



JAGUAR TRACKS



MARCH

NEWS from the SAN DIEGO JAGUAR CLUB

2011



INSIDE TRACKS

Dyno Day

DADZ JAG

Where in the World?

Back Tracks

President's Perspective



Man we had a good time at Dyno Day!!! Paul Novak hosted a thoroughly enjoyable tech session designed not only for bragging rights, but to see how our cars are performing (mine is running too lean). And it wasn't just all guys this time either, no siree Bob. A full 10% of those attending were female and I want to thank her for showing up. Diana Hill brought a 1969 E-Type 2+2 with triple Webers! Please enjoy Paul's article on page 10.

The MK IX is coming along nicely. For you new members who haven't a clue what I'm referring to, my 1960 MK IX is in fellow member Steve Hawley's auto body shop for paint and chrome. Last time I checked it was sitting in the paint booth drying. Rick, who has done most of the body work, is now trying to piece it all back together. I hope he took notes! I am currently working on compiling the proper tools for the two tool kits. Both of mine were pretty much empty when I got the car and finding the "correct" tools has proven to be a job more aptly suited to Sherlock Holmes. I should write an article about it.

I hope many of you were able to join the LA Club on the Surf and Turf Drive last month. I was unable to make it so I want to hear all about it from those who did. It's always a great time.

Don't forget to RSVP with Dan and Jorgene for our March 12 event; SDJC Dines at the Trellisses in Mission Valley. See page 3 for more information and keep checking the website for directions, menu and pricing details. See you there!

Ta ta,
Stick



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ON THE COVER



Jaguar's Series I XJ...
the birth of a flagship.

Jaguar Tracks is published monthly by the San Diego Jaguar Club as a membership benefit. Please send change of address information to the Membership Chairperson. This includes street address, e-mail address(es), or telephone numbers. The editor reserves the right to edit all material submitted. Reproduction of articles, etc. from other publications requires proper credit, as do articles, etc. from the Jaguar Tracks into other publications. All articles, photographs, ads, etc. for inclusion into the Jaguar Tracks must be received by the newsletter editor by the 15th of the preceding month of publication. Electronic camera ready copy can be sent via CD or e-mail. Preferred formats include Word Perfect, MS Word, MS Word Pad, PDF, TIF or JPG. If you wish, you may send a hardcopy page of your ad via snail mail for baseline comparison with the electronic version. Non-digital ads and business cards will be scanned, however the quality is not guaranteed to be as good as the electronic versions.

Address: SDJC Newsletter Editor
4762 Marblehead Bay Drive
Oceanside, CA 92057

E-mail: rjcelli@att.net

Reservations Required

Saturday, March 12
SDJC DINES AT THE TRELISES GARDEN GRILLE
Mission Valley



Located in the Town and Country Resort Hotel
500 Hotel Circle North, San Diego 92108

We're still working on the cost but it will probably be \$36 - 38 per person
including tax, tip and validated parking

Check-in and No-Host bar 6:00 - 7:00
Dinner 7:00 - 8:30

Menu
(still working on this)
Your choice of:
either Filet Mignon or Santa Rosa Ribeye
or
Pacific Grilled Halibut
Baby Red Skins & Asparagus

For those interested, dancing begins at 8:00
with the Pier Group, featuring Rachel Drexler
(This is the group that played at our Holiday Party at Rancho Bernardo Inn three years ago)

Please RSVP by March 9 to

Dan and Jorgene Jensen
858-459-1571
or
djensen1@san.rr.com

Club Calendar of Events

Saturday, March 12

Club dinner at The Trellises

See page 3

Saturday, April 2

New Members Dinner

More information pending

Saturday, May 14

Club drive to Mount Laguna

More information pending

May

Concours 101

More information pending

Saturday, June 4

Greatest Show on Turf

More information pending

Saturday, June 12

Village Walk at Eastlake

More information pending

Sunday, July 17

SDJC Concours & Picnic

More information pending

Saturday, June 18

Judges Training at Classic Showcase

More information pending

ATTENTION

New members ordering name tags and those ordering replacement name tags: Please order directly through Roger Townsend at 619 582-9040. A check for the proper amount made out to SDJC should be mailed to:

