



# THE CAT TALE

**THE OFFICIAL PUBLICATION OF THE JAGUAR CLUB OF TULSA**

Vol. 39 No. 3  
May/June 2009

## BREAKFAST

**May 2nd and June 6th**

### **RADISSON HOTEL - 41ST & GARNETT**

Rainy weather might intrude on our "First Saturday Breakfast" in May but that is no reason to stay away. If the water is running a little deep, leave the Cat at home and drive the 4X4. While you are thinking about it, mark that first Saturday in June so you won't miss that breakfast with your club friends, either. The coffee is always ready so 'come on in!!'

## **LET'S GO FOR A SAIL!!**

**MAY 9TH ON FT. GIBSON LAKE**

Who says Cat's don't like water? We are going to spend a day playing on the lake courtesy of club member Clark Frayser and his friends at the Tsa-la-Gi Yacht club on Ft. Gibson Lake. Yep, they are going to take us asphalt hugging land lubbers out on the water in their lovely sail boats. In return the club is going to be supplying the picnic lunch and beverages for all participants and we will eat our lunch at the club house.

We will be leaving the Radisson Hotel Parking lot at 11:00 am on Saturday morning to head for the Jackson Bay Marina. Bring your swim suit and sun screen and a lawn chair or two. Wear deck shoes or rubbers soled shoes that won't leave marks on these wood decks. You wouldn't like it if someone drug mud in on your Jaguar floor mats, would you? Same idea, so think about your footwear.

We need a count of participants so we have enough lunch and beverages so that means **RESERVATIONS!** Call Roger Hanes at (918)663-6627 or e-mail him at roger.hanes@att.net no later than Thursday, May 7.

This event is something of a change of pace for us and should be great fun, plus we have the added adventure of the drive through the fresh spring countryside to the yacht basin. We do have a rain date for May 16 but we hope that will not be necessary. Make your reservations today.

## **EUMOEX—CAR SHOW**

**JUNE 19-21**

### **THE BIG EVENT OF THE YEAR!!**

The major event of the year is now taking shape and you don't want to miss it. This is our 3rd annual car show

**ON THE TRIANGLE IN DOWNTOWN  
SAND SPRINGS**

The show committee has been hard at work for several months now and we expect a terrific turn out of British and European automobiles. The show will be on Saturday in downtown on the historic triangle area. There will be door prizes and a silent auction. The show will benefit the Akdar Shrine Transportation Fund. The Shrine must bear all the costs associated with maintaining and running their fleet of 3 vans used for taking local children to the Shrine Hospitals for medical treatment. We are proud to support this very worthy charity.

You will be receiving your registration for the show in the mail in the next 2 weeks. Fill it out and send it in promptly as pre-registration really helps the people who are doing the work involved with putting this show on. Tell your friends who own other British or European cars and encourage them to come and join the fun.

The JCNA slalom will be held on Sunday this year to make things a bit easier for those who wish to do both events. If you have never driven your car in a slalom it is time your do!

Get out your calendars and mark this weekend now. Yes, June 19-21 is Father's Day weekend. What more could Dad want than to be able to play with cars all weekend?

For more information and pictures from last years show, go to [www.eumoex.com](http://www.eumoex.com).

## **PRESIDENT'S MESSAGE**

By—Roger Hanes

Spring has sprung. So is Jazz. By the time you see this newsletter, hopefully, she and I will have broken 50 seconds in the JCNA Slalom being held April 26. I am also hoping there will be other E's there to teach me and Jazz how to do it. It would be particularly nice if any of the OKC Jags will be there. For those of you who have not seen the track layout at Stroud, it is really nice. I hope I to see plenty of you there.

Now for the big announcement,... Trumpets... Coronets... Hell, let's have a British Coronation! Our newsletter editor, the notorious **Linda Young** earned the JCNA "Karen Miller Award", for best newsletter, at the AGM that was just held in Denver. This award was created in 2004 to honor the memory of Karen Miller who was an active contributor to the growth of JCNA for more than 30 years. Karen conceived and developed the Andrew Whyte and Fred Horner awards and originated the JCNA AGM technical seminars and the annual newsletter awards. Professionally, Karen was a writer, Associate Editor of the Jaguar Journal for 18 years and the Jaguar Cars North American Archivist. She also raced a vintage XK 120.



The award is presented annually to the JCNA affiliate newsletter editor who best represents Karen Miller's talents and ideals as a writer, editor, historian and ultimate Jaguar Club volunteer. Per the words of Mike Cook, Editor of the Jaguar Journal, the "Cat Tale" has "better articles and more information than many of the fancier newsletters."

Additionally, Linda also got a second place newsletter

(cont'd on page 2)

competition for Event Related Story... about our June 2008 **Euro Motor Extravaganza in Sand Springs**. The big surprise is that it was not specific to JCNA. I don't know how many of you see other newsletters, but I have always known that ours is the best. Most are little more than a calendar and advertising... or should I say, ADVERTISING and a calendar.

