lake, CA 91602. You can complete the Entry Form that morning. Registration is 8:00 - 9:00 AM. The entry fee is \$25 per car. The fee is the same for Concours and Driving Class.

I hope we will have a large contingency attending this event. As you know, Los Angeles club members *always* make a substantial showing at our Concours every year (and take home a lot of trophies) We need to go up there and "bring home some trophies!"

ANOTHER JUDGING SESSION PLANNED....."When?" you ask. Saturday, July 27th. "Where?" Well that is "To Be Determined". Dick Cavicke will let you know as soon as possible. But keep the date in mind for this important session. I understand that the one last month at Performance

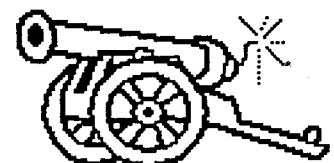
Jaguar was well attended and know that everyone got some good tips, etc. (or at least had a lot of questions?) It really is a great experience to enter a car in the Concours. Of course, it is hard work (clean wire wheels with Q-tips?) but the day is usually so great with all the people you meet and all the beautiful cars you get to see, that you come away thinking it was worth all the effort. I know Mary Lou and Dick and their committees are all putting in a lot of work to make this year's a fine show.

As you have probably noticed, there is no "President's Message" as Castle is somewhere in the Pacific Ocean. He will be here next month because he will be doing the newsletter for August, as I will be out of town until the first of August. Please get your article to Castle by 7/20 so he can put the newsletter together. I certainly appreciate all of the contributions from those who submit articles, etc. Especially, since I really don't have time to collect any material. "What you see is what I get" from members. Anytime you see a cartoon, article, (I'm not above "borrowing" other people's stuff) or want to write an article, send it to me. I have not had any pictures for some time for the newsletter. These must be to me by the 20th. When we use photographs, it takes a few days longer to get the copying done for those.

Just had a press release from Mahwah, NJ re LE MANS, FRANCE - Jaguar's three V12-powered XJR-12 sports cars finished second, third and fourth in this 24 hour classic. The race was won by the purpose-built Mazda rotary-engine racer which had been granted a special weight advantage by FISA. (so is that a *fair* win?) According to the press release, the Jaguars displayed impressive reliability and their finishing result was an excellent achievement. Jaguar leads in both the Teams' and Drivers' section of the 1991 Sportscar World Championship. Forty years ago Jaguar celebrated its first victory at Le Mans, on June 24, 1951, with Peter Whitehead and Peter Walker crossing the finish line in a 1951 dark green Jaguar C-type. This years race honored Jaguar and their many victories of the fifties with a celebratory lap before the start of the race. Jaguar had six of their current high technology championship-winning sports cars in this lap.

That's it. Got to get to the British Car Council Meeting.

Marian



SDJC Officers and Chairpersons

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	Telephone Committee Chairperson Robyn Phelps 479-7753 (H)	Photographer Terry Smith 270-1297 (H) 455-4198 (W)	

JULY DINNER MEETING

Friday July 12

ACAPULCO MEXICAN RESTAURANT (Old Town)

EL PUEBLO ROOM

OLD TOWN - 24671 JUAN (260-8124)

COCKTAILS 7:00 - DINNER 8:00

\$13 PER PERSON

CHIPS & SALSA

HOME MADE SOUP

ENTREE CHOICE

1. DURANGO COMBINATION

cheese enchilada, chilie rellano, beef flauta, rice & beans

2. POLLO SANTA FE

breast of chicken sauteed with seasonings,
topped with bacon, mushrooms, onions, tomatoes, cilantro

Rice & vegetables

3. FRAJITAS TOSTADOS

tostado grande with steak or chicken

Located in the Hacienda Hotel Complex in Old Town - Underground parking available

