



# The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

Vol. 44 No. 5  
Sept/Oct 2014

## 1st SATURDAY BREAKFAST SEPT 6 and OCT 4 9:00 am

Let's hope by the time this breakfast rolls around that the red hot summer temperatures have abated some and we will have a nice cool morning to drive to First Watch at 81st and Lewis for breakfast.

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.

## OKLAHOMA AQUARIUM SEPT 13, 2014

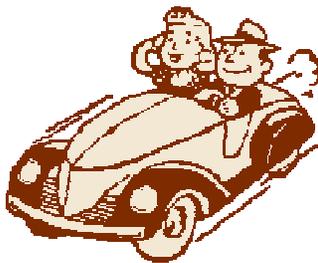
How many of you have been to the Aquarium in Jenks? Probably some of you at least. The Aquarium has proved to be quite a tourist draw and continues to grow by leaps and bounds.



The club is going to visit the Aquarium on Saturday, Sept 13 and then have lunch at Los Cabos on the river. This should be a good day to visit because the place will not be overrun with hordes of grade school kids on field trips and most families are done with vacations. So plan to be there at 10:30 am and we will all have a grand time touring the Aquarium.

## OCTOBER 18 DRIVE TO CLAREMORE

Road trip anyone! October is the month for road trips. The weather has cooled and if we're lucky there is plenty of color starting to glow from the roadsides.



The plan is for a nostalgia trip up old Route 66 (care for a dip at the Blue Whale?) to Claremore. We will have more than one choice for things to do when we get there, which will be detailed in the reminder that will be e-mailed prior to the event. (If you are not getting e-mails please send a note to Linda Young at [mmra@valornet.com](mailto:mmra@valornet.com)).

We will also be having lunch in Claremore.

As an added attraction, we are inviting the "Caffeine and Gasoline" group to join us. That should bring out some Ferrari's, Lambo's and Porches' so there will be a lot of interesting cars to see.

We did a run with this group to downtown Siloam Springs last spring and there were between 50-60 cars participating and it was great fun. Be sure to put this date on your calendar and plan to be there.

## NOVEMBER 15 POT LUCK DINNER

We haven't had a pot luck dinner in at least a year, but the last one was a great success, so it is time to do it again.

Mark you calendars for Nov. 15 and plan to be at Gary Grover's home for lots of good eats and conversation.

There is some talk of making this a 'theme' dinner but the board needs to discuss this a bit more and decide if there is a particular ethnicity we might like. Italian? German? Chilli ? Oh, wait, that is not an ethnic group is it? Well, whatever, we will be letting you know more details about this event in the Nov/Dec issue.

## CHRISTMAS PARTY DEC 6TH

The board is working on something special for this Christmas season that will be a little more formal and involve dinning, drinking and dancing. Maybe in that order, maybe not! But it will be something you don't want to miss so mark your calendar for **Saturday, Dec 6** and there will be more information in the Nov/Dec "Cat Tale"



## BRITS IN THE OZARKS September 13th

The British Iron Touring Club of Northwest Arkansas will be having their show on September 13 in Fayetteville, Arkansas. The event is held in a lovely park area belonging to the University of Arkansas and is attended by British car owners from all the surrounding states. There are usually about 100 cars and there will almost always be something there you have never seen before.

If you have never attended a car show before, this is a great one for first timers. Judging is done by vote of the participants and there is no peering under the hood for incorrect parts or scrutinizing the wire wheels for dirt. This is a laid back casual show where drivers are always eager to kick tires and talk British cars. More info about the show can be found on the club web site: [www.Britishironnwa.org](http://www.Britishironnwa.org). Check at breakfast on Sept 6 and you may find other JCTI members who are going and you can caravan over together.

\*\*\*\*\*

The introduction of disc brakes was thanks to Jaguar. In 1952 they were first fitted to the C-Type raced by Stirling Moss and Norman Dewis in the Mille Miglia. Italian race officials were mystified by the new technology and demanded a demonstration to prove it was in fact a brake and not some illegal addition.

## CLUB SCOTSMEN



YES! We do have Scotsmen in the club. Pictured here are (left to right) **George Tabor, Stan Lackey and Glenn Larson** in their Scottish regalia. If there are any other Scots in the club who would like to join the "kilt men" please let one of these guys know as they would love to have you join their 'Jaguar driving, kilt wearing, brotherhood'.

