



The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

Vol. 43 No. 4
July/Aug 2013

1st SATURDAY BREAKFAST

Plan to be at the **First Watch** restaurant on the corner of **S. Lewis and 81st St** at 9:00 am on **Saturday, July 6** and **August 3rd** for our monthly 'first Saturday' breakfast. We are now entering the 'dog days' of summer so what better way to start a hot weekend than with a cool breakfast with friends. Don't be late and be a part of the "*Cool Crowd*"!

Saturday, July 20th Ridge Bar & Grill

For our July event, the club has elected to stay in town and have dinner. The Ridge Bar & Grill is one of Tulsa's newer establishments, having been in business for over 2 years now, but the chef has been cooking in Tulsa's better restaurants for many years. It is located at **9999 S. Mingo Suite G Tulsa, OK** in the shopping center at 101st and S. Mingo. It is not hard to find.

The restaurant has a varied menu but leans to Mediterranean and Italian. Menu items range from soups and salads and pizzas to delectable seafood, steak, chicken and pasta items. There is a beer and wine menu and adult beverages. The Grill is not a large restaurant but emphasizes enjoying a good meal with friends. You can see their menu at www.ridgegrill.com/index.html.

With this atmosphere in mind, we request reservations by July 10 and the final date is July 17. However, if over booked some last minute calls may not be accepted so make your reservation now by calling AJ West at 918-232-0960 or e-mail her at AJWest@track14.com.

AUGUST EVENT

With the exception of our regularly scheduled "first Saturday" breakfast on August 3rd, the Board has opted not to have an event in August. The weather will be hot and lots of people will be out of town on vacation. Just remember to make breakfast on the 3rd and then we will be back with something exciting and fun to do in September.

THE TRIP

By Linda Young

It is summer and that means vacation, not to be confused with a forced march. Sometimes it is a little hard to tell the difference especially when driving 'classic' cars. That said, on June 8 we started out with high expectations and ignored the possibilities.

The trip started out by meeting up with our traveling companions, **Don and Sandy McArthur** at the Crystal Bridges Museum in Bentonville, AR. The **Timos, Greg and Sharon**, made this part of the journey with us and we spent about 5 pleasant hours at the museum and had a delightful

lunch. If you haven't been there, it is definitely worth the trip. The entrance road winds through a wooded area where wild flowers nodded in masses in the sunny openings. The

buildings beautifully blend in to this naturalistic setting and the enormous chrome tree at the entrance is quite spectacular.



There are 4 separate buildings straddling a small lake and connected by bridges. The roof line is supposed to evoke turtles but they looked more like armadillos to me, but then I just had a murderous encounter with some armadillos in my front yard so maybe that influenced my thinking. But that is another story. Perhaps a weekend trip to the Crystal Bridges would be a good event for our club.

Now it was time to start the serious part of the trip and Timo's wished us a fond farewell and good luck. The 'good luck' part was because we were driving our 1974 XJ6 "Nice 1" and McArthurs were in their 1962 MGA. Our destination was the week long MGA National meet in Asheville, NC and then on to Richmond VA for the JCNA Bi-Annual Challenge Championship.

Things went pretty well as we crossed Arkansas and the possibility of storms never really impacted us. We were running on secondary roads because the scenery is prettier and because sustained high speeds on the interstate can be a bit hard on the MGA. So far, so good but late in the day Scott noticed the alternator as acting a bit funny so at a rest stop he popped the hood. The battery was rather warm to the touch and the top was bulging at bit. Hmmmmm, not a good sign. Since it was getting late we decided to stop for the night in Wynne, AR, not far from Memphis.

The next morning Nice 1 would not start. Don was able to jump the battery and we drove to the closest Auto Zone. Did I mention this was early Sunday morning? We were sitting in front of the store when the manager arrived to open up. A quick switch of batteries and we were on our way. Once again storms were brooding and headed right up the Mississippi valley but we managed to stay ahead and finally turned east toward Knoxville where we planned to spend the night. (cont'd on page 2)

We stopped for the night in Cleveland TN and the storms and rains rolled through. The next morning Don was in the parking lot early and preparing to check the oil. He pulled the hood release and heard something fall to the pavement. The hood would not open. He and Scott fiddled with it and used screwdrivers to try to reach the latch and finally gave up. We crossed our fingers and Don fired the ignition. The engine cranked sluggishly and then fired. Hooray! We are good to go! We will worry about the hood later. Now it was on to the "Dragon's Tail" for some fun.