COMING ATTRACTIONS

JULY	12	DINNER MEETING ACAPULCO - OLD TOWN <i>Juan Street</i> El Pueblo Room
	17	Business Meeting GAETANOS - 6:30 PM 6171 MISSION GORGE RD (near Vandever) 283-6261
	21	Los Angeles Club Concours at Long Beach (see "Marian's Message")
	27	Judging Session - (to be announced)
	(TBD)	SIXTH ANNUAL BEACH PARTY/FISH FRY At press time, this event was not scheduled..Look for it in August or September
AUGUST	4	SAN DIEGO CONCOURS D'ELEGANCE MARINA VILLAGE
	18	Pebble Beach Concours
SEPT	29	12TH ANNUAL BRITISH CAR DAY - DEL MAR
OCTOBER	27	All British Car Swap Meet - Mesa College

The Jackson's Adventure

Whilst in Blackpool, England at the beginning of May, attending the first reunion of R.A.F. pilots Granville trained with in California in 1942, the Jacksons took advantage of the locale and successfully, albeit with some difficulty, found the original factory in which Bill Lyons, (later Sir William) built Swallow motorcycle side-cars - thence Swallow specials, from which S.S. and ultimately, the Jaguar name evolved, (see your Jaguar Journal Jan/Feb/ 1991). The building is still used, now a machine shop and rather tatty, but a few of the occupants were aware of the hallowed ground on which they worked.

This was at the beginning of a 6 week vacation which saw the Jacksons fly on to Amsterdam to begin a tour by car of some of Europe 'bed and breakfast' style. They went along the Rhine (so many castles) on to Salzburg, then the beautiful highway with mountains and long tunnels to Venice, over the Alps via Simplon Pass to Switzerland, Geneva, Paris and then

back to Amsterdam for a return flight to England. A few days in London and some theatre shows, some socializing with friends and then the flight home to San Diego.

If you want to discuss the pros and cons of European 'ad hoc' touring, don't hesitate to ask Dorothy and/or Granville, but allow plenty of time, they have lots of stories and adventures to tell.





JAGUAR RACING, ETC. ...



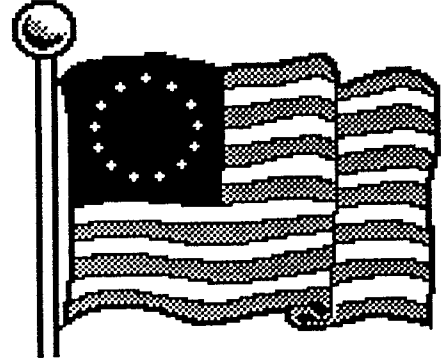
The Derek Warwick Silk Cut Jaguar XJR-14 victory across the pond at Silverstone, England was bitter-sweet indeed. Yes, Jag won, but the Stewards, in yet another controversial interpretation of the rules, decided Warwick would receive no points in the drivers-point standings. Warwick's sin was to switch cars. Soon after the start, Warwick's intended car #3, started by Martin Brundle, was badly delayed with a broken throttle cable. Derek, it was decided, would take over the #4 car, which Teo Fabi had put into a huge lead during the first two shifts. Warwick went on to win all the marbles. Martin Brundle, after losing 6 laps due to the busted cable, went on to drive a truly magnificent race. He took two of his lost laps back from the leader and was rewarded with a 3rd place finish. Afterward Brundle was an utterly exhausted man. "That was the hardest race of my life. I don't think I've wept since I was 12 years old, but that's what I was doing when I drove the car into pare ferme (whatzat). It was a mixture of exhaustion and relief. The Jaguar XJR-14 will go down as one of the finest racing cars of all time." Congrats to Derek Warwick on the third TWR-14 Jaguar win in as many starts and to Martin Brundle for the fine drive.

