



The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

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Sept/Oct 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, Sept. 7 and Saturday October 5** for our monthly 'first Saturday' breakfast. The heat of the summer has finally turned off so it is safe to put the top down without fear of instant sunburn. Take to the road on Saturday and join your fellow Jaguar drivers for breakfast.

Saturday, September 21st A Pot Luck Dinner 6:30 pm

Now here is something we haven't done in a while, A Pot Luck Dinner. The club will be supplying the Brats, Links, Hot Dogs and whatever other convenient tube type meat we can find, to put on the grill for roasted perfection. We need members to bring sides and condiments to make this a delicious spread. How about baked beans, fresh salads, potato creations, a selection of toppings for the meats, or dessert? Use your imagination and bring something to tantalize the taste buds.



The gathering will be at **Gary Grover's** home at **4104 E 83rd St.** in Tulsa. The club will supply meats, buns and beverages. Now what would you like to bring?

Since Gary is currently in California adoring and spoiling the new granddaughter, **Sue Neil** will be taking your **RSVP** so

please call her at **(918) 743-4126** or e-mail her at **Sue1025n@cox.net**.

How much do you want to bet that Gary will have pictures of the new baby and her proud parents? Let's get together for some old fashioned fun. Call Sue today with your RSVP

Get 'Outta Town! October 10,11,12,13,14

This may be our last chance to escape to the lake for a fall break before the winter holiday mayhem descends upon us and since Monday, Oct 14 is a holiday (Columbus Day) you can make this a long weekend if you wish.

As many of you know AJ West owns a small resort on Table Rock Lake and it is perfect place for a "kick back and enjoy a fall weekend" gathering. There are lots of options.

Here is the schedule: A few folks have motor homes or travel trailers and there are **3** spots for hook ups. If they would like to arrive as early as Thursday, **WELCOME!** Make yourself comfortable and enjoy the view or do a little exploring in the area.



Friday: There will be a caravan leaving from the Wyndham parking lot (the old Radisson Hotel) on 41st at Garnett at 12:30. It is about a 4 ½ hours drive to the resort. We will stop on the way and eat an early supper. Plan on some Friday evening snacks.

Saturday: the caravan will leave from the Wyndham parking lot (the old Radisson Hotel) at 9:30 am, and will stop for lunch along the way. Once everyone has arrived, there will be a dinner of BBQ'ed meats and sides (this is where you come in!). The Club will provide the meats, baked beans and drinks. There will be a bon fire on Saturday night and of course there will be "som'mores".

We would like attendees to supply a side dish to go with the BBQ. That will mean, salads (fruit, vegetable, potato, macaroni or some thing like that) and desserts. The cabins are fully equipped for cooking so you can bring ingredients to prepare there if you wish. This also means you can make breakfast or lunch but, If you don't want to cook, there is a small restaurant about 10 minutes from the resort that serves breakfast. Attendees are also welcome to bring any type adult of beverage they would like.

Knowing that some members will want to take the opportunity to drive their Jags on the great sports car friendly roads in this part of the country, if you don't want to caravan with the group, that is fine, just let AJ know when to expect you at the lake.

Sunday: We will plan on an early evening meal of hamburgers and hot dogs and there should be leftovers from Saturdays food fest. (cont'd on page 2)

Now here are the important things; There are only **6** cabins and **3** camper hook up spaces so it is **first come first serve**. There will be a \$15 cleaning charge for those using the cabins. We need to know what day you plan to come and if you will be joining one of the caravans leaving Tulsa on Friday or Saturday. We would also like to know what dish you plan to bring for the BBQ feast if possible. This weekend is going to take some organization and coordinating so please get your reservation in **ASAP**. Call AJ West's cell at **918-232-0960** or leave a message on the house phone 918-664-1743 or e-mail her at AJwest@track14.com .



Besides just kicking back and relaxing, there are lots of options for activities. There will be a pontoon to take out on the lake for those who wish to pleasure cruise or fish. Fishing licenses can be obtained at the L & L convenience store at the corner of Highway 86 and Highway P. (they also sell REAL gas here!) or Missouri fishing licenses can be purchased online.