I have written about this road before, the infamous Rt #129 that crosses the Tennessee border in to North Carolina. This 11 mile stretch contains 139 curves and is legendary for punishing dare devil motorcycle riders. We wanted to do it again because the McArthurs had never been on it and what better car to whip through the curves than an MGA? This time the drive was not so exciting for us because we were driving Nice 1 and she is a stately road cruiser not a nimble cat like the X-type we drove the first time. However, long wheel base aside, she acquitted herself well on the curves and dips. Don and Sandy had a great ride and when we got to Deal's Gap, the settlement on the Tennessee side, Sandy got behind the wheel and she and Scott took a run at it. We were lucky again as far as traffic on the road. It had rained the night before and the road was still damp so that kept the rocket racers off the road and there was not much other traffic so it was a fun drive.



The place has not changed much in the 3 years since we were there and the "Tree of Shame" still stands in the parking lot. New items have been added and I did notice a

string of motorcycle mirrors about 20 feet long suspended between branches. In the store there is a bulletin board of pictures of various victims of the "Dragon". Road rash on shoulders in not a pretty sight. There were also a couple photos of upside down cars in ravines. This can be an exciting place if you are crazy enough. We motored on toward Asheville and the MGA meet.



The NAMGAR meet was held at a resort not far from the Biltmore Estate so it was easy to find. You knew you were in the right place because it was just crawling with all these little British cars! Nice 1 kind of felt like a school marm shepherding all these unruly little kids.

This seemed like the place to try and fix the faulty latch on Don's bonnet especially since several other people were working on their cars in the parking lot, after all, this is a British car show. They finally managed to get it open and as luck would have it, there were a couple of telephone repair trucks parked at the hotel so Scott rummaged through their scrap bins till he found enough pieces to temporarily fix the latch. Only a former phone man would know to look there for spare parts.

On Tuesday the McArthurs were off early with the group at the Biltmore Estate for breakfast, a tour of the house and then a driving tour of Asheville's arts district. Since we had just spent two days there 3 years earlier we opted to explore Asheville.

Asheville is a happening town! We took the "gray line" tour just familiarize our selves with the area and it was money well spent. The guide was full of interesting tidbits about several of the grand Victorian homes we saw, how Asheville was a summer residence for the wealthy and a place for folks convalescing from lung disease or from mental "exhaustion". Among the famous names who visited these hospitals was Zelda Fitzgerald who unfortunately died in a mysterious fire that destroyed one hospital building. The Grove Park Inn, started 100 years ago by Dr. Grove who was quite an entrepreneur what with building convalescent hospitals, hotels and developing the "retirement/summer home" development.

The Grove Park Inn is enormous and truly has a "million dollar view". The two fireplaces in the lobby are so large a 6 ft man could stand in them and not worry about hitting his head. There are terraces and patios looking out over the valley and Asheville. F. Scott Fitzgerald frequently stayed at the Inn when he came to visit Zelda. The hotel is currently undergoing some renovation in preparation for it's 100th anniversary. (cont'd on page 3)

Right across the street is an interesting village that was originally home to the Biltmore wool weaving company. That building now holds an eclectic car collection of early American cars and ONE MGTC. The other building are a museum complete with working loom and history of the wool weaving business, several artists galleries, and outdoor sculpture gallery and a very nice restaurant where we had a delightful lunch on the patio.

We also explored downtown Asheville and found some more great places to eat. I say, some more, because the previous evening (a Monday) we went downtown in search of a place to eat and were surprised to find a bustling downtown area. Lots of shops open and many, many ethnic restaurants so we chose a Caribbean/Cuban place. We actually had to wait for seats but the food was fabulous. We decided we would eat a different ethnic meal every day and this led to Japanese, REAL Southern, 12 Bones BBQ (featured on 'Good Morning America') and Italian at the oldest restaurant in Asheville. Another unique place was the "Champagne and Book Exchange" bar. A huge building where you meander through alcoves and seating areas filled with book shelves to more of the same upstairs browsing through their 40,000 or so books. We sat in comfortable leather chairs and enjoyed a relaxing drink. The peach Bellini's are wonderful and to top it off, dogs are welcome in this establishment. This was one of the most noticeable traits of the city, it is very dog friendly and dogs were ever present even on the patios of the restaurants. The other noticeable thing was no dog poo on the sidewalks. There are plenty of pick up stations and people use them. Too bad St. Louis doesn't know about this!