Recrossing the pond - from East to West - proved to be a not too rosy picture for our TWR lads at the IMSA Toyota Truck Grand Prix of Lime Rock, Conn. First of all Lime Rock was hot and humid, the track was narrow, slippery and bumpy. In practice, Raul Boesel crashed his Bud Light XJR-10 leading to a fantastic job by the TWR crew to bring an XJR-16 chassis from Indiana and turn it into a race car on the day before the race. Raul started the race dead last, but managed to finish in 6th place just ahead of team mate Davy Jones in the other Jaguar XJR-16. What happened to Davy? Well, Kendall in the Intrepid-Chev was leading when he got into an incident that put Parker Johnston (leader in Camel Lights) upside down in the Spice Accura. This put Davy into the lead, however, after leading handily, he was involved with a spinning car -

Hotchkiss in the Spice-Pontiac - losing a nose cone and 4 laps to fix it. This gave the race to Chip Robinson and all in all a bad day for the boys with big cats, namely Raul Boesel, Davy Jones and crew for the Bud Light TWR Jaguars, XJR-10 and the two XJR-16s.

The picture was much more upbeat when the IMSA circus left Lime Rock and pulled into Lexington, Ohio for the IMSA Nissan Grand Prix of Ohio. To begin with it was a much better track which helped all of the cars. Qualifying ended with Kendall in the Intrepid-Chevy, nipping teammate Taylor in a like car by 2/100s of a second to make it an all-Chevy front row. Davy Jones in the Bud Light TWR Jaguar XJR-16 started in the 2nd row and blasted past Taylor at the start and took off for Kendall in the lead car. Jones kept up the pressure until the paid ran side-by-side down the back stretch on lap 7 - and to the delight and amazement of the crowd - stayed that way through the next corners, which is about as easy as striking a match under water. Kendall made it sound easy later. "Davy gave me room, and I tried to give him room," he said. Best hard pass of the season so far, kudos to both drivers. That was about the end of the excitement as Jones went on to a convincing win. The race ended with the Jaguar XJR-16 of Davy Jones in 1st, Intrepid-Chevys of Taylor and Kendall in 2nd and 3rd, the XJR-16 of Boesel in 4th, the Nissans of Brabham and Robinson in 5th & 6th. Go Jaguar - Howzat!

Bob Fitzgerald



1991 IMSA Racing Schedule

July 21	Laguna Seca
July 28	Portland
August 18	Road America
Oct. 13	Del Mar

**SAN DIEGO JAGUAR CLUB
1991 CONCOURS REGISTRATION AND RELEASE FORM**

Name (s) _____ Phone () _____

Address _____

Jaguar Club Affiliation _____

Willing to help judge? Yes No Type/class cars; _____

CARS(S) ENTERED:

1. Year _____ ; Model _____ ; Body Style _____ ; Class _____
(Concours, Driven, Display-Only)

2. Year _____ ; Model _____ ; Body Style _____ ; Class _____
(Concours, Driven, Display-Only)

ENTRY FEES:

Concours and Driven classes - 1st car \$22.00, 2nd car \$11.00
Display-only class - No Charge. (Requires committee approval).

At the conclusion of the Concours
we will offer heavy Hors D'Oeuvres with
Beer and Wine at the Concour site.
Cost \$12.00 per person.

Please make checks payable to SAN DIEGO JAGUAR CLUB.

Enclosed is \$ _____ covering _____ cars(s) and _____ Hors D'Oeuvres.

Mail completed (signed) form and check to:
Mary Lou Owen
P.O. Box 28824
San Diego, California 92198

Entry forms and checks must be received by July 31.
Late Entry? Call Mary Lou at (619) 487-0347 or (619) 487-7698

RELEASE OF LIABILITY:

The undersigned, agent for the participant to the Jaguar Club Concours d'Elegance, hereinafter called "the event", to be held at Marina Village, San Diego, CA, will forever protect, save and keep the San Diego Jaguar Owners, Inc. and their members, officers, agents, servants, employees and assigns, holding than harmless and indemnifying them against and from all claims, demands, losses, costs, damages, suits, judgements, penalties, expenses or liability of any kind or nature whatsoever arising directly or indirectly out of or in connection with participation in the event.

