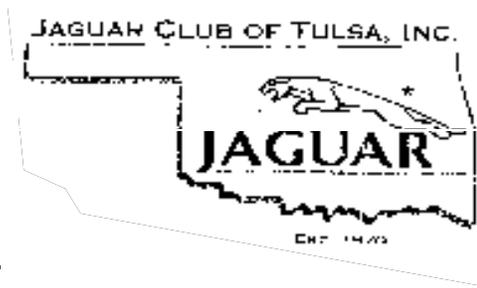


The Cat Tale

The Official Publication of the Jaguar Club of Tulsa



Vol. 41 No. 4
Aug 2011

Message from the Editor

Roger Hanes

Jazz is history. I still love that old girl, but the last I heard she resides with some jack wagon from Little Rock. You sell a 42 year old car to a guy who can't be taught to check the coolant fluids and you are only asking for grief. Jazz made it under her own power all the way to Little Rock... but we all knew she could do that... particularly with all the hours and US \$ I put into making her road worthy.

Her replacement is Union Jacquelin, a white, (wouldn't you know it), tan leather interior, over coco carpeting, 1985 5.3L HE V-12 XJS coupe from the Chicago area. She needs attention to her body and paint, but she has spent her life as a daily driver. Stan will direct me towards paint... and I hope Scott will suggest under the bonnet opportunities for improvement.

SPRING FLING

By Linda Young

The folks in the OKC Jag club put together a weekend jaunt to NE Oklahoma and invited the Tulsa club along for the fun. A few of us decided to join in and it indeed did turn out to be a great event.

The early risers from the OKC club got to Tulsa about noon and 3 more Jaguars were waiting at the Radisson Hotel parking lot to join the drive. Jaguars were well represented on this trip as there were a total of 9 plus 1 Mercedes and 1 Sky.

The weather was not co-operating as it was cold, blustery and drizzling rain. But who cares, Jag's love a good run in the cool air. We started out headed for the Will Rogers Turnpike and Miami.

First mistake! The lead XKE missed the turn off to the Will Rogers and headed straight out HWY412 taking 3 other Jags with him. The rest of us made the turn and kept calling the leader on the radio. He finally heard us and realized., OOPPS! But by then they were too far down the road to turn back. After a short side of the road meeting, they called and said "we're taking the back way. Meet you at the winery!" Not a problem as this group can always find a winery from any direction.

We got off the turnpike right at the Sunnyside Winery in Vinita. They were expecting us and had a nice table prepared. We knew the rest of the gang would show up soon so we ordered our lunch, shopped their delightful store and had a look at their wine making area. The others arrived and after much ribbing and bestowing "Wrong-Way Laurence" with his new name, we got the group together again and headed on to Miami.

From the winery we went to Afton to the see Afton Sta-

tion and the Route 66 Packards. We were met by the folks who are behind this museum and had a look at the interesting cars a memorabilia that they have. We were just about 2 weeks early for the opening of the new addition to the museum which will give them a lot more space. Now we have a reason for another trip on the "Mother Road".

We checked in at the Buffalo Run Hotel and had about a 2 hour rest period and then we 'saddled up again' and headed into Miami to the Stonemill Grill for dinner. The Stonemill is a nice restaurant but they don't take reservations. No problem. As people left we just re-arranged the tables and made ourselves at home. It was a friendly family type place and this seemed to go on a lot and everyone was happy.

We went back to the hotel after dinner and a few decided to brave the cold and take the shuttle the 300 feet or so to the Casino. A few folks headed to the bar while a few took a seat at the machines. AJ West actually came out \$00.20 to the GOOD!

We met the following morning at the hotel breakfast bar and then rounded up the crowd for a trip to downtown Miami and the Coleman Theatre. It was still chilly but the rain had stopped and the sun was shining with the promise of a beautiful day.