Wednesday the MGA's were all parked on the grass near the hotel. All 170 of them. Pretty good for a car that has not been built since 1962. MGA owners love their cars and if you were into kicking tires and talking MGA, this was the place to be. There were 13 MG Magnetts, the 4 door sedan. They ranged in condition from "pretty rough" to "immaculately restored" as did the MGA's. There were cars that were obviously daily drivers, some very nice restored models and some that had been personalized to suit the owners taste or to make driving more comfortable. Club members from Kansas City brought the 1958 MGA that belonged to **Walter Crist** as a tribute to him. Walter was a founding member of the KC club who

passed away this year. The field was broken down by model and cars were judged by popular vote of the participants. It was probably the hottest day of the trip but it did not seem to bother people much as everyone was having a great time.



After the show was the "funkanna", driving on a pylon marked course on the parking lot very similar to our Slalom events. There were also several driving tours into the surrounding mountains. It seemed that everywhere you went in town there were MGA's

On Friday morning we had to pack up and head to Richmond, VA for the JCNA event. There had been sever storms forecast for Thursday night (including HAIL!) but fortunately they missed Asheville but the farther east we went the more damage we saw. Traveling on the secondary roads we went through towns and damage was heavy to trees, power lines and some structures. At one point we were stopped by a detour sign that had obviously just been put up and there were no other directions. I got out my compass and we kept heading east until we finally came out on a highway that was on the map. There were tree trimmers and power and telephone trucks everywhere.

We pushed on and got to the Wyndam Virginia Crossing conference center about 6 that evening where we learned their power had been restored early that morning. By this time we were tired and hungry and Nice 1 needed a bath.

The Virginia Club did a really nice job with this show. The hotel was composed of 3 lovely, large colonial style building around a huge circular drive that enclosed a park like area with beautiful landscaping, grass and trees. There were signs posted on the incoming roads to help you find the place and more signs to direct you to the cleaning area plus members of the Virginia club were on hand to help or answer questions. Don and Scott went off to clean the car while Sandy and I went off in the MGA to fetch a pizza. It had been a long day.

The next morning was a beautiful sunny day with just enough breeze that it was comfortable. We parked on the grass in our assigned class and put the final touches on the car. There were 3 cars in D6, a very nice XJ12C and a nice 1984 that had some personal touches added like wire wheels (Cont'd on page 4)

and a Nardi steering wheel. Nice 1 finished 2nd with a 9.995 and we are pleased with that score.

There was a nice cross section of cars and I don't know when I have seen that many beautiful XK150's together.



There were 54 cars judged and the total car count was around 70. Those other 20 were 'display only'. I have to wonder why the turn out is so poor. Why is it NAMGAR can get 170 cars for a model that hasn't been built for 50 years but JCNA can't get 100 of a marque that is still in production today? Is it because JCNA insists on having their meets on the weekend and it is hard for people to schedule vacations to travel so far? Or is it because other car clubs push participation while JCNA pushes purity and perfection? I do know the reason for not showing I hear most often is "my car is not good enough". Maybe people who love their Jags are just tired of having them nit picked to death. I do believe it is something that needs to be addressed but I am not holding my breath! Do you have any thoughts on the subject? I'd like to hear them.

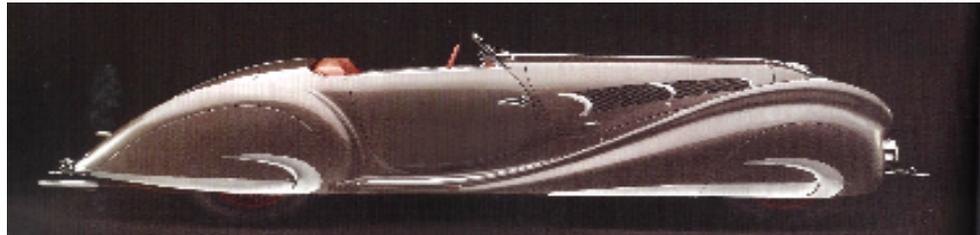
We left the show grounds at around 3 pm. We could not stay for the awards banquet that evening because we needed to get started toward home and we had one more stop we wanted to make. We headed out of Richmond and got as far as Lynchburg that evening. The next morning we headed to Roanoke where we picked up the Blue Ridge Parkway. What a beautiful drive! Unfortunately we missed the rhododendron by about two weeks but the mountain laurel was blooming all along the road. We had to get off the parkway at one point because the road was closed due to storm clean up so we went a few miles on down the road and got back on. We continued for several hours and then decided we needed to make some better time so near Ashville we got on I-40 and headed toward Nashville, our last stop.

