

# Jaguar Tracks

JAGUAR AUTOMOBILE CLUB, INC.  
OF SAN DIEGO, CALIFORNIA

July 1981

FOUNDED IN 1959

## CALENDAR

### JULY 10

The July Dinner Meeting will be held at the Torrey Pines Inn. The dinner will cost from \$12 to \$15 per person depending upon what is ordered. The telephone committee will be contacting members for reservations and menu choice. Cocktails will begin at 7 p.m. and dinner will be served at 8 o'clock.

### JULY 12

A tech session will be held on Sunday at 11 a.m. on "How to Prepare Your Car for the Concours." It will be at Glen and Margie Simpson's house at 7635 Jennite Drive.

### JULY 15

The July Business Meeting will be held at the home of Glen and Margie Simpson at 7635 Jennite Drive. Time is 7:30 p.m. Call 461-7635 for directions and to let them know you'll be coming.

### JULY 18

There will be a Judges Meeting at Frank Kovach's home for all of those interested in judging at the concours, and for all of those who have already been contacted to be judges. This year women are especially encouraged to participate in this aspect of the event. The meeting will be held from 12 noon until 3 p.m. at 10382 Carioca Court in Tierrasanta. For more information call Frank at 292-0144.

### JULY 19

The Classic Jaguar Association will hold its 6th Annual Swap Meet on Sunday at Mike Garrett's Expertee Jag., 520 W. Dyer Road, Santa Ana (just west of the 55 Freeway). Time will be from 10 a.m. until 2 p.m. Bring a picnic lunch. Parts of all kinds, from SS to E's will be available. Bring anything you wish to sell or swap.

### AUGUST 2

Concours d'Elegance, to be held on the greens at Marina Village from 10 a.m. 'til 4 p.m. Awards Banquet will follow at 6 p.m. at the Atlantis Restaurant in the West Room. Reservations are essential.

This year's Concours Awards Banquet should be one of the finest we have ever had.

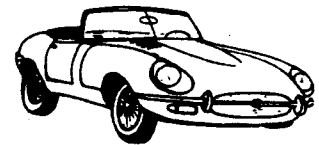
We will have the use of the lovely patio area for our cocktail area, which has an extraordinary view of the lagoon just north of the Atlantis, and is shaded by an assortment of tall trees.

The banquet room itself is one in which we have had our regular dinner meetings a few times before. The large aviary at the west end contains an assortment of exotic birds that are most interesting to watch. The huge aquarium at the other end of the room is also an interesting attraction with its variety of all sizes and types of fish. All of this contributes to a truly tropical scenario, which should make our dinner most enjoyable.

The menu for the dinner is one of the most extensive we have ever had served at a concours banquet, or any other dinner, for that matter.

The price will be \$17.50 per person, but well worth it this time!

## CLEAN UP FOR CONCOURS 81



by Ray Tetzlaff

The engine compartment was covered last month. Now comes the interior and exterior of the automobile. Beginning with the interior on the XK's and E-Types, it is not a big job to remove the seats. With XK's the seat cushions can be removed and the seat frames taken out by removing four screws. This applies to early E-Types also. Later E-Types' seats can be removed by adjusting the seats as far forward as possible. Remove the screw at the end of the rails and then slide the seats, rails and all, back off the lock-  
continued on back page

### AUGUST 12

The monthly business meeting will be held to discuss the success of the concours. Place to be announced.

### AUGUST 16

Our outing for this month will be a beach party on the Coronado Strand. It will be a pot luck, and the telephone committee will be calling to affirm attendance.



# NEWS AND NOTES

In the L.A. Concours our club was represented by Jack Butler who took 1st place with a 98.48 in Class 2, and Glen Simpson who took 1st place with a 98.41 in Class 8. A very good showing for San Diego Jaguar Club!

Our Mexican Pot-luck at the Owen's house in June was a huge success. Not only was there an abundance of some of the best Mexican food ever gathered in anyone's spot, but over sixty people attended and had an exceptionally good time. The biggest success, however, was the auction, which netted \$280, towards our Concours expenses. A big thanks goes out to Mary Lou Owen, Marian Butler and all of those who put time and effort into making this a fun and profitable party.

Jim Bean is now at Mission Convalescent Hospital at 4033 6th Ave. He is doing much better and would love to have visitors from the Jaguar Club. All of those who know Jim might drop by and see him or give a call when you can. We look forward to seeing him at our meeting and events.