At the Coleman they had blocked off a parking space for all the Jaguars right in front of the theatre. This was just the beginning of their hospitality. Inside the beautiful ornate lobby

we were met by **Barbara Smith** the Executive Director of the Coleman Theatre foundation and she proceeded to give us a nearly 2 hour tour of the theatre. What a fabulous place! The theatre was built by mining magnate George Coleman and was constructed and opened in just under one year on April 18, 1929 as a vaudeville theatre and movie palace. The theatre has never been 'dark' since. However, after many years of live performances the theatre did fall on hard times and became a much neglected movie house in such disrepair that the Coleman family reclaimed it and gave it to the city in 1989. Enter a group of people who remembered the Coleman glory days and their fledgling foundation



to restore it. The city gave them the opportunity to do so and “the rest is history” as the saying goes.

Our tour guide says things that happened can only be described as “miracles” as lost treasures from the theatre began coming back. These included the magnificent chandelier that was found in a barn on the Coleman property, the stained glass lights that are under the balcony, the original ‘Mighty Wurlitzer’ pipe organ that had been removed and sold. The original curtains are still on the stage and the painted back drop that graces the stage. These had been hanging in the upper reaches of the stage out of harms way. Volunteers have put in thousands of hours applying elbow grease to clean, paint, polish and restore everything in the theatre. The hours spent hand applying the gold leaf all over the theatre alone are in the thousands.

The foundation also worked to buy the building next door to the Coleman which they then tore down and built a new building that complements the original and houses the ball room and conference center. Next door is an empty lot which will soon bloom with landscaping and a ‘wall of stars’ dedicated to the celebrities who graced the Coleman stage. One of those will be **Mocelyn Larkin**, one of the famed Oklahoma Indian Ballerinas who made her professional debut on the Coleman stage at age 3.

Mrs. Smith was a font of information about this theatre and held our attention for every minute of the tour. Finally it was lunch time and we returned to the stage where a lovely buffet had been set out and the back drop was that beautiful hand painted scene that was somewhat reminiscent of the back view of Philbrook Museum.



The Coleman is once again presenting live performances and there was much talk among the group about a return trip to Miami for one of these shows.

Car as an Experiment—A Continuing Saga

Mike Webb

Denice’s red Series II FHC is truly as rolling science project. It is powered (mis-powered, to the purist) by a 5 liter Ford V8. Further, it has a DIY electronic fuel injection system and (gasp!) automatic transmission.

This particular car started life in 1969 as a British Racing Green car. After a number of years of faithful service, it began a renewal project. This project stalled after disassembly and sill replacement, and was taken on by the next owner. He completed the body work and installed the Ford 302 and C4 auto trans. He enjoyed the car until macular degeneration denied him the ability to drive or even work on the car. With throttle body fuel injection and a MegaSquirt ECU, you have to be able to drive the car and operate a laptop to get the fuel map-

ping set up for higher power settings. No wonder his wife proclaimed the car unsafe – she was probably asked to help with the fuel mapping!

I have worked to get the fuel tables set properly, and found that the oxygen sensor data is not dependable. This information is critical to getting the air/fuel ratio correct, so I’m stymied for now. The engine is running safely, albeit, a bit rich. I’ll leave it at that until I figure a way to get better mixture data.

E-Type Interior Work

The seats in Denice’s SII FHC were woefully lacking in the support department. I pulled one out and was amazed at the fallout from the seat bottom. The foam was literally disintegrating. I looked at both seat bottoms and the diaphragms looked OK. I ordered new foams and covers from BAS and received very high quality parts. When I took the seats apart, the foam just crumbled away. The seat backs are supported by an interlocking network of O rings. I found many broken and no part number listed. I used P/N MS29512-2XX O-rings.com or some such. The parts from BAS are of the highest quality and the seats look great!

The dash top didn’t look so good, so I ordered a new one from BAS. I removed the whole dash top from the car and began to disassemble it. It looks like someone else has been there before, but why should I care at this point?

The new part took a little time and thought to install. I used a heat gun, razor knife, and the will to succeed to complete the installation.



Now I needed a window regulator. I could order a new one for \$175, but it would be months, or maybe never, before the part shipped out.

Back to E Bay I went. After missing one or two I finally scored a good used regulator from a guy in Canada. Since the glass was also cracked, SNG got to sell me a new one. The keys for the door locks were missing, so I ordered new locks from Terry’s. Armed with new locks, a window regulator, glass, a check strap, and door panels, I was ready to attack the doors.