We spent the night in Dandridge, TN about an hour out of

Nashville so we did not have much of a drive to reach the Frist Museum in downtown Nashville. We were there to see "Sensuous Steel" the display of Art Deco automobiles that had just opened a few days earlier. It was well worth the visit. These are cars of the 1920's and 30's and most are European. The accompanying brochure says it best. "The automobiles and motorcycles in this exhibition link the style's evolution to changes in cultural aspirations and attitudes over two tumultuous decades. Early Art Deco vehicles reflect the opulence of the Roaring Twenties. They were made with fine materials and sported beautiful accessories, from elegant grillework to the miniature statuary of hood ornaments. During the 1930's designers devised a language of streamlining. Employing dramatic angles and sweeping curves to create sinuous profiles that became synonymous with aerodynamic efficiency, surging power, and industrial progress."

There are 18 autos and 2 motorcycles in the show and what fabulous examples of the era they are. Nameplates range through Cord L-29 Cabriolet, Henderson KJ Streamline, Bugatti Type 46 Superprofile Coupe, Voisin Type C27 Aero-sport Coupe, 2 Delahayes, Talbot-Lago Teardrop Coupe and more. It is a stunning display of what has to be the most beautiful automobiles ever designed and built.

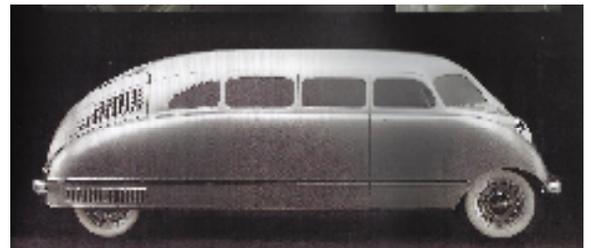
If you go, and I encourage you to do so, try to make it on a Monday because the senior discount age is dropped to 55 and there is a 15% discount in the gift shop. Such a deal! Don't miss the gift shop, it is like no other museum gift shop I have ever been in. Also be sure to take your camera as photographing the cars is permitted. My personal favorite was the dark silver gray 1937 Delahaye 135MS. If ever there was a car that deserved the description of "stunning, sensuous design" this is it.



We spent a couple of very enjoyable hours at the museum including lunch in their cafe that was excellent. What is it with museums and their restaurants? They are reasonably priced and always superb. Why can't hotel restaurants do that? Oh well, time to hit the road again.

This is where we split with the McArthurs as they headed north toward KC and we headed to Tulsa. We did hit some pretty hard rain crossing Arkansas but got home at midnight.

Nice 1 was dirty and we were tired but it was a great trip. Ya'll need to come



along next time. (1935 Stout Scarab—the original mini-van!)

WINDSHIELD TIME

By Roger Hanes

For the last few weeks, I have come out of retirement and gone to work for an old employer on a pipeline project. I have been working, (if you can call it that), about an hour and a half north and west of Wichita, KS, at a little town named Lyons. I'm pretty much out in the middle of Nowhere, OZ. It is usually a boring, four hour, bi-weekly commute between Tulsa and my chosen abode in Kansas.

The drive can literally bristle with either monotony, or absolute, jaw dropping entertainment. As some of you know, US 412 which runs from Arkansas to New Mexico, is under construction in places, prompting posted speed limits of a little as 55 mph, and only one lane of traffic going each way. While I may be inclined to travel substantially faster, others feel the need to travel at 10 mph below whatever is posted... which makes me crazy.

On my trip back to Kansas this last week, it seems that the whitetail deer seem to feel the need to graze in the middle of either US 412, or I-35, or I-135. At first glance it is obviously a poor choice for the deer. Enough of that... the real story has been the weather during my weekly, four hour, commutes.

On Sunday afternoon, the day before the Moore tornado, I had already made it to I-35, and was traveling north, but still in Oklahoma, when the National Weather Service bulletins began interrupting NPR about tornados in North central Oklahoma, and South central Kansas. Of course, when you are traveling down the highway, you rarely know what county you are in, or approaching. Easy enough to ignore until your vehicle is being hit by heavy winds, rain, and ear shattering hail. This all started about the time I was entering Kansas going north. Just inside Kansas, I see this lit highway sign flashing the message, "TORNADO WARNING M4-10"... which at the time did not tell me much because I had not deciphered the code, "M4-10" yet. When I got to mile marker 4 on the interstate, I figured it out... pretty quickly.