Roger Townsend
6845 Estrella Ave
San Diego, CA 92120

Radio Shows

You Auto Know - Dave Stall

1 - 3 pm Saturdays KCEO-AM 1000

Call-in (800) 292-5236

The Car Show - Art Gould and John Retsek

9 - 10 am Saturdays KPFK-FM 90.7

Call-in (818) 985-5736

RPM Today - Dave Stall

9 - 11 am Sundays ESPN Radio

Call-in (866) ESPN800

Click & Clack - Tom and Ray Magliozzi

10 - 11 am Saturdays KFMB-FM 89.5

Repeated 1 - 2 pm Sundays

SDJC Dinner Meetings and Drives

Monthly social events are generally held on the weekend of the second Friday of each month. Event information will be included in issues of the newsletter and on the Club website at: www.sdjag.com. Please contact Patsy Millard if you would like to host a Club event.

Reservations are required for all social events. 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 or e-mail twenty-four hours before the event.

All events, both local and on the road, are a chance to get out and drive your Jaguar, visit with friends from the club, look over other cars, and discuss items of mutual interest with a Jaguar flavor.

SDJC 2011 Business Meetings

San Diego Jaguar Club Business meetings are held the Wednesday after the second Friday of the month, from 6:30 to 8:30 p.m. (subject to change) Future sites to be determined. All members are both welcome and encouraged to attend.

2011 Meeting Schedule

Jan 19	May 18	Sep 14
Feb 16	Jun 15	Oct 19
Mar 16	Jul 13	Nov 16
Apr 13	Aug 17	

Out & About In Your Jag



Ongoing

Each 2nd Sunday of the Month
Cars & Coffee on the Mesa
Dawn to 10 a.m.
JBA Performance Center
5675 Kearny Villa Road
www.JBARacing.com

Fridays
CLASSIC MALT SHOP
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regarding dates and specialty nights.



On The Road

Sunday, March 19
Great British Swap Meet
brooklidge@cox.net

Sunday, April 3
La Jolla Motor Car Classic
www.lajollamotorcarclassic.com

April 17, Sunday
Rolling British Car Day

April
Western States Meet
Information pending

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Member Showcase



Craig and Sue Turner's gorgeous 1967 3.8 S-Type. Does this look familiar? It should--you've seen it for sale in our Classified Ads section. Congratulations to Craig and Sue! If you would like your car to be featured in *Jaguar Tracks' Member Showcase*, please send your picture, along with information about your car (including any little story you may have about it), to your newsletter editor, Bob Celli, at rjcelli@att.net.

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Websites You May Enjoy

Club Information

San Diego Jaguar Club	www.sdjag.com
San Diego Auto Museum	www.sdautomuseum.org
Jaguar Clubs of North America	www.jcna.com

Car Information

Interactive Jaguar	www.interactivejaguar.com
Car care	www.meguiars.com
Chat forum	www.britcarchat.com
Classic Car eBulletin	www.insiderslist.com
Database ad classified system	www.britishcarsource.com
Jaguar information sites	www.jag-lovers.com
	www.jagweb.com

Jaguar US Home Page www.jaguarusa.com
Nethercutt Museum www.nethercuttcollection.org
If you are planning a trip, be sure to check the JCNA web page. Look for events you can attend on the road.