The community of Holiday Island is about a 15 minute drive if you want to hit a grocery store or restaurant. Eureka Springs in about 25 minutes away for those interested in taking in the sights of this quaint old resort town and guess what? It's Corvette weekend in Eureka so you can kick tires if you would like. Keel's Creek Winery tasting room and art gallery is very close to Eureka Springs or do you want an adventure? Ride the Eureka Springs Zip Line! Whether you chose relaxation or exhilaration there will be something to do on this weekend.

This is going to be a really fun get away weekend but the number of cabins is limited so if you want to go please get your **reservation in to AJ by October 1st** to be sure you have a place.

The Dutch Are Coming! (and they are bringing their cars!)

Steve Houtari of the OKC club has been coordinating with a group of Jaguar drivers from the Netherlands who are visiting the US with their cars, to drive historic Route 66. The plan is they intend to be in Tulsa on October 12 and have lunch at Ollie's restaurant. Things are still in the finalization stages but the members of JCTI would like to make them welcome in Ok

lahoma, meet them for lunch and perhaps point out a few of the Route 66 icons we have in Tulsa. Since we don't have an exact time yet, Stan Lackey has been communicating with Steve and as soon as we have the information we will be sending out e-mails to our members about the lunch meeting. It will be fun to meet some European auto enthusiasts, see their cars (in addition to Jaguars, there will be Bentley's and Citroen's). Be watching your in box for a notice on the exact time this meeting will take place.

BRITS IN THE OZARKS OCTOBER 5

Time for one of the best show's in the area, the annual Brits in the Ozarks in Fayetteville, AR. This show seems to get bigger every year filling more and more of the lovely grass covered and tree shaded park.

This year the guest speaker at the banquet will be John Twist, "legendary mechanic, MG guru and general British car whisperer".

Registration is now open so to enter your car go to www.britshironnwa.org to download the form or contact Doug Schrantz (479) 636-9172 or Bill Watkins (479)636-2168

CHECK ONE OFF THE BUCKET LIST, THE ROLEX REUNION

By—Les Neidell

Prologue: Almost 30 years ago I accompanied Tulsan Mike Phillips (renown for his Corvair collection) to the Monterey Historics where he competed with his MGA Twin Cam. I was with him because my 1956 Bertone Aston Martin was invited to Pebble Beach and the events were sequential. While every collector has Pebble Beach aspirations, the Historics racing was infinitely more exciting to me than the static display of the concours.

Fast forward to the present. Deep-pocketed amateur drivers, more eager than ever to flaunt their latest acquisitions, but unable to compete within the strict vintage guidelines of the Historics, obtain high dollar sponsors and together they force out the "father" of West Coast vintage racing, Steve Earle, from the Historics. Renamed the Rolex Reunion and expanded to more than twice the cars, this event is considered to be THE premier vintage car racing event in North America.

Son David and I visited the Reunion last year as a secondary activity to our attendance at the various auctions that were being held during "Monterey Car Week." Caught up in the drama and excitement of the vintage races, we vowed to return this year to compete rather than spectate.

One of the honored marques of this year's Reunion was Corvette, celebrating the 60th year of the 'Vette's introduction. We felt confident that our 1968 'Vette, with a remarkable SCCA Autocross record, would be an invitee, while our 1959 one-off Kellison J-5 is always selected to participate in vintage events. This is particularly true now because the Kellison is running an under-powered Corvette 283 ci motor that places it towards the middle of the pack. IF we were to place high consistently, the vintage status of

the Kellison may come under question. This is EXACTLY the situation with the other Kellison, a J-4 (virtually identical to our car, but on a 4 inch shorter wheelbase), currently active in European vintage racing. After consistently beating Maseratis and Ferraris, the owners of these cars questioned the Kellison's legitimacy as a true vintage car and have successfully kept that Kellison from competing in Europe.