*This news release was received from JCNA.*

### Jaguar Foundation

Tom Krefetz, a member of the Board of Directors for the Jaguar Foundation, is pleased to announce his support for the recently established Jaguar Foundation. The Foundation has been created by passionate Jaguar people who donate their time, resources, and services with the goal of better serving the Jaguar Heritage and preserving the marque for future generations. We aim to leave a legacy for our children's children so that they will be able to appreciate and continue on with the work that we started.

The foundation is anticipating opening two museums, one for each coast, where Jaguar cars, books, memorabilia, and related material will be housed and viewed by the public. We are requesting that JCNA members donate any classic Jaguar related items they can to help form these new museums.

The Jaguar Foundation will give back to the Jaguar community in many ways:

- Provide annual scholarships for students interested in Jaguar Automotive Restoration to help cover the cost of tuition and training.
- Be a resource for historical information related to the heritage and restoration of Jaguar cars.
- Providing a forum for the exchange of information and ideas for Jaguar enthusiasts.
- A specialty tool loan program, with specialty tools available on loan.
- Promote the hobby and encourage people of all ages to become involved with Jaguars.

All donations are tax deductible, as the foundation is set up as a 501c3 non-profit, and we encourage all Jaguar enthusiasts to donate what they can to get the wonderful Jaguar Foundation museums filled with vintage Jaguar items. The Jaguar Foundation will accept donations such as Jaguar: cars, parts, tools, books, memorabilia, as well as financial donations. Financial donations can be made online through the Foundations website, or by check. With any Jaguar donation you will receive a receipt for your tax records.

We encourage all Jaguar enthusiasts to become a Patron of the Jaguar Foundation. There are multiple levels to meet your needs:

- \$30 for a Patron
- \$250 for a Bronze Level Patron
- \$500 for a Silver Level Patron
- \$1,000 to \$2,500 for a Gold level Patron
- \$2,500 and above for a Platinum Patron

There will also be 2 levels available for Corporate Patrons - \$3,500-\$5,000 and \$5,000 and above.

If you have any questions please contact:

#### East Coast-

George Camp (803) 760-9460  
SCJag@Juno.com

#### West Coast-

Tom Krefetz (760) 758-6100  
TKrefetz@Classicshowcase.com

## The Emergence of the American Postwar Sports Car

**Editors note:** *The following article was first published in Road and Track in 1957 and has been made available to car clubs and other automotive organizations to document the importance of the "Forgotten Fiberglass" cars that gave impetus and inspiration to the American Automotive industry to build quality sports cars to compete with the European market. The article has been edited for space considerations.*

*Contributing editors to the original article are:*

**Geoff Hacker, Rick D'Louhy, Guy Dirkin, Rollie Langston, Raffi Minasian, Paul Sable, Harold Pace, Erich Schultz, and Phil Fleming**

Automotive historians and journalists generally acknowledge the Kurtis Sports Car (1949), Cunningham (1951), and Nash-Healey (1951) were among the first well-known early



Cunningham C-3

Cont'd on page 3

American postwar sports cars. However, the complete history of American sports car marques produced from 1947 to 1960 has yet to be fully told.

Our goal is to accurately portray the lineage, document the practices, and reveal the hidden history behind the largely unknown innovators who created the first American sports cars. Through interviews, archives, and expert historians, we hope to tell the story of America's Sports Car legacy. Long before the 1953 Corvette first appeared in showrooms, 50 American sports cars were already on the road, both as one-off designs and in limited production. By the end of the decade, the number of American sports cars would double, offering great variety and build-range for the eager customer. Through period magazines and literature, interviews with builders and their families, and discussions with historians across America, the story behind these early American sports cars unfolds as a complex and detailed undertaking, revealing multiple twists and turns.

Among the many "firsts:"

These were **Pioneers** of the first Automotive "Start Ups" building "something out of nothing" – time and time again

They were **American Innovators** – advancing from novice to expertise using their resourcefulness and "can-do" attitude

And they were **Fueled** not by large corporate investment but shoe-string budgets and trial and error prototyping as small builders and independent shops.