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		Non			
	Mbrs	Mbrs	Qty	Total	
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Women's Red House Honeycomb Performance Polo, Ruby, sizes S, M, L,	\$49	\$39	_____	_____	
Hanes Beefy T-Shirt, short sleeve, white, M, L, XL, with 12 E-type Design on back	\$24	\$14	_____	_____	
Hanes Beefy T-Shirt, long sleeve, white, M, L, XL, with 12 E-type Design on back	\$25	\$15	_____	_____	
Hanes Cotton Fleece Crew Sweatshirt, Deep Forest, S, M, L, XL	\$35	\$25	_____	_____	
Wool Blend Pro Style Cap, Khaki, One Size,	\$25	\$15	_____	_____	
E-Type 50th Anniv. Green Grille Badge	\$45	\$35	_____	_____	
E-Type 50th Anniv. Green Lapel Pin	\$6	\$5	_____	_____	
E-Type 50th Anniv. Red Grille Badge	\$45	\$35	_____	_____	
E-Type 50th Anniv. Red Lapel Pin	\$6	\$5	_____	_____	
E-Type 50th Anniv. Calendar	\$15	\$12	_____	_____	
Shipping					\$7.95
Total					_____

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JCNA Number: _____ Email: _____

DADZ JAG: Our Jaguar E-type Story

by Jeff Collins

Ever since I was a child, I have been enamored by the E-Type Jaguar. For me, it started with the dashboard speedometer; the E-Type went 160 MPH, while all the other cars “only” went 120 MPH. Although, knowing what I know now, the thought of 160 MPH in an E-Type would scare me to no end. The classic sleek lines, wooden steering, wire wheels, leather interior, and purr of the engine... now that was a true sports car.

Then one day in 1974, my father was visiting a wrecking yard near the Coronado Bay bridge, and someone towed in a 1964 E-Type roadster. My dad asked the owner, who we called “Junkyard Jim”, what was the story with the Jag? He said it had a blown engine and he would sell it for parts. My dad said, “Don’t do that, I’ll take it off your hands. What are you asking for it?” Junkyard Jim said \$500 and it’s yours. Unfortunately, dad didn’t have \$500, so he paid Jim in installments. The following week, that Jag was towed to our house.

And so began the long, slow, task of restoration, which has taken many forms, twists, and turns over the years. We started by removing and dismantling the engine, which sure enough, had a blown piston, connecting rod, noticeable dent in the block, and a bent crankshaft. We never repaired that original engine, so the factory chassis and engine numbers do not match. We spent many weekends at British wrecking yards, car shows and swap meets, collecting spare engines and parts for the car. With all the spares, at one point, we probably had close to one and a half cars. And it was fun. One we were working on her in the front yard, with the parking brake set (but not in gear) and she began rolling toward a 150 foot cliff. Out of the corner of our eyes we saw her start to roll, and ran as fast as we could alongside, grinding first gear before hitting a bush and, by sheer luck, stopping at the precipice (phewww that was close!). We fixed the Jag, got her running and put on many miles in the 1980s. In the early 1990s she went in for a paint job and long block replacement--completed in early 2000. Even after all the work, she’s more a driver than a show car.



Stabilized with concrete blocks, in the late 1970s, we almost lost DADZ JAG over a 150-foot cliff.

For me the danger is not in taking the car apart, but in putting her back together again. Today, she’s sitting quietly in the garage, having not run for 3 or 4 years and in need of some renewed interest and TLC from my son and I. Next time, the possum who decided to take up residence ...



