



# JAGUAR TRACKS

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

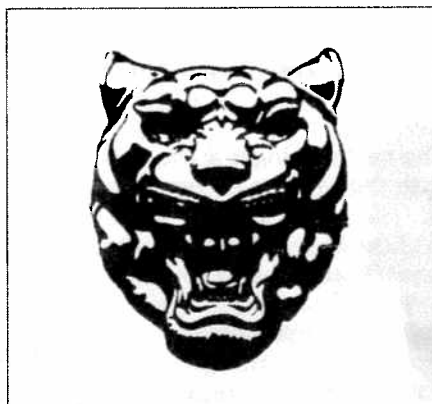
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## CALENDAR

**JUNE DINNER MEETING**  
 June 12th at the Shelter Island Inn  
 (Doc Masters)  
 2051 Shelter Island Dr. San Diego  
 Cocktails 7:00 P.M.  
 Prime Rib and Scampi  
 Salad, vegetables, rice  
 Chocolate Mousse  
 Price \$18.50

**BUSINESS MEETING**  
 June 17 at Dick and Joanne Fuller's  
 1524 Shadow Knolls Dr.  
 El Cajon  
 440-0789 7:30P.M.

**WINE TASTING LUNCH**  
 Picones Winery leave May Co. park-  
 ing lot at 8:30 A.M. Saturday, June  
 13th. Lunch included for \$10.00.  
 Reservations limited, contact Dick  
 Miller 743-5356 or 489-0161



## President's Message for June

A classy place to eat, 60 members and guests thought so. The Imperial House provided it for our May meeting. After a delicious meal, Performance Jaguar introduced us to the All New 1988 XJ-6 with a talk and video show, along with the gorgeous product itself for our own hands-on inspection. Steve also explained the SOS Roadside Assistance Plan Jaguar is offering. Besides the "All New Jaguar", a 1987 XJ-S (my favorite) and a new Lamborghini Countach were there for comparison (Lamborghinis are great if you are young and a contortionist), but Sir William Lyon's slogan, "Grace, Space, Pace", still holds true in the models. You can't beat'em! Thanks to Steve Pinson and wife Rohna, John Steen and Roger Woodman of Performance Jaguar.

Francois Haravey and Shirley, prospective members, got in the swing of things Sunday, May 10, by entering his gorgeous '67 E FHC in our club's display of Jaguars at University Town Center. Thanks for being there. Wright is Right On! Or this weekend he was anyway. He won Best of Show for the Jaguars entered at the University Town Center Concour with his beautifully restored 1967 E Type 2+2. Congratulatory Wright Benson. Thanks to Marian Butler for entering her E Type Roadster. Some of our members viewing the cars were John Hoy, Fraser Gladwin, Mary Ann and

Russ Ogle, Chet, Jean and Mark Manock. My 150-S Roadster was entered also. Attending the event this weekend, it dawned on me that JCNA Concours are at hand. So it's time for us to shift out of first gear and prepare ourselves and cars for these coming events. Dick Cavicke is in charge of our concour.

Congratulations to the Simpsons on their new arrival— a 3,950 pound, dark blue 1959 MK IX with White Walls.

Discounts: California Battery Company in El Cajon (449-0328), and Hilltop Tire Center, La Mesa, (462-5005). Show your membership card.

Welcome to our newest member, Nick Walpert. Thanks for joining us.

Guests at our May Dinner Meeting included Slim and Vickie Durham, Scott Penfield and friend, Julie Prine, Steve Sakane and Mr. Stevens (Tony's father). Thanks for attending.

Did you know: After starting your Jag you have to drive seven miles to recharge your battery if you have a generator, or three miles if you have an alternator.

### HAPPY BIRTHDAY - JUNE

Marian Butler, Dick Cavicke, Mark and Georgia Cohen, Irma Hayes, Harvey Williamson, and Marie Wyman.

### ANNIVERSARY

Mark and Georgia Cohen, Dick and Vickie Ezneker, Fritz and Loretta Hines, Monty and Judy Montgomery and Nat and Diane Ward - Congratulations!