#### **Definition of a Sports Car (Inaugural Year of SCCA, 1944)**

In their quest to define a sports car for their club, SCCA (Sports Car Club of America), the American definition of a sports car was distinct from its European counterpart: ***"Before going further, a definition of what the club considers a sports car is in order. We cannot apply the term the way it is used in England, where many cars of this classification exist. Our definition, therefore, includes any quality car which was built primarily for sports motoring as opposed to mere transportation. In other words, any car which rates higher than average in construction and engineering, and which preferable has open body work."***



1960 LaDawri Daytona

#### **1947: John Bond's Challenge To America**

In the September/October, 1947 issue of the Sports Car Club of America magazine, "Sports Car", author John Bond (later, owner of Road & Track magazine) penned the article ***"Talking of Sports Cars."*** Bond considered the lack of an

American sports car a challenge to be overcome and suggested who and how it might be done. Bond begins: ***"It is indeed a most amazing fact that in the USA, with more cars than the rest of the world combined, we have no home produced sports car comparable to those manufactured in England, France and Italy."***

***Still another "straw in the wind" is the rapid spread of the "hot-rod" from California. Here is a real indicator of sports car demand. The full import of the hot-rod on the American sports car scene is perhaps not fully appreciated by many enthusiasts. These cars are almost always hopped-up Ford roadsters and are capable of performance equal to the best of sports cars."***

***What does all this data about hot-rods mean to sports car enthusiasts? It means that right here in our own backyard, so to speak, we have all the necessary mechanical components in the lowly Ford to accomplish a sports car that will transcend all previous conception as to what performance can be."***

***It remains for someone to utilize these mechanical***



1947 Kurtis-Omohundro Comet

***components together with a chassis and body of genuine sports car caliber. Who will do it first? Perhaps it will be Frank Kurtis on the West Coast, with his Kurtis Kar. Well illustrated in the July (May) 1947 issue of Popular Mechanics, this open two-seater has a very pleasing appearance, and is said to be powered by a V-8 engine. Limited production of a modified version of the original prototype is promised by spring, and the advent of this car may mark a new era in this country for enthusiasts."***

It was into this mix that the American sports car was born. The final effort would meld hard work with American ingenuity. The result would be a cottage industry — defining the engineering, style, and performance of American sports cars of the day.

#### **The American Sports Car Challenge Begins**

In the late 40s' and early '50s, if you wanted a sports car in America your options were mostly European. Making this choice came at a high purchase price, problems with parts availability, and complicated maintenance. Times were ripe for the emergence of American sports cars.

(Cont'd on page 4)

In the December, 1949 *Popular Mechanics Magazine*, Thomas E. Stimson Jr. published the first comprehensive article on American sports cars titled “*The New Breed of Sports Cars.*” Stimson showcased the best of what was being built in America and why: “*Sports car enthusiasts who have preferred European automobiles because they could find no domestic makes that satisfy them are beginning to build cars for themselves. Scores of owners have spent from \$2500 to \$20,000 each to build the kind of cars they desire. One manufacturer of race cars, in answer to the demand, has tooled up for limited production of a sports car of his own design.*”

Adjusted for inflation, \$2500 to \$20,000 in 1949 dollars is roughly \$25,000 to \$200,000 today – a serious investment for individuals undertaking this effort.

**But why did this article appear in *Popular Mechanics Magazine*?** In the early postwar era, American automobile magazines were just getting started. Although the *Sports Car Club of America* started their newsletter in March, 1944, the first postwar automobile magazine, *Speed Age*, appeared nearly three years later in May, 1947. *Road & Track* started the very next month, but only published five issues from June, 1947 to December, 1949. *Hot Rod Magazine* started in January, 1948 and *Motor Trend* started in September, 1949.

In the late 40’s, *Popular Mechanics* was an authority on automotive news, trends and innovations – it was the perfect source for Stimson’s comprehensive article capturing the essence of the American sports car:

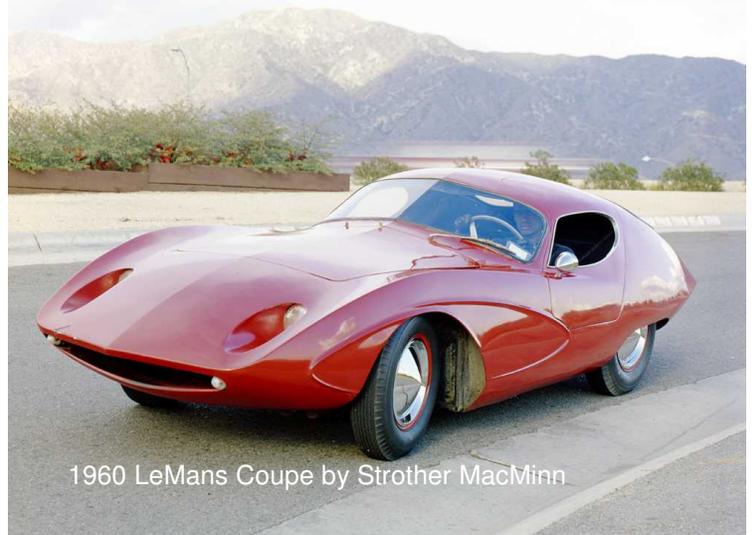
Stimson continued: “*The American hot rods have been called sports cars and some of them do approach that classification. Most of them, however, are designed primarily for racing wide open against time on a straight and level course. Usually, their engines are highly stressed and are tuned for peak efficiency at maximum revolutions per minute. They are inefficient at ordinary road speeds.*