SDJC Dyno Day

By Paul Novak

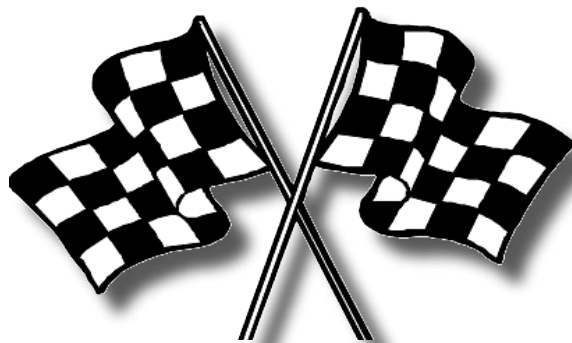
When all the engine noise, smoke and squealing tires stopped around noon on January 29, 2011, 12 cars successfully completed their dynamometer runs at "THE DYNO SHOP," ending our SDJC Dyno Day 2011. We had eight Jaguars, two Fords, an Alfa Romeo and an Aston Martin run through their paces on a computerized DYNOJET 248e dynamometer and the participants all received their printouts showing how their cars performed in terms of horsepower, torque and air/fuel ratios. Showtime was 8:30 a.m., and after an introduction and safety briefing by THE DYNO SHOP owner Mark MacNeil, the excitement began promptly at 9 a.m. It took approximately 15 minutes for each car to be strapped down on the dyno, have test probes attached and then run up to red line or whatever engine speed the owner/participant requested. The table on the opposite page summarizes the results in order of horsepower delivered. I'm pleased to say that there were no injuries, that all the cars ran exceptionally well and there were no mechanical problems experienced on the dynamometer. I had planned to bring three cars to SDJC Dyno Day 2011 but my 1969 E-Type Fixed Head Coupe developed cold feet that morning and was not ready for the dyno. The only issue any of the cars had was a dead battery in Stick Holmes' 1998 Aston Martin. After a quick charge he was ready for the dyno and his car performed superbly.



Photos, top to bottom

1. Chuck Bras & Rex Ryan
2. Paul Novak's 1987 XJ6 Vanden Plas
3. Peter Duckworth with his two grandsons
4. Mike Limber's 1965 Ford Mustang

The two supercharged cars at the top of the list below clearly were in a different realm than the rest of us with naturally aspirated engines. Steve Cappos got bragging rights as having the most horsepower with his supercharged Ford F150 Lightning. Dan Jensen got the bragging rights for having the most powerful Jaguar there. Diana Hill made an impressive showing in her Series II E-Type modified with Headers and Weber carburetors. When compared to Rex Ryan's E-Type at 152 horsepower and my own 1969 E-Type, which developed 149 horsepower at the SDJC Dyno Day a few years ago, Diana's E-Type is clearly in another league in performance. Tim Woodard's 1963 MK2 made an impressive showing and surely sounded sweet as it was run up to red line. Peter Duckworth's son-in-law Mike Limber brought a beautiful 1965 Ford Mustang that ran as good as it looked. I brought two of my Jaguars to do a side-by-side comparison of their performance. Both cars were running exceptionally good and I was pleased to see that my 1984 XJ6 Vanden Plas with 186K miles is running better than ever and even a little bit better than my 1987 XJ6 Vanden Plas with only 78K miles on it. Completing the line-up were two cars that, even though they were on the low-end of the horsepower list, were certainly at the top of my list for beauty and charm. Peter Duckworth's 1954 XK120 is breathtakingly beautiful, and on the dyno the engine had a wonderful growl that resonated throughout the shop area. Walt Lima brought his stunning 1961 Alfa Romeo Giulietta and it performed superbly.



	Participant	Year Make and Model	Max. HP	Max. Torque in Ft-Lbs
1	Steve Cappos*	Ford F150 Lightning w/ Supercharger	459	429
2	Dan Jensen*	2004 Jaguar XJR w/ Supercharger	300	285
3	Stick Holmes*	1998 Aston Martin DB7	235	228
4	Diana Hill*	1969 Jaguar E-Type 2+2	199	252
5	Chuck Bras*	1994 Jaguar XJS	175	206
6	Rex Ryan*	1966 Jaguar E-Type OTS	152	211
7	Tim Woodard*	1963 Jaguar MK2	136	177
8	Mike Limber	1965 Ford Mustang	128	201
9	Paul Novak*	1984 Jaguar XJ6 Vanden Plas	115	159
10	Paul Novak*	1987 Jaguar XJ6 Vanden Plas	110	149
11	Peter Duckworth*	1954 Jaguar XK-120	109	152
12	Walt Lima*	1961 Alfa Romeo Giulietta	54	61

Note: *Indicates San Diego Jaguar Club Member



Following each dyno run Mark MacNeil, the shop owner, provided a computerized print-out and an explanation of the results to each participant. In some cases, the engines were running at their best, but in other cases adjustments and modifications to fuel delivery and/or exhaust systems were discussed as possible ways to increase performance.