We regret to say that one of our members, Jo Leucke, passed away last month. Jo had become ill quite suddenly while on vacation and had to return home for surgery a few months ago. Our deepest condolences to her husband Chris and the family.

License plate holders sporting "San Diego Jaguar Club" in red and black on chrome are available from President Glen Simpson for \$2 each. These are sharp looking frames and a real bargain!

Jaguar Clubs of North America, Inc. is attempting to update its list of Hard-to-locate Jaguar Parts and Services for Jaguar collectors. They would appreciate hearing about any sources which our club members may be using and are satisfied with. Write them at: Jaguar Clubs of North America, Inc., 600 Willow Tree Road, Leonia, 07605 New Jersey.

If you plan to enter the Cal. Clubs Concours at Solvang there is a deadline for reservations soon! They will be having an open and closed "Street Class" with trophies in both classes. There will be three places awarded in each class. If you are interested in going to Solvang, contact Glen Simpson as soon as possible at 461-7635.

## Board Meeting

June 17, 1981

*The meeting was called to order at 8:00 p.m. at the home of Don & Irma Hayes. Members present were Marion & Jack Butler, Joe & Francis Tarentino, Bob Lakin, Bob Atkins, Ann & Ray Tetzlaff, Jim & Sheri Duffy.*

*Minutes of the previous meeting were read and approved.*

### Old Business:

A. Membership — We have 15 prospective members. The upcoming roster contains 68 regular members.

B. Newsletter — Ray Tetzlaff is writing an excellent article each month for the newsletter.

C. Wheels for Wings — Joe reported that five cars from the club

were present and really looked great.

D. July events —

July 10th — Dinner at Torrey Pines Inn \$12 to \$15 per person, need a \$75 deposit.

July 12 — Tech session on "How to prepare your car for Concours." Sun. 11 a.m. at Glen & Margie's.

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SAN DIEGO JAGUAR CLUB



President, Glenn Simpson  
7635 Jennite Drive  
San Diego, CA. 92119  
(714) 461-7635

Vice Pres., Pam Hodge  
(714) 460-7542

Secretary, Mary Lou Owen  
(714) 487-7698

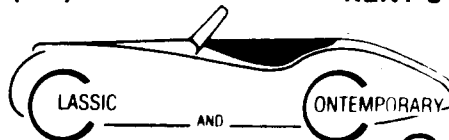
Treasurer, Sheri Duffy  
(714) 442-7308

Concours Chm., Frank Owen  
(714) 487-7698

Editor, Beverley Holle  
677 Catalina Blvd.  
San Diego, CA. 92106  
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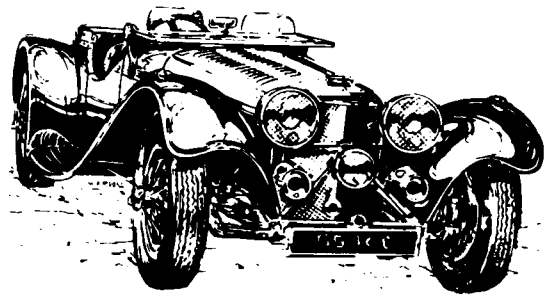
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# Historic Car Races

-from a participant's view

by Kent Stenberg



The 1981 Historic Car Races at Riverside on April 25 couldn't have been more fun, which is easy for me to say as you shall see.

The racing weather was perfect, and the sun came out just after lunch with the temperature in the 70's. The Jaguars were out in force, and lap times were being lowered from previous races at Riverside. Fred Lake in his red XK 120 was the only casualty when a connecting rod broke and punched a hole in the oil sump.

Group 5 race had three XKE's running close together with Clint Wells being the fastest in his white '62 XKE coupe before he made a pit stop. The big surprise was Steve Morse driving a much modified '62 XKE coupe that was known in England during the '60's as WOO TWO and driven at that time by John Quick. Steve was five seconds a lap faster during the race than in practice due to some rear suspension work that made high speed cornering more stable. Having a higher top speed he was able to pass Ned Yeaton's '65 XKE rodster and came close to catching Erich Lastsch in his red '63 Cobra 289 on the last lap. Ned was making up with brakes what Steve was gaining in top speed. At Turn Seven on the last lap his brake pedal was firm, even an extra hard

push of the pedal slowed the car very little, and so Ned experimented with a bit of off-road racing. He had been trailing Steve by four seconds and that increased to more at the checkered flag.