1955 Woodill Wildfire

*Too, most of the hot rods steer and corner very poorly by sports car standards. In competition with true sports cars, the hot rods usually turn over or spin off the course if the driver is heavy footed; if he drives more conservatively, he falls way behind the leaders.*” Stimson continued, “*What the American sports car designers are achieving is a new idea*

*in automobiles. They are combining the sure-footedness of the typical European car with the roomier body and good seating capacity of American cars. Most of the American-built sports cars are roadsters or convertible coupes, the convertibles having a hard or soft top that may be completely removed. A short wheelbase of 100 inches or a little more is preferred even though the body itself is much longer. The motor must have plenty of power. Steering and suspen-*



1960 LeMans Coupe by Strother MacMinn

*tion are especially important and the car must be stable at all times.*”

American sports cars, desired by enthusiasts, didn’t exist until enterprising young men and small companies built them. Though original in design, many were influenced by European styling. The chassis and drive trains were almost always American, which were inexpensive and easily found. Glasspar, Wildfire, Victress, Meteor, Allied, and Vale, were among the first on the market, becoming central – not peripheral – to the automotive public. Magazines featured these cars as mainstream interest pieces for their readership.

While some fabricators built just one car, in many cases five, ten or more examples were produced. Many of these newly designed sports cars were available for purchase as components too, motivating Americans to build them on their own.

The process of building a sports car was not for the faint of heart. Period magazines reported that building a car using an available fiberglass or aluminum body took an average of 2000 hours – 3000 hours if you designed and built your own body too. But that didn’t stop sports car enthusiasts – they built concept cars, custom cars and hot rods as well. The only limitation was an individual’s imagination and talent. With passion and time, an enthusiast could fulfill their desire to own an affordable American sports car. Handcrafted American sports cars are often seen as quintessential “*Americana*” due in part to the “Hands-On” approach to showcase their creativity, engineering, innovation, tenacity, and sculpting expertise.

#### **Influence on Mainstream Auto Design**

In 1951, Founding Editor Walt Woron of *Motor Trend* magazine (November issue) (Cont’d on page 6)



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### Pre-owned Jaguars

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of Select limited warranty.

- 2010 XFR V8 S/C (P140) Grey with Charcoal Leather, 44,440 miles. \$39,995
- 2011 XJ (P139) Ebony with London Tan leather, 23,900 miles, \$40,995
- 2011 XJL (P141) V8 5.0L, Claret Red with Oyster Leather, 31,200 miles, \$47,995
- 2012 XF (#2006) V8 5.0L, Grey with Charcoal Interior, 28,865 miles, \$41,995
- 2013 XF (#134) 2.0L I4 Turbo, White with Barley Leather, 8,800 miles, \$40,994

### 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
- 2015XF 2.0L I4 T/C (5538) Ebony Black with Charcoal Leather, \$53,620
- 2014 XFRS V8 S/C **550hp** – Ultimate Black, Charcoal Leather, Red Stitching, \$101,470
- 2014 XF Portfolio (5538) 5.0L V8, Ebony with Charcoal Interior, \$71,938
  
- 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
  
- 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 (180) V6 S/C, 380hp, Polaris White & Jet leather, \$85,165
- 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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wrote about the topic of handcrafted cars in an editorial titled **“Amateurs are Creating New, American Designs”**:

**“It has been freely admitted by top Detroit automotive designers that many innovations on production cars are the result of watching the developments of these enthusiasts who build their own custom cars, sports cars and hot rods.”**

