



The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

Vol. 44 No. 4
Jul/Aug 2014

1st SATURDAY BREAKFAST July 5th and Aug 2 9:00 am

Can you believe it? The summer is really here in a big way. In fact it is swiftly passing by so we need to get out and enjoy the hot weather with some fast driving.

One place you can drive to is "First Watch" at 81st and S. Lewis for breakfast. We usually have a pretty good crowd but fortunately there is a large parking lot so you don't need to worry about some guy in a rust bucket F-150 squeezing in beside you.

Remember, we are still on the "Flat Rate Deal" of \$11.00 per person. So far this has been working out pretty well so plan to be there on Saturday morning and get your weekend started out right.

MID-WEEK DINNER WEDNESDAY, JULY 16 TROPICAL RESTURANT

It has been plenty hot and humid so what better time for a nice INDOOR dinner! We are going to go to the **Tropical** on **Wednesday, July 16** and experience some Asian Fusion food.

The Tropical is located at **8125 E. 49th St. in Tulsa**. This is very close to 51st and Memorial and some of you may recognize it as the home (many years ago) of Rosie's Rib Joint.



The food is prepared to order and many vegetable and herb ingredients are picked literally just before cooking as the staff grows many of the fresh items in the gardens that surround the property and they encourage guests to take a look at their gardens.

Plan to arrive at 6:30 pm and enjoy a cocktail before ordering. The Tropical has their menu listed on the web at tropicaltulsa.com, if you would like to take a look at their selections.

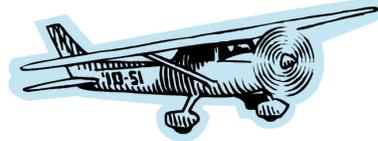
If you are going to attend please **RSVP to Linda Young—mmra@valornet.com or call 918-258-8320.**

This is going to be a relaxed and enjoyable evening of food, friends and fun. It doesn't get better than that.

AUGUST 23RD TULSA AIR AND SPACE MUSEUM

"Off We Go into the Wild Blue Yonder!!" ..and that is exactly what the club will do in a metaphorical way, sort of, when we visit the Tulsa Air and Space Museum. Tulsa's connection to the aviation industry has certainly changed

over the decades from the first Tulsa aviation event, a high flying smoke balloon on July 4th 1897 to our local industries contributions to the International Space Station.



There are lots of air-planes of different vintages plus interactive displays that tell the story of Tulsa's beginnings as a small air field that grew into a vital part of

the industry that would train pilots, mechanics, engineers and grow into one of the premier locations for aviation technology. The Planetarium is one of 3 in the US to have the advanced Spitz Full Dome digital technology for spectacular shows about our solar system.

After a couple of hours at the Museum we will go to the Wild Fork Restaurant in Utica Square for lunch. Here is the schedule for the event.1:

We will meet at 10:00 am in the parking lot of the Wyndham Hotel on E. 41st (the old Radisson Hotel). If you are so inclined you can come early and have breakfast at the hotel, but be in the parking lot by 10!

Admission to the Air and Space Museum is \$12 for adults (\$10 for 62 and over) and children under 12 is \$7. This includes the museum and 1 Planetarium show.

We will spend a couple of hours at the Museum and then head to the Wild Fork restaurant in Utica Square arriving between 1:00 and 1:30 for lunch.

This will be a fun day for everyone. Just think about it; fast airplanes and fast cars, good food and friends, it doesn't get any better than that. See you on August 23rd!

CAR SHOW SEASON

Summer is here and it is time for *Car Shows!* Two great shows are coming up and the first is:

GOBMC CARTHAGE MO. JULY 25,26,27

That's the time for the annual Greater Ozark British Motoring Club to have their car show around the square in Carthage, MO. Yes it is traditionally held on the hottest day of the year, but never fear! The shade is near!

The show is held around the beautiful court house square where there is green grass and big shade trees. The friendly welcome by the members of GOBMC puts everyone in the mood to just kick

(cont'd on page 2)



back and enjoy themselves for the day Check out the club web site at gobmc.org. NEXT UP:

BRITS IN THE OZARKS

September 13th

The show is held in a lovely park area belonging to the University of Arkansas near Fayetteville and is attended by British car owners from all the surrounding states. There will almost always be something there you have never seen before. More info about the show can be found on the club web site: www.Britishironnwa.org

Well, if you are not up to going to one of these shows there is always the Tuesday night "Cruise In" at Fuddruckers on 71st St. It starts around 5 and runs to 8-8:30. Free and open to anything that comes in under it's own power.

