



The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

Vol. 43 No.1
Jan/Feb 2013

WELCOME THE NEW YEAR BREAKFAST

Time to exhale! The holidays are finally over and it is time to get back to normal (whatever that is!) and plan to be at the **First Watch** restaurant on the corner of **S. Lewis and 81st St** at 9:00 am on **Saturday, Jan 5th**. We can



all relax and enjoy a great breakfast and talk about what we have been up to as it seems a lot of us get so busy during the holiday season that we have missed this chance to get together.

This will get us all back into our schedule of being at the First Watch on the **first Saturday of every month** so mark your calendars now and be there on Jan 5th and then on Feb 2nd at 9:00 am. The coffee will be ready!

YOUR DUES ARE DUE!!

It's that time again and unlike our dysfunctional Congress, we know how much it costs and the after a long discussion the Board of Directors have reluctantly decided to raise the dues by \$5. The National organization has imposed an increase of \$5 per member on all clubs and while the Board tries to keep membership reasonable prices keep going up on everything. JCTI dues were last raised in 2008 so the increase is reasonable. So here is the information for remaining a club member.

For \$55 you can be a member of the national organization, Jaguar Clubs of North America, receive the national magazine, the Jaguar Journal, have voting privileges for national election, get perks and discounts offered by the national including participating in shows and other events on the national level. You will also be a member of the local club and receive the local club newsletter.

Thirty dollars (\$35) you can join the local club only and receive the local newsletter and enjoy all the events planned by the local club.

So make your choice but do it quickly as we would like to have all renewals by Jan 30 as the national requires our membership list by mid February. Please fill out the form on the back of this newsletter (legibly please!) and send it with your check to: **Jaguar Club of Tulsa, PO Box #471134
Tulsa, OK 74147**

INSTALLATION DINNER JANUARY 19th, 6:00 pm

Time to saddle up and head west to **Go West** restaurant for our annual dinner to introduce the new board members and officers to the club membership. As many may remember we had our awards banquet after the EuroExpo show here last year and it was a rousing success. The food was

very good and so was the service so we are heading there again on **January 19th at 6:00 pm**. We will have a special menu similar to our banquet, steaks, chicken or fish and the average meal price is around \$27 not including any adult beverage you may choose to order.

We will need an **RSVP** so the restaurant knows how many dinners to expect so please e-mail your **RSVP** to **Stan Lackey** at Tulsaleathercare@gmail.com or call him at **918-227-0326** no later than Wed. January 15th.

Go West is located at 6205 New Sapulpa Road near the Turner turnpike gate. (Go West is located on the former site of the Avalon Steak House) This is our first planned event of 2013 so make those reservations now and look forward to a fun evening with your Jaguar club friends.

SUNDAY, FEBRUARY 10 BRUNCH AT PHILBROOK

We will be hoping for an early spring when we all gather at the beautiful la Villa Restaurant at Philbrook Museum for their Sunday Brunch. The restaurant with the towering glass wall overlooks the garden terrace and with any luck at all the sun will be shining and a few brave crocus and daffodils will be colorful accents.

Brunch will start at 11:00 am and **reservations are required** so **RSVP** Mike Webb at: mike@thosewebbs.com to make sure you have a seat at the table.

THE SALISBURY CONCOURS 2012 By—Les Neidell

We all can recite the great automotive Concours that re-occur each summer. Foremost would be Pebble Beach, followed perhaps by Amelia Island. AROC (Alfa Romeo Owner's Club) shared the field a few years ago with the Meadowbrook. These attract an international crowd as well as American exhibitors. But there are a myriad of more local events that attract cars from a radius of only a few hundred miles. Often these compete for entries by exploiting unique exhibition classes, or by developing a distinctive persona, or by a combination of both.

We recently competed in the Salisbury Concours d'Élegance, Des Moines, Iowa. Events included a Gatsby Gala on Friday, a Heartland Driving Tour (with lunch) on Saturday, the Exhibitor Banquet Saturday night, and the Concours and Awards Dinner on Sunday.