Group 2 race had three white XK 120's on the grid along with four Mercedes-Benz 300 SL's, three Austin-Healey 100's, a Morgan '4, and Arnold Bristol, a Lemans DB Renault, one MG TF, a Kurtis 500, a Lancia 2500 GT, and David Smith in the beautiful Jaguar powered (with four SU carburetors) 1955 Hagemann Cozzi Special, which unfortunately was an DNF after three laps.

I had the best view of this race for eight of the ten laps as Clint Wells out-accelerated me at the green flag, in Stu Donaldson's XK 120. We followed Phil Van Ek in his 1954 DB Renault for one lap before Clint took over first place. Try as I might, I couldn't alter the gap more than two or three car lengths a lap until we approached Turn Six on the ninth lap. I arrived with enough speed just as the road widened to pass Phil and then out-brake Clint going up hill toward Turn Six. They had followed Stanley Kaufman's neat perfect black 300 SL at the later part of the esses, and I hope we didn't cause him any concern as Clint

and I, side by side looked for a way around. Stanley held a tight line coming out of Six and I was away toward Turn Seven with Clint and Phil in tow. Clint was able to get on the outside as we crested the hill before Turn Seven and we dove, again side by side, to the left around Turn Seven toward Seven-a. I cut behind Clint and took the inside through Seven-a and we held side by side down the straight until the bridge. Clint pulled ahead through the dog-leg to the left before Turn Nine. I was able to close up two or three car lengths by double-apexing the beginning of Turn Nine, but had to ease off near the exit when the back tires started to slide excessively. I really didn't want to find out what it feels like to go side-ways at that speed! Beginning lap ten Clint's engine started to miss. We later found a leak in the radiator that was spraying coolant onto the distributor. I was just able to pass on the outside of Turn One and get back on the left side of the road so as to be lined up to go through Turn Two at speed. We finished in that order with Phil right behind. Our race, start-to-finish, had no more than three or four seconds separating us. I'm told we had a good turn-out to watch the races this year, though I couldn't say, as I didn't have time to look!

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## For Sale

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continued from page 2

Also to be scheduled is a judges clinic to review the new score sheets.

E. August events —

August 2 — Concour at Marina Village

August 12 — Board Meeting

August 16 — Beach Party at Coronado Strand a Pot Luck.

F. Club jackets — Glen as a source for hand made jackets at a cost of around \$35.

G. Tech session — Kent Stenburg did a great job. He started out very basic and went on from there.

H. Jim Beam is doing better and would love to have visitors. He is at the Mission Convalescent Hospital, 4033 6th Street (across from Mercy Hospital).

**New Business:**

A. Ray Tetzlaff reported that a SCAA "C" production Jaguar beat the Datsun's in competition this year. This is a privately owned automobile. They are selling shares in this car to raise money. See Ray for details.

B. A poster of a "D" type Jaguar is available. It is 17" x 22" lithograph for \$12.95. See Glen.

C. We have had a trophy returned to us that was awarded several years ago to the member who contributed the most to the club during the year. We need some ideas on how to use it.

**Adjounment:** 9:45 p.m.

*Respectfully submitted*

**Mary Lou Owen**

*Secretary*



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## Northern California Sports Car Council

# 21st Annual Sports Car Olympics

**MULTI-EVENT PROGRAM ON**

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**For Information Call:**  
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Salinas - The 21st Annual Sports Car Olympics is moving from the usual mountain site to the "flatlands" in the Salinas-Monterey area on September 5-6-7, Labor Day week-end.

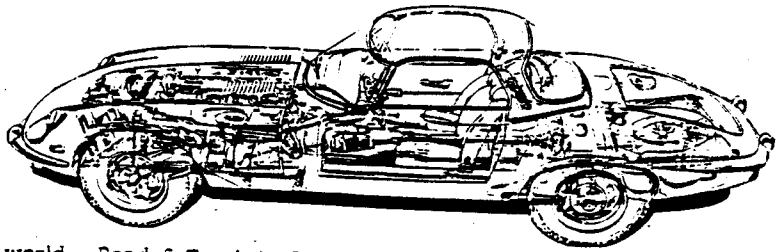
Open to all car sports enthusiasts, and staged by the Northern California Sports Car Council, the Sports Car Olympics will include an auto-cross, a Concours d'Elegance, two rallyes, a Funkhana and a sports car quiz.

Beautiful medals will be presented to the class winners of each event and the top 20 overall will receive special awards, too. A long list of marque (make) awards and door prizes will add to the festivities.