Your Obedient Servant, Randy

# FUTURE EVENTS

## Swap Meet.

The Classic Jaguar Association with the help of the Santa Barbara Jugar Club, Moss Motors & other Southern California Jaguar Clubs, are pleased to present this super day of swapping parts, storys and information on and about our classic Jaguars. The event will be held on the parking lot of Moss Motors in Goleta California. 7200 Hollister Ave. Time will be 8AM-4PM on October 10, 1987.

Gather up those parts, assemblies, literature etc. and bring along a table and chair and plan a day of fun and profit!


Moss Motors has promised to bring out some vintage parts from their vast warehouse.

For futher info contact: Jack Rabell (619-278-1130 days, 619-445-31523 nites)

**3rd Biennial National concours d'Elegance** Boston, Mass. July 31st, August 1st and 2nd. For information contact: Jaguar Association of New England 92 Turnpike Road Manchester, New Hampshire 03104 (603)622-1350

## CAL Clubs Meet '87

October 16-18, San Luis Obispo. Special CAL Clubs event rates at Elegant Park Suite Hotel and Conference Centre, \$75.00 per night single or double with breakfast for two. For reservations call (805) 549-0800. CALL EARLY. Flyers and entry blanks will be sent out soon.


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## SDJC MINUTES

On May 13, 1987 at 7:40 p.m. the business meeting was called to order at the home of Pam Hodge. 16 members were present.

The minutes were approved as read.

Treasurer, Diane Ward gave her report.

President Randy Prine said the next social event will be June 13th for a Picone wine tour and lunch at 10:00 a.m. Meet at May Co. parking lot at 8:30 a.m. if you wish to go in a group. There is a maximum of 26 people for the event on a first come basis with a \$10.00 charge for lunch. Please contact Dick Miller for your reservations.

President Randy said the lapel-hat pins will be here in three weeks. He also mentioned that he needs a Picture Chairman and Scrapbook Chairman.

Vice President Dick Cavicke reported on his research on insurance for the club. Also Dick Fuller will conduct a judging preparation seminar before the August concourse.

Judy Montgomery announced the next dinner meeting will be at Doc Masters.

She has asked for anyone who knows of a restaurant that can accomodate a Friday night, private room under \$18:00 to please call her. There was much discussion about the dinner price and banquet facilities. There will be a pot luck in July and October.

Curtis Parker - Membership Chairman said there are 21 potential members. There are approximately 110 members in the club.

Jane Fitzgerald conducted an open discussion about the newsletter.

Everyone thanked the Ogles for the wonderful 1987 Roster and their hard work.


The next meeing is at the Fullers home with the Parkers bringing dessert.

Without further business, the meeting was adjourned at 9:15 p.m.

Respectfully submitted,

Pat Harding  
Recording Secretary

**JAGUAR**



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## THE MICHELIN STORY

By Ray Tetzlaff

Michelin is one of the few large, family run corporations in the modern business world. In size only Goodyear of the United States is larger in the manufacturing of tires and rubber products. Presently the company is headed by Francois Michelin and his cousin Francois Rollier. They each have the title of **Gerat** or manager. These men bear the only titles allowed by the company. Michelin is very proud of its innovation technology.

In the beginning the company was a small family business devoted to the manufacture of rubber balls and miscellaneous farm equipment. When young Andre Michelin (1853-1931) completed his engineering studies at Ecole Central in Paris he returned home and took over management of the business. A balance of technical skills and a faculty for developing consumer loyalty established Michelin from the beginning and held it steadily on the road to prosperity.


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Member F.D.I.C.

The pneumatic tire was invented by Robert William Thompson, an Englishman, in 1845. He called it an aerial wheel. Another Englishman, John Boyd Dunlop, carried the development further in 1888. He glued a rubber tire on to a solid tire, a proces that took a lot of time in the gluing process and a twenty four hour wait for the glue to dry before the tire could be put in service. Andre Michelin and his younger brother Edouard(1859-1940) brought a more practical tire in to use. Their tire had an inner tube that could be taken from the rim and put back without the messy gluing and the long twenty four hour wait before it could be used. This proces was not done without a hand dirtying, physical struggle, however. The first tires were held in place by seventeen bolts. At the time the public in general did not go along with the ridiculous idea of riding on air.