Sponsored by the Salisbury House & Gardens this invitation-only Concours focuses on vehicle marques that the original owner family might have driven during their tenure at the mansion – prestigious autos and motorcycles produced from 1923 to 1953. The Salisbury Class spotlights these. (cont'd on page 2)

Three additional “permanent” classes are included: the Antiques Class of “early historic vehicles built prior to 1923,” the Collectibles Class “automobiles of innovation and distinction built from 1923 to 1960” and the Motorcycle Class.

To round out the field, the Concours committee develops sponsorship classes. As one might expect, local dealers become involved. So we had the BMW Class, the Cadillac Class and the Porsche Class. These are not your “typical” multi-model displays. Each class chairperson works with the sponsors to provide a truly varied display. In fact, People’s Choice (and also BMW class winner) was a 1939 BMW 327/8 Cabriolet.

Additional classes are created annually by the Salisbury committee. For 2012 these included an Exotics Class, a Studebaker Class and lastly, a Forgotten Fiberglass class, into which we entered our 1959 Kellison J-5.

Delivering the Kellison to Des Moines “required” a crew of four: **Joan** and me, and **Linda and Scott Young**. We loaded the Kellison into Scott’s newly acquired 48 foot trailer, together with Linda’s X-type Jaguar for local transport once we arrived in Des Moines. Scott definitely won the envy award for largest trailer.

The Salisbury House was built by Carl Weeks, a pioneer in the woman’s cosmetics industry. While visiting Salisbury, England in 1921 he and his wife were enamored with “The King’s House,” a manor dating from the 13th century. Using this as a model they constructed a 28,000 square foot, 42 room residence and filled it with a remarkable art and furnishings collection of some 10,000 items. The ten acre grounds are lushly planted and provide a unique and intimate setting for automotive display.

Emphasis is definitely low key. “Judging” (such as it is) is not based on the typical points system, with experts considering whether the fastener finish is correct for the model and year, but utilizing “French Rules” judging. Cars are displayed with hood and boots closed, and a team of three (not necessarily “car” people) evaluate the cars “for elegance and beauty, subjectively considering...design and workmanship.” Needless to say, PCA (Porsche) members need not apply.

There are no entry fees for the Concours, and entrants receive two dinners, as well as coffee and doughnuts during the show. Other (optional) events precede the Sunday Concours. Most elegant is the Friday evening Gatsby Gala, a fund-raising event for the Salisbury House. Attendees are asked to dress appropriately in 1920s garb. The four of us did not attend, instead dining at the “801 Chop-house” in downtown Des Moines, similar in quality (and prices!) to Tulsa’s Mahogany Steakhouse.

Saturday was an early day, with a 7:30 driver’s meeting for the Heartland Driving Tour. Scott and I strapped ourselves into the Kellison for its initial outing, while Joan and Linda luxuriated in the X-type. Driving a race-prepped car on a 200 mile tour is a unique experience, especially with un-muffled side pipes. Tour organizers worked hard to keep us off the main roads and through the Iowa countryside (which seems unchanged from what we envisioned farms were like 50 years ago.) They perhaps went a little overboard, routing us through a park that included a number of “low water” crossings. Scott advised Linda “no waves,” while we eased the Kellison through the water hazards. Only a few of the Concours entrants drove the tour, which was open to all comers. One of the unique entrants was a Model A Ford that completed the Paris to Peking 2010 race. They shared a common experience with us – we both ran out of gas!

Scott had just put in a new correct for vintage racing fuel cell, which turned out to hold less than its advertised 15 gallons. And our estimate of 15 mpg was off by about 30%, as we had too much fun stabbing the loud pedal.

We were given explicit tour directions, including maps and mileage turns. We estimated our speedo and odometer off by 12 to 14%, and we missed a few turns. Once we tried to “shortcut” a missed turn, only to find that the shortcut was a gravel track. The ladies had no such problem, as their air-conditioned and low noise environment simplified map reading. Luckily for us guys, when we ran out of gas the ladies were only a couple of miles behind us. The Model A guys didn’t have a “sag wagon;” they pounded on farmers’ doors until they found one with a gas tank.

When Joan and I drive across the U.S we occasionally visit obscure auto museums and private collections (if we can.) Iowa has its share of these, and tour organizers directed us to two. First stop was near Ames (IA) - Skunk River Restorations, primarily British, but a smattering of other nations’ brands were included. Three large, newly constructed buildings, owned by a guy who appeared to be early thirties. (cont’d on page 3)

**Owner
of Skunk
River Res-
torations,
Steve
Myers**



BMW on the left with a 1925 Bentley in the foreground right



Joan next to a Sunbeam Harrington with more of the Skunk River collection in the background.

