

# The Cat Tale

The Official Publication of the Jaguar Club of Tulsa



Vol. 42 No. 2  
Apr/May 2012

## Jaguar Club of Tulsa plus Caffeine and Gasoline Tulsa's Dam Cruise Ian Clements

Mission de-brief: At about 9:15 AM, I arrived at the LaFortune south lot, amazed at the huge number of European and Domestic sports cars. I stepped out of the car, and finally met Curt (our contact, organizer of C&G Tulsa). We exchanged names, etc... And he pointed out to me something about my



driver's side front tyre! It had a screw in it. Equipped with its new 'bling' this might as well have been a 245-40-ZR18 cheese wheel, and I did not want to drive with that risk. I water-tested it, and it was indeed a full puncture. Armed with my new info, I elected to ride with my friend, Mohammed J. (Mojo, for short), in his Challenger. This lack of drivability sets the day off to a poor start for me. It was, however, great to see the XKs, Don & Carol's Daimler, Roger's XJS-V12, etc... Jaguars are a welcome refresher on Tulsa's German-heavy European car scene. Everything looked great!



At 10:00 AM, March 17, 2012, we set out from Caffeine and Gasoline Tulsa's morning meet. Big thanks to Curt Rainbolt for inviting us in on this great meet. Gary set out first, leading the (majority of) the pack. As everyone

pulled out, I realized that my driver had become distracted with something. So, as all the Jag Club drivers pulled out, I just went over and got everyone I could together, so we could head out late. As we got out on the highway, a Corvette and Challenger (I'm aboard the Challenger, by the way), the 2 lead cars of this leg, became distracted with speed. And naturally, we missed our exit. In their efforts to catch up, the 3 cars behind us became lost too. We diverged, and they stayed on 412 the rest of the way. The Corvette and Challenger made a U-Turn, up to 20N, and then up to Claremore, where another shard of the cruise was waiting for us. The motley group we found there contained a Camaro SS, BMW Z8, Lamborghini Gallardo, you get the picture... now we're having fun. I snapped a few pics whilst my driver took a pit stop, and then we rolled out, in a mad dash to catch up with the other groups. The piston symphony orchestra was something to behold, the BMW hustling along like a 4.9L, 32v sophisticate, the Lamborghini's V10 barked under throttle, the Corvette's long-tube headers meant you could hear this V8 bruiser for miles. The BMW's straight-6 hummed (and its turbo whistled) away as he led us out, and the burble of a 392 Hemi accompanied the music. We stuck together through the twists and turns, and some bikers were ahead, which was annoying. (Bikers are like a plague to all twisty roads).

The bikers blew by on a 4-lane stretch, doing triple digits, and some policemen came and pulled them over. Many of us may have noticed our speed-

ometers read "you're finished", but we escaped without catching their attention. After we pulled over to recount the close call with 3 local police cars cracking down, the bikers pulled into the petrol station,

unscathed. No ticket!

After I got our whole convoy lost, twice, from inside the Z8, we finally pulled into the dam, meeting our Jaguar Club representatives on their way out of a dam fine tour. We promptly saddled up with our informational film, and this helped our group forgive me for getting them lost. twice. The tour was spectacular, we all found ourselves childishly inspecting the hydroelectric mechanisms in the dam, and reliving some kind of cold-war bunker fantasy as we lowered into the 180-foot deep limestone cliff face



via an-

tique elevator and saw the 1960s rations they had on display. Once we got out below the dam, it became even more spectacular! It is rather exciting, having millions of



tonnes of water held behind a couple feet of concrete, just above you, and towering to a 160 foot arch.

After the Pensacola Dam had been toured, hunger returned in force. So we walked on over to Frosty & Edna's Café in Langley, as the last group remaining. The

fries were greasy on my front, but everyone seemed to be enjoying the company as well as the food.

It'd been a hell of a day, and we decided to continue on the prescribed route Gary and I had planned earlier. After we were yelled at by some rednecks for a "questionable overtaking manoeuvre", as I'll call it, at a local filling station, we slated an even more extended route, ending up on some spectacular twisting byway that had recently been paved, out near the Arkansas border.