We planned our assault on Laguna Seca with the knowledge that we would be one of the under-funded competitors, and as "newbies" would have to fit our cars into the specifications controlled by "group leaders." Compared to other vintage race events we have run, and are planning to run, the costs are staggering. While the entry fees are only about double other vintage events (for only 50% of the usual track time) other costs are huge. Accommodations in the Monterey Peninsula during the week are scarce AND expensive. For comparison sake, the local "Motel 6's" average \$320 per night. And we were going to be there for 10 days and require at least 5 bedrooms. Solution was to rent a 5 bedroom house for the duration, but even here the price doubled from the normal \$2000 per week rental. Other non-racing costs to consider include transporting the cars (3000 miles round trip) at 7.5 miles per gallon, food and miscellaneous other items (such as a Monterey parking ticket) that are painfully apparent after the fact.

After receiving our acceptances we planned to compete not only in the Reunion, but also in the "Pre-Reunion" held the week before. Our "team" was me as "Head Go-fer," wife Joan, son David (driver) and girlfriend Grace, Scott (driver & mechanic) and Linda Young, Jeff Henning (transport specialist & mechanic) and coming all the way from Wales, Tom Roche (driver), his father John and his brother, Jack.

I began to realize that we were in for a unique experience since soon after our acceptance. I received an email from Butch Gilbert, steward of the Kellison group. He noted that the Kellison was shod with Hoosier Vintage TD tires on American Racing Torq Thrust wheels. Neither of these would pass technical inspection. The Hoosiers were too sticky, while the wheels weren't available to the public until 1962, and the class was 1956-61 sports racing cars. I was aware of the tire requirements, but the



Kellison on the grid

wheel regulation was a shocker. So off to the Internet to purchase suitable tires and wheels. As Scott described the required Dunlop tube type tires, they resembled hockey pucks. These definitely put a different spin on driving the Kellison. Underpowered as the Kellison is, its drivers had no problem breaking the rear end loose on any of the corners with these tires.

As for the Corvette, no communication from any of the stewards for that class so we used our existing tires and wheels.



Corvette on the track

A Personal Observation

Years ago I turned in my vintage license after a heart operation, as required by vintage regulations through-out the country. The concept is that a heart attack may slow reaction times, so re-licensing through driver's school attendance is required. I didn't do that, considering both the expense and the likelihood that I wasn't going to have the same reaction times as before the heart issues. However, after talking with and watching the drivers at Laguna Seca I feel that I cheated myself. There were clearly a number of folks who should not have been driving (NOT TRUE for our crew.) There were vastly overweight drivers, some drivers who bragged about recovering from heart and cancer operations, and at least one driver with obvious Parkinson's. The impact of these was evident throughout the two weekends, as numerous off-course excursions occurred and far too many fender-benders (or worse) contact incidents.

The Races

We ran both the Pre-Reunion on August 10 and 11, and the Reunion, August 15 -17. For the Pre-Reunion about 250 cars entered – less than half the number registered for the Reunion. Each car was given two 20 minute sessions per day, with the second Saturday session the "qualifier" for the first Sunday race. Our Paddock space was great – row D, fourth from the pit lane entrance and across from the Trans-Am cars. In fact, for the Reunion the pit lane was actually identified as "Trans Am Alley." What that meant practically was that ear plugs were mandatory.

Even though time constraints were tight, the Pre-Reunion ran smoothly. Relatively few spectators were present and with about half the Pit Space unoccupied there was little congestion. Drivers seemed restrained and the relaxed attitude was furthered by the organizers' refusal to post times. (We later discovered that a number of drivers entered only the Pre-Reunion, "wisely" avoiding the Reunion chaos.) There was no track orientation and the driver's meeting consisted of "Behave yourself."

The Reunion the following week, was a different beast.

We kept the same Paddock space but bedlam erupted Wednesday as the balance of the competitors were given that day for move in. Thursday and Friday each of our entries was scheduled for one 20 minute morning session, and two 20 minute "race" sessions on Saturday. Both cars were in the "A" grouping; "B" group cars ran afternoons on Thursday and Friday and Sunday races. While that freed us up for some "spare" time, it also created some tight time issues for us, especially as all (both Pre & Reunion) our races were sequential.