One fee of \$113 per person (two to a room) will cover all meals (starting with Saturday night through Monday night banquet), events and two nights lodging at the Sports Car Olympics headquarters, The Quality Inn of Salinas. For meals and events only the cost is \$68.00 per person. The entry deadline is August 26, 1981; after this date add \$10.00 per person.

For an entry form write P.O.Box 444, Fremont, CA. 94537. Club membership is not required and any import or sporty car is welcome. Due to limited space only the first 250 entrants will be guaranteed a spot at this years Olympics.

# The X-Citing E-TYPE



8

In 1961 the E-type was unveiled to the world. Road & Track in September of 1961 said, "If a new car ever created greater excitement around our office than the new Jaguar XKE, we can't remember it." In 1981, twenty years since the introduction of the E-type, the excitement still remains.

The E-type was unveiled not in England but at the Geneva Motor Show in March, 1961. At the time, it was about the fastest car you could buy from the showroom floor. The E-type was a combination of Jaguar's experience in competition racing (particularly from the D-type) applied to a road vehicle.

William Heynes was the chief engineer for the chassis design and prototype. Sir William Lyons and Malcolm Sayer contributed to the outward appearance. The first prototype was code named E1A. The "A" symbolized the aluminum metal used in the prototype. E1A had a 2.4 litre engine -- mainly because it was the only engine which would fit neatly inside the bonnet of the prototype. E1A did not have headlamps, so test driving was limited to daylight hours.

The second E-type prototype was made of steel and the dimensions were similar to the final production car. The second prototype was commonly known as the "Pop Rivet Special." This name came from the formed steel sheets being pop rivetted together. Phil Weaver, then head of Jaguar's Experimental Department, recalled a telephone call from Bill Heynes instructing him to remove the pop rivets and weld the car in a matter of hours so that it could be driven. All in all, it took about four years from the first prototype to production line. Compared to the development of other Jaguar models, the development time was long but all of the problems encountered along the way were small.

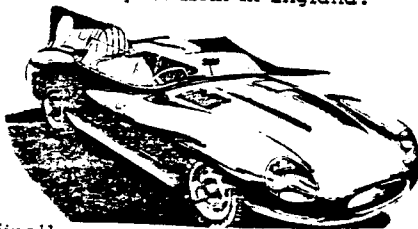


E2A was the third prototype, which was intended as a replacement for the D-type. From the front, E2A looked very similar to the production E-type. The wheelbase was exactly the same as the production car. The engine was a 2997 cc version of the dry sump six-cylinder XK unit and featured for the first time in Jaguar an aluminum block. It was fueled by a Lucal fuel injection system and mated to a four-speed all synchromesh transmission.

Briggs Cunningham persuaded Jaguar to let him enter E2A in LeMans in 1960. It might also be interesting to note that Ecurie Ecosse's D-type was also entered in the 1960 race. E2A had a series of misfortunes. In its practice laps, it had bad oil pressure problems and lost oil. In the subsequent pre-race practice sessions it collided with a GT Ferrari and damaged the nose -- even though it had put in the fastest time of the day. Walt Hansgen and Dan Gurney were the drivers on race day. The first problems to bring it into the pits were with the fuel injection system. Returning to gain to 10th place in three hours, it bowed out again due to a faulty fuel injection pipe running to the pump. Finally a blown head gasket took it out of the race completely.

E2A was later refitted with a Weber carburetted engine and sent to America to race for the Cunningham team. The car won at Bridgehampton, Long Island.

E1A was eventually cut up with a torch. The all steel "Pop Rivet Special" met a similar fate. E2A is still alive in the collection of Guy Griffith in England.



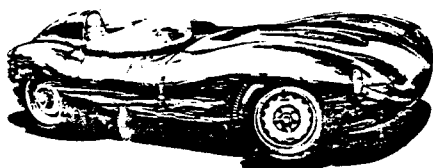
When the E-type finally came into production, it owed more of its design and heritage to the D-type than to the XK 150. The passenger compartment and rear quarters were built of welded steel panels -- mostly 20 gauge steel, and the framework was made from Reynolds 541 square section steel tubing. The main framework was bolted -- not welded -- the monoque -- a lesson learned from the D-type. From 1961 until the end of the E-types in 1974, Abbey Panels supplied the nose section and outercurved body panels. Pressed Steel Fisher made the steel sections.

When the E-type was introduced in 1961, the price was £1,480 for a Roadster and £1,550 for a Fixed Head Coupe (approximately \$6,000 in U.S.). The E-type was introduced to the U.S. in April, 1961, at the New York show. Until now, the new pride of Jaguar had been known as the "E-type." Americans were the ones who gave it the designation of the "XKE." Road & Track reported that the new Jaguar "comes up to and exceeds all our expectations."