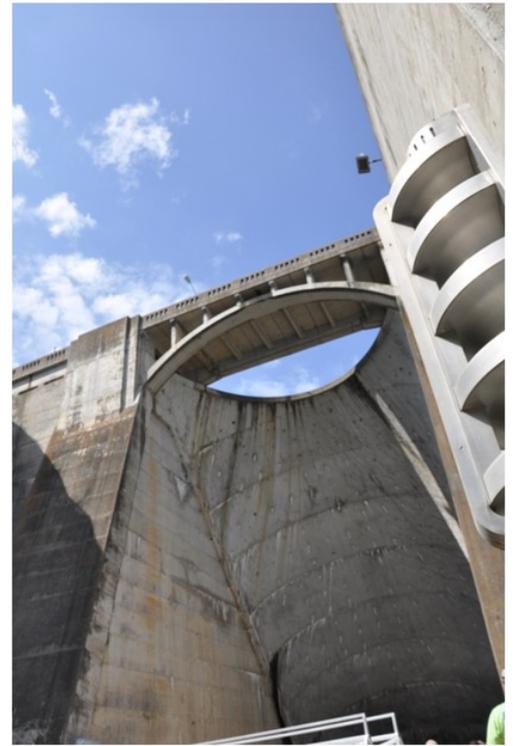
The cruise was a huge success. Everyone I was with had a great time, and those who weren't have been singing praises online since the 17<sup>th</sup>! I think that it's also great that we've forged this new alliance with C&G Tulsa.

A video of the day is in progress, keep an eye out for it on the Jaguar Club of Tulsa webpage. Due to a mass of pictures, only a few could be included for this issue.

### **My Car and Me Les Neidell**

"Please flash the lights and blow the horn," was the command from the head judge. But it was no use, my Bertone Aston Martin was completely dead, and of course, at the worst possible time. I was sitting at the top of the judging ramp of the 1987 Pebble Beach concours. Ignominiously I was pushed off of the judging stand, and as LML 762 hit the bottom of the ramp it sprang to life. But it was too late - the car, and I, had failed our five seconds of fame.

How I, a college professor with 3 kids, and two cars, one a 1984 Buick station wagon, and the other - this elegant custom-bodied Arnolt Aston Martin drophead, got to this point is one strange story.





LML 762  
when I bought it

My  
penchant for  
exotic cars has  
never been  
explained. It  
just happened.  
Just after Joan  
and I were

married we bought our first new car - a 1962 Plymouth convertible. Both our parents were horrified - such an impractical car! Where were we going to fit the baby seat? Five years later we still had the Plymouth, a six week old daughter, and I had a new job as Assistant Professor at SUNY/Buffalo. And I needed a car to commute to the university. What would be the least practical car to own - why of course a 1959 Healey 100, but one with the rear jump seats where we could pitch our daughter while wife Joan and I drove top down during the glorious fall days. (Of course today we would be arrested for child abuse!) And that began a long line of imported cars that served as commuter cars. It's difficult to remember them all: MGs, Triumphs, Alfas, a Porsche, even a Louts Super Seven. Most of these were owned for less than a year, some only a month or two, bought as "fixer-uppers" and then sold to acquire another. In 1973 we were the ultimate car family: Joan drove a 1959 Maserati cabriolet (I have never heard of or seen one since) and I a 1962 Aston Martin DB4 Special Series. The Aston story began a couple of years earlier.

I was in Atlanta as an Associate Professor at Georgia Tech. Growing restless with my then current ride - a Triumph TR 250, I resolved to buy something more upscale. A Sunday ad caught my eye - a new dealership in Marietta, Classic Car Investments, had just opened, and its first ad had a Bugatti for under seven grand! Wow, that would be a splendid car for commuting!