Signed _____ Date _____

1991 SAN DIEGO JAGUAR CLUB CONCOURS

CLASSES

JCNA CONCOURS:

- | | |
|---|--|
| 1A. Classics, (MK V/Prior) open | 9. Sedans 240; 340; 3.4S, 3.8S; MK 2 Series (2.4; 3.4; 3.8 litre); 240; 420G; MK X |
| 1B. Classics, closed | 10. XJ6 and XJ12 Sedans Series I, 1968 thru 1983 |
| 2. XK120 | 11. XJ6 and XJ12 Sedans Series II, 1974-1979 |
| 3. XK140 | 12. XJ6 and XJ12 Sedans Series III, 1979-1987 |
| 4. XK150 | 13. New XJ6 and Vanden Plas 1988 - |
| 5. Series I E-Type, 1961-1967 | 14. All XJS 1975 |
| 6. Series II E-Type, 1968-on | 15. Competiton |
| 7. Series III E-Type;
(V12 Cpe and Rdstre) | |
| 8. Sedans 2.4; 3.4; MK VII;
MK VIII MK IX | |

DRIVEN CLASS:

Driven Class is a special class (not JCNA judged) open to any Jaguar, standard or modified, **which has not won a JCNA trophy, within the last two years.** Cars entered in this class are judged in fewer areas than in the Concours Class. The Top three cars in the Driven Class will receive trophies. (The club encourages entering the Concours Class where cars are judged against Jaguars of comparable age and style.)

DISPLAY-ONLY CLASS:

Display-only class is a special class (not sanctioned by JCNA) for older, high interest Jaguars (approved by the Concours Committee) whose owners are willing to bring the cars for display but do not wish them to be judged. Display-only class trophies will not be awarded.

GENERAL RULES FOR JUDGING

CONCOURS AND DRIVEN CLASSES:

1. The decision of the Concours Chairman and Judges will be final.
2. Component Team Judging/Single score sheet method will be used.
3. No entrant (or car preparer) shall be a judge of a class in which his or her car (or the car which they prepared/helped prepare) is entered.
4. Underbody areas will not be judged.
5. Mechanical function of wipers, horn and exterior lights will be checked.

JCNA CONCOURS CLASSES

1. All cars will be judged by current JCNA rules including top up, hood and boot lid open. Spare tires/wheels will be judged but need not be removed unless size, condition or the adjacent areas cannot otherwise be viewed.
2. Exterior, interior, engine compartment and boot areas will be judged.
3. If an item or an entry is judged non-authentic, the judge MUST advise the entrant who may then offer documentation to prove authenticity.
4. The car owner or a member of his or her immediate family must be present during judging of the car.
5. To qualify for National JCNA championships entrants must be a member of a local JCNA club, at the time the car is judged.

DRIVEN CLASS:

1. Exterior, interior and lights/horn/wipers will be the only areas judged.
2. Roadsters dropheads may be shown with tops down (car open).

Concours

More to it than Shiny Automobiles

I recently attended a workshop highlighting judging automobiles in Concours events. As with most learning experiences, one discovers things are not completely as they appear. I first (therefore naively) assumed Concours is meant for displaying pride of ownership. The fact is, third parties are judging one's degree of pride *as well as* ownership. A consequence is that the philosophy and politics of Concours can be as engaging as restoration for certain right brained classic car collectors.

For your entertainment, and for those outside of presenting cars for contests or judging them here is a simple discourse leading from facts to philosophies.

The latest 1991 score sheet published by the Jaguar Clubs of North America establishes where and what to look at and judges items on their condition, authenticity and cleanliness. One must look (not touch or fiddle about) in four places: the auto EXTERIOR, the BOOT, the ENGINE COMPARTMENT, the INTERIOR and, also observe the MECHANICAL FUNCTIONING of a few electric items.

