

MAY 2000

JAGUAR TRACKS

SAN DIEGO JAGUAR CLUB

FOUNDED IN 1959



Rolling British Car Day



Early on the morning of Saturday, April 15, members of British car clubs in San Diego met for a day of touring, eating and comradery, otherwise known as the annual Rolling British Car Day. After breakfast stops at Ocean Beach or Torrey Pines, the group of over 70 British cars traveled up the coast to Carlsbad where the group stopped again at the former Pea Soup Andersen's. A short drive later we were at our lunch destination The Old Spaghetti Factory in San Marcos. Lunch was delicious and the cars in the parking lot were extremely impressive. After lunch, the tour continued through the countryside of Rancho Santa Fe. A final stop at Chevy's in Del Mar topped off the beautiful day with a raffle and libations. The San Diego Jaguar Club was well represented by Lou Lepis and his son Ryan. Tony Starks, Diane Palley, Roger Mc Donald, Barbara and Jerry Newmin, Rhoda and John Yoder and Barrie Strachen and his wife.



PRESIDENTS PAGE

DINNER RESERVATIONS: The phone tree and e-mail will not be used for dinner reservations this month. The lack of a volunteer to chair the phone tree has caused this trial. *Use the phone number 858-792-1570 or the Josephs e-mail address judy.j.joseph.carltr@worldnet.att.net on the flyer, to make your reservations.*



Norman Bild

Margie Simpson forwarded the front page article on the E-TYPE, thank you Margie.

JUDGE TRAINING BEGINS SATURDAY, MAY 13 AT THE SD AUTO MUSEUM

The SDJC kick-off Judge Training Session will be held at the San Diego Automotive Museum, Balboa Park from 9:00 AM until Noon on Saturday May 13th. The session will review the JCNA judging rules, score sheets, and the judge's test; we will discuss lessons learned from last year's concours, and solicit changes to the non-authentic section of the rules. Juice, doughnuts, and soft drinks will be available.

DIRECTIONS:

The San Diego Auto Museum is located at the south end of Balboa Park, 2080 Pan American Plaza, next to the Aerospace Museum. From Park Blvd., turn west on Presidents Way then left at the first intersection on to Pan American Plaza. Enter the museum through the doors to the right of the main entrance. Our meeting room is on the second floor at the top of the stairs.

All SDJC members interested in either judging or showing their cars are encouraged to attend. All SDJC licensed or designated judges are URGED to attend. If you have a JCNA Judge's Rule Book, please bring it. Questions? Please call or email Dick Cavicke 858-456-0849, F8driver@pactell.net.

SECOND MEETING JUNE 10TH:

There will be a second judge training session on June 10th at Cush Jaguar. While there will be similar things discussed at each meeting, all SDJC Judges are encouraged to attend both and share their experience.

I received this e-mail from Judy Fering, of Empire Division, Club #22 99, New York.

"Judy Fering here—we had dinner together at the JCNA awards dinner in Vancouver, and I've been thinking about the problem you mentioned with members wanting to give too much room for jokes and recipes. If you could give room for one joke and one recipe per month, you could make a contest of it. Only one "best" joke gets published and at the end of the year the best of the best gets a trophy (maybe a Mad Hatter trophy). I would not try a contest for the recipes but you might be able to get good ones from local restaurants by trading a small ad for the recipe—that could even start a relationship where your club could get a discount for special dinners or for individual members. Our experience has been that they all love having Jags parked in front! "

Sounds like fun, so starting this month a cartoon is inserted, Jokes or Cartoons for a contest to end with the November Issue. Recipes also not to exceed ½ page?

Reservations Required

RSVP RSVP RSVP RSVP

Dinner Meeting.

Friday May 12, 2000
Seven PM

Larry & Judy
Josephs, Hosts

Nugent's Seafood Grille
Del Mar

Buffet Dinner
\$30.00 per person

Caesar Salad
Breast of Chicken with Brandy Mushroom Sauce
or
Grilled Salmon with Lemon Dill Sauce
both with
Rice Pilaf
Sautéed Italian Zucchini Medley
Sour Dough Bread & Butter
Usual Beverages

Weather permitting, Dinner will be served on the patio.