But reality stepped in - 7 grand for a car when I was making all of \$18K per annum, and had two kids and a house payment just wasn't practical. But what was practical was a DB4 for a net expenditure of \$2K after selling the Triumph. That was also a fateful day for me and my family for another reason - I met Charlie Turner and Jim Southard, two souls who would forever alter my relationship with cars.

Up to that point I had never considered my commuter cars, despite their relative rarity, to be anything

other than cheap used cars that I could comfortably maintain and run relatively inexpensively. They never seemed to lose value. I did not belong to a car club, nor had I ever attended a sports car race, much less been a participant.

Jim Southard was the ultimate exotic car salesman. He was the business mind behind Classic Car Investments. One of his "achievements" was selling a classic car portfolio to the NFL Players' Association for investment. He brought the first Kruse auction to Atlanta, where I was one of the drivers. (A highlights of that auction was Classic Car unloading a Mercedes Benz Gullwing for \$10,000, with the paint still wet.)

Charlie Turner was the mechanical wizard of Classic Car's shop. I don't know his training but he was one of those souls who could diagnose virtually anything wrong with any car - or so it seemed to me. Charlie was an officer in AMOC, Aston Martin Owner's Club. And Charlie was the guy that put me in my first DB4. I actually tried to buy a stunning DB2/4 Mark III, but Charlie explained to me that this was an award winning concours car and he couldn't sell it to just "anyone." But he had a slightly dilapidated DB4 that would be just perfect for commuting. I joined AMOC and took the DB4 to my first motoring event - the AMOC East Annual Meeting, held at Lime Rock, CT - my first Time Trial and my first concours. Needless to say, we didn't do very well. As I was on the track I heard a number of "pinging" noises - these were the wire wheel spokes letting go. I was smart enough to pit, and Joan asked me if these were important.

I upgraded to a premium DB4, a one-owner car that was taken in trade on a new DBS. Charlie, his wife Shirley, and we became fast friends. As my interest in Astons grew, and my willingness to take on projects became evident Charlie searched out ramshackle Astons for me. I traveled to upstate New York to look at the ex Prince Bernhardt's car, then fitted with a Pontiac motor and converted to a drag car! But it was too far gone. Then I acquired a 1938 long wheel base tourer that Charlie had found in Uruguay. The head of the original four cylinder engine was sitting in the back seat, and it had been hand painted steel gray with a coarse brush, but it was all there. In 1974 Charlie sent me to Detroit to look at two cars, one a lovely DB4 series 5 car that I have since seen on the auction circuit. The other was LML 762 - the Bertone-bodied car. According to the owner he found it on a used car lot in upstate Michigan.

It was a great 10 footer, painted, not too well, in a hideous Corvette light blue. The interior was especially rough, with the original Italian mousehair carpets threadbare and the white interior seats torn. Worst of all was that a replacement windshield had been fitted. Of course, one just couldn't replace a custom wrap-around windshield, so a rear window from a Studebaker was fitted in an aluminum frame. The effect was as if one was driving in a tunnel. But the car was together and it ran okay. It was mine for \$3000! But the DB4 had to go. Of all the cars that I owned before and since the Bertone acquisition, the DB4 was the epitome that combined luxury and fine driving experience.

The Bertone Aston became my daily driver, and I began to research its history. As often the case, and especially before the internet, available records were scarce to non-existent. I visited the Arnolt Company in Warsaw, Indiana. Either 7 or 8 Astons were commissioned by Wacky Arnolt. Mine, LML 762 was the last manufactured. Originally called the "Indiana," its design was attributed to Giovanni Michelotti. It was first shown at the 1956 Turin Show, and then became the personal driver of Wacky himself. According to its first private owner, Bill Fowler, who, when I visited with him, was a retired Cornell University professor, he was able to pry the car loose from Wacky in 1960 for \$10,000. How it found its way to a used car lot on the upper peninsula of Michigan I do not know. (I've been told that the current owner has traced its full ownership history but he has not shared that with me.)