Remarkably, one score sheet is used to judge the entire lineage of Jaguar after forming into 14 classes the earliest 1927 Swallow models through 1991 XJ-S Jaguars. A car starts with a maximum score of 1000 points. Subsequently, points are deducted as judges find things not right; as, for example, parts missing, wrong parts installed, scratched paint and other specific untidiness. A Jaguar fresh off the assembly line should be at 1000 points. The final act is to divide the gross score by 10 to arrive at the NET SCORE or 100 in the case of a perfect car.

It's revealing to look at the broad picture painted by a score sheet, details aside. Deductible points can be sorted into four criteria for evaluating specific items:

CONDITION of items 636 points
AUTHENTICITY of items 381 points
CLEANLINES of items 330 points
FUNCTIONALITY of items 70 points

If a car fails miserably in every criterion its net score is minus 41.7 points (1000 minus 1417, the result divided by 10).

Now, a philosophic departure from these facts. The first ever Concours probably didn't have a meaningful AUTHENTICITY criterion. After all, relatively new cars were coming together (by way of small proof: note that eliminating the criteria would give a miserable failure a net score closer to zero than the weird, negative 41.7 possible). Originally, getting the car to the show (FUNCTIONALITY) and getting it presentable (CLEANLINESS) was paramount. With passing time, keeping the car in good CONDITION meant being able to return to a Concours with pride.

Recall, the same score sheet is used to judge cars spanning 64 years. Why isn't AUTHENTICITY weighted more for older cars? Currently, a substitute part in excellent condition beats an authentic part in serviceable condition on the point spread. Here is one rules area for thinking Concours participants to address with intensity equal to polishing and preening.

On a different tack, and more helpful to potential collectors and exhibitors, the present score sheet speaks to your personality and condition. For example: Got a family? Are you naturally fastidious? Impatient with bargaining and shopping? Must your collectable bring home the groceries? Then sic your family on cleaning the late model XJ-6 the Saturday before the contest. You've the better chance of wining relative to older cars and you'll enjoy the true spirit of Concours from every perspective.

In any case, in participating, you'll learn there is much that is engaging and provocative to Concours events.

F. Scott Zinger

June Raffles

There were some extra gifts this month from members so that the drawing was for eight different items. Bob Petro won the beach umbrella, the Manocks, celebrating their wedding anniversary, won a box of See's chocolates donated by the Wegeforths. Tara, Marian's lovely daughter won a second box given by the Wegeforths. Bob Lempke won a bottle of French wine, Rick Ezneker a golf shirt with the Jaguar logo, Doug Stinson a SDJC watch, Nat Ward the beach tickets donated by the Hoys and the Petros, and Diane this time won the Harrod's cookies.

Good to be back with you all again!

Dorothy & Granville

REMIN(DER)

If you are a 'no show' at a dinner you have made reservations for and have not cancelled with Robyn by Wednesday of the dinner, you will be billed by the club for the cost.

JUNE MINUTES

Call to Order: By Vice President Dick Cavicke at 6:40 pm at Gaetanos, 6171 Mission Gorge Road, San Diego. Present were: Marge and Tom Denny, Granville Jackson, Mary Lou Owen, Marilyn and Randy Prine.

Minutes: Approved as read.

Treasurer: Secretary read report submitted by Diane Ward. Report accepted and filed.

Committee Reports:

Door Prizes: Granville Jackson has report which will appear in the newsletter. No door prizes at Concours. Will offer club items for sale at Concours. Need to replenish supply of club items. Randy Prine moved, Marge Denny seconded, that we authorize \$350 for the purchase of Jaguar Club items. Motion passed. Discussion re license plate holders. Granville to get approval from Diane Ward before proceeding with the license plate holders. Randy Prine moved that all paraphernalia in the club boutique be for sale to anyone, not just club members. Seconded by Marge Denny.

Concours: Mary Lou Owen reported we have good support so far from the various clubs. Could not get approval for a Bar-b-que, plan, instead, to have beer and wine with "heavy" Hors d'oeuvres from 3 to 4 pm, awards from 4 to 5 pm.