RSVP with entree choice to Judy Joseph at 858-792-1570 by Monday, May 9
or E-Mail at Judy.J.Joseph.CaRltr@worldnet.att.net

Directions to Nugent's Sea Food Grill: The restaurant is on the corner of Carmel Valley Road and Via Cortina, just west of the Circle K. From Carmel Valley Road exit from I-5 go West about one mile to restaurant. From Pacific Coast Highway, go East about one mile to restaurant.

SDJC Driving Event, Sunday, May 28

Drive to Barrett Junction for their legendary Fish Fry (or order from the menu) Brunch and continue to Campo for a Train Ride into the Past. The family style fish fry is \$10.95, \$8.95 for seniors, and lower prices for children. The train departs from the San Diego Railroad Museum in Campo at 2:30 PM for a one hour and thirty minute round trip to Miller Creek. Basic Price is \$12.00 with lower fares for seniors, active military and children. The North County group will depart from the Robinsons-May side of North County Fair at 9:00 AM to rendezvous with the South County group at the Robinsons-May side of Mission Valley Center for a 10:00 AM departure. Please call Bob Anderson at 760-631-6975 or e-mail bandbjags@aol.com by Wednesday, May 24 if you plan to attend.

Jaguar Owners Club, Los Angeles, JCNA Sanctioned Events

Slalom One- May 6 - California Speedway. Here is a chance test your skills and your Jaguar's mettle in a low speed driving event where you probably won't even get out of first gear. The JCNA course will, however, test your driving skills. Call Mark Mayuga, 909-328-9136; evenings, 714-281-1304; or Les White, 562-907-9444.

Concours D'Elegance - May 21 - Held in conjunction with the Muckenthaler Motor Show at Muckenthaler Cultural Center, Fullerton. Call Bill Streitenberger, 310-375-5028; George Lassus, 310-534-5239; or Mark Mayuga, numbers above.

***** **THE PHONE TREE WILL NOT BE USED THIS MONTH** *****

SDJC EVENTS

Recent, Current & Future

May, 2000

◆ CURRENT

Saturday, May 6. Car Club Day at the Auto Museum. A broad based car show, open to the public with "Peoples Choice" balloting within four age brackets and three categories within each bracket, as well as judges "Best of Show" from all eras. Rain date is Saturday, May 13.

Friday, May 12. Dinner Meeting, Nugents Seafood Grille in Del Mar, Carmel Valley Road and Via Cortina. See "Reservations Required" page for details.

Saturday, May 13. Rain date for Car Club Day at the Auto Museum.

Saturday, May 13. Concours judges training and entrants information session. Club Room of the San Diego Auto Museum at 9:00 AM.

Wednesday, May 17 Board Meeting, Cush Jaguar, 6:30 PM.

Friday, May 19 through Sunday, May 21. Las Vegas British Car Meet. Call or write Mark Short, 7870 Via Olivero, Las Vegas, NV 89117; 702-363-3881 for information and registration forms.

Sunday, May 21 Jaguar Owners Club Concours, Muckenthaler Center

Friday, May 26 through Sunday, May 28. Visalia Motor Sports Festival, including a Concours D'Elegance on Sunday, which, for Jaguars, is JCNA sanctioned. JOC is mounting a caravan to the event on Friday morning at 9:00 AM. For information about the caravan, contact Bob Constable at 805-529-7533.

Sunday, May 28. SDJC tour to Barrett Junction and continuing to Campo RR Museum for a ninety minute round trip train ride to Miller Creek

FUTURE

Saturday, June 10. Pot Luck picnic at Liz Butler's home, coordinated by Margie Simpson. Details of time, directions, what to bring, etc. next month.

Sunday, June 11. Deer Park Winery and Auto Museum Sixteenth Annual Concours d'Elegance. The Deer Park Auto Museum and Winery is on the West side of I-15 between Deer Valley and Gopher Canyon Roads. Featured vehicle manufacture this year will be Chrysler. In addition, there will be fourteen classes of cars including British Sports through 1973 and Best Restoration, available only to companies that specialize in restoration. For Concours entry applications contact winery-museum at 619-225-1666 or Bob Anderson at 760-631-6975, e-mail at bandbjags@aol.com

Sunday, June 11. Malibu Lake Tour. Jaguar Owners Club, Los Angeles, For details contact Creighton Turner at 629-328-9136 or e-mail at creigt@aol.com.