VINTAGE RACING AT INDY

By Les Neidell

When SVRA (Southern Vintage Racing Association) announced its 2014 schedule, everyone in the Vintage Racing community gasped. For the first time amateur drivers were to be allowed on "THE OVAL.", the Indianapolis Motor Speedway. Unlike most other vintage racing events, applications had to be screened first, as SVRA assumed (rightly) that anyone who could go, would want to go. And they were correct. About 700 competitors descended on Indianapolis for racing the second weekend of June.

Our "team," and our two cars, 1959 Kellison and 1968 Corvette, were among those accepted, and I, as team "go-fer" made arrangements for this adventure. As usual, I rented a house to accommodate what eventually became two couples and five men. Our drivers were myself, **Scott Young, Jeff Henning**, and my son, **David Neidell**

Prior to Indy, our team competed at Sebring and Homestead in Florida. I haven't driven competitively for about ten years, as cars are going faster now than they ever did when I was regularly driving and, while probably wiser, my reflexes just didn't seem as sharp as I remember. My plan was to take a few practice laps at Sebring in the Kellison anyway. However, Tony Parella, the president of SVRA advised me that Sebring was likely "too fast" for me and suggested I would be welcome to drive at Indianapolis. That was an offer I couldn't refuse!

Our car plans changed. Our mechanic friend and team member, Scott Young (Tulsa Jaguar Club) was just completing the refurbishment of Cale Yarborough's Oldsmobile, with which he won the 1978 NASCAR championship, so we subbed this for the Corvette, whose class was way over-subscribed with more than 120 applicants. In addition, we had acquired a 1933 Plymouth tribute race car At the Scottsdale auction. Unfortunately it had been in private collections and museums since it was completed some time in the 1950s. So while it had some miles showing, 2200 or so, its' mechanical condition was suspect.

Joan was quite relieved when I hung up my racing helmet and suggested that if I "found a car older than me" I might again race competitively. Oh my - a 1933 Plymouth certainly fit the bill, especially one that already had numbers on it!

We spent two months before Indy prepping the Plymouth and trying to meet minimum SVRA safety standards. (Remember in the "old days" the premier safety thought was

that the driver should be thrown out of the car as it was turning over, rather than having roll bars and harnesses to keep the driver IN the car.) SVRA wants cars to race as they were "in period," so adding roll bars was not an option. Seat belts are required, as is a fire system, dual springs on accelerator and a number of other items that attempt to make vintage racing less hazardous, yet keep the spirit of the era in which the cars competed.

Two different events were offered for Pre-War vintage cars. One was an "exhibition," (more about what that meant later) on the famed Indianapolis Oval, while the other was an actual race on the newly refinished Indy infield (and F1) road course.

When the Plymouth was minimally completed I took it to Hallett for a COMMA event, but it was declared too slow and unsafe for use with modern cars. (If you haven't been to Hallett recently you've missed the incredible increase in speeds modern technology gives to drivers. New Corvettes routinely complete a lap in less than 1:30, with drivers who barely know the difference between the brake and the accelerator.)

My daughter, Shara, was allowed to drive a couple of parade laps in the Plymouth and then I was given two laps on the open track, provided I didn't do anything "stupid." I got the Plymouth up to 55 mph once or twice; it didn't fall apart and it stopped when necessary, so I confirmed the test to be a success.

I entered it in the "Oval Only" exhibition at Indy, with the expectation to run a practice session to see if it might hold up in the Pre-War race on the road course as well. I had the list of Pre-War competitors available and knew, relative to the other car classes, it was under-subscribed with only approximately 25 entries each in the Oval and Road Course events. So a late entry was going to be accepted.

Of course, it rained (not exactly true - buckets came down) during my practice time, but as excitement grew about the competition I succumbed and entered the Pre-War Road Race, which preceded the Oval exhibition. This meant that if the Plymouth broke during the race I would not drive on the Oval.