Concours Chief Judge: Meeting at Performance Jaguar was well attended. Went through by-laws and concours rules. Assigned five judging teams. Plan to have one more meeting with the judges. Have spent about \$100 so far reproducing rule books, etc.

British Car Council: No report

Dinner Meeting: Marge Denny reported on the dinner for July 12. See calendar.

Events: No report

Membership: We have 152 individuals in our club (85 memberships). Eighteen applications have been mailed out to date. New membership list for roster turned in to Diane Ward for her records.

Rallye Master: No report

S.D. Automotive Museum: Dick Cavicke reported interesting outings and tours planned. A new BMW display is attracting good attendance.

Old Business: - No old business

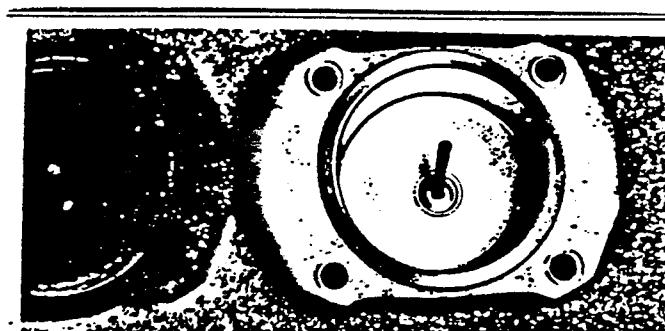
New Business:

Dick Cavicke requested that members be reminded by the Telephone Committee of the Los Angeles Concours July 21, and new members be invited to the business meetings. Marilyn Prine will call Robyn Phelps.

Adjournment: 8:00 pm. Next months meeting will be held in the same location.

Respectfully submitted,

Marilyn Prine, Secretary



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CLASSIFIED ADS

CLASSIFIED ADS

For Sale

Four 16 inch 60 spoke wire wheels in good condition. Just removed from my XK-150 for upgrade to chrome. \$75 each or \$250 for the set; OBO.

(619) 231-2599 or 226-7829

Jay Eggers

For Sale:

Engine and transmission for 1976 Jaguar XJ6L. Call now and arrange to hear it run. Reasonable offer accepted. Call (619) 445-3622.

WANTED:

Left side chrome silencer for 1970 E-type exhaust assembly. Scott Zinger (619) 481-2537.

FOR SALE

1973 XJ6 Series 1 Immaculate - Show condition. Complete, all original. New "Regency Red" \$2800 paint job, beige interior, leather seats like new. Michelin tires, completely rebuilt front end, 2 new fuel pumps, all wood refinished, all chrome re-chromed, runs great, moderately low mileage. MUST SELL \$14,500. Contact Steve Summers (619) 445-2068.

FOR SALE

1967 Type 420 Sports Sedan. Last and best of small sedans. Excellent original condition: light metallic blue paint, body, chrome, wood interior. Auto, PS, AC. Engine tired. Chrome wires & Michelin Red Stripes. Must sell. Asking \$4500. John Krase (619) 558-3054.

FOR SALE

1973 XJ6- Excellent Condition, blue, new transmission, new tires, complete new exhaust system, new fuel pump, new carpet, etc. Asking \$7500. Barbara Hougie (619) 459-1479

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Effective immediately our advertising rates are as follows:

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Business Card	\$12.50	\$125

Rates are for camera ready copy in the size to be published. Ad copy and payment must be submitted to the editor by the 20th of the month before publication. The editor of Jaguar Tracks reserves the right to refuse any advertising for any reason whatsoever.

JAGUAR

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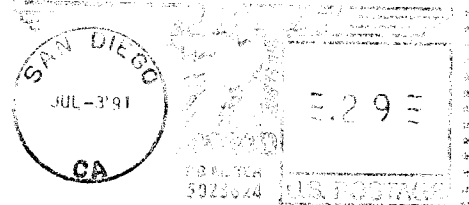
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San Diego, CA 92103