Wednesday, June 14. Board Meeting, Cush Jaguar, 6:30 PM.

Sunday, June 25. SDJC Family Day at the San Diego Zoo Wild Animal Park. To get to the park from I-15 North or South, take the Via Rancho Parkway Exit and follow signs to a right turn on San Pasqual Road, to another right turn on CA78. For a good on entrance fees, check out

prices for SD Zoological Society Membership.

Sunday, June 25. Jaguar Owners Club, Los Angeles, Dinner. For details contact Creighton Turner at 629-328-9136 or e-mail at creigt@aol.com.

Monday, June 26 through Friday, June 30. WESTERN STATES 2000, organized by the Jaguar Drivers and Restorers Club of Northwest America. This is a Western States event featuring a week of JCNA sanctioned rally, slalom and Concours, as well as host of other fun activities.

The host hotel will be the Enzian Inn (call the hotel for reservations at 800-223-8511). For registration information, call Terry & Barbara McMichael at 425-228-3286.

Full details are in this month's Jaguar Journal or click on the Western States link at <http://www.seattlejag.club.org>

San Diego Jaguar Club dinner meetings are held on the second Friday of every month with a "no host" cocktail hour beginning at 7:00 PM and dinner being served at 8:00 PM. A Raffle is conducted during the dessert course followed by a brief business meeting. The program may vary depending on the agenda and whether or not a speaker is scheduled.

Reservations are required for all dinner meetings. Please RSVP to the host by the Monday before the event. Remember, SDJC must guarantee payment for all meals reserved. "No-shows" will be billed if they do not cancel their reservations by phone, not e-mail, twenty four hours before the meeting.

**SAN DIEGO JAGUAR CLUB
BOARD MEETING MINUTES
April 19, 2000**

President Norm Bild called the meeting to order at 6:38 p.m.

Present: Norm Bild, Bob Anderson, Barbara Anderson, Roger Townsend, Diane Ward, Pat Harding, John Yoder, Dennis Dater, Stuart Smedley, Dick Cavicke and Harry Callihan. Randy Prine was excused.

Norm Bild announced that member Doris Ullmann passed away.

Minutes: Diane Ward moved that the minutes of the previous meeting are approved as read. Dennis Dater seconded. Motion carried.

Treasurer, Diane Ward gave her report. She worked on this years-projected budget and there is an \$800. Negative. The budget will be sent to committee members that the budget would effect.

First Vice President, Bob Anderson said the July 4th event with the San Diego Symphony would be tabled for another date.

Second Vice President, Roger Townsend reported we have 146 paid members. Jo Ann Overleese, S Zack Verbin; William and Ann Link; and Ramon and Pouppee' Gonzalez were presented by Roger to vote on as new members. Diane Ward moved they be accepted, Dennis Dater seconded. Motion carried.

Jaguar Tracks: Norm would like to have jokes sent in for the Tracks. Dick Cavicke will have a "Teck Tips" column in coming Tracks. Dennis Dater presented a very detailed report on the printing costs (color vs. black and white). After much discussion, Diane Ward moved that the club print a standard "shell" in color with room for a monthly report insert, using 60# paper. Bob Anderson seconded. Motion carried. Bob Anderson will prepare an advertising rate sheet to present at the next business meeting.

San Diego Auto Museum (SDAM): Henry Callihan said that there was an interest in the April 29th club "disclaimer" auto caravan event. He has a car display guideline for members that are asked to show/drive their cars in public events. The auto museum needs club help in various work projects. Bob Anderson moved, seconded by Dick Cavicke that club volunteers paint the outside of the auto museum building. Motion carried. Henry will report on details of the painting project.

British Car Club rep John Yoder said there were 12 members present for the April 15th Car Day.

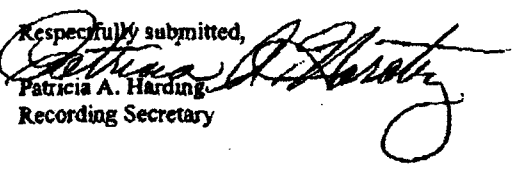
JCNA representative Dick Cavicke reported the next meeting will be in Levenworth, Washington and that we should be thinking about whether we want to sponsor a Western State Event in 2002

Old Business: No old business

New Business: Dick Cavicke commented that the last dinner meeting speaker was not public speaking quality. Bob Anderson moved that we appoint a committee to seek good, interesting, and experienced speakers for dinner meetings. Roger Townsend seconded. Motion Failed.