Then, it was on to Williams (IA) where lunch and The Hemken Collection awaited us with this description in our tour directions. "Vintage car enthusiasts will enjoy this museum featuring American marques ranging from Chevys to Lincolns to Hudsons to Packards. The cars comprise the nucleus of the collection of Daryl Hemken." This museum is usually open to the public only on Fridays, and illustrates what an American car collector could have accumulated in the 1940s and fifties.

Overlooking 1st floor of the Hemken collection



Williams is approximately 60 miles north of our motel; the route instructions indicated two possible routes to return – one using interstates and the other rural roads. Scott and I opted for the later; we saw only one other tour participant, a 1948 Mercury convertible on this route. After a quick cleanup of us and the Kellison we motored about a mile to the Exhibitor's Banquet at the Willis Auto Campus (new car Cadillac & BMW dealer among others.) Many of the next days Concours cars were displayed, and we left the Kellison in their indoor repair facility for Sunday pickup.

Sunday dawned bright and beautiful (we congratulated the weather chairperson for such a fine weekend) and I picked up the Kellison for early AM entry to the Concours. Since the Forgotten Fiberglass Class was placed in an inner courtyard (absolutely the BEST location of any) I had to stage at 7:45 AM. As I was leaving the dealership the driver of a 1947 Cadillac convertible asked if he could fol-

low me, as if I knew where I was going. (Actually, I did, sort of. Friday evening we dined downtown and on the way we drove past Salisbury House. Of course, it was evening, there were four of us to interpret the map, and we were under no time constraint.) So we headed out – due East into a blinding sun. It was virtually impossible to see the road and the traffic lights, much less read the map and street names. I decided to go downtown and then back-track to the West. The Caddy driver was a little irate. He kept on trying to stop and ask directions. But our query, "Can you direct us to the Salisbury House?" was always met with blank stares and muteness. We arrived at staging only about 10 minutes late, and I was ushered into location immediately.



Period dress is suggested. Here a chauffeur and the lady of the house stand next to the Kellison.

The show catalog is impressive – a four color 5x7 inch 40 page booklet that has photos of all entrants arranged by class in date order. Earlier I received a list of 8 cars in the class, but only 6 made it to the show. These were: (1) 1952 Glasspar G2; (2) 1954 Kaiser Darrin (1st place;) (3) 1954 Victress S-5; (4) 1954 Woodill Wildfire Series 2 (2nd place;) (5) our 1959 Kellison J-5 Roadster (3rd place) and also Youth Choice; and (6) 1960 Triumph Ambro Special.

The two no-shows were (7) 1957 Byers SR 100 Special (illness); and (8) 1953 Victress S-1A (blown engine.) All the fiberglass entrants were impressive. In another article I'll



A view of the Collectible Class. Edsel, NSU Prinz, a 1960 Dodge and 1960 Ford.

(cont'd on page 4)

discuss these in detail. Just a hint – the 1960 Ambro Special resembles a very special Maserati that's been at the EuMoEx Show.

More photos of the Salisbury Concours



Three Exotic Class cars: 1969 Marcos (which was Purchased on ebay,) 1960 TVR and 1970 Fiat Dino.



Less receiving the 1st place youth judging award. 1952 Woodill Wildfire is in the background. It's still with it's original builder.

2013 JCNA BI-ANNUAL June 12-16

The Challenge Championship will be held near beautiful Richmond VA at the Wyndham Virginia Crossings Hotel in Glen Allen, VA which is located on a lushly landscaped 20 acre site. This event promises to bring together the best Jaguars in the nation for a week of celebration and activities.

The Richmond area location is just 2 hours south of Washington DC and 2 hours west of the Atlantic coast with easy access to I95 (N-S) and I64 (E-W). If you are thinking of combining the event with a vacation, Colonial Williamsburg is less than an hour away and there are numerous historic landmarks, art museums, wineries and plantation homes to explore.