It all went well, in the usual manner of projects I had previously replaced the door panels. The ones that came with the car didn’t have the correct trim and looked home made. Its turns out that they were homemade. I bought new panels and chrome strips from OSJI. The parts are of the highest quality and fit perfectly.

Further evidence of the science project status of this car was the driver’s side window regulator installation. The factory part had been replaced with a mechanism from a Volks-

wagen Rabbit. Aside from the crank appearing in a different location and the window not opening fully, it worked perfectly. This really bothered me, so the search was on for the correct part. I called SNG Barratt and learned that I was welcome to – That is, it took twice as long as estimated, and, of course, there were more parts to buy. In Corporate America, we call these “opportunities”.

The next interior work was replacement of the headliner. Not only did it look funky, it was quite unpleasant to touch. I removed the quarter windows, interior quarter trim panels, cantrail trim, and visors. I started pulling on the headliner and stopped soon after it began shedding dried foam bits. After covering the interior with a dropcloth I pulled the rest of the old headliner down. It turns out that cheap replacement material was glued over the original headlining, so I had two layers to remove. After much tugging and scraping I got all the old material off.

I purchased a new headliner kit and visors from BAS. Holy cow, their stuff is just fantastic! The central part of the headliner is wool bonded to a very nice foam backing. This part is glued to the roof. The header panel is removable and covered separately. The side pieces of fabric are a bit more interesting and have flexible tubing sewn along the top edge. This slides (or is pulled, cajoled, and otherwise coaxed) between the main headliner and the upper edge of the metal panels along the inner roof. The fabric is then glued to the panels. The seals and cantrail trim hide the edges.

5th Annual EuroMotor Extravaganza

By Roger Hanes

What a Party! It all started Friday night at the Hampton Inn in Sand Springs. **Scott and Linda Young, Gregg & Sharon Timo, plus Dave & Linda Sutton** delivered the food they had spent all day preparing. The Sutton's also brought Cody, the Therapeutic's trainee in their custody to demonstrate his training, along with other dogs in the program. Registration by **AJ West, Carol Larson and Sharon Timo** went on during the party, but In addition to the usual As usual, the tailgate party/parking lot picnic, was another roaring success.

The Friday night party brought in lots of people who we just don't get to see on a regular basis... people like **Larry Bonner**. Out of towners included **Richard Crump and Kathi Box** of Enid, Richard's sister **Ginger Crump** from Eureka Springs, AR, **Steve Houtari, Jess & Sarah Baxter** all from OKC. From not so far away, we had **Donna & Jim**

Granwehr of Skiatook, and **Tom Thaxton** from right there in Sand Springs. **Harry and Annette Price** came all the way from Kansas in his XJS Cabriolet.

Saturday morning, the weather was hot



Harry and Annette Price

even before we go the show set-up. **Mary Eubanks** of the Sand Springs Area Chamber of Commerce, and a few other volunteers were already there manning the barricades. Photography this year was performed by the team of **Linda Webb and Linda Young** with assistance from **Denice Webb and daughter**.

OK, let's just get it over first... Best in Show went to the 1961 Austin Healey Sprite that **Richard Crump** brought in from Enid. Even for the year it was new, it was just such a simple car... but what a car. To be judged for Best in Show, a car has to be show open boot, open bonnet. Other absolute contenders for this honor included Dave and Judi Nichols XKE, and Steve Houtari's XK.

Entrants to class of Jaguar XKEs included Mike & Denice Webb's newly restored red coupe, Gary & Cynda Grover's red convertible, with top honors going to Randy Kaplin's 1967 convertible, one truly beautiful car. And as if you have not heard, Jazz was absent because she now lives in Little Rock, AR, and Dave Sutton's still can't get his white coupe to run... or is it to stop... whatever.

The XJS entrants included AJ West, **David & Judy Nichols from Denton, TX,** and Harry & Annette Price of Rose Hill, KS. It

was close competition for all of these open top cars, but 1st place went to the Nichols.



Dave and Judy Nichols

In the XK8-R class we had a total of five cars show up so we technically slip the field three and two. Jess & Sarah Baxter, Mike & Denice Webb had to bow to **Larry Bonner's 2007 XKR-8** in 1st place. Nobody can keep a car new like Larry can.