It took some promotion on Michelin's part, runs where tacks were dropped

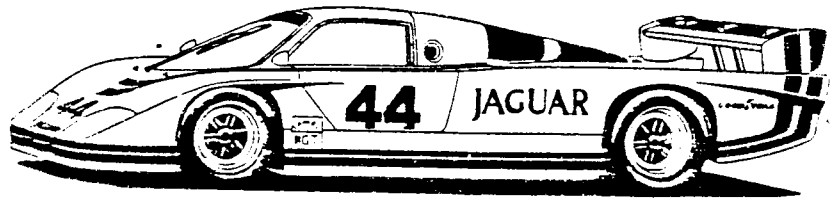
on the road in front of racing bicycles to demonstrate that the tires could be repaired on the road and the racer could continue on his way. They also had to show that bicycles rolling on air had much less rolling resistance than wheels with solid tires.

Automobiles began to populate France and in 1894 there were two or three hundred of them in the country. Since Michelin was already making tires for carriages it was a simple step to make them for automobiles, which they did in 1894. Andre Michelin promoted automobile races and engaged in them to advertise the Pnuematiques Michelin with which the cars were equipped.

(continued in next issue)



**JAGUAR RACING, ETC. . . .**



April 26th proved to be a big day for the big cat (group 44 XJR-7) at Riverside in the IMSA Camel GP 500km race. This was one of the most exciting races I have witnessed (yes I'm slightly prejudiced). With 30 laps to go in the race the Jag driven by John Morton at the time was 20 seconds behind Chip Robinson in the Holbert Porsche. With about 10 laps left, John was closing on Chip at the rate of a little over 1 second per lap. With 3 laps left John tried to pass Chip on the inside and got 2 wheels in the dirt (my heart was in my throat). John passed Chip in turn 9 in next to the last lap and won pulling away! The win was a fitting end to what was probably the last IMSA GT race at RIR, which John won and had driven his first race at this track in 1963. Congrats must go to the entire Group 44 team effort, which was well planned and featured outstanding pit stop work. The rest of this race was well covered in Southland newspapers and publications, so I won't do a repeat here. I think special kudos are due to Hurley Haywood who has won his share of international races. His consistent driving has contributed much to the Jaguar effort. In wrapping this up - a WELL DONE to Bob Tullius.

The final results were:

1. Car 44, Hurley Haywood/John Morton, Jaguar XJR-7.
2. Car 14, Chip Robinson/Al Holbert, Lowenbrau/Porsche 962
3. Car 67, Darin Brassfield/Wally Dallenbach, Uniroyal Goodyear/Porsche 962.

- Remaining IMSA races scheduled for Jaguar are:  
May 25, Camel Grand Prix (150 laps)  
Lime Rock, CT.  
Sept. 6, Camel Grand Prix (2 hours)  
San Antonio, TX.

Oct. 4, Columbus Ford Dealers Grand Prix (300 km)  
Columbus, OH.

If Riverside was the day of the cat, it was Klaus Ludwig day at Laguna Seca in the IMSA Triple Crown 200 km GP on May 3rd. It was the 2nd win here for Klaus (he won last year in the Ford Probe). Group 44 again featured excellent pit work and the Jag finished 4th being on the same lap as the winning car. Final results were;

1. Car 85, Klaus Ludwig, Bayside Disposal/Porsche 962.
2. Car 52, Sarel VanderMerive, Corvette GTP.
3. Car 14, Chip Robinson, Lowenbrau Porsche 962.
4. Car 44, Hurley Haywood/John Morton, Jaguar XJR-7.

••• After last year's win at Silverstone, across the pond, the TRW Jaguar XJR-8 cars provided a 1st and 2nd place this year. The 1000 km event was also the first race for the new Le Mans specification XJR-8LM which was run all out for testing and at one point the LM was running 3rd behind the 1st and 2nd place XJR-8s. Standby for Le Mans. Howzat!