The Nov/Dec issue of the Jaguar Journal has complete details for what will be a very enjoyable week. There are a limited number of rooms at the Wyndham for \$122 per

night so start making your plans to attend this event.

If you do not receive the Jaguar Journal, check the National web site at JCNA.com which should have all the details including phone numbers to make reservations, posted in January.

TULSA'S NEW JAGUAR DEALERSHIP

By—Will Babb

The familiar luxury vehicle outlet, Jaguar Tulsa, is no more. On October 1st, 2012, "Jaguar Tulsa" was officially sold to Land Rover Tulsa to create "Jaguar Land Rover Tulsa". This merger of two luxury British manufacturers was a customer oriented natural in so many ways.

As you might expect, many Jaguar owners also own a Rover product, so their service facility and new car showroom is now conveniently located in one location. Jaguar Land Rover building is housed at **3905 South Memorial Drive**; just north of 41st & Memorial and adjacent to Highway 51/Broken Arrow Expressway. This spacious facility was completed in June of 2011 and flaunted as an environmentally friendly "green structure". Although it is currently able to accommodate both British products, expansion is already scheduled to enlarge the showroom and service areas.

As Jaguar enthusiasts, we all know that the Jaguar Land Rover name and institution was established when Tata Motors of India acquired the Jaguar and Land Rover businesses from Ford in 2008. If you look at Jaguar dealers around the nation, you will frequently see them as a "Jaguar Land Rover" dealer. That "natural" relationship now comes to Tulsa and will benefit customers as both brands share common parts suppliers, service techniques, and technology training.

Service accommodations for Jaguar vehicles were moved smoothly over a weekend and customers did not experience an hour of outage. **Danny Quigg**, the familiar Jaguar Service Advisor, is in place to observe customers as they drive up to his window. The two Jaguar-dedicated technicians, **Grant Aldrich and Eli Rocha** have a combined total of over 40 years of Jaguar experience being used on every assignment.

Also making the move for sales was Will Babb; previously at Jaguar Tulsa. This merger and move allowed Jaguar sales to re-acquire **Rupy Robateau** who many of our customers will recognize as the man that has provided them with Jaguars for over 25 years.

Now that you know the details of the merger; the only thing that remains is for you to visit **Jaguar Land Rover Tulsa**. The facility is open until 7pm during the week and until 6pm on Saturday. Jaguar has some exciting new engine/transmission configurations that will impress you, so come by for a visit.



Jaguar Land Rover Tulsa

3905 South Memorial, Tulsa, OK 74145



Pre-owned Jaguars

Most with the Jaguar
Select 6-year/100,000 mile limited warranty *

*See sales staff for complete terms & conditions
of Select limited warranty.

- 2012 XF Portfolio (P108) 5.0L V8 Polaris White with Barley leather, 12,543 miles, \$49,995
- 2011 XJL (P100) 5.0L V8 Ebony w/ Jet Leather, 22,700 miles, \$59,995
- 2011 XJL (113-1) 5.0L V8 Indigo Blue w/ London Tan interior, 28,643 miles, "Call for Price"
- 2010 XF Portfolio (P106) 5.0L V8 Porcelain White with Tan interior, 22,771 miles, \$38,995
- 2010 XFR (P109) 5.0L SC V8 – Black with Tan leather, 38,856 miles, \$46,995
- 2009 XF (P111) 4.2L V8 – Ultimate Black with Barley interior, 44,340 miles, "Call for Price"
- 2008 X-Type (P110) 3.0L V6 – White with Barley Tan leather, 28,888 miles, "Call for Price"

New Jaguars

- 2013XF S/C 5.0L V8 (116) Ultimate Black w/ London Tan leather, \$70,275
- 2013 XF 2.0L I4 T/C (122) Polaris White with Charcoal leather, \$47,850
- 2013 XF 3.0 V6 S/C (123) Carnelian Red w/ Barley & Tan interior, \$60,425
- 2013 XF 2.0L I4 T/C (124) Ebony with Charcoal leather, \$47,850
- 2013 XF 3.0L V6 S/C (125) Indigo Blue with Barley & Charcoal leather, \$60,425
- 2013 XF 3.0L V6 S/C (126) Lunar Grey with Charcoal interior, \$51,375
- 2013 XF 3.0L V6 S/C (130) Ebony with Barley & Charcoal interior, \$57,625
- 2013 XF 3.0L V6 S/C (129) Lunar Grey with Charcoal leather, \$60,425
- 2013XF 2.0L I4 T/C (131) Lunar Grey with Charcoal interior, \$55,800