Thursday was a relatively quiet spectator day. The crowd began to build on Friday, while on Saturday spectator crowds were huge. It was literally near impossible to bring the cars off the exit lane into the paddock. No crowds Sunday, even though it was a full racing schedule. I conjectured that the vast numbers of folks that thronged the track on Saturday were now doing the same at the Pebble Beach concours.

Drivers seemed to react to the crowds – or something else was operating. The "red mist" of competition hung in the air. Numerous off course excursions occurred, and a lot of expensive sheet metal/fiberglass/aluminum was bent. Fortunately no one was seriously injured, although some drivers were quite shaken. I guess I might have expected this from the large number of cars that simply weren't ready to compete. While the posted grids were huge – usually more than 40 entries, only about 60 percent actually completed an event. It was shocking, and indicated many entrants' lack of preparation.

For Pre-Reunion week, Scott drove the Kellison. His times were in the 2:02 range and, as he explained, "Let the owner break it!" The results from his last race placed him at #25 in a field of 32 cars. There were no incidents and the Kellison ran like clockwork.

David took over the Kellison the next week for Reunion Historics. He was able to pass many cars in the turns, especially at the end of the Corkscrew, but the Kellison could not maintain its place on the straights. He placed 14th out of 28 cars.

As spectators last year we noticed there are a few entrants with quite fast cars and their goal is to "win", while most of the cars fall into an intermediate group, with either or both the cars and drivers not competitive with the first group. Finally there are a number of drivers whose main objective is merely to show up and drive; they don't plan on being competitive. The Kellison's lack of power clearly landed David in the second group. Much of the last third of the race was run under the yellow; this permitted David to catch the field and he passed Bruce McCaw's Aston on the last turn. If the name "Bruce McCaw" is familiar to you, he is the founder of McCaw Communications, and his Aston DB3S is probably valued in the \$3-4 million range.

Another noticeable feature of this race is that the top finishers are dominated by American "specials," most of which are running engines and brakes that were not widely used in the time period. This is not "sour grapes," but simply a fact of life. The REAL factory race cars were

generally mid-pack, with David.

Our 'Vette would normally not be allowed to run in these events, as the cut-off date for these is 1966 but this seemed strange to me as a non-Corvette guy as the 1967s appeared almost identical. But I've been told that significant engine and suspension upgrades became available in 1967 that made earlier models non-competitive. So while the Corvette guys strive to keep their cars restricted to what was period correct and available, the same is not true for the cars in the Kellison group.

After the Corvette was accepted we had significant discussions about where it would be placed. Knowing we had a weak engine I asked for the "normal" Corvette class. Even though I declared we had roller rockers, and the car was accepted for the Corvette class, when Tech revealed roller rockers we were flatly denied entry with the majority of Corvettes. This was so even though roller cams & rockers were widely available by 1966. I applaud these guys for attempting to keep the class clean; I only wish other group stewards were as capable.

The Corvette was driven by David for the Pre-Reunion and by Tom Roche for the Reunion. Tom lives in Wales and is very good amateur driver, having won the British "Spec Miata" series for the past three years. David says, "Give Tom 5 laps and he'll beat the owner's time by several seconds."

The Pre-Reunion was a very mixed bag class and our Corvette was clearly outmatched by the fastest cars. David's time was 9 seconds faster than he achieved in the Kellison later in the week. He consistently turned 1:48 times and finished 16th in a grid of 42 cars.

Tom drove the 'Vette for the first time on Thursday, and posted a time about 4 seconds faster than David. However he came in early with overheating problems. Scott & Jeff went to work, and the conclusion was sobering – a blown head gasket. It probably occurred the previous week with David driving, but that was no consolation.

We carried two spare engines – one a GM crate engine rated at about 300 hp, and a full-race one that dynoed over 700 horsepower. Since we were running in the incorrect class we decided to put the big motor in. It LOOKED like it would fit, but after wrestling the darn thing in, the headers wouldn't match up! So, once more, now with the crate motor. As a result we missed the Friday session.