The next board meeting will be Wednesday, May 16, 2000 at 6:30 p.m.

Without any further business the meeting was adjourned at 8:35 p.m.

Respectfully submitted,

Patricia A. Harding
Recording Secretary

Tech Tips for the Mechanically Adept

Tip of the Week - March 31, 2000
Intake Valve Seats- V12 cars

Whenever these cars get overheated, one or more of the intake seats are in danger of falling out. This is because the aluminum cylinder head casting grows enough by heat to overcome the shrink fit of the seat, and the incoming air/fuel charge keeps the seat cool (small) so the seat comes loose. Loss of coolant or loss of coolant circulation causes this to happen.

These cars are equipped with two thermostats and one heat gauge transmitter, thus it is possible to overheat one side of the engine and perhaps be unaware that it is happening.

Thermostats are relatively inexpensive and should be replaced often. At least, whenever the system is opened up. Use the correct thermostats only. This is not an item to shop for by price.

Check the coolant level often (refer to your owner's manual). Do whatever is necessary to make sure the cooling system is not neglected.

Adv . We have the correct "Waxstat" thermostats made in U.K. with toggle bleed and foot valve (82 degree C) for \$8.35 plus freight.
Thanks! Walt

Tip of the Week- 7 April 2000
MK I and MK II Sedans
Unprotected Lighting Circuit

MK I & MK II Sedans have two main fuses located on the left side inner fender (wing) panel. One fuse is for those circuits that are hot all the time like the interior lights and the cigar lighter. The rest of the circuits mostly feed from the ignition switch through the other fuse. One exception is the radio feed which comes off the ampmeter and must be fused with an in-line fuse. Another un-fused or un-protected circuit is the headlights and fog or driving lights. The light switch located in the center of the dash gets its power from the battery terminal of the voltage regulator. We had a dead short on one of the fog lights. When I turned the fog lights on, the wire from the voltage regulator to the light switch became very hot. Luckily, no real damage was done but it could have burnt the main harness and perhaps even the car. Repaired the short- the tab contact for the center of the bulb was touching ground. We also installed a 20-amp circuit breaker on the light switch feed wire. Now, if anything happens to this circuit- it will just trip the breaker. The circuit breaker cost \$6.00 at the local auto parts store.

Tip of the Week, April 21, 2000
XJ Series Cars- Electrical Problems

As these cars age, weird things begin to happen, like an electrical component fails. You order a new one, install it, it works. You decide to look the old one over. Nothing appears to be wrong. So you re-install it. Sure enough, it works. What happened? Probably the connections became corroded and lost contact. When you unplugged and then re-plugged the component, you re-established contact by rubbing the contacts across each other. This is a temporary fix that will probably not last. The new component will last longer just because half the contact surface is clean. But half is dirty.

I've been fighting this problem for the last couple of months on my 1984 XJ-6. Things quit randomly among the lights, gauges, trip computer, and so forth. As I thoroughly clean the contacts and coat them with contact paste, the component works again. Soon I will replace the dash wood and clean all the connections in the dash area.

The bottom line is; do not assume a component is bad until you've checked it out. At least, thoroughly clean the connectors and try it again.

Adv . We have wiring diagrams for most of the older Jags, \$3.00 to \$8.00.
Inquire Thanks! Walt

VALVE ADJUSTMENT PADS

Years ago we did many different things to facilitate adjusting the valves. The main problem was keeping enough valve pads on hand to be able to cover all sizes one might need to get the valve clearances adjusted. As the cars age and the valves are "de carbonized", the usual option was to regrind the valves and the seats and use thinner adjusting pads to bring the clearances back within spec. The problem arises that the minimum factory supplied thickness of pads is .085 inch. It is okay to go down to .060 as long as the tappet is not allowed to touch the spring retainer. Pads are "chilled" iron and are hard all the way through and can be resurfaced by any machinist who has a precision grinder with a magnetic table. Likewise the tappets are also "chilled" iron and can be resurfaced. Another way to bring the valves in on clearance was to grind the end of the valve stem. This works for