It's important to mention that car manufacturers do not use a dynamometer like we used to determine horsepower and torque for their marketing brochures and technical specifications. Typically they run their engines in a test cell, outside of a car, with no accessories (air conditioning, power steering pump, alternator, etc) attached to determine "Brake Horse Power." What we were seeing on SDJC Dyno Day 2011 was how much of that raw engine horsepower was actually being delivered to the rear wheels in a fully equipped car, in what is often referred to as "chassis horse power". This is a much different method of measurement and obviously the numbers differed greatly from the car makers' brochures.

Everyone who participated in our SDJC Dyno Day 2011 seemed to have a great time, and I know that we all learned something new about our cars. I plan to have another SDJC Dyno Day 2013 as it seems that there is enough interest to get 12-15 cars on the dyno every two years or so. If you missed out this year and would like to participate in the future, just let me know.

Photos, top to bottom

1. Stick Holmes' 1998 Aston Martin
2. Diana Hill and her 1969 E-Type 2+2
3. Dan Jensen's 2004 XJR
4. Tim Woodard's 1963 Jaguar MK2



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or apply online at www.sdjag.com
Any questions: nedrar1@roadrunner.com

I agree that as a condition of membership in the San Diego Jaguar Club, any events in which I participate will be for my own pleasure and I will be responsible for my car and passengers at all times.

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Where in the World..... Were Nedra & Grant Rummell?

by Paul Novack



My wife Debby took the “Where in the World....” picture of me in the February 2011 *Jaguar Tracks* in front of the Arc de Triomphe de l’Étoile when we were in Paris, France in September 2010 on a European vacation. We were standing at the northwest end of Avenue Des Champs-elysees where it enters Place Charles de Gaulle. Paris was just one of many exciting cities we visited during our memorable trip.

Members who guessed correctly included: George Klein (who gets bragging rights again this month for the first correct guess), Bob Celli, Vic Chang, Stick and Haley Holmes and Tim Woodward. Stick sent me a picture of the Arc de Triomphe that his father took while in Paris in 1945. Tim Woodward shared that he lived in Paris during 1960-1964 when his father was stationed there.

Members who guessed incorrectly included Rex Ryan who thought the picture of me was taken in front of the arch on Pacific Coast Highway at Newport Coast and that I edited it with Photoshop to make it look like I was somewhere else. Rex should know that I have marginal computer skills at best and could never be that tricky. <grin>



Where in the world was Nedra Rummell?

Where in the world was Nedra Rummell?

If it's hard to determine where this month's picture was taken by looking at your black and white printed copy of *Jaguar Tracks*, log onto our SDJC website and look at the picture in color in our online library of *Jaguar Tracks* issues. Here's the SDJC website location: www.sdjag.co.

Please let me know your guesses for this month's picture by emailing me at pnovak@tmwireless.com or by calling our home phone (760) 789-2510. Then take your copy of *Jaguar Tracks* on your next trip, take some pictures and send them to me so that they can be used in future “Where in the World....” articles. The locations of your pictures can be local or world wide, but one of our club members must be in the picture and somewhere in the picture there must be a visible copy of *Jaguar Tracks*.

SDJC LOGOWEAR



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If you want to view **past issues** of the *Jaguar Tracks*, scroll further down the Newsletter page where our Webmaster maintains an archive that goes all the way back to January 2003!



