



NOVEMBER 1991

# JAGUAR TRACKS

Marian Butler, Editor

Bob Fitzgerald, Editor Emeritus

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

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## President's Message

Thanks to C. Eric Baltzar for his speech concerning the upcoming legislation ready to encompass all of us with collector cars at our October Dinner Meeting. Remember, we don't have old cars, just collectable ones. The pre-race party sponsored by PERFORMANCE JAGUAR was truly well done. The food was superb and the atmosphere couldn't be beaten. It was well worth the evening. I understand that Performance Jaguar is always trying to better the last party, so next year's party should be really something. I just hope there will be a Del Mar Grand Prix next year, but there may be a different site for the track. My boys and I went down on Friday to see the cars (we really got to see Davy Jones wreck his XJRT) and the action was terrific but the view is terrible. At best, everywhere we looked from we could only see a part of a straight and one turn. I was reading in the Los Angeles Times that the gentleman who was pushing to build a track in Palm Springs has given up with that city and their delays and has purchased all the land - several thousand acres - only a few miles from the old Riverside Raceway. He will be starting construction on a new oval track for stock cars, a dragstrip and a 2.4 mile road racing circuit. He states that he is in the construction business and he has all of the equipment ready to build the tracks, grandstands and everything. A first class

operation is planned and is shooting for opening in 1995.

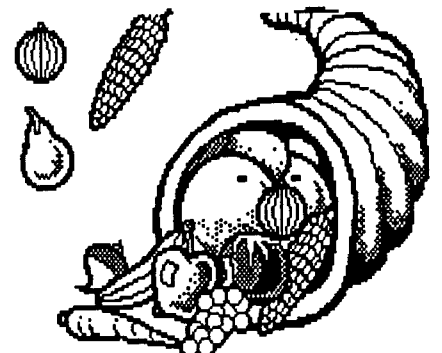
We have planned an outing/brunch for November 10 to visit the San Diego Automobile Museum and their exhibit of chauffeur driven cars. We will meet at the museum at 11:00 am and a docent will give us a guided tour of the cars. Cost will be \$2.50 per person (free if you are a member of the museum). Following the tour, we will parade to the Admiral Kidd Officer's Club on Harbor Island for a no-host brunch. Sounds like a great time, hope to see you there.

Coming up is the Palm Desert Classic Concours November 2nd and 3rd, which is featuring Jaguar, but will include many other marques. An entry form was in last month's newsletter. I hope to see you there. Later in November is the Palm Springs Vintage Road Races - the weekend of November 23. Dick Miller still has rooms available at the Marriott Courtyard. The Courtyard is on the track but the rooms are not trackside. The Marriott promised to have more grandstand seats available on the hotel grounds for us to sit on, which will be very nice. The rooms are \$89 per night, please contact Dick to reserve your room. I think the races will be more exciting this year than last.

A special thanks to Marge Denny for the superb job of setting up our dinner meeting at the Brittany Club. Those of you who didn't attend really missed a superb meal. Our next dinner meeting will be November 8th, returning to the Tickled Trout. This will be our election night, now don't let this scare you away. The Tickled Trout has an outstanding room for our meeting complete with its own full bar. The business of electing our new president and officers will not take too long and I promise not to talk for more than just a few minutes. I hope you will plan to come and support our new officers.

Castle

## HAPPY THANKSGIVING



# SDJC Officers and Chairpersons

**President**  
 Castle Phelps  
 3805 Alameda Way  
 Bonita, CA 92002  
 479-7753 (H)  
 437-2560 (W)  
 479-0975 FAX

**First Vice President**  
 Dick Cavicke  
 5849 Sagebrush Road  
 La Jolla, CA 92037  
 456-0849

**Second Vice President**  
**Tech Sessions Chairperson**  
 Denny Crooks  
 1398 Humo Road  
 Poway, CA 92064  
 748-7674 (H)  
 271-7374 (W)