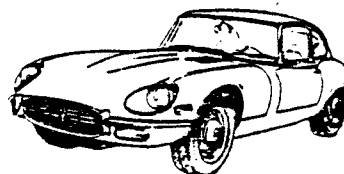
Listed below is a summary of differences in the E-types from 1961 to 1970, courtesy of the Jaguar Club of Victoria, Australia. A second article will appear next month giving production figures for the different series as well as additional historical events and data concerning the E-type.

Interior

- 1962 Console glove box introduced. Flat flooring replaced with sunken flooring.
- 1963 Aluminium rim of wooden steering wheel now fully covered by wood trim.
- 1964 Aluminium dash covered in black leatherette. Aluminium console covered in leather.
- 1965 Rubber shift. Boot replaces leather boot. Coupe side cubby holes covered. Chrome finishers added to extreme corners of dash. Redesigned seats introduced. Door arm rests introduced. Redesigned passenger grab handle.
- 1966 None
- 1967 Leatherette shift boot replaces rubber boot.
- 1968 Toggle switches replaced by rocker switches. Door panels changed. Adjustable seat backs introduced. Horn switch moved to turn signal level. Glove box door added. Door arm rests discontinued. Polished steering wheel spokes discontinued. Factory air conditioning offered.
- 1969 Seat head rests added. Door arm rests reintroduced.
- 1970 Wool trimmed steering wheel discontinued.

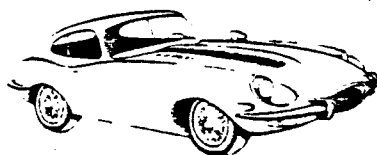
Exterior

- 1961 Outside bonnet latches replaced with inside latches.
- 1962 - 64 None
- 1965 E-Type and 4.2 emblems added to rear boot lid. Bumpers with outside access for removal introduced.
- 1966 None
- 1967 Covered headlights discontinued.
- 1968 Vinyl roadster top replaced canvas top. Earless knock-off hubs introduced. Straight lace wire wheels replace cross-lace wire wheels.
- 1969 Headlight openings altered (moved forward). Air intake enlarged. Bumpers redesigned. Side lights added.
- 1970 Pressed steel wheels offered as an option to wire wheels.

Mechanical

- 1962 XK150S manifold throttle linkage replaced with stronger linkage. Brass radiator offered. Air cooling fins added to oil sump.
- 1963 Gearbox support mount changed to coil spring type. Standard rear axle ratio changed from 3:31 to 3:54 for USA and 3:07 for Europe. Watersling added to rear axle hubs.
- 1964 Access cover plate to rear end through boot discontinued.
- 1965 Lucas 2FP submersible fuel pump replaced with SU external pump. Alternator and negative ground wiring introduced. 4.2 litre engine; full synchro gearbox; redesigned brake master cylinder and servo; new starter motor; new radiator and header tank.
- 1966 None
- 1967 Electronic tachometer replaces generator driven tach. Twin Stromberg carbs replace triple SU carbs on some models for USA. Redesigned radiator with twin cooling fans introduced.
- 1968 Redesigned brake calipers introduced. Emission control on cars to USA.
- 1969 Mixture crossover heating duct eliminated.
- 1970 New air filter box introduced.

Please remember that the list above was taken from a publication in Australia and what England sent to Australia might not have coincided with what was sent to the U.S. (in particular the entries for the 1970 models -- which would be 1971 Series III for us.). However, it does document some of the changes as they evolved.



by

Sheila Simmons

Jaguar Club of Austin Texas

more next issue



## TULLIUS GIVES JAGUAR ITS FIRST 1981 TRANS-AM WIN

Group 44's Bob Tullius handed Jaguar its first 1981 manufacturer's victory in the Sports Car Club of America's Trans-Am Championship racing when he wheeled the stunning green and white Quaker State Jaguar XJ-S into the winner's circle at Portland, Oregon, International Raceway on Sunday, June 14. Beginning from a disappointing 14th qualifying position, Tullius electrified the record Rose Festival crowd as he charged into the lead on the 21st lap of the 52-lap race. Corvette driver Eppie Wietzes, Trans-Am winner at the Charlotte, N.C., Motor Speedway three weeks ago, followed Group 44's Jaguar across the finish line by a mere 33/100s of a second.