Pre-War races are, to put it mildly, unusual events, with widely varying car and driver capabilities. Exactly 20 cars started the race (there were a few casualties during practice



and **Les Neidell and son David on the grid at Indy.**

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qualification,) ranging from a 1928 Riley, to two post-war cars (that had no other place to run,) a 1947 Kurtis Kraft Midget (with a modern Chevy V-8!) and a 1952 MG TD full race car. Also in the race was a 1931 Alfa Romeo P3 and a 1939 Maserati 4CL.

These later two cars were specially prepared factory cars during their heyday, and each had highly skilled teams and drivers at this event. (The Maserati was the actual 1939 Indy winner, driven by Wilbur Shaw!) At the other end of the scale were us, and Lou Marchant. at 82 years old, driving a 1934 MG J2.

During qualifying and practice it became quite apparent that two classes of cars competed in Pre-War - simply put, fast & slow; or those who were in it to "win" and those who were in it to say they've been there. I was in the latter group, due both to driver capabilities and the car itself.

With the exception of my Plymouth, all the cars were proper road race cars, each with interesting quirks, but more or less suited to an asphalt road race course. My Plymouth, on the other hand, feasted during its competitive days on dirt tracks in the upper Midwest. Joan and I, during our New York City days, frequented the Freeport, Long Island track, and I often marveled at the reverse lock steering as competitors slid around the Freeport oval, mostly staying away from each. It was MY first time to experience the necessity of reverse lock steering as the Plymouth bounced and skidded around the Indy Road Course. All my years of experience driving European sports cars was simply wrong for the Plymouth. Its short wheel base, unyielding suspension (FORGET tapping the brakes to set up a corner) and skinny 17 inch tires was simply a new experience and I was extremely worried that the other 19 competitors would not expect the behaviors I and my Plymouth exhibited. The absolute inability of the Plymouth to "stick" was both exhilarating and worrisome.



The Indy Road Course uses quite a bit of the Oval, so on Saturday, the road course was closed and Oval Only "exhibitions" began. The "oval" at Indy is really two long straights and two short straights, all connected by different types of 90 degree turns, varying degrees of banking, and of course, a BIG wall at turn 4. The "rules" for Oval exhibition were hammered into our heads by the stewards: the course was "green" only on the long straights, all passing was to be done on the right (uphill) side. The course was yellow everywhere else with absolutely no passing in the short straights. And of course, STAY OFF THE WALL. Well, the last advice was shattered by, whom else, a Porsche speedster driver, who managed to leave 200 feet of black stuff on the turn 4 wall. I was terrified when a Pre-War Indy car driver in a Studebaker chose to take the inside passing route between me and a third car on the short straight after turn 2.

The road race Pre-War drivers were augmented by about another 15 cars, principally former Indy racecars, on the oval. And it was one of these cars that had rapidly (and in apparent disregard of the rules) passed me. I observed that many of the Indy car drivers simply ignored the rules. These guys were still a little "p-oed" over SVRA imposing their road racing safety requirements and outlawing the period driving accessories (leather helmet and flowing white uniform) they usually wore. Since it was "exhibition" only, no lap times were officially recorded.

For many of the drivers, driving on the oval appeared to approach a religious experience. I was never one to sit in front of a TV for many hours watching cars speed around. I now have a new respect for the drivers, since the oval is really quite narrow and the banking isn't that high. At the speeds approached today, 220 mph plus, exciting things can happen very quickly. At the 80 mph top speed of the Plymouth, it was less than an earth shattering experience. At the 150 mph of the Olds NASCAR (which I can't & don't drive) it can get tricky, especially with a lot of cars on the track.

The Plymouth was to get three oval track times, while our two other cars had one oval experience each. Since we had four drivers with us this time, on the second round I gave my seat to Jeff Henning who wasn't scheduled in the other two cars, so he too could have the oval experience. About his fifth lap the Plymouth spun a rod bearing, ending anyone's opportunity for another oval drive. However, since we had no idea what to expect from the Plymouth, the fact that it ran well for about 90% of the weekend was gratifying.

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Les Neidell on the Indy oval

Despite having only about 90 horsepower and weighing in near 3000 pounds, I managed a 13th place finish, second in the group of slower cars. I was quite proud of my 2:52 time in the race, an improvement of some 5 seconds over my qualifying time and almost 15 seconds faster than my practice time. The fastest lap time in the Pre-War race was achieved by the Alfa P4, 2.04 and some change, just beating out the Maserati by some 3/10 of a second.