**Secretary**  
 Marilyn Prine  
 295-0543

**Treasurer**  
 Diane Ward  
 566-6843 (H)  
 558-8840 (W)

**Parliamentarian**  
 Nat Ward  
 566-6843 (H)

**Concours Chairperson**  
 Mary Lou Owen  
 487-7698 (H)  
 492-2906 (W)

**Concours Chief Judge**  
 Dick Cavicke  
 5849 Sagebrush Road  
 La Jolla, CA 92037  
 456-0849

**Dinner Chairperson**  
 Marge Denny  
 562-5264

**Dinner Program Chairperson**  
 Vacant  
**Events Chairperson**  
 Dick Miller  
 743-5356 (H)  
 489-0161 (W)

**Telephone Committee Chairperson**  
 Robyn Phelps  
 479-7753 (H)

**Door Prizes/Ticket Sales**  
 Dorothy & Granville Jackson  
 743-2345

**Hospitality**  
 Jan Miller  
 743-5356

**Membership**  
 Marilyn & Randy Prine  
 295-0543

**S. D. Autmotive Museum**  
 Pat Harding  
 449-7821 (H)

**British Car Council**  
 Castle Phelps  
 Marian Butler

**Historian**  
 Bob Fitzgerald  
 466-9365

**Photographer**  
 Terry Smith  
 270-1297 (H)  
 455-4198 (W)

**Property Custodian**  
 Bob Harding  
 449-7821

**Racing Chairperson**

**Rally Chairperson**  
 Mary Lou Owen  
 487-7698 (H)  
 492-2906 (W)

**Editor Jaguar Tracks**  
 Marian Butler  
 660-0948 (H)  
 587-9157 (W)

## 1992 OFFICER ELECTION

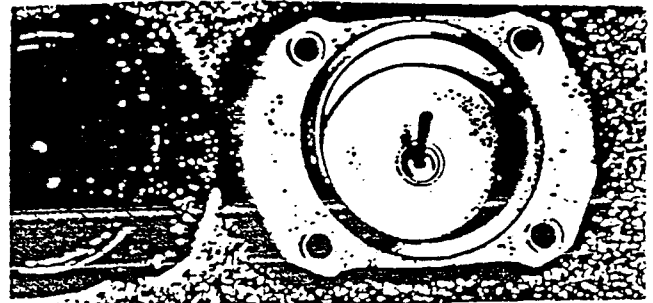
Election Chairman, Granville Jackson developed a list of nominees to fill vacancies on the Board for 1992. The vacancies are for:

1st Vice President	Treasurer
2nd Vice President	1 Board Member
Secretary	

Dick Cavicke as the present 1st V.P. will automatically take office as President. Board members Curtis Parker and Jane Fitzgerald will continue their existing terms. Our current president, Castle Phelps, will become a Board member.

In accordance with Article 6 of the club by-laws, a secret ballot will be conducted at the November dinner meeting. The slate was presented at the October dinner meeting. No other nominations were forthcoming at that time. The following slate will be presented for membership vote at the November dinner meeting.

President	Dick Cavicke	Secretary	Marilyn Prine
1st V.P.	Steve Coakley	Treasurer	Diane Ward
2nd V.P.	Denny Crooks	Board Member	Mary Lou Owen



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# COMING ATTRACTIONS

## NOVEMBER

### 3 Ballbearing Breaker Challenge Cup

Rally - Meet at Old Town State Park  
(Pacific Hwy & Rosecrans) 10:00 AM

Fee \$6.00

### 8 DINNER MEETING - Tickled Trout Mission Valley - Election Night

10  "Stepping Out" tour - SD  
auto Museum 11:00am

followed by Brunch at Admiral Kidd Club

13 BUSINESS MEETING - Marge & Tom  
Dennys - 1182 Australia, El Cajon  
RSVP 562-5264

## DECEMBER

21 Christmas Party



## PALM SPRINGS VINTAGE RACE WEEKEND

We have reserved rooms for the Palm Springs Courtyard (Marriott) for the Vintage Races. The date is Nov. 22, 23, & 24. The room rate is \$89 plus tax.

We received a letter from John Duncan inviting our members to join him at the Start/Finish track entry/exit and pre-grid. He is the supervisor of the 222 Club Fastlane Committee and will be directing movement of race cars to pre-grid. He asked that we be sure and look him up.

John, a charter life member, is the the club's original president. In 1958 he started leaving notes on every Jaguar he saw and - thus- the S.D. Jaguar Club was born. He sends his regards to everyone. He enjoys receiving our JAGUAR TRACKS each month.