Larry Bonner

Among the XK's present, **Steve Houtari** with his "**RAYED**" XK8 R took first place over the black XK8R of **Glenn and Carol Larson**.



Steve Houtari
Of OKC

The only MGA this year was **Frank McElroy's Twin Cam**, and it would probably been first place even if others showed. Frank has owned this car since new.



MGB's, however were fairly plentiful, Participant cars included **Maha De Silva, Ginger Crump, Tom Thaxton, & Ben McCarty**. First place went to Maha De Silva.



Maha De Silva

In a really strange mixed class, **Bill & Lisa Watkins' Jensen Interceptor III** just barely beat out **Don & Carol's Wright's '83 Daimler** limo for 1st place.

Talk about scooping a class, everyone was just totally bowled over by the '58 Wolsey of **Tom Thaxton**. This beautiful car lives with it's garage mates, a 75 MGB that was also in the show and a 53 English Ford right here in Sand Springs.



Another oddly mixed class included **Nathan York's** absolutely beautiful '58 Austin Healey 100-6, which took first place, **Donna & Jim Granwehr's** Sunbeam Alpine and the '64 Mk I Jensen Healey owned by **Bob Strattan**.



In another class by himself, **Jim Bierly's lovely '57 Porche 356 Speedster** claimed all the votes. Incidentally, the Speedster is the first Porche to ever participant in our show and we were delighted to have it.

In a surprise twist this year, we only had only one Alfa Romero show, that of course would be Les & Joan Neidell. Another single entrant to show was the Sunbeam Talbot Drop



Head Coup owned by **Weley & Starla Stewart** of Royse City, TX.

JB. Saunders from Enid showed an absolutely knock-out '69 Italia Roadster against the '80 Fiat X-1/9 owned by Eric Townsley.

And, in another new twist to this year's show, we added a hot-rod class. The only entrants to this new class were the 1957 Lister entered by **Les Niedell** for his son, David, and the 1953 Chevrolet pickup which Veronica Webb. This is what Veronica wanted when she got her drivers license and she loves driving it. Sometimes she even lets dad behind the wheel! Hands



down, those of us into fast and furious chose the Lister, but both actually deserved first place ... just in different classes.

Another new addition to this year's show included Valve Cover Racing. The only two entrants in this first year were submitted by Scott Young and myself. Stan Lackey threatened to compete, but at the last minute, he claimed that his dog Diego...ATE HIS HOMEWORK! Some guys will just use any excuse! We saved the track, and hope to have more participants next year. Scott beat me, but he was overweight... and I kept running into the wall...like I said... some guys will just use any excuse!



Prime rib was on the menu for the Saturday night awards banquet served by the folks from the Steer Inn of Mannford fame. As usual the food was terrific but the room got a bit warm because the air conditioning was not functioning to well. We will make sure that problem is taken care of before next years show!

The Slalom planned for Sunday morning got rained out... there I did it, I finally ended a sentence in a preposition... That's all folks!

November 4, 5, 6 Event Hot Springs, Arkansas

Here is a chance to get out and enjoy a weekend getaway in Hot Springs, AR by attending the Hot Springs Jaguar Invitational.

The event is being organized by Chuck and Jan Laggan to benefit the Samaritan Ministries of Hot Springs, Inc., a homeless shelter for men. It is recognized by the IRS as a 501(c)(3) organization. Since opening the shelter in 2007, SMHS has served over 900 different men mostly from AR, AL, LA, OK, MO, TX.

Here is the schedule for the weekend:

Friday, Nov. 4

6pm Dinner @ award winning "Smokin' In Style Barbecue"

7:30-9pm Art Gallery Walk downtown

Saturday, Nov 5

9am Breakfast @SMHS

10:30 am Car Show @ Embassy parking lot

12:00—lunch on your own

1:00 pm Scenic Drive

7:00 pm Wine & Food Pairing @ Central Park

(www.centralparkfusion.com)

Sunday, Nov 6

Breakfast @Embassy Suites

Depart at your convenience

Host hotel is the Embassy Suites in downtown Hot Springs and you can make reservations by calling 501-624-9200. Registration is \$25.00 per couple and will benefit the Samaritan Ministries of Hot Springs.