Also in this newsletter, you will see that the Jaguar Club of Tulsa, Inc. is planning a sail boating adventure/picnic on Ft. Gibson Lake with the Tsa La Gi Yacht Club. Host for the event is long time member, **Clark Frayser**. What do you think? Piracy and repelling boarders with water balloons and hydro cannon? Knowing our group, we will be lucky to only lose a few persons overboard, and I know who I suspect.

Now is the time to volunteer for duties at the upcoming Euro Motor Extravaganza in Sand Springs, June 19-21, 2009. We need additional sponsors, volunteers, and donated items for the silent auction which benefits the Akdar Shrine Children's Transportation Fund. This is an important charity, and the club membership and officers continue to support its work.

More volunteers are needed, but here is the starter list of who will hopefully be on hand to help out. Starting with Friday afternoon registration at the hotel site will include **Linda Young** early and **AJ West, Sharon Timo and Jeanne Peek** later in the evening. Saturday morning at the show site it will probably take all of them for last minute registration, plus **Gary Grover** to pass out the pre-registered packets. Friday volunteers for tailgate cooking duties include **Stan Lackey, Dave Sutton, Scott Young & Greg Timo**. By the way, all SS Chamber volunteers and the sponsors are being invited to the Friday Night Tailgate party. It will be an excellent time to recognize them for their generosity.

Hopefully, the Saturday silent auction will be overseen by **Rex & Sheila Rexroad, Warren & Carol Werling, Andy & Bea Pierson, Mike & Denice Webb**. The club Treasurer, **Larry West** is still looking for two assistants to help with the cash/check transactions and write receipts when the auction is over. We have a few volunteers for car placement, photography, and class identification but we still need at least 5 more to help out.

For the Saturday night door prize drawings and Awards Presentation at **Chastain's**, those helping out will be **Les Neidell, Larry West, Dave Sutton, Gary Grover**, & I am looking for someone from OKC. Look for **Warren & Carol Werling, Andy & Bea Pierson and Rex & Sheila Rexroad** to be at the door at Chastain's on Saturday night to meet, greet and sell beverage tickets. Behind the bar will be **Stan Lackey, Larry Bonner, Dave Sutton, Mike Web and Travis Hanes**.

The Sunday slalom will be officiated by **Greg Timo, Scott Young, Stan Lackey, Dave Sutton, and Travis Hanes**. We will need a few more people here to help out with registration, there is that money thing again, and course set up/tear down and of course, pylon watchers.

Here is the most important place where you can volunteer; we need items for the silent auction! If you have something to donate call Roger Hanes at 918-663-6627. Everything sold will benefit the Akdar Shrine Children's Transportation Fund! Did you see that nice article in the Tulsa World about what the Shrine members do for children

needing medical treatment?

Bottom line is this: we are expecting a much bigger show this year and we need more volunteers. If you can be of help on show day, please call me, Roger Hanes at 918-663-6627 and we will find you a job!

One more thing, Last year, everybody wanted those great yellow hats, so Dave has ordered more and another cool color... for pre-registrants only so get your registration in early to make sure you get a hat!

And, as a reminder, Board meetings are open to the entire membership. As of late, we have been conducting the Club's business at Te Kei's 16<sup>th</sup> @ Utica on the 3<sup>rd</sup> Wednesday of each month... dinner is at 6pm, business at 7pm. And, the wait staff really hustles to deliver the food and drink.

## ABOUT THAT AWARD....

By—Linda Young

No one could have been more surprised than me when I found out I had won this year's Karen Miller Award announced at the AGM in Denver. However, once I got over the surprise the first thing that came to mind was "I didn't do this by myself".

I have been club newsletter editor since 1998 and I marvel at how our newsletter has changed over the years. Going back and looking at those early issues that were mostly made up of manual 'cut and paste', they were pretty crude! However, one thing stands out from the very beginning and that is the contributions of the many club members who have written stories, sent photos, relayed interesting things they found in magazines or on the web and much more. Without the input of our members the "Cat Tale" would not be nearly so interesting and I welcome any and all contributions.

I believe that a club newsletter is the cement that holds the group together, regardless of what the "club" is about. It keeps members informed about what activities are scheduled, what may be happening in the world that might concern the club, but most important, it is about the people who ARE the club. Over the 30+ years I have been a member of JCTI, I have become fast friends with many people not only here in Tulsa but in surrounding cities and states. I am certain I am not the only member who feels this way.

So, yes, I am very happy to be the recipient of this award but we all won it together.

## JCNA BI-ANNUAL—SAN ANTONIO May 19th—23rd

The JCNA Bi-Annual is only a few weeks away and the San Antonio club is really pulling out all the stops to make this an outstanding event.

Starting on Tuesday, May 19th the hospitality suite at the Merger Hotel right across from the Alamo will be open for registration starting at 11:00 a.m. There has been a practice session for the slalom added to the Tuesday afternoon schedule. It will be held at the Alamodome. This will be a great opportunity to learn some techniques and improve your slalom times.