Bob Fitzgerald

#### VINTAGE RACING UPDATE

Palm Springs--**Doug Cook, Bob Caro, and Mark and Chet Manock** fielded cars. In practice Doug ran off the track to avoid a collision when another Jaguar swerved into him inflicting superficial damage. In the main event, however, Doug finished first in Class and fourth Overall. Bob Caro started well and led his group til succumbing to a transmission problem. Mark Manock (XK120) had a fun race dicing with TR's and

Austin Healy's until the gremlins finally got him with a throttle-linkage problem.

Chet's SS-100 managed to stay with the 1934 Alfa Romeo Tipo P-3 Grand Prix car and the 1947 4.5 litre Bentley for several laps before going spinning off the track trying to avoid a "jam" going into the chicane on the main stretch. "Barney" lost a fender (now repaired). **Bob Lemke** and **Curtiss Parker** ably assisted the Jaguars in the pits.

**Willow Springs**--Jaguars did well in the "E" modified production race finishing first, second, third and fifth. (Including Cook's E-type). Some six Corvettes and many Porsches were in the race. The fourth place going to a Corvette. Another fine day for Jaguar! E-type forever.

#### HRG Hill Climb--Lawrence Welk's Village

Final results are not in but Doug Cook experienced brake failure going into the chicane near the top, went into the rocks, inflicting serious but repairable damage to the front end of the E-type Coupe.

Jan and Dick Miller accompanied Jean and Chet in the limousine in a special run up the hill to clock the meets slowest time taking one minute forty seconds to reach the top. **Pat Botkin** and **Ray McFarlan** prominent among the spectators.

#### Mexican Road Race

Three cars were fielded by the Manocks--the SS-100, an XK-120, and a '54 Mercedes Coup. Old Barney, the 1937 SS-100 was regarded as the

continued on page 5

# JAGUAR TRACKS

## Supplement

## ANIMAL CRACKERS

May 11, 1987

Nabisco Brands, Inc.  
Grocery Products Division  
East Hanover, NJ 07936

Gentlemen:

In **USA Today** (Thursday, April 30), I read with disbelief that you no longer feature the *Felis onca* (Jaguar) in your collection of animal crackers. When did this unfortunate event take place? Surely you are aware the *Felis onca* is already on the Endangered Species List, and your action certainly doesn't help matters.

As a small boy I consumed more than my share of animal crackers, imagining myself as "Bring-'em-Back-Alive" Frank Buck slashing my way through the jungles of South America in search of the wily Jaguar. Now that I've grown up and put aside such childish things, I devote myself to collecting antique Jaguars—I have four in my garage.

The Jaguar, by the way, recently won the Camel GT Race at Riverside, California. Sir William Lyons was inspired to use the Jaguar as the symbol for his fine automobile, and coined the slogan "For Grace, Space, Pace" to describe its graceful lines and flawless performance. There are 48 clubs affiliated with Jaguar Clubs of North America in the U.S. and Canada with over 4,000 members.

In my official capacity as President of the San Diego Jaguar Club and spokesman of the other Jaguar Clubs in the U.S. and Canada, I formally request that Jaguar be reinstated in your circus wagon of animal crackers to help preserve this endangered species. If this is not possible, will you please send me the Jaguar cookie cutter so I may bronze and enshrine this symbol of the magnificent animal for future Jaguar enthusiasts.

Sincerely,



M.R. Prine, Jr.  
President

## NEW MEMBER PROFILE

Elvira and Gilbert Rousset have been members of the Jaguar Club since last fall, but for whatever (inexcusable!) reason their official inclusion and welcome was much delayed. We do apologize, and hope to make up for the shaky beginning! By now most of us have met them— for those of you who haven't, here's a bit of background.