To place these times in perspective, David ran 2.00 flat in the Kellison, while the NASCAR achieved a 1.51. Or a full race 1966 Alfa GTV ran about a 2.05.



The Kellison crosses the famous 'yard of bricks'



Gary Grover tries out the new XF.

This year David will fly in from his European home for four vintage events. Coming up is Watkins Glen (first week September) and Austin Circuit of the Americas track in October. In each of these I will be driving the Plymouth. Going to be a GREAT year!!

A VISIT TO THE DEALER

By Linda Young

The club took advantage of the opportunity to visit the local dealer on May 31st and what a great time we all had! The dealership is located at 3905 South Memorial and features a beautiful showroom and a state of the art service department.



Members were welcomed by sales manager **Rupy Robateau and Will Babb**, salesman and long time club member. They had provided an assortment of light snacks and drinks and best of all a brand new XF for us to test drive!

In between munching snacks and taking test drives, we also toured the immaculate service area to see where the Cats are taken care of to keep them purring. Sure wish my garage was that clean!



On the sales lot was my personal favorite, an XF coupe loaded with every conceivable goodie starting with the biggest super charged engine that Jaguar makes. I could just see myself behind the wheel, going out on Friday night looking for Corvettes to humiliate. My personalized tag will read "PREDATR".



The front row of the lot had been cleared so members could park their cars there and we had a full row with 8 Jaguars and 2 Daimlers showing up.

Club members **Gary Grover, Glenn Larson, Scott Young and Linda Young**, among others, jumped on the chance to drive the spectacular new XF. Just so happens the dealership is conveniently located next to the on ramp of the expressway!



While club members were enjoying the comforts of the lovely waiting area, the "boss" was out looking over our cars, deciding which one (cont'd on page 6)



TULSA

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of Select limited warranty.

- 2011 XJ (P139) Ebony with London Tan leather, 23,900 miles, \$46,995
- 2010 XFR V8 S/C (P140) Grey with Charcoal Leather, 44,440 miles. \$40,995
- 2011 XJL (P141) V8 5.0L, Claret Red with Oyster Leather, 31,200 miles, \$47,995

New Jaguars (Partial List)

- 2013XF 2.0L I4 T/C (134) Polaris White and Barley leather, \$55,300
- 2013XF 2.0L I4 T/C (166) Polaris with Barley Interior, \$65,295
- 2013XF 2.0L I4 T/C (177) British Racing Green and Barley leather, \$53,620
- 2014 XFRS V8 S/C 550hp – Ultimate Black, Charcoal Leather, Red Stitching, \$101,470

- 2014 XJL Port (181) V6 S/C 340hp – Polaris White, Truffle & Cashew Leather, \$87,215
- 2014 XJL (5502) V8 S/C 470hp – Polaris White, Jet Leather, Ivory Stitching, \$93,463
- 2014 XJRL (197) V8 S/C 550hp – Black, Jet Leather, Red Stitching, \$123,063
- 2014 XJL (5500) V8 S/C 470hp – Black, London Tan Leather, \$93,463

- 2013 XKR Coupe (144) 5.0L V8 S/C, Silver and Charcoal, \$98,845
- 2014 XK Coupe (160) V8, Lunar Grey & Charcoal, \$79,895

- 2014 F-Type Conv (153) V6 S/C, 380hp, Stratus Grey, Jet leather, \$94,470
- 2014 F-Type Conv (182) V6 S/C, 380hp, Salsa Red, Jet Leather, \$93,870
- 2014 F-Type Conv (187) V8 S/C, 495hp, Ultimate Black w/ Jet Leather, \$103,058

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would get the "Boss' Choice award. The prize went to the classic MkII driven by **Ken Snoke**.

After a couple hours of fun with the new Jaguars we were all ready for lunch and we headed to the Hard Rock Casino to try the new "Highway 66" diner. It is a '60's themed restaurant serving what you would expect to find in a diner along the "Mother Road" and it was GOOD! While great '60's music



played in the background, we indulged in hamburgers, milkshakes, French fries and other items from their expansive menu.