Automotive journalist Ken Purdy offered additional insight in his 1952 book **“The Kings of the Road.”** The final chapter is dedicated to his 1952 hopes for modern sports cars: **“From the point of view of functionalism and taste, some of the best designing being done in America today originates in California – and the designers are the young non-professionals who dream up what used to be called ‘hot rods.’**

**Many of these cars are soundly and solidly built; they have no excess chrome – most of what they do carry is on the engine – their detail finish is usually of high material quality and in excellent taste, and they will go like the hammers of hell. What more can be asked of an automobile? Exactly the same words can be used to describe the 4.1 Ferrari, one of the fastest (140 mph) and most beautiful passenger cars in the world.**

**In contrast, most of the designs Detroit threatens to ram down our throats in the next few years look like something by Captain Video out of Superman. Why an automobile should look like a jet plane is hard to fathom. Jet planes do not try to look like automobiles. Jet planes, being mature and sensible things, are satisfied to look like what they are. The American automobile is still in adolescence.”**

Even General Motors capitalized on this trend, launching the **Fisher Body Craftsman Guild** design contests to harness talents and future trends of young Americans. Many winners would go on to careers in design at GM effecting the production designs for years to come.

### **“Fiberglass” – The New Wonder Material**

In 1950 Fiberglass was new. BIG news. Forming either steel or aluminum required a high level of skill, time, and experience. When fiberglass bodies were introduced at the 1951



**1952 Victress S1A Roadster**

Petersen Motorama in Los Angeles, California, they were seen as the “carbon fiber” equivalent of their day. This latest technology was being used throughout architecture, boats, furniture, and industrial manufacturing. So the material was plentiful and cost effective. It was also easy to use.

Fiberglass bodied sports cars received immediate attention everywhere they appeared. Lightweight, strong, and moldable, fiberglass was the optimal choice for designers building race-

cars, sports cars, and concept cars alike. Composite materials remain the primary choice of sports and racing car bodies to this day for the very same reasons.

Detroit saw the advantage of fiberglass – and capitalized on it by creating some of the best known concept cars of their day out of this new “wonder material.” From 1953 to 1956 nearly forty concept cars were built in Detroit out of this material – some of the most famous concept cars of the day. Fiberglass was the material of choice to build a one-off handcrafted concept car. These “dream” cars are some of the most valuable in the collector car hobby today, many in the million dollar price range.

### **Shows, Exhibitions, and Fame Across The Land**

Throughout the country, handcrafted sports cars were featured in regional and national shows such as:

**Hot Rod Exposition** – held in Los Angeles, California. America’s first postwar custom and hot rod show – 1948 to 1949.

**National Roadster Show** – also known as the Oakland Roadster Show, originally held in Oakland, California. Held from 1950 to the present.

**Petersen Motorama** – held in Los Angeles, California and sponsored by Trend Inc., which published Motor Trend, Hot Rod, and other magazines. Held from 1950 to 1955.

**World Motor Sports Show** held in New York City. This was held from 1953 to 1954.



**1955 Bosley Mark 1**

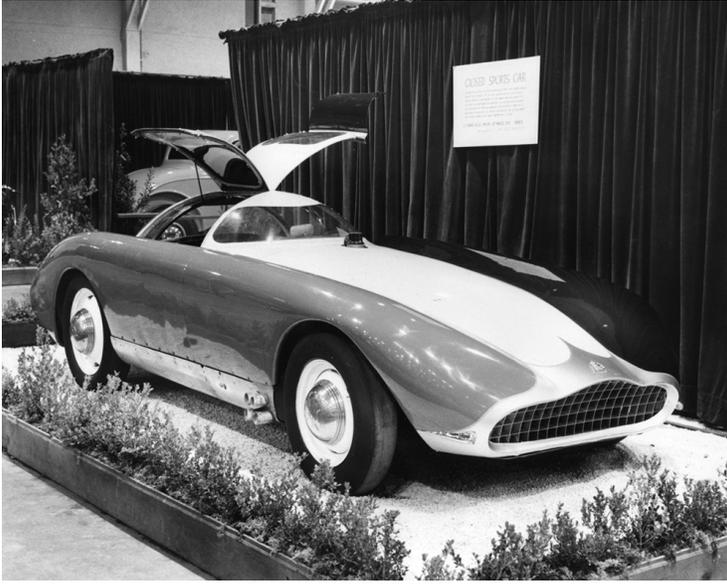
Each of these venues showcased production cars, foreign cars, concept cars, and handcrafted cars. The handcrafted cars were nearly always the stars – designed and built by talented individuals across America. “America’s Motoramas” set the standard for show cars.