Wednesday, May 20th, will be the rally to Luchenbach and a tour of the National Museum of the Pacific War in

(cont'd on page 3)

Fredericksburg. That evening will be a Texas BBQ lunch and a River Taxi ride to a Reception.

On Thursday, May 21st will be the JCNA Slalom and a Reception at Victor's Service Center.

Friday will be the JCNA Concours Breakfast followed by the Concours d'Elegance on Main Plaza in historic downtown San Antonio. That evening will be cocktails at the Menger Hotel followed by the JCNA Awards Celebration & Dinner Saturday morning will be the Farewell Breakfast.

Full details and registration are available on the web site at [www.JCNA.com](http://www.JCNA.com). This will be a great opportunity for the whole family to have an enjoyable week in San Antonio.

## FRANK LLOYD WRIGHT AND HIS JAGUAR

By—Georgia Snoke

I was going through old OLD letters, and came across this paragraph from a distant cousin of mine, Franklin Porter, who was Frank Lloyd Wright's nephew.

I had written Franklin that Ken had purchased a Jaguar, referring to Ken's Mk II, and that prompted the following paragraph from Franklin Porter, nephew of Frank Lloyd Wright: "I hope you can put up with a Frank Lloyd Wright Jaguar story, which has some relationship to the Monona Terrace, much publicized in Madison, WI.

I attended the presentation Uncle Frank made in a packed High School auditorium of his plan to make a gift to his "boyhood town" in the form of a Civic Center..." (Georgia's note: He refers to Madison's "Monona Terrace-" which took fifty years of litigation, but was finally built about a decade ago.) On the return trip to Taliesin, Wes Peter's, Wright's son-in-law, was the driver. I sat in the front seat between Wes on my left and Gene Masselinck, Uncle Frank's Administrative Assistant and Secretary General.

Uncle Frank was asleep in the back seat. Wes was well-known as a fast driver. Not long after we had left Madison we heard the sound of sirens behind us and were shortly overtaken by two policemen on motorcycles. Wes pulled over to the side of the road and opened the window to discourse with the law. We had come to a stop, and moments after that Uncle Frank rose up, full stature in a sitting position, and proclaimed in stentorian tones, 'THIS IS FRANK LLOYD WRIGHT,' as if this would settle everything.

The cops were very deferential. The one who had been talking with Wes said, 'Oh yes sir, Mr. Wright, but you were going 90 miles an hour through the town of Mazomanie.'

Uncle Frank's response with extreme, but not unkindly hauteur: 'My boy, what the hell do you think we have a JAGUAR for?'

## SLALOM, JAZZ, TIRES, MORE RAMBLINGS

By—Roger Hanes

Ok, so here it is Sunday... after the slalom in Stroud. **Scott, Linda & Eddie** were obviously there, and, had been there since late Saturday afternoon. Other attendees included the **Cleveland brothers, Steve and Greg, Stan & Diablo, Greg Timo**, and of course, me and Jazz. There was also **Eric Townsley** from the SCCA driving a Fiat.

Nobody else... no one from OKC... no one else from Tulsa... they must have been afraid of the rain which has even yet, even now, to show itself. Anyway, Stan beat me driving Jazz... as would anyone else who had shown up to drive. I did break my fastest time and hit my personal goal for the

day... me and Jazz broke 50 seconds!... TOGETHER... at 49.321 seconds. After about my third run, and Jazz locking up her brakes at the emergency stop, Scott discovered that my right front tire had a screw embedded in the tread... probably explains why it only had about 15 pounds of air this morning



when I started to top up my tire pressure at the track to something short of 50 lbs.

Anyway, after discovering the screw, and being admonished to put on the brand spanking new spare, complete with new tire sticker, I made 2 more runs... breaking my personal goal for the day... did I say earlier... 49.321 seconds... but only after being told to hold the gas pedal down with the left foot while revving the throttle with the right foot to something like 2,500 rpm engine speed, then releasing the brake to start the run. This is fun... you've got to try it! I mean it! You have just got to try it! After I break my goal for the day, they then tell me that I have to drive the course using the left foot... by the way... Jazz in automatic for those of you who did not know... for the brake to be able to spin the car into the next turn... while you use the right foot to tromp the throttle coming out. The neighbors are going to love me when I try this in town.

Anyway... now for the rest of the story... after we get through picking up all the timer stands, rolling up the wires... picking up the cones... and petting the dogs... Eddie & Diablo... we all go to the local Mexican restaurant in Stroud for lunch... WORTH IT! Second time for Scott & Linda within 18 hours, but they, Stan, Greg, & me all enjoyed the food, salsa chips... everything!