After about a year of daily use the Bertone's performance declined markedly. A valve job was required. No big deal, but the car had also become more shabby. I had just completed my first "full" restoration, a Daimler SP250, and so had an alternative car for commuting. I decided that LML 762 deserved a complete restoration. Most of the grunt work I did myself. The skill and workmanship of the original Bertone builders simply amazed me. The body panels were substantial, although uneven in thickness, as befit a car whose panels were hand beaten over wooden bucks. All the little bits and pieces were marvelously hand formed and soldered before chroming. The one jarring note was the wiring harness, which had been hand spliced to move the instruments from the stock Aston central position to a binnacle in front of the driver. All the spliced-in wires were black, hand twisted (no solder) and covered with friction tape!

Where more expertise was needed I was often able to trade for services. The engine rebuild was traded for a spare SP250 engine that had been taken from a speedboat. A new harness was installed by Toby Bergin, who took the 1938 long wheel base Aston in exchange for his labor. With Charlie Turner's help I was able to order brand new Borrani wire wheels. I changed the humongous stock steering wheel for a later model that was found on the DB4s. I did contract the final paint, nitrocellulose lacquer that matched the original dark blue paint that was still on the dash, but without the metallic content.

I contracted with Viracon in Minneapolis for a new windshield. An Autoweek ad alerted me - they would manufacture ANY windshield for \$1000. Following their suggestion I had a phone booth manufacturer build a mould. In the short run I installed an acrylic windshield. Viracon dutifully made a number of windshields from the mould, but none fit. They just couldn't get the compound curve.

Even with the acrylic windshield the finished result was stunning.

Once more the Bertone became my daily driver, although I didn't refit windshield wipers for fear of scratching the windshield. The car won its class at the AMOC East concours, several times. I set the AMOC lap record for an Aston Martin DB2-4, which was later eclipsed by my eldest son, David. (For the first time I trailered a car, since the two-seater Bertone couldn't fit my family.)

In 1978 I moved to Tulsa. LML 762 still had its acrylic windshield. Long conversations with Viracon's owner persuaded me to bring the Bertone to Minneapolis and wait while a windshield could be made and fitted. This was an excruciating process that took the better part of a week. Finally a windshield was fitted, I was told that two more would be manufactured and shipped to me, but I was never to return!

The Bertone soldiered on. I entered it in the first vintage race sponsored by Toly Aruntoff, who had built the Hallet racetrack. Other vintage races followed, including the second (and last) Kansas City Historics. I wasn't a particularly skilled driver, but the car never let me down - except for a fuel pump issue.

Then came an momentous phone call. "I'm Loren Tryon, chairman of Pebble Beach, and I would like to invite you to participate in the 1987 Pebble Beach Concours d'Elegance in a class of custom-bodied Aston Martins."



LML 762 at Pebble Beach, 1987, with two other Arnolt AMs

Fortunately a close friend, Mike Phillips, had entered his MGA Twin-Cam in the Monterrey Historics, and even more auspiciously, he had a two-car enclosed trailer. Mike, his younger son Scott, I and my youngest son, Jason, voyaged to Monterrey. We unloaded the Aston and used it as our driver during the week before Pebble Beach. Finally, the Saturday before the show, Jason and I went to Pebble Beach to "scout out" the concours site. As we traveled past the country club we were stopped by a man who introduced himself as Loren Tryon, and asked, "How are you going to prepare for the concours?"

"Well, Jason and I are going to find a car wash." I thought Loren would have a stroke right then and there. He explained to me that virtually all the participants would have had their cars professionally prepared. He offered to let us use his driveway to wash and detail the car. We accepted.

The fairy-tale ending would be that we won a trophy at Pebble Beach. But the unfortunate ground wire that came loose as I drove up the judging ramp put an end to any hope of that. According to my information the three Arnolt Aston Martins that were exhibited finished third, fourth (my car) and fifth (the coupe) in the class of five.