about .005 to .007 inch and then you go through the case hardening on the end of the valve. The result is accelerated wear of the stem end and the pad. The other problem is the bottom outer edge of the pad comes in contact with the spring retainer; the collets quickly wear out and the valve drops into the cylinder. Thinner pads are readily available from a SAAB dealer. These are used in the SAAB single overhead cam engine which is similar to the Triumph TR-7 engine. The SAAB pad is smaller in diameter than the XK pads. They are about .610 as opposed to .685 for the XK pads but they work. The valve adjustment pads used on 1988 and newer XJ6 3.6 & 4.0 engines are of the SAAB configuration and they are available in half sizes. So the thinner pads work for these engines also.

Good Luck!
Walt

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This Weekly Tip Service is provided by Walt Osborn and his company, Vintage Jag Works.
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Just When You Thought It Was Safe To Turn A Wrench Dept.

Jaguar E-Type

A torrent of water passed under the bridge between the introduction of the Jaguar



XK 120 show car at the Earls Court Motor Show in 1946 and the Geneva Auto Show in 1961. For one thing, armed with the potent XK six-cylinder engine, Jaguar had gone sports car racing in a most successful way. With the aerodynamic D-Type, the marque had won the 24 Hours of Le Mans, the world's most prestigious road race, three years in a row. Jaguar had transitioned from offering the public a competent sports car for the street based on sedan mechanicals to building very specialized sports racing machinery, and then, finding the cost of world-class competition rising ever-higher, it had pulled back from its racing commitments to concentrate again on cars the public could buy.

With its emphasis moving back toward cars for the street, William Lyons, who would eventually be knighted for his efforts at Jaguar, looked to infuse his production cars with the flavor of his sports racing winners. One of the first attempts at this was the XK-SS, a thinly disguised D-Type fitted with just enough equipment to make it street legal. Equipped with a 3.4-liter version of the XK engine essentially in race tune, it offered 250 horsepower at 5750 rpm, a staggering figure, particularly in a car so light. Top speed was just short of 145 miles per hour.

But on the other side of the coin, the XK-SS set one back \$7,000 1957 dollars, while a fuel-injected Corvette of the same year cost little more than half as much. Further, the Corvette was far more civilized an automobile. By 1957 it had roll-up windows and a decent convertible top, while the XK-SS was in most ways rudimentary. And because its engine was essentially ready for the track, it proved to be a handful to drive well on public roads. Just getting it moving from a standing start was often a frustrating experience due to its lack of low-end torque, hair-trigger accelerator and recalcitrant clutch.

Fewer than 20 of these little devils had been produced in the early part of 1957 when a fire raged through the Browns Lane factory where they were built. Most of the tooling for the XK-SS was destroyed, and Lyons, sensing that this car wasn't what he really wanted anyway, decided not to resume its production. Those few that remain in existence are rare and wonderfully quirky cars indeed.

Instead of taking the XK-SS path, Lyons set his engineering team abuilding on two experimental cars that bore the "E" designation. The E1A was powered by Jaguar's 2.4-liter six-cylinder engine, basically a de-stroked 3.4 liter. For its chassis structure it used a monocoque tub with a space frame carrying the engine and front suspension components. The front suspension was, of course, an independent design, but the E1A departed from the D-Type's model by using an independent rear suspension as well. (For all its racing success, the D-Type had used a fairly mundane live rear axle.)

While the E1A was piling up clandestine test miles, Jaguar engineers were hard at work on the E2A, which many in their number hoped would put Jaguar back in the motor racing spotlight. With racing rather than volume production in mind, the E2A was an exotic machine for its day. Its powerplant was an alloy-block version of the XK engine equipped with a racing-type dry sump system and mechanical fuel injection. With a displacement of just a hair under 3-liters, it offered 293

Its aluminum envelope body enclosing a monocoque tub and space frame, the E2A would have a somewhat belated and largely unsuccessful career on the racetrack. Though designed and built in 1957 and 1958, it didn't find its way to Le Mans until 1960 and then as

a rejuvenated Jaguar "factory team." Initially fast, it quit short of the halfway mark in the race, and that was pretty much that as far as international racing was concerned for the car.