So we all leave Stroud, Greg taking no prisoners on the fast track, Scott & Linda moving the truck & trailer along, with me and Stan... picking up the rear... from away back. As soon as I start hitting the entrance ramp, I know something is wrong... very wrong. About the time I approach 55 mph, the vibration in the front end is bouncing me all over the lane. Obviously, the retailer did not balance the spare. Jazz has pulled a lot of tricks on me, but she has always been highway ready. This is something else. When I finally got her up to the 70-80 mph range, it was bad, but it was better. The thing that probably saved me was that five miles on the other side of Sapulpa, the traffic went down to one lane going NE, and slowed to somewhere between a complete stop and 20 mph for what seemed like the next six or eight miles through a construction zone.

Jazz made it all the way home. Oddly enough, Cindy's pickup also had a flat, so I removed that tire and took it to Hibbdon on 41<sup>st</sup>, dropped that off and turned around, came back to the house and picked up Jazz. An hour and twenty (cont'd on page 4)

minutes later, they were finally able to let Jazz into the shop. By the way... if you take a 40 year old car into the tire shop... you better stay with it. At first, the tire guy couldn't get out of the door, then he started to jack Jazz's front end up by the bird cage... before I nixed that and showed him where to jack the bucket... showed him how to get into the boot... etc.

Anyway, he did remove the RF, replaced previously by the spare, and as he tried to balance it, discovered that we had super serious tread separation... remember this tire has only been mounted on the car for the last 50 miles... and was BRAND NEW in Stroud! I had a pleasant discussion with the manager... a very helpful chap as it were. His excuse for the tire is that it was a single directional tire... they would NEVER balance a spare tire unless the customer specifically requested... and the tire would have been fine had I mounted on the LEFT side... where I did not have a flat... as opposed to the RIGHT side where I actually did have a flat! Hibbdon did sell to me for FREE... a nearly identical, BUT bi-directional spare, of the same brand.

Lessons learned:

1. Replace the spare with ONLY a bi-directional tire.
2. Have it balanced per YOUR specifications.

Overall, I'll probably have Hibbdon replace my next set of tires... but I WILL be there when it is done... and I WILL pay more attention to what is happening. They will let you into their shop... unlike most others.

### CROSSROADS SLALOM RESULTS

We had a disappointingly small group show up for the slalom. Too bad the threat of golf ball size hail is enough to scare some folks away, but hey, we had a great time tearing up the parking lot.

Roger Hanes	1969 XKE	49.321
Stan Lackey	1969 XKE	49.208
Scott Young	1979 XJ6	45.995
Stan Lackey	1979 XJ6	48.300
Greg Cleveland	1999 Boxster	44.685
Steve Cleveland	2002 911	45.261
Greg Cleveland	2002 911	44.758
Eric Townsley	1979 Fiat X 1/9	45.028

Eric Townsley was preparing to "whupp some butt" with that little Fiat when "Murphy" struck. During his second run, Eric broke a brake line and that ended his day of playing. However, he will be back for the slalom planned for June 21 in Sand Springs, so these drivers better take every opportunity to practice. And, no, it never did rain on us.

Steve Cleveland in his 2002 Porsche 911



### CIRCUS WEEKEND IN HUGO

By—Linda Young

We had 14 Jaguar drivers congregate in Hugo for the Circus weekend. From Dallas, **Dave and Judy Nichols, Gail and Dennis Cheever and Charles and Kay Peters**. The Tulsa mob included **Roger and Cyndi Hanes, Scott and Linda Young, Larry and AJ West, Greg and Sharon Timo, Linda and David Sutton, Glenn and Carol Larson** and of course **Harry and Ingabee Redus** who own the Village Inn motel in Hugo.

The weather decided not to co-operate but we didn't let an overcast sky and a little rain deter us from a brisk drive that totaled about 160 miles through the Kiamichi mountains where there were lots of dogwood and red bud in bloom.

After passing safely through "Big Foot Country" we stopped in Smithville waiting for Roger and Dave to re-appear in Jazz. It seems that Roger had not filled up the gas tank in Hugo and they were getting a little panicky when they finally found a little station in one of the small towns we had passed through. Once we were assured they had not been eaten by a Sasquatch, we headed to Broken Bow lake for lunch.

I was hoping to eat on the beautiful covered deck at the Broken Bow restaurant but it was just too chilly. However, the management was ready for us and had a nice table set up inside and the service was good.



Kay and Charles Peters

After lunch we headed back to the old Hochatown site where the "Girls Gone Wine" winery is. This is a nifty little shop offering a delightful array of gift items and a winery where you can bottle your own! Yes, choose a variety of wine you like, design your own label and have a bottling party when the wine is ready. We thought about ordering up a batch of "Leaping Lizard Road Kill Red" to take to the up coming bi-annual for the inevitable Oklahoma/Texas parties that ensue, but thought we might offend some of the more faint and less adventurous attendees from either coast

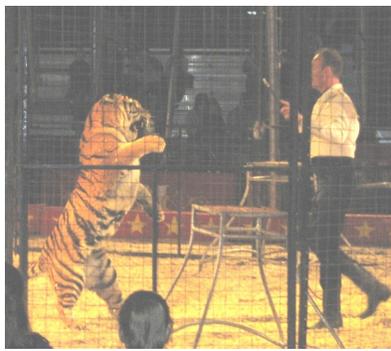


A bar full of tasters at "Girls Gone Wine"

Time was moving right along and so we had to skeedaddle! The Circus performance was scheduled for 6:00 pm and we were still 50 miles from Hugo.