AJ West (left) indulged in a classic chocolate milkshake and **Georgia Snoke** had a huge BLT! Other members taking advantage of this Satur-



day morning event were, **Gary Grover, Sue Neil, Clark Frayser and guest Jason** (who is joining the club and is looking for an E-type project car),



Glenn and Carol Larson, Scott and Linda Young, Stan Lackey, Don and Carol Wright, Ian Clements, Al Clark and I hope I have not missed anyone else!

This was a ter-

rific event and we would like to say a special thanks to **Rupy and Will and Jaguar Land Rover Tulsa** for inviting us.

SAILING ALONG...

By Linda Young

A group of intrepid sailors arrived at the Tsa La Ghi Yacht club on Lake Fort Gibson for a day on the lake organized by

club member **Clark Frayser**. It was a beautiful day, sunny, hot and breezy. Perfect for sailing. We had a nice line up of Jaguars including a new addition. **Mike Webb** drove his recently acquired XK8R which is green with a tan interior, and says that it is a lot more fun to drive than his other XK8. Does the addition of the "R" have something to do with that?

But anyway, other Jags were driven by **Al and Sammie Clark, Stephan and Berneal Flach, Scott and Linda Young and Ian Clements**. Of course Clarks' S type was there, too.

We had 2 sail boats, one belonging to Clark and another larger boat belonging to another yacht club member who volunteered to help out.



Scott, Linda and Mike boarded Clark's boat along with '1st mate" Jason and we motored out of the yacht basin. Once clear of the docks we hoisted the sail and glided across the lake. The other boat was a bit later coming out but once they did we ran close by them and fired on them with water cannons! We came pretty close but not close enough to board and take them hostage. Lucky them!

After a couple of hours tacking back and forth across the lake (we were getting good at 'coming about') we headed into the mooring and folded our sails.

Back at the club house Retha, Clark's girlfriend and long time friend to the club, had laid out a sumptuous spread of fried chicken, potato salad, mac & cheese, veggies and dips and all manner of goodies and desserts. Amazing what an appetite you can work up on the water!

It was a fun day and one we won't soon forget. We want to thank **Clark and Retha** for doing all the work to arrange this day of sailing for us.

NEW KID IN TOWN!!

News Flash!! The Tulsa Zoo has introduced "Seymour" a thirteen week old jaguar cub. Seymour, who is the third jaguar cub to be born at the Tulsa Zoo, weighs about 25 pounds and is part of his mother, Ixchel's, second litter at the zoo.

"Seymour is very much more mobile and more developed, and at times he even attempts to climb trees and get in a little trouble," says Bet Wegner, zookeeper. "He doesn't have a sibling to play with, but Ixchel is such a great mom that she humors him and allows him to chew on her tail to a certain point and then lets him know where the boundaries are."

Hey! This may be a good reason to go to the zoo!



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2014 COMING EVENTS CALENDAR**

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

July 5- Breakfast at First Watch, 91st and Lewis, 9:00 am

July 16- Mid Week dinner at Tropical. Full details on page 1 of this "Cat Tale".

July 25,26,27 GOBMC Carthage MO car show

Aug 2- Breakfast at First Watch, 91st and Lewis, 9:00 am

Aug 23- Tulsa Air and Space Museum and lunch at Wild Fork. Full details on page 1 of this "Cat Tale".

Sept 6- Breakfast at First Watch, 91st and Lewis, 9:00 am

Sept 13- Brits in the Ozarks British Car Show—details on www.Britishironnwa.org.

Oct 4- Breakfast at First Watch, 91st and Lewis, 9:00 am

It is amazing how many drivers, even at the Formula 1 Level, think that the brakes are for slowing the car down.

- Mario Andretti

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 pictures in **COLOR** on the Club web site at: www.jaguarcluboftulsa.com

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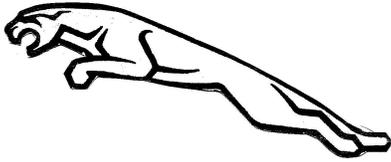
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Jaguar Club of Tulsa
P.O. Box 471134
Tulsa, OK 74147



Dinner at "Tropical" - July 16
Tulsa Air and Space Museum—August 23
Details on 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.

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