### **The GM Motorama**

The GM Motorama was first held in 1949 and again in 1950. In 1953 it returned annually until 1956 and started again in 1959 where it ran through 1961, making a total of nine GM Motorama shows during this twelve-year period. Although the GM Motorama traveled to different locations, it showed only GM products.

Even though cars built by individuals or small fabrication shops could not appear at GM’s Motorama, they were welcomed and celebrated at “America’s Motorama” shows often taking top prizes – as **Denny Larsen’s Sorrell SR100** did at the Petersen Motorama in 1955. These multiple theme shows across the country rivaled GM’s Motorama in both press and local significance.

People came to these shows to see what Americans had designed – and most of the handcrafted show cars on display could be bought or built by the public. Because fiberglass bodies had to have a mold, more bodies could easily be made. One person's dream could be another person's reality.



**Denny Larsen's Sorrell SR100 Won Best of Show at the 1955 Petersen Motorama in Los Angeles, California**

And while GM's Motorama show was famous, so too were the young "rock stars" – handcrafted sports cars – of the TV and media world. Hand built cars appeared on over 100 magazine covers in this era – more than the Corvette did during this same timeframe



**1952 Glasspar Roadster G2**

**Production Numbers**

It is difficult to accurately measure proper production numbers for these rare cars. Records were often not retained and decades have passed without proper attribution.

In a letter written in 1977 from John Bond, owner and editor of Road & Track magazine in the '50s and '60s to Ray Scroggins about handcrafted cars, Bond estimated that nearly a 1000 handcrafted specials individually and collectively built in the 1950s. It is estimated that less than half of cars using John Bond's estimate (1000) remain today.

**Recent Attention From the Market, Exhibitions, Museums, and Concours**

Many of the American sports cars from this era have been recognized for their design excellence and have become sought after in the collector community. In recent years these cars have been featured in exhibitions, concours, museums, and premium auctions across the world. Car enthusiasts, collectors, and automobile aficionados are realizing the value and beauty behind these early postwar sports cars. Enthusiasts are not only drawn to the who, what, where, when, and why a car was built, but to their mechanical and aesthetic ingenuity.

Handcrafted cars have been recognized in classes of their own at Amelia Island Concours d'Elegance, Pebble Beach Concours d'Elegance, as well as museum exhibits hosted by The Petersen Automotive Museum in Los Angeles, California.



**1952 Maverick Speedster. Featured at the 2012 Pebble Beach Concours d'Elegance, the 2007 Amelia Island Concours d'Elegance, and the Meadowbrook Concours d'Elegance in 2008. First featured at the 1953 and then 1955 Pebble Beach Concours d'Elegance.**

**American Ingenuity, Distinction, and Excellence**

American handcrafted specials are not the only well-built, well-designed cars from the post war era. Many production cars both in America and Europe fill this category. But the American Handcrafted story is one of distinction, predicated on driven enthusiasts, dreamers, and doers in a world where anything seemed possible from your own garage.



**1957 Byers SR-100**

The 1950's offered a "family man" more choices, more freedom, and more opportunity with his own hands. New technology, materials, and a booming economy set the stage for innovation and performance that would sow the seeds for multi-million dollar automotive businesses outside of the major manufacturers today.

For the reasons above, we call this.....

**"The Greatest American Car Story NEVER Told."**

See More at Undiscovered-Classics.com

## A CLASSIC IN OUR CLUB

By Linda Young

It was fun reading and editing this article for the enjoyment of our club members. But it was a real surprise to see a picture at the very end of the article of a beautiful 1959 Kellison JR 5 coupe that was featured at the 2011 Milwaukee Masterpiece Concours d'Elegance.

We have a 1959 Kellison J-5 Roadster in our club. It belongs to **Les Neidell** and his son **David**. As you can see from the picture below, it is not a trailer queen who sits quietly in the garage between shows. Yes it has been shown in several car shows, but it is a race car and has participated in vintage races at Monterey, Ca, Sebring, Fl, Homestead Fl, Circuit of American's in Austin, Tx, Road America, Wi, and is headed to Watkins



Glen, NY probably while you are reading this.

There are no really good records on how many of these bodies were built, but they were not just a 'one-off'. To Les' knowledge there is one other surviving roadster and probably a



few more coupes. The cars were built for a Corvette chassis and most have Corvette engines.