There had been some torrential rains in Hugo the previous few days and the circus had to move to a new site which caused a bit of confusion, but we got there. We tip toed through the mud and made it in to the big top.

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This was typical circus fare just like you remembered from being a kid. First up was the tiger act and one or two of them were a bit cranky as this was their first show after a couple of months layoff. We noticed the "tiger tamer" never turned his back on them!

The smells and sights of the circus were there with the popcorn, cotton candy and balloons. One thing we did not think about was **BLANKETS!** It had gotten cold and we were sitting on aluminum bleachers and we **FROZE OUR BUTTS!** The snow cones were not selling to well but had they been hawking hot cocoa they would have made a fortune!



Of course there were aerialists, jugglers, horses and bareback riders and clowns but we were waiting to see the staple of the circus, the **ELEPHANTS!** Yes, they were there in all their glory to make standing on tiny barrels look easy. It was a great show in spite of the cold and we had good, old fashioned, fun.



After the show was over we headed out for dinner at Harley's, a very nice eating establishment that happens to be run by an Englishman. After more food and drink we headed back to the hotel, all of us about as tired as "kids" can be.



Sunday morning after breakfast some folks took off for home right away while a few made the short drive to the historic Olivet Cemetery. Sounds odd to say a cemetery attracts tour buses but this one does.

Stretching back in time way past statehood and even the civil war, this beautiful and restful place is a history lesson. This is the site of "performers rest" a section of the

cemetery dedicated to Circus performers and workers. Surrounded by posts topped with small granite elephants the most interesting and beautiful markers proclaim the art and the love these people had for the circus.

It was a fun weekend and we look forward to more adventures with our fellow Jaguar enthusiasts from the surrounding clubs and hope to see them all in a few weeks in San Antonio.

## OLPE, KS AND FRIED CHICKEN

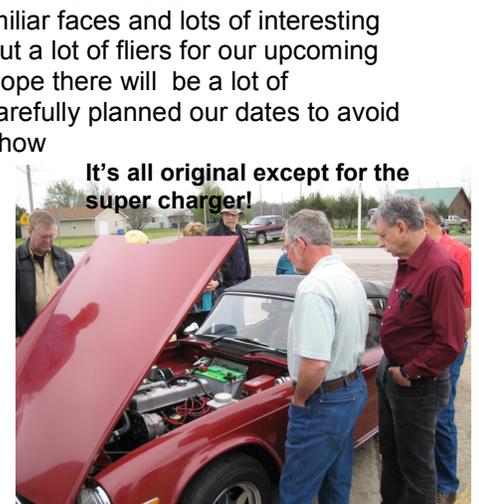
By—Linda Young

Three Jaguars from JCTI did the Olpe chicken run again this year and it is a good thing we got there a bit early as the parking lot got real crowded real quick! **Les and Joan Neidell** in their XKE, **Glenn and Carol Larson** in the XK8R and the **Youngs** in the X-Type. This year there were 120 Brit drivers who showed up to talk, look and eat. Seems like by the middle of April everyone is itching to get the fun car out and go for a drive. The weather was good. A bit overcast and a little rain but much warmer than last year and **NO WIND.** What a relief!

We saw a lot of familiar faces and lots of interesting cars and we did pass out a lot of fliers for our upcoming Euro Motor Expo and hope there will be a lot of participants since we carefully planned our dates to avoid conflict with a big Brit show in KC. As usual they had some fun and games ready for us so after everyone was done eating we headed to the "main street" (in a town of 500 that is a stretch!) to let the games begin.



Knee deep in British cars



It's all original except for the super charger!



The object this year was "changing your shorts" Yep, it started with the driver putting on a pair of large boxers and some day glo orange gloves, driving the short slalom,

stopping at the end, turn off the car, take off the (cont'd on page 6)



gloves and shorts, hand them to the passenger who puts them on, and the entire change is made inside the car! That's right, no opening the door or getting out of the car!

This prompted a lot of hooting and laughing and jeers about "remember in high school when you could take your shorts off in the car??!"

Some accused the Mini teams of having an advantage because they are basically driving a BOX, but it was all in good fun.

It was a great run and a fun day and we thank the Wichita British club for putting the event together. We hope to see a lot of these cars at our show in Sand Springs on June 20.



### NEW CAR SHOW AT QUICK TRIP CENTER

It is hard to call it the "Quick Trip Center" when we all know the home of the Golden Driller is the IPE Building or at the very least the "Expo Center", but what ever, it was the scene of the 2009 new car show.