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With the incredible success of last year's meet, the Classic Jaguar Association is once again hosting the Great British Swap Meet. This swap meet embraces all English automobiles and we encourage all of you to empty out your garages partake in the fun! Bring your old car parts and your new ones. Bring your wish list and wallet. This event will once again take place in Signal Hill right by the Long Beach Airport. And for those of you who are coming in from out of town, word has it that the Queen's English All British Car Show and Auto Jumble will also be taking place on the following day here in sunny Southern California! The CJA will provide the coffee and the donuts... we ask all of you to provide the personalities and the parts!

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BACK TRACKS

by Eric Watkins

An Alpine Experience

Back Tracks author Eric Watkins heads for Switzerland where he meets up with Eric Biass, former president of the Geneva Jaguar Club and raconteur par excellence.



My Jaguar is an XKR Alpine, so you can perhaps imagine the feelings I experienced on finding myself in the Swiss Alps not long ago – especially at the pleasure of being piloted around Lake Geneva by Eric Biass, owner of a sumptuous Navy blue 1960s E-Type Coupe.

Certainly, the eyes of the doormen at my hotel really popped wide open when Eric pulled up to meet me. A real Jaguar XKE?

It was something even those doormen had not often – if ever – seen, accustomed as they are to the more stately Rolls Royces, Bentleys, and Mercedes pulling up to their doors.

And the doormen had a laugh, too, as I actually managed to pull my 6-foot 2-inch frame into the car – no small feat at my age. Once in, though, I felt immediately at home. Indeed, I felt it was time to hit the road. This is a car to be driven.

As we pulled out from the hotel, Eric began telling me of his lifelong experience with Jaguars, but especially how he eschews the concours variety. “No,” he said, “I really prefer a working car, one that gets out and about.”

That’s exactly what his E-Type is: a functioning car and one that still functions extremely well at a high level, a point Eric underlines when discussing his drive to Coventry last year for Jaguar’s 75th anniversary celebrations.

My Jaguar is an XKR Alpine, so you can perhaps imagine the feelings I experienced on finding myself in the Swiss “I actually was in Coventry last October, invited as I was by Jaguar to take part in the company’s 75th anniversary two-day celebration run,” Eric tells me as we whistle along the darkened Geneva streets.

“Some 75 cars only were invited and I was amazed they had to pick my E Type in remote Switzerland,” Eric says, blithely downshifting around the curves. It’s past 8.00 p.m. and the streets are mostly deserted.

“Driving up to Coventry, doing the rally and returning meant that I added 1,855 miles on the clock in four days, and she didn’t miss a beat!” Even Eric is impressed with that performance.

For the rally, the cars took off from the Coventry Transport Museum’s Millennium Place to follow the historic journey that company founder Sir William Lyons took in 1935 to show the first Jaguar at the Mayfair Hotel in London. From there, the rally went on to the Goodwood Revival.

Even now, though, Eric can’t quite figure out why his car was chosen for any of it.

“Just as puzzling is the fact that my car was also selected to feature on the publicity leaflets and posters for the huge, annual British Car Meeting in Morges next October, which will celebrate the 50th anniversary of the E Type,” Eric says.

Actually, it’s no puzzle at all given the fact that Eric served 14 years as president of the Geneva Jaguar Club and is probably one of the best-known Jaguar owners on the Continent. Certainly, he is one of the most enthusiastic.

But puzzle or no, there can be no doubt at all that the drive through Geneva that night tuned more than one head at the sight of a car whose design is 50 years young this year.

Shall we see you in Morges?

(See scanned image/photo next page)





SPECTACULAR EXPERIENCE ON JAGUAR DRIVE

Two long-serving employees, Ivan Bowers and Stephen Coombs, joined Richard Else, Production Operations Director, on an exclusive drive to celebrate Jaguar's 75th anniversary. Ivan has been with Jaguar for 36 years and works on Stalton 8 pre-mount XJ assembly in F Block. Stephen Coombs is a Maintenance Fitter in Factory Services and has worked at Jaguar for 35 years.