Call Dick Miller for reservations - 743-5356

### REMINDER

*If you are a 'no show' at a dinner you have made reservations for, you will be billed for the cost of the dinner.*

### DINNER MEETING

November 8, 1991

Cocktails 7:00 - Dinner 8:00

### TICKLED TROUT

MISSION VALLEY at the Ramada Inn, 2151 Hotel Circle South

\$18 per person

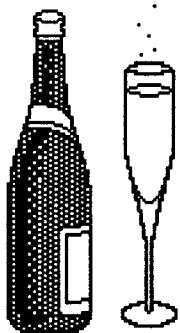
Entree Choice:

Macadamia Nut Chicken (breast of chicken breaded w/crushed madacamia nuts, lightly sauteed & served with Sauce de Jour)

OR

Beef Bourguignon (top sirloin steak sauteed w/mushrooms & served with Burgundy Sauce)

Each served with Spinach Salad  
Brownie a la mode for dessert, coffee and rolls





# JAGUAR RACING, ETC. ●●●



The highly touted shoot-out for the driver's championship at the OK Corral in IMSA Greater San Diego Grand Prix at Del Mar fizzled out. Mainly because two of the three drivers finished out of the money (points). Chip Robinson in one Nissan finished 8th and Davy Jones in one Jag finished 13th (Martin Brundle in the other Jag was 4th)!. Geoff Brabham coasted to third place which gave him enough points to win the championship for 1991. Oh yes, Juan Manuel Fangio II, driving one of Dan Gurney's Toyota Eagle MK IIIs won the 1991 race repeating his win at Del Mar in 1990. Robinson who entered this race with a 3 point lead over Brabham broke a half-shaft with 30 minutes to go. Time for repairs dropped him to 8th place. Jones in the XJR-16 had even more misfortune, his Bud-Light Jaguar was never the same after two brushes with the concrete walls during practice on Friday. Off slowly at race start, he had moved up to 4th with a half-hour to go, he spun and broke a rear wing in the runoff road for the tricky firehouse chicane. He lost time for repairs, returned without a rear wing and fell steadily back to finish 13th (it was also the 13th of October). So the 1991 IMSA season ends with a whisper. Congrats to Brabham for his 4th straight IMSA driver championship.

●●●FLASHBACKS As discussed previously, production was halted on the very successful Jaguar XKE V12 Series III roadster. What was the next Jaguar effort in sport/racing competition?

After 1975, Jaguar sales could not be compared with the glory years of the late 1960s and early 1970s. Consequently, it was decided by Jaguar's parent firm, British Leyland, to return to international competition with a worksteam. The decision was taken in 1976, when the XJC was still in production, to use the coupe for an assault on the European Touring Car Championship (ETCC) which had given Jaguar rivals, the German BMW firms, a large amount of publicity. This made sense at the time because the XJC more closely resembled the XJ standard XJ saloons than the lighter XJ-S. The British tuning firm of Broadspeed was commissioned to prepare a team of SJC's for long distance racing. It took Broadspeed most of 1976 to prepare the cars, however, because of the complex problems associated with making such a heavy car race-worthy. Power was the least of the tuners' problems - they extracted the best part of 600 bhp from the bored-out 5.4 liter engines. The British motor industry supported the effort magnificently, producing special wheels,

brakes, and tires. The Jaguars became the great British national team whose debut was eagerly awaited in the Tourist Trophy race late in 9176.

Derek Bell and David Hobbs (recognize these drivers?) duelled for the lead with a BMW 3.2 CSL before they were sidelined with broken half-shaft, which resulted from a blown tire. Sadly, repeated trouble with items that included half-shafts and a long delay before regulations allowed a dry-sump lubrication continuously defeated the Jaguars. They hardly finished a race in 1977, despite thrilling the crowds with amazingly fast practice lap times that frequently gave them the pole position. Thus ended the works bid for glory (and sales) with the XJC, which despite a good engine was too heavy and not enough development to be really in international sports/racing competition. Howzat!

Bob Fitzgerald

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## SAN DIEGO JAGUAR CLUB HISTORY

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**NEWSLETTER  
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20TH OF THE  
MONTH**

## STOLEN 1958 XK150 OTS - #S830010DN

This British Racing Green over Black roadster vanished in Sea Bright, New Jersey, when the owner accepted a check from a prospective buyer who was then allowed to "test drive" the car alone. The prospective buyer never returned. The check, drawn by "Carmine Conte" proved to be fraudulent.

The vehicle had: new clutch, brakes, AM/FM cassette deck, seat belts, top, calipers, shocks, battery, rebuilt starter & generator. It is 4 spd with overdrive, wire wheels.