After Pebble Beach LML 762 continued as my fair weather daily driver. In 1988 the realities of two kids in college hit home, and LML 762 was sold to a broker. The broker auctioned the car at the Oldtimer's Garage auction in Switzerland in April 1988. Its purchaser was Victor Gauntlett, then owner of Aston Martin. Just before Christmas 1988 I received an overseas call from England. I was asked, "Do you have a spare windshield for LML 762?" It was Nick Mason, drummer for Pink Floyd, who had just purchased the car from the Aston works.

I asked, "How do you know it was my car?" Well," Nick responded, "your University of

Tulsa parking sticker is still on the windshield."

Regrettably, the windshield had cracked, and the broker had discarded the two spares that went with the car.



LML 762 as it is today

Nick disposed of LML 762 a few years ago. Presently it is the center-piece of a European collection. It has been re-restored to contemporary standards, and on its first showing garnered a second in class at the Concorso d'Eleganza Villa de'Este. Its owner graciously permitted Joan and me to visit. Joan's comment sums it up well, "The only part of the car that's familiar is its sound."

## Re-printed from AutoWeek.com

Jaguar C-X16 to become F-Type two-seater convertible  
By Jake Lingeman

A new Jaguar two-seater is coming--the F-Type convertible, based on the C-X16 concept rolled out at the 2011 Frankfurt auto show. Jaguar dropped the news Wednesday at the New York auto show. The F-Type will focus on rewarding driving, Jaguar said. A range of engines will be offered, including a new power plant family. Like the larger and similar-looking XK, the F-Type will use all-aluminum construction.

Jaguar also said that it has started final on-road testing of the car near its Castle Bromwich plant in England, where the car will be built.

"A true sports car needs to be pure in both its purpose and its form. To have the opportunity to produce such a car for Jaguar has been a privilege both for myself and for my team," said Ian Callum, design director for Jaguar.

The car could be considered a spiritual successor to the convertible Jaguar E-type, which was produced between 1961 and 1975. The E-type is considered by many to be one of most beautiful cars ever produced.



The F-Type will arrive in 2013 and will use a two-seat configuration with a convertible top. Engine specs were not revealed, but the car is said to sprint to 60 mph in less than five seconds en route to a top speed of more than 180 mph.

“We've been away from the segment, and now were back in style,” said Adrian Hallmark, Jaguar brand director.

### **Central Oklahoma Jaguar Association**

Concours d'Elegance coming up May 11 & 12!

### **Scott Saves my Bacon... again!... & again! By Roger Hanes**

So I'm out in the garage with Jacqueline, replacing her O2 sensors. On an earlier visit over to have Scott evaluate my '85 XJ-S he had discovered several items which needed to be addressed in the near future. The exhaust pipes located between the aft catalytic converters and the mufflers were toast, one of the O2 sensors was actually broken off and hanging in the wheel well, ball joints needing replacement, donuts blown out... or is it rusted out of the exhaust... and some other stuff. Now this car started life out in NYC before traveling to Pennsylvania, and then on to the Chicago area... and obviously has some hints of rust, but nothing significant as far as I can tell. Zak and I took care of one exhaust donut, but were so exhausted by the ordeal, I decided to wait for some lift time at Scott's to tackle the other side and other stuff..

OK... back to the O2 sensor again. Since receiving the XJ-S last summer, the engine has always idled between 1300 to 1500 rpm, and for a V-12, that is really fast. So I was attempting to replace the O2 sensors. I started with the drivers side, which had obviously been replaced sometime or other, but was not exactly new. After putting the car on jack stands, and removing both front tires, I really had to struggle to

remove the O2 sensor, (which for the uninitiated, looks a lot like a sparkplug screwed into the forward catalytic converter. I did finally get it out, and because the previous dealership repairman had cut the wire, soldered it back to the new sensor, and insulated the patch, I did the same. I am sure that who ever did that repair knew what he was doing. Drivers side done in a couple of hours... now for the passenger side for which the O2 sensor is actually broken off and hanging in the wheel well.

Said O2 sensor... WILL NOT BUDGE. Call Scott. Get advice. Apply heat... lots of heat. Spray hot metal threads with mixture of acetone and ATF, (automatic transmission fluid). Repeat four times. Call Scott. Get advice... repeat two more times. After a great deal of labor using cheater bars, etc, I get it out. I am amazed. I am stupid enough to think that I am nearly done with this project... WRONG!