I'm still moving right along at something in excess of the speed limit, when I look out the driver's side window to see a tornado on the ground, in that obvious rope twist we have all seen on TV, or at the movies. I'm so excited that I immediately call Cindy on my cell phone to tell her that I have just seen my first tornado. She thought I ought to take a picture, but I said, "I didn't think so 'cause I am gettin' the hell out of here". I've lived most of my whole life in Oklahoma and this is the first tornado I had ever seen. I've had them



all around me, but I had just never seen one, and now I am seeing one up close... and a little too personal... it is maybe two miles away... and still on the ground, and we are both heading to the same spot on I-35, and I want to get there first... and be gone when it gets there.

I get to within a few hundred yards of the first underpass... while I can still see the tornado, and both lanes, as well as the medians are blocked by stopped cars. At this point, I have decided that this is not the place where I want to trade my future for a tombstone, so I pull up behind the two vehicles which are blocking the passing lane, put on the brights and start blowing the horn. I really don't want to get hit from behind by someone traveling the same direction. At this point, I have come to the conclusion that it is time to use my truck as a battering ram to clear a path, when all of a sudden, the first car under the underpass grudgingly moves, as does the pickup in front of me.

By now, I am pumped because I can still see the tornado out the driver's side window. Another pickup follows my lead and we pump up the speed and continue north on I-35. Every couple of miles or so we encounter another underpass being blocked by cars and trucks, but they are persuaded to make a hole. By mile 10, the pickup behind me and I are the only two vehicles traveling on I-35... going either direction. After I got to my Kansas home a couple of hours later, I checked the local news and no one got injured by tornados in Kansas. We just got a darn good scare.

I'll just wrap this up because tomorrow afternoon... it is time for my regular commute back to Tulsa.

HOW TO DO IT YOURSELF

I got word that Steve Houtari from the OKC club recently purchased a 06 S Type R. Black, 50K miles, with all the goodies plus Sirius radio! He sent me a picture which unfortunately I could not copy, but here is what he said: "Got to test drive it in the rain, discovered that the traction control and anti-lock brakes work nicely! Did some painting in the engine bay, painted the intercooler cover red. Then the insulation sagged and rubbed it. Tore out the insulation and redid the paint. Got wrinkles and spots. Redid it again. Worse. It's at the body shop; for \$100 it'll be ready Wed!"

Sometimes it is better to just let the pros do it!

GOBMC ALL BRITISH CAR SHOW July 26-28

Once again it's time for the Hottest Show of the Summer. It is hot in more ways than one as the Carthage, MO event seems to get bigger every year. The host hotel will be the Econo Lodge Carthage. Saturday's car show is on the historic square and there is a banquet that evening. The Sunday drive-away brunch will once again be hosted by Dave and Rhonda Thorn. See the club web site at GOBMC.ORG for complete details.





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- 2013XF 5.0L V8 (133) Ultimate Black with Charcoal interior, \$68,995
- 2013XF 2.0L I4 T/C (134) Polaris White and Barley leather, \$55,300
- 2013XF 3.0L V6 S/C **AWD** (140) Rhodium Silver with Charcoal interior, \$73,320
- 2013XF 2.0L I4 T/C (139) Ultimate Black with Charcoal interior, \$55,120
- 2013XF 2.0L I4 T/C (141) Ebony with Charcoal interior, \$47,870

- 2013 XJ (137) V6 S/C **AWD** – Cashmere with Cashew interior, \$82,445
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- 2013 XK Convertible (111) 5.0L V8 Lunar Grey, \$91,375
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- 2014 F-Type Conv (152) V8 S/C, 495hp, Ultimate Black & Camel leather, \$104,420
- 2014 F-Type Conv (153) V6 S/C, 380hp, Stratus Grey, Jet leather, \$94,470
- 2014 F-Type Conv V6 S/C, Firesand with Jet interior, “Enroute”
- 2014 F-Type Conv V8 S/C Polaris White & Red leather, “Enroute”
- 2014 F-Type Conv V8 S/C BRG with Camel interior, “Enroute”

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2013 COMING EVENTS CALENDAR**

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

May 4- Breakfast at First Watch, 81st and Lewis 9:00 am.

July 6—Breakfast at First Watch, 81st & Lewis 9:00 am

July 20—Dinner at the Ridge Bar and Grill—see details on page one.

Jul 26-27-28 Greater Ozark British Motor Club (GOBMC)

all British car show in Carthage Mo. see pg. 5

Aug 3- Breakfast at First Watch, 81st & Lewis 9:00 am

Sep 7- Breakfast at First Watch, 81st and Lewis 9:00am

Oct 5—Brits in the Ozarks

Hell is a place where the motorists are French, the policeman are German and the cooks are English.

Dr. Laurence J. Peter

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.

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

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



Breakfast—July 6th

**Dinner at Ridge Bar and Grill
July 20—see page 1**

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 _____