Anyone with knowledge of the whereabouts of this car is asked to contact Henry J. Englehardt, Senior Special Claim Investigator, St. Paul Fire & Marine Insurance Co., PO Box 203, Iselin, NJ 08830; 201-494-3800.



### JAGUAR CLUBS OF NORTH AMERICA, INC.

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September 25, 1991

To all JCNA Members


Dear Friends:

Many of you know that, while I enjoy the position of President in the Jaguar Clubs of North America, my basic title is Public Relations Manager for Jaguar Cars Inc. Recently, as a cost-saving measure for these difficult times in the luxury car business, Jaguar offered a voluntary severance program which I elected to take. I will be leaving Jaguar at the end of 1991.

What this means for me is a great opportunity to start a new career as a free-lance writer on automotive and other topics. Part of that career will include editing the Jaguar Journal following John Dugdale's retirement. I will remain President of JCNA and my departure from Jaguar will not affect club operations as they now stand.

My involvement with JCNA as an organization and as a group of friends has been enjoyable and productive and I look forward to retaining that relationship as I pursue my new career.

My best personal regards,

  
Michael L. Cook  
President

SAN DIEGO BUSINESS JOURNAL SPECIAL REPORT: AUTOMOTIVE

WEEK OF OCTOBER 7, 1991

## Hybrid Jaguar delivers status, All-American cost and reliability

### Purring Chevy sends purists on crying jag

By RICK DOWER

Beneath the English bonnets of some classic Jaguars grows the heart of a cat of a different breed.

A cadre of owners of what many consider the quintessential British motorcar have installed some optional equipment under that graceful Jag hood ornament: a Chevy V-8 engine. It's a trend that may be growing, judging from the number of classified ads offering the hybrid car in local newspapers.

But while diehard Jag purists — including the ones who pronounce it JA-gue-ar — may shudder at the very idea of such defilement, others view an Anglo-American match as a marriage of beauty with convenience.

For owners who make the conversion, the workhorse Chevrolet 350s and matching transmissions are supposedly far cheaper to maintain and easier for the corner mechanic to work on. One local mechanic said repairs to the Chevy run one-third to one-fourth the cost of a Jaguar — \$85 labor for a tune-up versus \$250, for instance. And the V-8 is more powerful than a Jag's overhead-cam, six-cylinder, whose basic XK design has remained essentially the same for four decades.

On the down side, the alterations rely on kits using myriad non-uniform parts; the Chevy engine isn't as smooth, and a conversion downgrades the collectible value of the car.

And for some, there's a bit more at stake.

"Most Jaguar owners feel the engine is the heart and soul of the car, and if you're going to have a Jag you ought to have the engine that comes with it," explained Castle Phelps, president of the 120-member San Diego Jaguar Club.

Phelps, a Navy helicopter pilot, owns five Jags, including a vintage '61 XKE Roadster. On the other hand, he said, "I like to see more Jaguars on the road, and if you have to put a Chevy engine in it to be able to drive it to work every day, well, I think that's great."

But it bugs him a bit if the owner of a Chevy-Jag hybrid tries to pass it off as the real McCoy. "I don't like to hear you bragging to your friends that you have a Jag, because you don't. What you have is a Chevrolet-powered vehicle," he said.

Owners of Chevy-Jags aren't barred from the club. Most tend to keep their hoods closed, however.

Gordon Peters, whose Oceanside company, Golden Auto, specializes in Jaguar conversions and restorations, claims to be the biggest independent Jaguar-conversion specialist in the area.

"Jag engines are temperamental. It's a very complicated car," says Peters, but who stressed that he thinks its bad rep is undeserved. "But people keep telling me to put 'em (Chevy engines) in. Down deep inside, they really want a reliable car."

His bread-and-butter line is a \$25,000 conversion of older Jag XJ6 models into "dream cars". They are fitted with a new Chevy engine/transmission and better electrical system, new custom interior with burled Black Walnut dashboard and Connolly leather upholstery and paint job.

Customers get a nearly new and, according to Peters, more reliable Jag for about half the cost of a new one — and at roughly the same price of a new luxury Japanese sedan with considerably less

panache.

Peters can customize or update a Jag, as well as restore it, from the ground up to original specifications. He is in the process of doing his first Mark II conversion, remaking a collectible 1964 four-door sedan into an unusual stretched, four-seat, two-door convertible. Price tag: \$80,000.