The pair took part in a cavalcade of historic and current Jaguars that set off from Millennium Place in Coventry to follow the historic journey William Lyons took 75 years ago to show the first Jaguar at The May Fair Hotel in London. The drive ended at the Goodwood Revival.

Keeping Track caught up with Ivan and Stephen on their return to see how they got on.

C: What were your thoughts about the event?

Ivan: I am still on a high from the whole experience – it was truly unbelievable. I've run out of describing words – awesome, spectacular, amazing! The way we were looked after was incredible. I would like to thank the company for this amazing privilege.

Stephen: 'Wow' seems too small a word for a fantastic couple of days. I am still pinching myself thinking about it. A truly once in a lifetime experience.

C: What was your highlight of the weekend?

Ivan: The drive down in the SS100 with David Miller was fabulous and the drive on the Saturday morning with Anthony Winchester in his XJ12 was equally awesome. The May Fair Hotel was lovely and I really enjoyed the gala dinner.

Stephen: Goodwood was my highlight. I love any kind of motor racing and I had always wanted to go to Goodwood, so to me this stood out. The sheer size of the estate is mind-boggling. The circus was a sight to behold too and we were really well looked after. A big thank-you to everyone involved.



Photo: Copyright Team Talk



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Nedra Rummell at nedrar1@roadrunner.com
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FOR SALE

1967 MK 2, light blue with faded dark blue interior. Chrome wire wheels. Automatic. Two owners. 68,000 miles. Seems all original except for a paint job in 1982. Excellent chrome, no rust and very complete. Runs beautifully. For more photos, contact Stick at stick767@cox.net. Asking \$25,000. All proceeds from this sale will go to aid the Haitian earthquake victims. Contact Sister Paula Smith at 619-690-9237.



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1967 3.8 S-Type, Opalescent maroon with Biscuit leather and carpets, maroon piping, wire wheels, AT. This car was the subject of a fully photo & receipt documented rotisserie restoration on a rust-free Southwestern car approximately 1,000 miles ago. No detail or expense was spared. Absolutely stunning. Needs nothing to drive or show. \$37,500 - Jim Migliaccio 619 888-9997, jim@cavallomotorsports.com

San Diego Jaguar Club Board of Directors' Meeting Minutes

February 10, 2011

The meeting was called to order at Vision Pulse Creative Event & Meeting Center at 6:30 by the President, Stick Holmes. The following board members were present: Grant Rummell, Nedra Rummell, Dan Jensen, Mike Smith, Craig McLaughlin, and Dannie McLaughlin. The President noted that in January a quorum of board members was not available, therefore the January meeting was cancelled. The following new members, Geoffrey and Mary Collins, Hampton Kau and Hanh Phan, and Gayle Tejada, were approved by the Board via e-mail.

Secretary's Report The Secretary reported that the minutes of the November meeting were unanimously approved in writing by the Board members prior to this meeting. There were no meetings held in December or January.

Treasurer's Report The Treasurer presented a comprehensive year-end financial report for 2010 which showed little change to the Club's bottom line from the year ending 2009. The Club's contribution to the holiday dinner was slightly higher than projected which is one of the factors that explains the difference in net income between 2009 and 2010. Grant reported that he is still trying to work out a computer glitch that is throwing the balance sheet off slightly. By far, the biggest Club expense is the monthly newsletter, the Jaguar Tracks, but this is also a source of revenue from advertisers and Club members report enjoying receiving the newsletter through the mail each month. Board members unanimously agreed to explore ways to reduce the publication costs associated with the newsletter. They also discussed the fact that Club members would like to see the newsletter come out earlier in the month and how that could be facilitated.