Saturday morning was a complete fiasco. On the first lap, a Porsche lost its hood (you would think checking bonnet pins would be second nature to these guys) and two substantial crashes resulted. To make matters worse four other cars were strewn about the course. The organizers simply canceled the race. What a screw job! It could have been salvaged by running at the end before the noon break. But that would impinge on sponsors' touring laps, so the drivers and entrants took the hit. We did run the afternoon race with Tom driving and he finished 19 out of 41.

(Continued on page 5)

EPILOGUE

I THINK it was a once-in-a-lifetime event for us. While all the drivers liked the track and would be delighted to return to Laguna Seca, if it does happen, it won't be for the Reunion. Lack of track time spent on track and the organizers apparent disregard of competitors' needs just added up to a less than rewarding experience.

Editors Note: For space considerations, I had to edit a lot of information out of this piece. There will be more on the Historic Reunion at Laguna Seca in the next issue.

TYRES FOR YOUR JAGUAR (and Diminishing Returns as our cars Depreciate.)

By—Ian Clements

I have been on Jaguar Forums since about 2011, and I see a lot of comments concerning the handling and performance of the X308 bodystyle, the X100 bodystyle, by owners, in comparison to BMWs they have owned, or et cetera. Often they are unfavourable. In the case of supercharged models, and CATS (Computer Adaptive Technology Suspension) fitted Jaguars, this is a common line of complaint. The XJ8s, X-Type 2.5s and less sporty models, people aren't as interested so they are less vocal.

Once I started to see what the owners of cars that are heavily depreciated were dealing with in terms of tyres, the whole thing started to make some sense. The XK8, XKR, XJR, XJ Sport and X-Type Sport are fitted with 18" wheels, and in the case of the XJ & XK, they are a 255-40ZR18 size, factory tyres are Pirelli Asimmetrico System Z-Rated jobs. This is a \$369/ea. proposition, and given the 120Y tread rating, it is understandable that they are not a popular choice. They usually last less than 8,000 miles as well. What I realized, though, was that most of the cars have been since shod with a number of dynamically inferior tyres; and some offenders are worse than others.

Let's start with one of the most popular options for these owners, the Michelin Pilot Sport A/S Plus. In my view, the tyre is a very competent package, but it is undeserving of the word "Sport". The comfort and longevity of the tire seem to have been the main focuses in their design. Grip and roadholding are good, but the overall feeling is very dull, and the sidewalls are quite soft, a consequence of the ride. For the driver looking to maximize comfort and minimize tyre turnover, these should do fine. They are warranted by Michelin for a staggering 45,000 miles, and taking into consideration their overall package, this is a relatively good compromise. However,



Jaguar is a sporting marque, and the A/S is a cruising tyre, suitable for the daily slog but will leave you wanting when you reach a twist-ing byway.

The alternative, perhaps, to this Michelin A/S, is the Goodyear Eagle F1 All-Season. My experience with these was not ideal, because the only ones I have driven on were somewhat cupped and nearly 6 years old. I will say that the steering feel off-centre and indeed, steering feel in general is superior to that offered by the Michelins. In their *aged* state, however, they offered less grip in corners, and significantly less ride comfort due to the carbon fibre sidewalls.



The Pirelli All-season is not all that positively reviewed on the tyre websites, but I am unsure of the driving impression, because I have never driven a Jaguar so equipped.

A decent alternative to the typical, non-focused all-season tyres Jaguar owners are resorting to these days is the inexpensive Falken FK452, a good summer tyre with decent wet grip and good dry handling. Steering retains its great feel, and the car is very sharp both off-centre and stable in lane change manoeuvres. Longevity is not magnificent, with my set lasting around 20,000 miles, but it makes the car feel like a Jaguar should. No sidewall slap to speak of, and a sharpness begetting the more focused driver. A popular comparison may come from the slightly more expensive BFGoodrich KDW2, which seems to be a bit lower on grip (only marginally), but slightly longer lived. A few notable others are the Yokohama S-Drive, on the XK8 they offered sticky grip and were nice and sharp. But unlike the other tyres we are discussing, these were temperamental. They flat-spotted when parked overnight, meaning until they were warm you were not getting the best out of them. The Goodyear Eagle RSA would not be a top choice for me, but it seems adequate. Steering feel wasn't bad, grip was pretty good, and the off-centre sharpness was up to snuff. They were relatively expensive, if memory serves.