Gilbert bought his first Jag, a 1960 MK IX, in 1983 from a fellow worker who, neglecting the basic TLC required by such finicky cats (i.e., forgot to put water in the radiator!), destroyed the head and gave up in disgust on such an "unreliable" machine. Well, his loss was Gilbert's gain, to say nothing of the fact that one more fine Jag has been given a good, responsible home. Gilbert rebuilt the head, had some rechroming and interior work done, and in two years had a car that took 1st place in last summer's Jag concours. Nice going, Gil! His second MK IX, victim of and interior fire, was originally bought as a parts car, but on examination the engine and body proved too good to dismantle. So a third MK IX was purchased which provided an interior and right-hand steering for car #2, now in the restoration process. Maybe when both are finished, he'll let Elvira have one; so far he hasn't trusted her out alone. (Is it the car he's afraid to let out of his sight, or the combination of spectacular car and equally spectacular Elvira?)

Elvira and Gilbert, besides being almost-new Jag Club members, are almost-newlyweds as well, having been married for only two years. Gil works at Wescott Mazda (guess what their "everyday" cars are?). Elvira is currently working in the loan department of Imperial Corporation. The Roussets enjoy concours and the dinners, but are especially fond of the driving events. They love to drive their MK IX and have volunteered it as a limousine for several friends weddings, as well as using it for their own. (Gil likes to tell about the man who came up to him at one wedding and asked why he had Jaguar hubcaps on his Rolls Royce!)

So, everyone—say hello to the Roussets!

MAO

Mexican Road Race Cont.

slowest race car by the organizers (of the 100 entries) so started in last place on the grid. However, the old car soldiered through passing twenty or more disabled race cars including Porsches, Ferrarri's, an Allard, a Cobra and others, most of which succumbed to the heat—a good testimonial to Jaguar reliability.

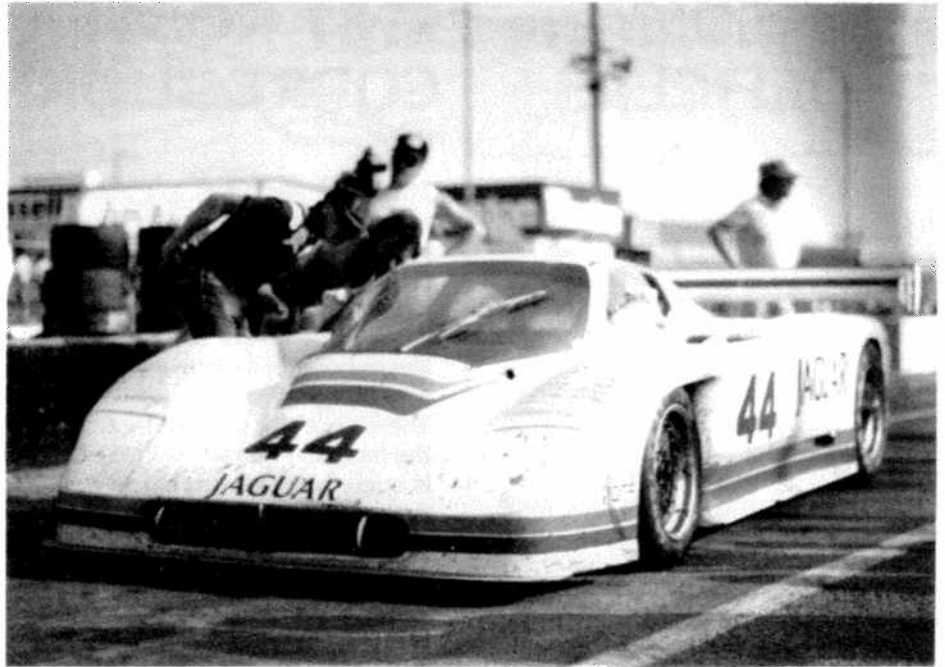
At the starting line the participants received a "yellow flag" warning of an accident 13 kilometers out—later to discover that the over-exuberant Mexican Police rolled one of their units at the location—talk about two sheep-faced Mexican Policemen!

## DOWN BY THE RIVERSIDE

Riverside on Sunday, April 26, was its usual self—windy, warm and dusty; but the enthusiastic bunch from SDJC was oblivious as the Group 44 Team brought the Jaguar through to a breathtaking finish!