Next March, Les will be at Amelia Island, Florida for the Concours with his Kellison and he will be up against the very coupe that is pictured here. It will be interesting to see the two cars side by side and also to compare history of just what these cars have been doing all these years.

I'll be sure to let you know what we find out.

## JCNA WANTS TO KNOW WHAT YOU THINK

In the latest Jaguar Journal there is an article about the new Membership Committee that has been recently formed. There is a member from each JCNA region and they are looking for ways to increase membership in the organization.

To get the process started they want to know what it is that current members like, don't like and would like to see happening in the JCNA clubs. To that end they have put together a survey that it easily accessed on the web and they are asking members to take a few minutes to complete it. Sounds like a good way to get started to me! I did do the survey and can tell you that it is an easy way to have some input.

Yes, the membership committee would like to see JCNA grow but they can't do it alone, so please take a few minutes at your computer or smart phone and take the survey at:

<https://surveymonkey.com/s/VJF9MLT>

## CLASSIFIED

**Classified ads are free to club members. To place an ad, e-mail to Linda Young [mmra@valornet.com](mailto:mmra@valornet.com) or call (918)258-8320. Ads will also appear on the club website [www.jaguarcluboftulsa.com](http://www.jaguarcluboftulsa.com)**

**For Sale**—"garage find" 1971 XJ6 with Chevy 302 V8. The car has been parked in a garage for 10 years and does not run. It is red with a gray interior and the car looks nice. The owner is in a nursing home and the family wants to dispose of the car. Could be a nice donor if someone has a Jaguar engine lying around that could be installed. If you are interested contact Bill Watkins at 479-631-0054 or e mail him at:

[Bwatkins@watkinslawoffice.com](mailto:Bwatkins@watkinslawoffice.com)



1952 Allied Swallow

Were those early builders influenced by what they saw coming from the UK and Europe? I'd say a lot of inspiration came from across the pond.

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Euro Expo Chair - Roger Hanes	918- 663-6627
Roger.Hanes@att.net	
Rally Master - Scott Young & Stan Lackey	
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stan@tulsaleathercare.com	918-227-0326
Slalom Master - Scott Young* & Stan Lackey	
etypes@windstream.net	918-258-8320
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Technical Programs Scott Young	
etypes@windstream.net	918-258-8320
Traveler Contact - Roger Hanes	
Roger.Hanes@att.net	918- 663-6627

\* Denotes non Board member

**2014 COMING EVENTS CALENDAR\*\***

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

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

**Sept 13—Oklahoma Aquarium—See page 1 for details**

Sept 13— Brits in the Ozarks British Car Show—details on [www.Britishironnwa.org](http://www.Britishironnwa.org).

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

**Oct 18—Drive to Claremore with “Caffiine and Gasoline”, details on page 1.**

**Nov 1— Breakfast at First Watch, 91st and Lewis, 9:00am**

**Nov 15— Pot luck dinner at Gary Grover’s house**

**Dec 6 Breakfast at First Watch, 91st and Lewis, 9:00 am**

**Dec 6—Christmas event— details to follow.**

**“It doesn’t cost any more to make something pretty.”** — Jaguar Cars founder Sir William Lyons on the design philosophy of his firm.

**ADDRESS CHANGE?**

Have you changed your address? Your name? Is the your e-mail address correct? If there are any changes to be made, e-mail the information to [mmra@valornet.com](mailto:mmra@valornet.com) or call the Editor at (918) 258-8320 to make the corrections

**REMEMBER!!** You can read all these articles and see the pictures in **COLOR** on the Club web site at: [www.jaguarcluboftulsa.com](http://www.jaguarcluboftulsa.com)

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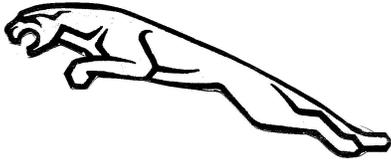
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Jaguar Club of Tulsa  
P.O. Box 471134  
Tulsa, OK 74147



**BREAKFAST! Saturday, Sept 6**

**Tour the Oklahoma Aquarium—Sept 13**

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

Jaguar Club of Tulsa Inc. Application for Membership

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

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

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

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

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

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

\*Associate Membership in the **local club only** is \$35.00 per year and **does NOT** include membership in the National organization, JCNA and it's benefits.

Associate renewal \_\_\_\_\_