My final musing will be on my current shoes, the Michelin Pilot Super Sport. Michelin call it the "Best performing street tire in the world," and I think I agree. It is amazingly well suited to most conditions on the road. Its ride comfort is barely a sacrifice at all from the squishy A/S Plus, but is far superior to any of the other summer tyres I have experience with. The limit handling has the most predictable and neutral characteristics of any tire above, a result from racing experience, I suspect. Highway confidence, stability and efficiency are very good. You get the impression that the car is always 100% in touch with the tarmac, whereas other tires often can't transfer weight around so gracefully. The Michelin is made with 4/5ths winter tread compound, as well. So, an added bonus is that they are totally competent in cold weather, where other summer rubber will get harder and less grippy more easily. (cont'd on page 7)



TULSA

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- 2013 XKR-S Coupe (P117) 5.0L S/C 550hp, Black, Blue stitch, 2010 miles, \$113,993
- 2009 XF S/C (167-1) Vapor Grey with Charcoal Leather, 48,400 miles, \$28,995
- 2009 XF Premium Lux (P127-1) Radiance Red, Tan Interior, 22,895 miles, \$30,995

New Jaguars (Partial List)

- 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 (157) Cashmere with Barley leather, \$57,420
- 2013XF 3.0L V6 S/C **AWD** (158) Rhodium Silver with Charcoal interior, \$62,145
- 2013XF 2.0L I4 T/C (166) Polaris White and Barley leather, \$65,295

- 2013 XJ (137) V6 S/C **AWD** – Cashmere with Cashew interior, \$82,445
- 2013 XJL (148) V6 S/C **AWD** – Ultimate Black with Jet & London Tan, \$97,895
- 2013 XJ (176) V6 S/C 340hp – Polaris White with Truffle & Cashew Leather, \$78,945

- 2013 XKR Coupe (144) 5.0L V8 S/C, Rhodium Silver, Charcoal Leather, \$98,845
- 2013 XKR Convertible (147) 5.0L V8 S/C, Ebony and Charcoal, \$104,395
- 2014 XK Coupe (160) V8, Lunar Grey & Charcoal, \$79,895
- 2013 XK Convertible (163) Indigo Blue with Ivory leather and Blue top, \$91,725

- 2014 F-Type Conv (153) V6 S/C, 380hp, Stratus Grey, Jet leather, \$94,470
- 2014 F-Type Conv (172) V8 S/C BRG with Camel interior, \$95,370
- 2014 F-Type Conv (175) V8 S/C 495hp, Silver with Jet interior, \$99,795

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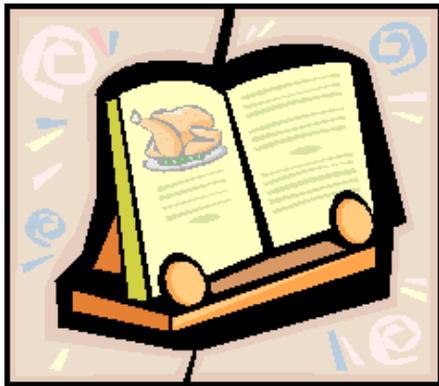
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Remember that Michelin not only offers the chance to unconditionally return the tyres within 30 days if not satisfied, but also that they include free road-side assistance for 2 years and 24,000 miles. And the PSS is warranted for 30,000 miles, and is just about the only summer tyre with any such warranty.