Now knowing how easy it is to splice in the new O2 sensor, I decide to screw the new one to the CC first. No can do. It will NOT screw in... PERIOD.

Call Scott... again. The threads are the same size as some older spark plugs... go to Harbor Freight and get a sparkplug thread chaser. This is like my third or fourth time there today. I buy the thread chaser, but I am still unable to screw it into the O2 CC hole. After an hour of trying... I am starting to worry that this car is NOT going on the Pensacola Dam tour! I panic!

Call Scott... again. He is on his way to Coweta... and I am exactly twice as far from him... going the other direction... but he is on his way! I am elated!

Scott brings his thread chaser... which is identical to the one I purchased earlier, but his is more worn... and Scott tells me that is probably important. In nothing flat, he has discovered that removal of the old O2 sensor still left thread remnants in the catalytic converter. He clears those and screws in the new O2 sensor. I thank Scott... I thank Scott... and I thank Scott again! He is off to Coweta.

Now, just knowing I can finish this process, I cut the wire, solder it back, and insulate the connection. Gas mileage SHOOTS THROUGH THE ROOF. I go from using a quarter of a tank across town and back to using less than that running to Pensacola Dam and back! Idle speed went from between 1300 to 1500 rpm to about 600 rpm. THANK YOU SCOTT!

# Jaguar Tulsa

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- 2006 S-Type (R20364A) 3.0L V6 Grey with Grey Leather interior, 95,366 miles, \$11,900
- 2005 S-Type-R (P10393A) 4.2L S/C V6 Radiance Red with Caramel interior, 71,896 miles, \$15,596

- 2007 XK Convertible (P10691) 4.2L V8 Salsa Red with Charcoal interior, 27,200 miles, \$36,995
- 2010 XK Convertible (J90582A) 5.0L V8 Claret Red with Barley interior, 15,100 miles, \$59,557

- 1999 XJ VDP (F59381A) 4.2L V8 Porcelain White with Caramel Leather, 85,300 miles, \$8,495
- 2008 XJL (P10371) 4.2L V8 Midnight Black w/ Dove Grey Leather, 22,300 miles, \$36,950
- 2009 XJ (P10501) 4.2L V8 Porcelain White with Champagne Leather, 5,800 miles, \$48,900

## Nice Selection 2012 models XF, XJ, & XK

View them at [www.jaguaroftulsa.com](http://www.jaguaroftulsa.com)

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**The Jaguar Club of Tulsa  
Presents the 2012 Sixth Annual  
EuroMotor Extravaganza**



# EuroMotor Extravaganza

Welcoming all British and European Automobiles  
On the Triangle in Lovely, Historic,  
Downtown, Sand Springs, Oklahoma

**Activities:**

- June 8 – Registration, tailgate party at Hampton Inn
- June 9 – Late Registration and show setup in downtown Sand Springs, Show & Valve Cover Racing
- June 9 – Dinner and Awards Banquet, location to be announced
- June 10 – Slalom racing at Sand Springs Kmart on Chas Page Blvd

Complete information is available on the web at:

[EuMoEx.com](http://EuMoEx.com)

Welcome to the World Wide Sport of

## VALVE COVER RACING



The 2011 Euro Motor Extravaganza Charity Car Show in downtown Sand Springs, OK will feature Valve Cover Racing for the first time at this annual event ([www.eumoex.com](http://www.eumoex.com))

**Saturday, June 9, 2012 – 11:00 AM**

**RULES**

The rules for the construction of the valve cover racer are as follows:

- No engine, propulsion or moving weights. Gravity is your friend;
- The racer must be made from an internal combustion engine valve cover;
- The valve cover must retain its entire original gasket-sealing surface;
- The racer can have a chassis, but the chassis cannot be inter-changed with any other valve cover body after it is registered for that days race;
- Nothing may extend beyond the gasket surface on the front of the racer;
- There must be a total of four wheels, either inside or outside of the valve cover;
- There must be a non-metallic wheel surface contacting the track;
- The racer must be clean (no sludge). If the racer drips oil or grease, it is disqualified;
- The racer must have a permanent number affixed to the surface.
- The racer dimensions are as follows:
  - o Maximum Length 30 inches
  - o Maximum Width 10 inches
  - o Maximum Height 10 inches
  - o Maximum Weight 10 pounds
  - o Maximum Wheel Diameter 6 inches

The rules for the track and race are as follows:

- The judge's decision is final;
- The track will consist of two lanes with each lane 18 inches wide;
- Release pin is 1-3/4 inches from track to top of pin;
- The driver will release their own racer on a starting green light. If you jump start, you lose that round;
- If a racer interferes with another car, it loses that round;
- If a racer is hampered by a track problem, they get another run;
- If there is a tech issue, the judge's decision is final;
- The racing will be double elimination for the top eliminator trophy.

For more information on valve cover racing, check out the many internet websites dedicated to the sport. These rules are tentative and subject to change. Official rules will be published on the website.

[www.eumoex.com](http://www.eumoex.com)

3/7/2011



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**E-mail Newsletter Available**

Would you like to receive the "Cat Tale" in a PDF format? If so, please let the Editor know at roger.hanes@cox.net Or get your copy from the website!

**2012 COMING EVENTS CALENDAR\*\***

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

**April 24—Dinner at the White River Fish Market & Restaurant. 6:00 pm 1708 North Sheridan... the best seafood in Tulsa! One of the Tuesday night specials is a HUGE lobster tail for a mere \$22.00 Every kind of seafood is available, fried, broiled, and grilled! Call Roger for reserved seating, 918-663-6627**

**April 18—Board Meeting, Rib Crib, NW corner, 81st & Yale, 6:00 pm dinner, 7:00 meeting. Everyone is Invited.**

**May 5—Breakfast at First Watch, 8178 S Lewis Ave, Tulsa, say 9:00 am**

**May 5— Leave First Watch for Drive to Oklahoma Steam & Tractor Show in Pawnee, OK**

**May 16—Board Meeting, Rib Crib, NW corner, 81st & Yale, 6:00 pm dinner, 7:00 meeting. Everyone is Invited.**

**Jun 2—Breakfast at First Watch, 8178 S Lewis Ave, Tulsa, say 9:00 am**

**Jun 8-10—EuroMotorExtravaganza, Sand Springs, OK. See the website [www.EuMoEx.com](http://www.EuMoEx.com) for details and registration**

**Jun 8—Registration & Tailgate Party**

**Jun 9—Registration, Car Show, & Award Dinner**

**Jun 10— Slalom / Autocross**

**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 [mmra@valornet.com](mailto:mmra@valornet.com) or call the Editor at (918)258-8320 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](http://www.jaguarcluboftulsa.com)**

Also check out the show web site at [www.eumoex.com](http://www.eumoex.com) and the Cross Roads of American slalom site at [www.crossroadsautox.com](http://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](mailto:Roger.hanes@att.net) or call (918) 663-6627. Ads will also appear on the club website: [www.jaguarcluboftulsa.com](http://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. Always garaged. Best Offer. Call Warren Werling (918) 495-3578.

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

**Pre-Register for the EuMoEx Car Show**  
**Registration forms are on-line!**

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

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](http://www.jaguarcluboftulsa.com).

Jaguar Club of Tulsa Inc. Application for Membership

Name \_\_\_\_\_ Spouse's Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip Code \_\_\_\_\_ E-mail address \_\_\_\_\_

Home phone (\_\_\_\_\_) \_\_\_\_\_ Business/cell phone (\_\_\_\_\_) \_\_\_\_\_

Jaguar(s) owned (not a requirement for membership) Year \_\_\_\_\_ Model \_\_\_\_\_

New \_\_\_\_\_ Renewal \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_

\*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 \_\_\_\_\_