There is no way to gloss over this, but as far as new cars go, there wasn't much there this year. Several big names were missing, Toyota, Mercedes, VW and it was a tangible sign of the current economic crisis. On the other hand, if you were in the market for a new car, they were "wheelin' and dealin'".

As far as the club groups, the turn out was great. We had a prime spot right at the bottom of the ramp this year and we had lots of people stop by and talk Jaguar. We passed out show fliers and club newsletters and applications so maybe there will be some new members in the future.

Many thanks to **Les Neidell** who headed up the whole enterprise, and to those who displayed their cars; **Glenn Larson, Warren Werling, Larry Bonner, Bea and Andy Pierson, AJ West, Scott & Linda Young, David Sutton, Ken Snoke and Don Wright**. I hope I did not leave anyone off that list. Thanks too, to those folks who came in to sit at the table and talk Jaguar to interested visitors.

### CLASSIFIED

**Classified ads are free to club members. To place an ad, e-mail to: [mmra@valronet.com](mailto:mmra@valronet.com) or call (918)258-8320**

**MOVING SALE:** 1952 XK-120 FHC Old English white needs final assembly, Body and Chassis Bead Blasted and painted, Engine Rebuilt, Interior nice older restoration, owned for 25 years. \$22,000

1966 E Type series 1 FHC 4.2 Gun Metal gray older restoration, Rebuilt engine, Trans, Differential, New Koni classic shocks, many new parts, needs rod bearing \$12,000  
1966 MGB Roadster restored, beautiful BRG, Wire wheels, new top, interior, pretty car, metal dash, pre safety regs \$10,000

1983 Van Dieman Formula Ford Race Car with Trailer, spare motor, mounted rains, new Momo wheel extra gear sets/spares needs to be gone through. \$9,000.

Numerous odds and ends spares for British cars, Package deals negotiable, moving to Seattle. Daryl Boyd (918) 272-4664, cell (918) 407-6202, Owasso, OK. E-mail to: [Boydaeroservices@gmail.com](mailto:Boydaeroservices@gmail.com).

**For Sale:** 1993 XJRS "Sport" Red Convertible #68 of 100. Same owner last 10 years, good records, excellent condition, runs great, new tan top and driver's seat leather, updated stereo, 108,000 miles- \$19,950

Jaguar Sport launched a limited edition of the XJR-S in collaboration with Tom Walkinshaw Racing (TWR). In 1993 a special run of 100 XJR-S were sold only in the U.S. The original bill of sale to the dealer was \$81,060.00. Contact Bob Jandebour @ 918 625 1797- might consider trade.



**FOR SALE:** Jaguar project car. 1974 XJC, 2 door coupe. Chevy tune port engine. R-5 transmission. Rebuilt Rack & Pinion. New radiator & heater re-cored. 4 new tires. Totally disassembled and painted (deep red) unbuffed. Engine & transmission & rear end installed. Full cover included. I am asking for \$7,000 with all parts included. Price is negotiable. Call William Fey (918) 245-6983 or (918) 606-2107 cell.



### DENICE WEBB'S 3-P SALAD

Denice brought a big bowl of this salad to the swim party last year and it was a hit for two reasons. 1. It is so delicious. 2. It is SO EASY!! My kind of cooking! Now that summer is getting close and we are looking for fast, easy and cold, I convinced Denice to hand over the recipe.

#### 3 "P" Salad

- 1 lb frozen green peas
- 1 lb dry roasted peanuts
- 5 green onions - chopped
- 2 Tablespoons poppy seeds
- 1 - 2 cups ranch dressing

Mix all ingredients 3-4 hours before serving. Let thaw at room temperature and then serve.

You can mix it the day before and thaw overnight in the fridge.

Start with 1 cup of ranch dressing and add more if you think you need it.



Jeff Dunn and his Newly restored Series 1 XKE

## IT'S ALIVE! IT'S Alive! THE SAGA OF THE SERIES I XJ6

By—Stan Lackey

Well it's been along time, but this is a continuation of some of the tales of Series I XJ6 during and after it's (cough) restoration. A while back I was asked why I quit writing about my "follies." Jokingly I said that I just got tired of having to relive all my BLUNDERS!! LOL.. I then went on to say ... "It was hard enough living them and even harder some times having to relive them through my written BLARNY". Actually, I just kind of wore out.

Where to start? Gees' there has been so much water under the bridge from the last time that I wrote any kind of a story about the continuation of my XJ6 restoration and what could be clinically known as OCD behavior, (obsessive compulsive disorder) that I seem to having a hard time figuring where to start.

One of the many things that I have definitely learned from this experience (so far) is that when you modify the head of a non fuel injected Jaguar you have just entered another dimension! The stock fuel mixture rate is supposed to be (as best as my memory serves me after the shock therapy that I opted for to try to put a stop to this Jag obsession) 12 parts atmosphere, and -1 fuel.

When you think that you're going to be a "smart" guy, and have some hot rod shop remove as much metal as they can from your engines head and intake manifold, you have just entered the "forbidden zone".