Before the race began the Manocks (Jean, Chet and Mark), Marian Butler with daughters Tara and Rhetta, Mary Lou Owen, Judy and Larry Joseph, the Prines, Jan and Dick Miller, Pam Hodge, Tom Clardy and Harvey Williamson enjoyed a delicious buffet in the shelter of the hospitality tent provided by Jaguar. Bob Tullius, Hurley Haywood and John Morton visited with us during the GTO-GTU event, answering questions and signing autographs. They stressed racing is a team effort. Haywood pointed out you must have absolute, blind faith in your crew, and they all bounced credit for team success back to Tullius. "They're the best crew in the business", Tullius insisted.

Bob Tullius had outlined the race strategy, the goal being to stay out of trouble, go as fast as possible and keep a bit in reserve. The Jaguar doesn't have the power the turbocharged cars have. The plan was to sit back, let the Corvette and Datsun beat each other's brains out and to outlast the Porsches. He really called it! Tullius determined that Morton would start and finish the race because Riverside is his home



Mark - President of L.A. Club, Drivers, Tom, Pam, Randy, Pam Compton sec. of Group 44.



Tom, Pam, Randy, Marilyn, Mark - President of L.A. Club

track— that's where he went to driving school in 1962. The pit stops would take place at about the one-third marks of the race regardless of caution flags.

The super-quick Corvette and Nissan were gone when Jaguar began to make up time on the front-running Porsche. The Corvette lost its turbocharger, and the Nissan shredded a tire and crashed. The Porsche and the Jaguar made their last pit stops simultaneously, and the Jaguar team's 23-second stop helped close the gap by about six seconds. The wily John Morton ran down Chip Robinson on the next-to-last lap passing the Porsche 962 and winning the race by 2.7 seconds. "It was the 23-second pit stop."

Inside the Jaguar tent, pandemonium reigned! On the victory lap, John Morton stopped the Jaguar in front of the tent, raised the hatch and gave a clinched-fist salute to the wildly cheering group. What a race!

We all went down to the pits to congratulate the Group 44 Team. Morton and Haywood good-naturedly posed for pictures with us, and we all shared the exhilaration of victory.

Thanks to Jan And Dick for making all the arrangements for the outing and to Jaguar for the hospitality tent and the scrumptious food and drink. It was a never-to-be forgotten experience.

Marilyn

# SDJC OFFICERS

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## PRESIDENT

Randy Prine  
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San Diego, CA 92103  
295-0543

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## VICE PRESIDENT

Harvey Williamson  
Work 471-3009  
Home 727-5444  
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## MEMBERSHIP

Russ Ogle  
578-2374  
452-3194

Curtis Parker  
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## EDITOR

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# 1987 ROSTER CORRECTIONS

The new roster is on the streets; hopefully most members have their copy by now. Several errors were brought to my attention at the May Board Meeting: some typos, some typesetting errors, and some (most I'd like to believe) a perpetuation of incorrect information from last year's roster. There's not alot that can be done about the first two -humans will err- but there is something we can all do about the last problem. Please read carefully your

entry in the roster and call or write me about any information which is not exactly as you want it. Also, feel free to call me with updated information anytime during the year. I am trying to keep the roster up-to-the-minute on my computer, adding new members, changes of address, cars, etc. as I receive them. At the same time, I can make any corrections to current listings. That way, hopefully, whoever types up next year's roster will have a clean, correct copy to work from. Thank You.

Mary Anne Ogle  
578-2374



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## FOUR OUT OF FOUR VICTORIES FOR TWR JAGUAR

LEONIA, N.J., May 15, 1987 - The Tom Walkinshaw Racing (TWR) Jaguar Team took their domination of the European 1987 World Sports-Prototype Championship a step further at Silverstone, England on Sunday, May 10 with a convincing one-two victory led by Eddie Cheever and Raul Boesel. Jan Lammers and John Watson took second place just a few seconds behind and moved into first place in the driver's championship, just one point ahead of Porsche drivers Derek Bell and Hans Stuck who finished third at Silverstone, one lap down. Jaguar's winning record gives them a maximum of 80 points in the team.

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