While it didn't enjoy the stunning success of its D-Type predecessor, the E2A did set the stage for the production E-Type. In fact, Jaguar's breathtaking new sports car would take most of its architecture from the E2A.

Of course, with volume production in mind, Lyons wisely chose steel as the primary body material. The basic tub was a monocoque of sheet steel to which were attached steel space frames for front suspension and engine and rear suspension. The front suspension borrowed from Jaguar racing practice with torsion bars as the springing medium, tubular shocks controlling rebound and forged control arms handling wheel location.

The rear suspension was an all-independent unit so elegantly designed that it became a model for a wide variety of other suspensions that would follow it and even found its way under some of America's most beloved hot rods. In the scheme (a version similar to which found its way into the 1963 Corvette Stingray) the differential was mounted to the chassis sub-frame with in-board disc brakes on each side and then, through universal joints, halfshafts sent power to the rear wheels. Ingeniously, the halfshafts themselves represented the upper control link while another, lower arm and a link that controlled braking and acceleration forces completed the simple but effective system. Springs and damping was not nearly so simple with dual coil-spring/tubular shock absorber units on each side, but they were at least compact and effective.

Instead of an exotic alloy racing engine, Lyons decided to stick with the 3.8-liter XK in-line six that was a direct descendent of the original XK engine in the XK 120. With fuel delivered by twin Weber carburetors, the iron block engine delivered 265 horsepower at 5500 rpm and 260 pounds/feet of torque at 4000 rpm.

Despite all this mechanical faldural the most striking part of the production E-Type was its absolutely

Type has the most sensuous lines of any car ever produced, and it is many critics' pick as the most beautiful car ever made. Further description is unnecessary because the look of the E-Type has become such an automotive icon that at the mere mention of its name, the luscious picture comes to mind.

The hit of the 1961 Geneva show, the E-Type was offered as both a convertible (with an available hardtop) and a coupe, and auto journalists immediately fell all over themselves praising the car.

And for good reason. The independent rear suspension provided a huge advance in handling, particularly on bad roads, and in street form the car had true 150 mile-per-hour potential. It was also quick enough as a drag racer to find itself included in a Jan and Dean hit tune of the era, "Deadman's Curve."

In fact, the E-Type was, arguably, the car of the decade. With looks, style, performance and handling, the Jaguar E-Type was everything a car should be.

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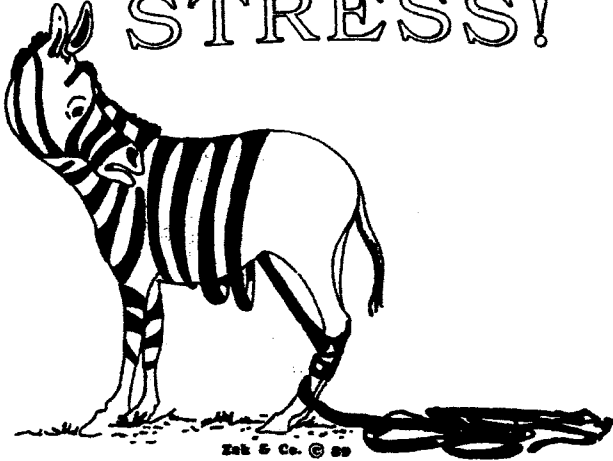


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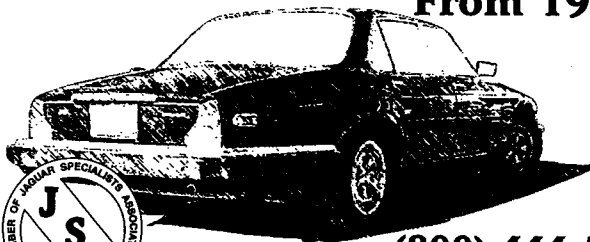
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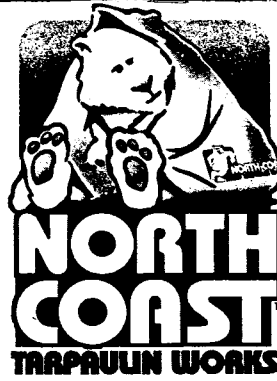
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IN THE REAR VIEW MIRROR

By Randy Prine, Historian



In March, 1961, the San Diego Jaguar Club newsletter was known as *The Jaguar Roar*, and consisted of three pages. On the last page, under NOW HEAR THIS, by President Bill Grevemeyer wrote;

"I have received several fine letters from Mr. Vilem Haan, SW Regional Director, Los Angeles. The Los Angeles Club is holding speed trials sometime in April at an abandoned airstrip between Barstow and Victorville. They have extended an invitation to our club to join the events. You lads and lassies with a heavy foot should get fun of these speed trials.