Besides the classic lines, Peters thinks the allure of any Jag is its exclusivity relative to its affordable price. "You can go into any local parking lot and see five Mercedes, two Beemers (BMW's) and maybe one Jag," he said. "It's distinguishable from any other car. . . It's ageless."

Since the first cars with the Jaguar name rolled out of Blackpool, England, in 1935, the automobile has remained mostly hand-assembled. After weathering the company's financial troubles in the 1970s and reorganization in the 1980s, Jag fans worldwide fretted when Ford in 1989 purchased the 60-year-old Jaguar Cars Ltd., now based in Coventry. To their relief, Ford promised not to change anything.

The move to Chevy engines has gained momentum thanks to a growing number of entrepreneurs around the country who developed and marketed conversion kits in the past few years. Peters says he has improved on some of the kits and tossed in some of his own ideas for the cars he handles.

He estimates 15,000 to 20,000 Jags, mostly 1970s- and early 1980s-model XJ6 sedans, have been converted to the Chevy powertrain in the United States. But Steve Pinson, general manager of Performance Jaguar, the county's exclusive Jag dealership, doesn't buy that.

"That's ridiculous," he said, noting the number of Jags sold last year in the United States totaled only about 18,000.

**"Most Jaguar owners feel the engine is the heart and the soul of the car, and if you're going to have a Jag you ought to have the engine that comes with it."**

Castle Phelps  
San Diego Jaguar Club

Not surprisingly, Pinson doesn't think much for attaching a Chevy engine to one of the world's storied cars.

"The Jaguar engine is the best part of the car. I could never understand why anyone would want to do something like that. For one thing, you devalue the car by half," explained Pinson, who says his dealership sells about 300 cars a year. "It goes against everything you buy a Jag for if you take out the engine."

Pinson acknowledges that Jag engines aren't exactly cheap to fix, but routinely last for more than 100,000 miles with decent care. "There's a reason they cost more. There's a lot more to them," he added.

As for the allure of a Jag, owners agree it's not easy to put into words.

"They are extremely beautiful cars. Some think it's the most beautiful car in the world," said Phelps. "You have to be a little eccentric to drive a Jaguar. They're not for everyone."

## OCTOBER MINUTES

**Call to Order:** By president Castle Phelps at 6:35 pm on October 16, at Gaetanos, 6171 Mission Gorge Rd., San Diego. Present: Dick Cavicke, Dennis Crooks, Marge & Tom Denny, Marian Butler, Jane & Bob Fitzgerald, Granville Jackson, Tracy Hazelton, Cathy Howard and Marilyn Prine.

**Minutes:** Approved.

**Treasurer:** Balance on hand \$1,147.01. See attached report for detailed account.

**Committee Reports:**

**Door Prizes:** Granville Jackson: October dinner meeting lost \$13.79, however, expenditures for next month will be low.

**Concours:** Dick Cavicke: Will check on date for '92 Concours. Discussion regarding possible dates. Mary Lou Owen will be Concours Chairman in '92.

**Automotive Museum:** Dick Cavicke: Good turnout from our club to dust cars last month. Discussion followed on possible dinner meeting at Auto Museum and a club outing to view new display, followed by a brunch on November 10.

**British Car Council:** Marian Butler: There were approximately 400 cars at British Car Day. Swap meet is planned for October 27 at Mesa College.

**Dinner Meetings:** Marge Denny: Received many good comments on October dinner at the Brittany Club. November meeting at Tickled Trout in Mission Valley.

**Events:** November 22 - 24 for Palm Springs Vintage Races. Dessert Classic in Palm Desert first weekend in November. Entry form in last month's newsletter.

**Membership:** Marilyn Prine: Have sent out sixteen application forms but no response to date. No new members to approve.

**Rallye Master:** No report

**Historian:** Bob Fitzgerald: Requested permission to print ten copies of Club History. Approved.

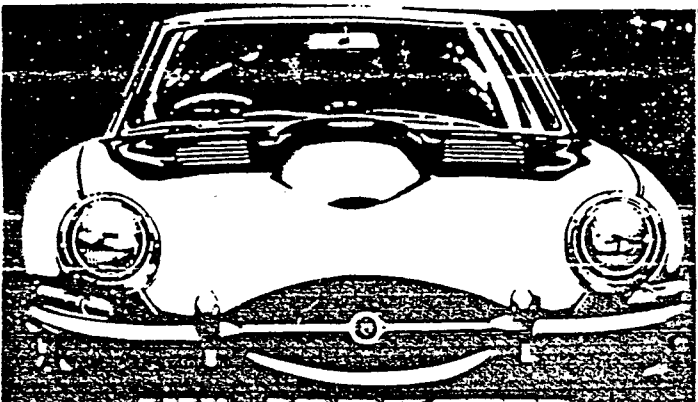
**Newsletter:** Marian Butler: Needs all newsletter items by November 21.