To be certain that everyone has all the information about this event we will be e-mailing the brochure to our membership in mid-August. Reservations for this weekend event must be in by October 15.

All British Meet May 30—June 3rd 2012

There is a big plan in the works for an all British meet in Hot Springs, Arkansas next year. The organizers have already been hard at work and British car owners are already making reservations at the host hotel. This is going to be a huge event and our club has signed up to be one of the sponsors. There are going to be lots of events besides the show and some clubs are making plans for special events for their particular marque. Make plans to attend this event as it could be one of the best in the country next year.

The web site for the event is:

www.britishcarweekationalmeet.org



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- 2007 XK8 Coupe (R20296) 4.2L V8 Porcelain with Charcoal Interior, 18,600 miles \$43,950
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- 2008 XJ8 VDP (R20363) 4.2L V8 Liquid Silver with luxurious Ivory Leather, 19,550 miles, \$43,950
- 2008 XJL (P10371) 4.2L V8 Midnight Black w/ Charcoal Leather, 18,960 miles, \$44,950
- 2008 XJ Super V8 (P10369) 4.2L V8 S/C, Midnight with Charcoal Leather, 13,700 miles, \$56,950
2008 X-Type (R20364) 3.0L V6 Porcelain White with Champagne Leather, 20,363 miles, \$23,950
- 2009 XF Supercharged (P10438) 4.2L V8, Claret Red & Barley/Truffle, 10,100 miles, \$56,500
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Would you like to receive the “Cat Tale” in a PDF format? If so, please let the Editor know at roger.hanes@cox.net

2011 COMING EVENTS CALENDAR**

****Official JCTI events are in BOLD**

Aug 6 – Breakfast-Dilly Deli-402 East 2nd St (corner of 2nd and Elgin) 9:00 am

Aug ?? - Mike Webb is trying to put together a mid-week dinner somewhere in town.

Sep 3—Breakfast-Dilly Deli-402 East 2nd St (corner of 2nd and Elgin) 9:00 am

Sep 10—Drive to Fin & Feathers Resort... stay tune for more information.

Sep 23-24 Brits in the Ozarks, Fayetteville, AR

Oct 15—Therapeutics Car Show—”Hot Dogs & Cool Rides” - 91st & Memorial—\$20 to enter your car in the show. More information to Follow.

Nov 5—Breakfast-Dilly Deli-402 East 2nd St (corner of 2nd and Elgin) 9:00 am

Nov 4-6—Hot Springs Jaguar Invitational. See the attached information, and there will be MORE!

ADDRESS CHANGE?

Have you changed your address? Your name? Is the your e-mail address correct? If there are any changes to be made, e-mail the information to Roger Hanes at roger.hanes@att.net or call the Editor at (918)663-6627 to make the corrections.

REMEMBER!! You can read all these articles and see the picture in **COLOR** on the Club web site at:

www.jaguarcluboftulsa.com

Also check out the show web site at **www.eumoex.com** and the Cross Roads of American slalom site at **www.crossroadsautox.com** to keep up with the latest in auto cross/slalom activity.

CLASSIFIED

Classified ads are free to club members. To place an ad, e-mail to roger.hanes@att.net or call (918) 663-6627. Ads will also appear on the club website: www.jaguarcluboftulsa.com

For Sale: 1990 Jaguar XJS V-12. Signal red with black leather interior & top. All numbers match. Multiple 1st place in show. Service by Jaguar of Tulsa. I am the second owner. 6580 miles. Always garage. \$12,900. Call Warren Werling (918) 495-3578

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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 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 \$50.00 per year***. Full membership includes: membership in JCNA, a subscription to the *Jaguar Journal*, the national publication and sanctioned event insurance. Checks should be made payable to the Jaguar Club of Tulsa and mailed along with an application for membership to the above address. PayPal is also available through the Club web site at: www.jaguarcluboftulsa.com.

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*Associate Membership in the **local club only** is \$30.00 per year and **does NOT** include membership in the National organization, JCNA and it's benefits.

Associate renewal _____