First Vice President's Activities Report Events Review: Everyone agreed that the holiday dinner was a huge success with a good turnout, good food, and good entertainment. Events Preview for the first half of 2011: 2/26 is the surf and turf drive with JOCLA, however, none of the Board members will be able to attend; 3/12 is a tentative dinner at the Trellises restaurant in Mission Valley and Dan is trying to hold the cost to \$30; a tentative drive to Mt. Laguna with lunch at the Bear and Eagle is scheduled for May 14th; the new members dinner will be held on April 2nd with the venue to be decided; also in May Dick Cavicke and Paul Novak will hold a Concours 101; 6/2 is the Greatest Show on Turf; 6/18 Dick and Paul will hold a judges' training at Classic Showcase; 6/12 the Club will again participate in the Village Walk at Eastlake with dinner at the Brigantine; that same month the Club is again invited to display cars at the Fair; 6/25 will be lunch at the Dana Point Yacht Club with JOCLA. Details will be available on the Club's website nearer to the date of each event.

Membership Report Nedra gave a detailed report of the membership survey which showed many members willing to participate in Club activities and the board discussed ways to utilize members' enthusiasm; she also presented guidelines for hosting club events and for handling door prizes that have been used in the past and could be useful for future events; Nedra then proposed the following individuals to the board for membership: Don and Pam Whisnant. Upon a motion by Mike and seconded by Craig, these individuals were unanimously approved. Nedra also reported that Club membership now stands at 151 which is 6 ahead of where we were at this time last year.

Newsletter Editor's Report There was no Editor's Report but the board again discussed purchasing an upgrade to In Design, the software program Bob Celli uses for the newsletter. Stick will continue to explore the costs of doing this.

Functional Chair Reports Craig, the Club's BCCC representative, reported that British Car Day will again be held at Liberty Station. Some of the bugs in last year's show have already been addressed and everyone agreed it is a nice venue. Stick reported that classified ads on the website are increasing which means more revenue for the Club. Dan, the Concours chair for 2011, reported that we are now sanctioned by JCNA, Stick is pursuing funding from Jaguar USA, and vendor letters need to go out soon.

Old Business – 1) Craig reported that we are still awaiting a reply from the Secretary of State regarding the Club's Articles of Incorporation and Grant and Nedra gave Craig thoughts they have for revising the Club's bylaws. Craig said he would send out a draft of the revised bylaws before the March board meeting; 2) Stick and Paul are continuing their work on the Club's equipment inventory; 3) Stick reported that 33 out of the 50 grill badges ordered have been sold and 9 out of the 10 adapters have been sold; 4) The Board again discussed making a contribution to LeMay – America's Car Museum in Portland, Oregon – by buying a tile but unanimously agreed this was not an appropriate expenditure of the Club's money.

New Business – The board next discussed several new items of business and decided as follows: 1) with regard to Zash Pay, a program similar to PayPal, the decision was a unanimous no; 2) with regard to purchasing a membership with constantcontact.com, the decision was a unanimous no; 3) with regard to reimbursing Dick Cavicke and Tom Krefetz for their JCNA AGM registration fee, the decision was a unanimous yes; 4) with regard to providing gifts for the Mexico Jag Club, the decision was a unanimous no; 5) finally, there was discussion regarding the time and place of future board meetings. It was agreed to keep the meeting time at 6:30P.M. and to explore other meeting spaces that could be used without charge until such time as a meeting room at one or both of the new Jaguar Dealerships is available. Craig suggested Only Yesterday and Cavallo Motors as potential venues with the added bonus that having a location with interesting car collections could generate more interest in Club members attending board meetings. Craig, Dan, and Stick will investigate and report back.

As there was no further business the meeting was adjourned at 8:00p.m. The date and place of the next board meeting is to be announced.

Respectfully submitted by Dannie McLaughlin, Secretary



LEADERSHIP & COMMITTEES



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Dinners

Various members take turns introducing us to their favorite restaurants. If you have not hosted a dinner, please contact Dan Jensen and ask him for details.

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Dan Jensen