The Super Sport suits an R's handling perfectly, with the supple ride of a Jaguar intact, and the great steering feel, great roadholding and handling that the original XKs and XJs shod with (what is essentially a set of racing tyres) Pirellis would've had originally. The all-seasons don't really do the cars justice, if you asked me. So, whenever I hear someone complain about their XJ or XK's handling or feel for the road, the first thing I ask is, "What kind of tyres are on it?", because they are the difference between a Jag with good MPG, good roadholding, good braking, and good steering, (even acceleration off the line) and one without those things to the same extent.

DOCENT PHILBROOK COOKBOOK "TASTES OF THE SEASONS"

For those of you who enjoy cooking or know someone who does, the Docent's of Philbrook Museum have put together a very unique cookbook. The cookbook, designed by the committee, offers 160 recipes that have been prepared, tasted and evaluated by the committee. The unique format will "Highlight" Philbrook Museum of Art's permanent collection and the Villa's architecture and grounds.



Twelve pieces of art serve as inspiration for menus assembled by the committee from the recipes. The menus are organized by the four seasons and include menus such as a spring romantic dinner, a summer picnic, an autumn sports watch party, and a winter cozy weekend brunch.

To determine the number of books the committee will print for the upcoming cookbook, we need an idea of who will order a cookbook and how many they would likely purchase. It will be a great gift idea for yourself as well as friends and family. Expected Cost--\$22, tax included.

The committee has worked LONG and HARD on this cookbook and hope everyone will support our endeavor. Profits from the sale of the cookbook will be given to the Education Department of Philbrook Museum. Please send a pre-order email to drtpb@cox.net ASAP to make sure you get the number of copies you want. Questions can be addressed to the same address. THANKS!

HOW ABOUT SOME NEW SHIRTS?



No doubt all club members recognize this gentleman as our own Will Babb, but check out the snappy shirt with the leaping cat logo he is wearing.

Just so happens our local dealer (and club supporter) Jaguar Land Rover of Tulsa has some really nice logo shirts in stock. The one Mr. Babb is modeling is a nice mellow yellow but other colors (white, black, beige) are available for purchase.

Parts Department Manager, Dave Stanfield says he has about 9 shirts in stock right now but is expecting another shipment around Sept 10th. If he doesn't have the color or style you want, he will make sure it is in the next order. Delivery time on a new order takes two to four weeks.

The shirts will sell for \$39.95 plus tax and there are also Jaguar Caps for \$25.00 plus tax. And, just like ordering a new vehicle, you have your own choice of size and colors !!!

The dealership is located at 3905 S. Memorial Ave. Stop in and say to hello to Will and Rupy and all the friendly folks who make up the staff. While you are there be sure to check out that REALLY NICE BRG F-Type on the show room floor.



JAGUAR PHOTOS FROM THE
ROLEX HISTORIC RACES
AT LAGUNA SECA



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* Denotes non Board member

2013 COMING EVENTS CALENDAR**

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

- Sept 7-Breakfast at First Watch, 81st and Lewis, 9:00am.**
- Sept 21- Pot Luck Dinner at Grover's. See page 1 for details.**
- Oct 5- Breakfast at First Watch, 81st and Lewis, 9:00am.**
- Oct 5—Brits in the Ozarks annual car show in Fayetteville AR. Contact Bill Watkins 479-636-2168 (details on page 2)
- Oct. 17-21—Lake Weekend Getaway—see page 1 for details.**
- Oct 12- The Dutch are coming! The Dutch are coming! Details on page 2.
- Nov 2- Breakfast at First Watch, 81st and Lewis, 9:00 am.**
- Nov—Date TBA—Brunch at the Canebrake**
- Dec 7- Breakfast at First Watch, 81st and Lewis, 9:00 am**
- Dec - Date TBA—Christmas Party at the Wrights home**

If you can make black marks on a straight from the time you turn out of a corner until the braking point of the next turn, then you have enough horse power.

Mark Donahue

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.eumox.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

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!

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

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



Sept 21st—Pot Luck Dinner
Oct 10-14—Lake Retreat

Lot's to do! Make note of the dates now!

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 _____