- 2013 XJL (114) 3.0L V6 Carnelian Red with Truffle interior, \$75,475
- 2013 XJL SC (121) 5.0L V8 Polaris White with Jet black interior, \$102,050
- 2013 XJL Portfolio (128) 5.0L V8 – Cashmere with Truffle & Ivory leather, \$85,725

- 2012 XJL Portfolio (102) 5.0L V8 Midnight, \$83,075
- 2012 XJL Portfolio (103) 5.0L V8 Grey, \$81,575
- 2012 XJL Portfolio (112) 5.0L V8 Stratus Grey, \$84,075
- 2012 XJL Portfolio (106) 5.0L V8 Polaris White, \$87,075
- 2012 XJL Portfolio (101) 5.0L V8 Ebony Black, \$82,925

- 2013 XK Convertible (111) 5.0L V8 Lunar Grey, \$91,375
- 2013 XK Convertible (119) 5.0L V8 Ebony Black with Caramel Leather, \$85,875

*Patronize Tulsa's locally owned dealer for new Jaguars, pre-owned Jaguars,
warranty service work, non-warranty service, and parts for your Jaguar*

Sales: (918) 665-4294
Service/Parts: Danny Quigg (918) 359-6307

Browse Our Current Inventory: www.jaguartulsa.com

ReTIREd

By Linda Young

Have you ever felt there was a cloud hanging over you, sort of like that fellow in the old "lil' Abner" comics? You remember him, Joe, the guy with the perpetual black cloud above him.

We are preparing for a trip to Iowa in September to attend the Salisbury Concours D'Elegance with the **Neidell's** and the long awaited Kellison. In preparation Scott was greasing bearing and checking tires on the enclosed trailer. Bearings all greased and ready, check, tires on both axles, problem; two tires need replaced. Well, they have been on the trailer for a few years and trailer tires are not that expensive so a trip to the tire shop fixed that.

Now we are getting ready to go on a driving trip to Sedona, AZ. This requires a complete bumper to bumper check of the X-type that includes all fluids, oil change, transmission fluid change, transfer case fluid change (that one required some work!) and checking the tires. The wheels and tires we had bought for auto cross and High Speed Performance events are getting a bit old, but they will probably make one more trip. And they did, almost.

With **Greg and Sharon Timo** in their car traveling with us, we had an uneventful and beautiful trip to Sedona, via Santa Fe. The road from Flagstaff to Sedona rivals the 'Dragon Tail' of North Carolina fame for curves and the scenery is breathtaking as you descend 2,000 feet into the valley. We spent the week doing all sorts of interesting things in 'red rock country'. We visited trading posts, wineries, unique shops, back country jeep rides, a helicopter tour, the historic mining town of Jerome and lots of interesting places in the area including the "vortexes". These are the spots where the 'new age' believers say they can feel the healing energy of the magnetic fields. We never seemed to reach that heightened state, maybe we needed to drink more wine or smoke the local product, but whatever.

Our thoroughly enjoyable stay finally came to an end and we started the long drive home. The weather was good and all was uneventful until we hit the eastern edge of OKC at about 9:00 in the evening. Buzzing along at 75 on the interstate there was a sudden loud 'Whap, Whap, Whap' from the right front of the car. Scott quickly pulled over to the side and I got out to see what was wrong. At first I thought we may have run over something that was entangled under the car. Nothing. I checked the bra to make sure something had not come loose. It was ok. Timo's pulled up behind us as Scott got out of the car.



Upon closer inspection (getting down on your hands and knees and sticking your head under the car) he decided we had a bad tire even though it was not flat. Fortunately we were yards from an exit so we got off and drove to a nearby shopping center parking lot.