"Our good VP, Bud Lundy, is making arrangements at Pine Valley Lodge for a breakfast caravan on March 19, 1961.

"Remember this is your club. You drive the finest automobile build, you have the best club in San Diego, let other clubs know that by participating in their events, attend your club meetings and events.

"The regular monthly meeting, the second Friday of this month, will be at El Morocco Restaurant, 8015 Broadway, Lemon Grove. Cocktails 1900-2000, dinner at 2000. Be on Time! The meetings will be held at this restaurant April 14, May 12, and June 9, 1961. You will find excellent New York cut steaks and lobster or delicious prime rib roast beef and lobster. The price \$3.95 each."

Amazing how nothing has changed in 40 years, except the price of food!

* * * * *

Did you see in the January/February edition of the Jaguar Journal that two members from the SD Jaguar Club were listed under "Winners From the End of the Century"? In Class 02, Dick and Ginny Cavicke scored second nationally with their XK 120 in the 1999 JCNA Concours Class Championships. In the Driven Division Championships, Ronald Carr, in his 1966 E-Type JTS, scored First Place in Driven D2 Class. Congratulations!

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In Memory of Doris Ullmann

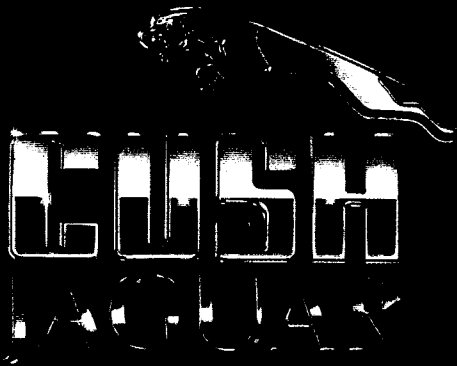
The San Diego Jaguar Club recently lost another member, the beloved Doris Ullmann, long time partner of Harry Algauer. Doris, a native of Germany, passed away March 22, 2000.

The couple who traveled extensively joined the San Diego Jaguar Club about four years ago. They always made time to be with us when they were in town. Doris and Harry were very kind and gracious hosts, sharing their beautifully decorated home.

This charming, talented, witty lady will be sadly missed by all who knew her. We will cherish our memories of Doris. We hope Harry finds comfort with his Jaguar Club friends

Until next time

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and the
Beast.



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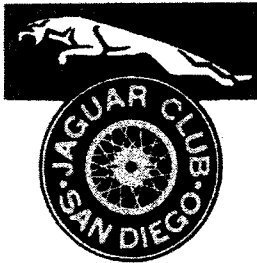
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JAGUAR TRACKS

Membership Information

The San Diego Jaguar Club was incorporated in 1959 as a domestic, non-profit corporation and is affiliated with Jaguar Clubs of North America.

Annual Membership fee is \$50. Membership includes member, spouse or partner with with voting rights for each person. The \$50 fee includes a subscription to Jaguar Tracks, the newsletter for the SDJC, published monthly by the elected editor, membership in Jaguar Clubs of North America and a subscription to the JCNA Jaguar Journal magazine. Dinner meetings are held the second Friday of each month, or as deemed necessary by the presiding officer. Business Meetings are held each month on Wednesday following the Dinner Meeting. Time and location is announced in the newsletter. Any member in good standing is invited to these regular Business Meetings and is entitled to vote.

Should the member have a specific item of business to bring to the Board, notice should be given to the President or Vice Presidents concerning nature of the business to be discussed and shall be included in the agenda. The secretary shall submit complete and accurate Minutes of all Board Meetings for publication in the Newsletter.

Please address all correspondence to:
San Diego Jaguar Club
PO Box 81914
San Diego, CA 92138-1914