**New Business:** Marian Butler made a motion that the club subsidize anyone who volunteers to have a business meeting in

their home in the amount of \$25 for refreshments. Dick Cavicke seconded, and the motion was approved.

**Adjournment:** 7:20 pm. Meeting in November at Marge and Tom Denny's house, 1182 Australia, El Cajon, CA 92020.

Respectfully submitted,  
Marilyn Prine, Secretary



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## 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. Jean Krase (619) 558-3054

### FOR SALE

XJS fan. Contact Granville Jackson (619) 743-2345

### FOR SALE

XK 140 TOOL KIT, Complete, original, & correct - 18 component pieces total. Will trade for 356 Porsche items or other British/German tools/parts - Call A.C. Roda (202) 453-1379 Days - FAX (202) 755-2637

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Effective immediately our advertising rates are as follows:

	Monthly	Yearly
Full Page 8.5 x 11	\$50	\$500
Half page	\$35	\$350
One quarter page	\$18	\$180
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.

### For Sale

185 x 16 Pirelli Radial Tires New very limited supply (qty 10) \$145 ea. Slightly used 185 x 16 Pirelli radial tires 90% tread left, limited supply (Qty 10) \$75.00 ea. Tires are suitable for XK120, 140, 150 models. Phone Jim McGhee at (619) 698-8255. Leave name & number.

### FOR SALE

1973 Series III Roadster w/hardtop, 4 speed, AC, nicely restored. See to appreciate. Yellow w/black interior. Offers - Ken Gott (619) 454-0241.

### FOR SALE

1964 Series I Roadster - VERY VERY NICE - Red w/black interior. MARIAN BUTLER - day (619) 587-9157; after 6:00 PM (619) 660-0948 - \$38K.

### FOR SALE

'84 XJS Coupe, excellent condition, maroon w/tan interior, 89,000 miles, new 1992 wheels & Pirelli tires. \$14,900 - Call Stick Holmes - 287-9998

## \*BEST CLUB BUYS\*

Club decal	\$ 1.00
Golf shirts	18.00
Club patches	2.00
Sweaters	33.00
Tie clasps	3.00
Coffee mugs	6.00
(822 set of 4)	
Car badges	20.00
58" Golf umbrella	27.00
E-type pewter pins	10.00
Playing cards	7.00
Del Mar pins	5.00
SDJC wrist watch	35.00

## JAGUAR

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XK150-S	\$439	XJ12	\$569
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XKE-6 2+2	\$509	XJ-S/BB	\$629
MK 1-Sg1	\$319	MK 7	\$519
MK 1-Dual	\$499	MK 8	\$559
MK 2-Sg1	\$319	MK 9	\$559
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**DICK AMES**  
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SARASOTA, FL 34233  
813/923-8321 FAX: 923-9434



Gordon Peters  
Owner  
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Jaguar  
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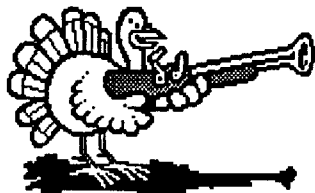


**Jaguar Wins Bonita Fest Parade**  
(by Chet Manock)

**T**he "Bonita Jaguar Club" has won the best car club trophy award for participation in the annual Bonita Fest Parade. "Second time winners" parading their cars from the San Diego Jaguar Club were Pat Botkin, Jay Eggers & daughter Sarah, Steve & Joan Coakley, Castle, Robyn, Jared, Christian & Tyler Phelps, Tim & Patti Tunnell, Mark Manock & Chet Manock. Bonitians Terry & Robin Cowan "sneaked in" with a Ferrari and an Austin Healy. "A happening which the parade announcers seemed to enjoy".

Thanks to Performance Jaguar for providing the lead car, a new XJS convertible.

Marian Butler  
12338 Via Hacienda  
El Cajon, CA 92019



Prine, Randy & Marilyn  
3226 Brant St.  
San Diego, CA 92103