Upon closer inspection it was clear the tire was starting to shred on the inside. Long strands of it were peeling off. Time to change the tire. Of course we had to unload the trunk to get to the spare. Remember that bumper to bumper check? Someone forgot to check the spare. It was flat. In fairness, it is the original wheel and tire that has never been on the ground and it is ten years old. Greg cleaned off the back seat of his car and took the spare to find a service station and air it up. Fortunately he did not have to go far and was back in under 30 minutes. It took another 30 or so minutes to change the tire and get back on the road. Now everyone is thinking "is another tire going to shred? We don't have a spare." Well, there were no more flat tires and we got home just before midnight.



Now there is no more putting it off. The car needs new tires so off to the local Tire Barn it goes to get four new ones and we are good to go for a couple more years.

As some of you may know, Scott has been shopping for a bigger trailer for more than a year and he spotted one for sale in Ft. Smith that just might be the right deal so a week after arriving home from our vacation we set out for Ft. Smith in the Dodge dually. We are cruising down the expressway approaching Muskogee when there is a loud BANG from the back of the truck followed by more banging and noise. Scott quickly pulled over. We have blown a tire. He gets under the truck and starts extracting large chunks of tread. The inside tire on the duals has thrown the tread. The tire is not flat but is defiantly headed that way. We take the exit to Muskogee and go to the Discount Tire shop. Might as well replace all of them since they are all about the same age and we are getting ready for a road trip to Iowa. Just belly up to the counter and order four big ones! Fortunately they had them in stock and within an hour we are on our way. Are you keeping count? We are now up to 10 new tires in the month of August.

Meanwhile Les Neidel and the Kellison have arrived for some last minute tweaking before the car is ready to head to Iowa. He and Scott busy them selves in the garage for an hour or so and Les gets ready to leave. He discovers a flat tire on his Alfa.

I'm telling you there is some kind of tire virus going around. I suggest you check your tires before leaving the house. No telling who will catch it next!

The Cat Tale is published bi-monthly by The Jaguar Club of Tulsa, Inc. as a membership benefit. The Cat Tale is available to all Jaguar Clubs of North America affiliate clubs. Reproduction of articles from The Cat Tale in other JCNA affiliated club newsletters is welcomed if proper credit is given. Articles for publication in The Cat Tale should be sent to the editor by the 25th day of the month. The editor reserves the right to edit all material submitted for style, content, and/or space requirements. The Jaguar Club of Tulsa, Inc., its officers, board members and the editor of The Cat Tale expressly disclaim any warranty or endorsement for any of the services, products, or procedures contained in any advertisement or mentioned in any article. The opinions expressed by the contributors are their own and are not necessarily those of the Jaguar Club of Tulsa, Inc. officers, board members or the editor.

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* Denotes non Board member

2013 COMING EVENTS CALENDAR**

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

- Jan 5—Breakfast at First Watch, 81st and Lewis, 9:00 am**
- Jan 19—Installation Dinner—Go West restaurant**
*See full details on page 1
- Feb 2- Breakfast at First Watch, 81st and Lewis, 9:00 am**
- Feb 10– Sunday Brunch—Philbrook Museum 11:00 am.**
* See page 1 for details.
- Mar 2– Breakfast at First Watch, 81st and Lewis 9:00 am.**
- Mar 23– New OK dam run, Tidal School winery and lunch in Drumright. Details in Mar/Apr issue.**
- April 6– Breakfast at First Watch, 81st and Lewis 9:00 am**
- April 13– Drive to Guthrie and lunch at Lucille's in Mul hall**

Holidays are often overrated disturbances of routine, costly and uncomfortable, and they usually need another holiday to correct their ravages.

E. V. Lucas

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 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

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 Linda Young mmra@valornet.com or call (918)258-8320. Ads will also appear on the club website: www.jaguarcluboftulsa.com

Commercial Ad Rates

Business Card—\$75.00 annual rate only
1/4 page—\$225.00 per year
1/4 page—\$90.00 4 months
1/2 page—\$400.00 per year
1 page —\$750.00 per year

E-mail Newsletter Available

Would you like to receive the “Cat Tale” in a PDF format? If so, please let the Editor know at mmra@valornet.com Or get your copy from the website!

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

Installation Dinner
Jan 19th—Details on
Page 1

Welcome! 2013!
Your dues are Due!

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 \$55.00 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.

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 \$35.00 per year and **does NOT** include membership in the National organization, JCNA and it's benefits.

Associate renewal _____