Why is it the forbidden zone? Easy, it is the point where you have either knowingly or unknowingly just crossed the boundaries of the "now you have to build it your self" zone, and when you are new to the game and consumed with fantasies and actions that are supposed to generate more HP (while dealing with a set of triple SU carbs) you have just shot your self in the foot!!!. So much for that...

Any way I was in that zone for about 2 years. It took me about 3 months, lots of email, and a few new books (like the one that I now know intimately called "How To Power Tune Your SU's" ) to actually understand just what I had done to myself. I've also learned that the word POTENTIAL is nothing with out the ability and knowledge to harness that potential attached to it. At this point I think that I've just about mastered it all and am about 30 years to late on "getting my ticket" for being a Series I and SU carb mechanic. All of this new learning that I had to do was motivated by waning to DRIVE MY CAR! Imagine that! It was like learning to row a boat when you're floating in a raft after a ship wreck.

The last thing on my list of this "extreme make over" was the installation of a "fat" rear sway bar. Before I installed the rebuilt engine I had already replaced the wimpy 5/8ths front sway bar with a "fat" one inch front sway bar. That modification alone had helped my freeway on ramp speeds increase from 35 mph to 50-55 mph. Wow, that was fun. For the last two years I've had a rear sway bar that needed to be installed as well. Prior to doing this job I knew that this installation would entail my changing the rear trailing arms on my car but (and no I didn't know what the heck those

were either) what the heck, how hard could it be? I had to change them because the original Series I XJ6 didn't come with a rear sway bar and I needed to be able to connect the darn thing to something. Well like any other new thing that I learn, it took about 2 hours for the first side, and about 30 minuets for the second side. After finishing that job I was just about done, or I should say "finished"

The rear sway bar was just about the last thing on the list of what I wanted to do (performance wise) on my car and after it's installation I was (again) off to the turn pike / test track to check out the "new performance".

I was out of state for the majority of the spring (all of April, May, and June) helping a friend with his business, but prior to my departure I had looked at the JCNA scheduled spring events and had planed on attending at least 3-4 of those events to see if my new and improved rear suspension (fat sway bar) had helped me with my times.

While I was out of state I continued to look at the JCNA web site to see if I might be able to make at least one slalom event with my XJ6 in the 2007 slalom season. When I returned to Oklahoma in the first part of July, I knew that there was going to be a slalom in Atlanta on September 16<sup>th</sup> and so all my "sway bar" installation activity had been geared around my desire to attend and drive in that race. The 800 mile drive in my 1971 XJ6 seemed like a long way to go for a 42-45 second ride (hopefully my time in that JCNA slalom run) but seeing as I have cousins that live in and around the Atlanta area I thought "what the heck"! It looked like a good goal, especially since I had finally tackled and conquered the "rear sway bar" deal.

The purported 800 mile trip turned out to be 880 miles and Map Quest must have been drunk when it stated that it was only 680 miles. How did I do in the Atlanta Ga. Slalom, you ask?

Well.....stay tuned for the next "episode" of my "learning experience" , as I re-start this painful memory. The "fun" (for you) has just begun!! Ahhhhhhhh!!!! Picture me running through the woods pulling on my hair!!!

### SALMAGUNDI

A little mix of this 'n that

**Jeanne Peek** is driving ANOTHER new Jaguar. She has traded that XKR for a 2005 S-Type. Black with charcoal interior, wow, what a ride!

Here is a little something you probably didn't know; as a boy, **Glenn Larson** competed in the All American Soap Box Derby

### CLUB WEB SITE

Those of you who check the club web site regularly may have noticed that there has been a lack of up dating over the past couple of months. We are sorry to report that our web master, Karl Nichols, unexpectedly passed away on Jan 31. Stan Lackey has been working on getting our site re-started but this is not a simple process. It should be fully operational along with the Eumoex and crossroadsautox sites very shortly.

Our deepest sympathy to Karl's family.

# Jaguar Tulsa

9607 South Memorial, Tulsa, OK 74133

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\*See Jaguar Tulsa for complete terms & conditions  
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- 2001 XKR Convertible, (J90440B1) Ebony with Champagne Interior, 84k miles, \$20,950 (no select edition)
- 2004 XJ8, (J90460C) BRG w/ Champagne Interior, 55,600 miles, \$23,995
- 2004 X-Type, (J90360B) 3.0L V6, Platinum with Charcoal Leather, 47k miles, \$15,950
- 2005 X-Type, (R20131A) 3.0L V6 BRG w/ Champagne Leather, 49k miles \$18,950
- 2005 X-Type VDP, (R20016A) 3.0L V6, Platinum w/ Charcoal Leather, 59k miles \$19,950
- 2005 XJ8, (R20140) 4.2L V8, Platinum w/ Charcoal Leather, 35k miles \$32,950
- 2006 S-Type, (R20096) 3.0L V6, Platinum with 27,200 miles, \$23,995
- 2006 X-Type 3.0L, (P10085) British Racing Green with Ivory Interior, 43,800 miles, \$19,995
- 2006 XJR – S/C, (P10038) Jaguar Racing Green with Champagne Interior, 21,250 miles, \$45,995
- 2007 XJ8 VDP, (J90434A) White Onyx with Ivory Interior, ALL options, 8,500 miles, \$55,995
- 2009 XF Premium Luxury, (J90466A) Ebony with Charcoal Interior, 2,500 miles, \$55,995