With the silver Rose Cup in one hand and a champagne bottle in the other, Tullius was jubilant in the winner's circle as he addressed the cheering spectators. Referring to this Group 44 Jaguar, he said, "I'm glad to see a rose among all these thorns win this race. The car is very steady, very predictable. It's built to go as fast on the last lap of a race as on the first."

Tullius and Wietzes share the first-place position in the Trans-Am Championship standings with 54 points each. George Follmer is third with 21 points.

## A BRIEF HISTORY OF THE SAN DIEGO JAGUAR CLUB

by Ray Tetzlaff

After a series of informal meetings in early 1959 the Jaguar Automobile Club of San Diego was organized. At a formal meeting in March officers were elected and By-Laws drawn up. There were twelve original members and from that nucleus the club grew. In the first few years rallies were the most enjoyed activity. Other sports car clubs in the area participated.

Concours became popular later and entrants included antique, classic, special interest automobiles as well as Jaguars. The cars came from all over the state. These Concours grew so big and took so much effort to put on, and with lagging interest by the membership, they were discontinued.

Activity as well as membership dwindled somewhat for a while, but under the direction of capable organizers among a few members and officers interest increased and by mid-seventies the Club began to grow. Concours for "members only" and for "Jaguars only" were a reality in the next few years.

Beginning with 1978 an annual J.C.N.A. sponsored Concours has been staged. We have been able to get

a lot of interest and participation from the members in general. We have had entrants from California and Arizona Jaguars Clubs, usually nearly fifty beautiful Jaguars on display.

Cal Clubs Meet participation started at the Avila Beach Meet in 1979. We had four entrants. Frank Owen took a 1st with his 1967 E-Type, Randy Prine's XK150S won a second, Jack Butler was 1st with his XK120. Gary Strum's 340 Saloon took a 2nd.

At Kingsburg for the Cal Clubs 1980 Meet the Jaguar Automobile Club of San Diego was co-host with the Sacramento Jaguar Club. We presented the Concours. People from San Diego attending were Bob and Nancy Atkins, Margie and Glenn Simpson, Jack and Marian Butler, Frank and Mary Lou Owen, Pam Hodge, Randy and Marilyn Prine and Jim and Norma Shiner. Jack Butler, XK120, 2nd, Randy Prine, XK150S, 2nd and Frank Owen, 2nd were the trophy winners.

At this writing there are 138 members and 92 Jaguars. The cars range from a 1937 SS100 to a 1981 XJ Series III.



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continued from page 1

ing studs at the front. Lift seats out. A vacuum cleaner can be used to pick up the accumulation of gum wrappers, candy wrappers, hair fasteners and small toys. At least that is what I found in my 68 E-Type, all left by the previous owner. The carpets can be removed and washed if they are very dirty, vacuumed if not too bad.


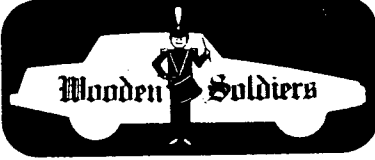
I use either Armor-All or Tannery on the vinyl door panels, door sills and rear deck in my coupe. Tannery is a better cleaner. A solution of mild detergent, Ivory Dishwashing Liquid, can be used to clean dirty surfaces. On the leather I use saddle soap to clean, by working it in the leather with a sponge. Let it dry for about 10 minutes and rub the surface with a clean, soft cloth, I then apply Lexol, letting it stand for a few minutes and then polishing with another clean, soft cloth. I do this three or four times a year, regardless of the Concours, to preserve the leather.

Before the Concours the spare tire and wheel should be cleaned, air pressure checked and the compartment cleaned. The tool kit, if one is included, should be checked and all tools cleaned.

If you worked on the leather seats while they were out, they can not be replaced. The seats can be done either in the car or after the interior is cleaned and they are replaced in position.

The exterior of the body and the wheels are next. Prepare for a lot of hard work. The car should be washed before polishing. On an E-Type be sure to cover the engine, suspension parts, radiator and battery with a canvas or plastic cover. All your previous work can be destroyed by water spraying through the louvres on the bonnet. On other models this condition is not quite so critical.

The wheels can be done first or last. If done first they should be covered while the washing is going on as otherwise they will become water spotted. I advise all members who are truly interested in caring for your Jaguar, either for show or pride of ownership to attend the Tech Session at Glenn and Margie Simpson's on July 12 at 11:00 A.M. The address is 7635 Jennite Drive, San Diego. Complete preparation will be demonstrated on Pam Hodge's V-12 2+2.

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