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## **JAGUAR TULSA SUPPORTS THE JAGUAR CLUB OF TULSA, INC.**

For over fifteen years our local Jaguar dealer has provided year-around support in various ways:  
The cost of printing this newsletter is paid for entirely by Jaguar Tulsa

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**Service/Parts : Danny Quigg (918) 526-2445**

**Browse Our Current Inventory: [www.jaguaroftulsa.com](http://www.jaguaroftulsa.com)**

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 ¼ page - \$90.00 - 3 months  
 ½ page - \$400.00 – per year  
 1 page - \$750.00 – per year

**COMING EVENTS CALENDAR\*\***

\*\* Official JCTI events are in BOLD

**2009**

- May 9<sup>th</sup> – Sailing on Ft. Gibson Lake with the local yacht club. Details on page 1.** Contact Clark Frayser (918)355-1258 or e-mail at cfjag@co.com
- May 20<sup>th</sup>—Wed. JCTI Board meeting at Te Kei's 16<sup>th</sup> @ Utica Ave. Dinner 6:00 meeting 7:00 pm. Open to all members.
- May 19<sup>th</sup>-23<sup>rd</sup>—JCNA Bi-Annual in San Antonio— details are on the JCNA.com web site.**
- June 6<sup>th</sup>– Breakfast at the Radisson Hotel, 41st and Garnett, 9:00 a.m.**
- June 19-21—Euro Motor Extravaganza car show in Sand Springs.**
- July 4<sup>th</sup>– Breakfast at the Radisson Hotel, 41st and Garnett, 9:00 a.m.**
- July 24-26—10th Annual GOBMC All British car show in Carthage, MO—Contact Dave & Rhonda Thorn—mgguythorn@yahoo.com
- Aug 1<sup>st</sup>—Breakfast at the Radisson Hotel, 41st and Garnett, 9:00 a.m.**

**ADDRESS CHANGE?**

Have you changed your address? Your name? Is the wrong owner/driver receiving the newsletter? If there are any changes to be made, e-mail the information to mmra@valornet.com or mail it to: Editor – Cat Tale, 205 E. Knoxville St., Broken Arrow, OK 74012 or just give me a call (918) 258-8320.

**E-Mail Reminders**

If you would like to receive E-mail reminders of upcoming events, please send your e-mail address to: mmra@valornet.com.

**REMEMBER!!** You can read all these articles and see the pictures in **COLOR** on our club web site at **www. Jaguarcluboftulsainc.com**

Would you like to receive your “Cat Tale” via e-mail in a PDF format? If so please let the editor know at mmra@valornet.com.

In America there are two classes of travel—first class, and with children.  
 Kiddie-Kar Travel

A genuine Spanish wine “tote” from the 18th century. This is how you moved the wine on donkey back or by cart with out breaking the bottle.

The “tote” was sitting in the bottling room at the “Girls Gone Wine” winery in Broken Bow.



\_\_\_\_\_ Renewal \_\_\_\_\_  
 \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_  
 \_\_\_\_\_ Jaguar(s) owned (not a requirement for membership) Year: \_\_\_\_\_ Model \_\_\_\_\_  
 \_\_\_\_\_ Home phone ( \_\_\_\_\_ ) \_\_\_\_\_ Business phone ( \_\_\_\_\_ ) \_\_\_\_\_  
 \_\_\_\_\_ State \_\_\_\_\_ Zip code \_\_\_\_\_ E-mail address \_\_\_\_\_  
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 \_\_\_\_\_ Name \_\_\_\_\_ Spouse's Name \_\_\_\_\_

Jaguar Club of Tulsa, Inc. Application for Membership

The Jaguar Club of Tulsa, Inc., is a non-profit club organized for the purpose of promoting and encouraging the appreciation, enjoyment, good maintenance and preservation of the fine automobiles in general and Jaguar brand automobiles in particular; and promoting and encouraging fellowship among people who possess these similar goals. Membership is open to all individuals regardless of race, creed, color or national origin; who profess an interest in the purpose of the Club. Membership dues are \$45.00 per year. A subscription to the *Jaguar Journal*, a national publication, is included with each membership. Checks should be made payable to the Jaguar Club of Tulsa and mailed along with an application for membership to the above address.

Jaguar Club of Tulsa, Inc.  
 PO Box #471134  
 Tulsa, OK 74147

**Jaguar Club of Tulsa**  
**P.O. Box 471134**  
**Tulsa, OK 74147**

***Let's sail away!***  
**May 9,**  
**Full Details inside**