



The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

Vol. 45 No. 2
Mar/Apr 2015

SURPRISE!!

Guess you weren't expecting your March/April "Cat Tale" quite this early. Well, sometimes we have to make adjustments in the schedule due to conflicts. The "conflict" this time is that your Editor will be on the road starting on Feb 16th and won't be home for about 3 weeks, therefore you are getting your "Cat Tale" a bit early. But that is ok as it gives you time to get out your calendar (or your cell phone or whatever electronic gizmo you use) and mark these dates as IMPORTANT! There are several events that you will not want to miss starting with...

Breakfast

That first Saturday of the month rolls around quickly so the next breakfast will be on **March 7** and then on **April 4th**.

We had quite a crowd at the February breakfast with lots of great conversation to go along with the good food and plenty of coffee plus the parking lot certainly looked classy with all those Jaguars. Plan to attend at First Watch at 81st and Lewis at 9:00 am to get your weekend started off right.

February 17—Tuesday 6:00 pm McGill's on 19 at the Hard Rock Casino

Here is an opportunity to enjoy a great dinner and breathtaking views of the Tulsa skyline when we go to McGill's on the 19th floor of the Hard Rock Casino hotel located at the **intersection of Interstate 44 and E 193rd St in Catoosa**. As many long time Tulsan's will attest, McGill's is known for it's superb dining experience. If you did not brave the mob's at restaurants on Valentine's day, this is a chance to take that special someone out for an elegant evening.

Please call or e-mail Marv Gregory at marvg@att.net or call him at 918-346-9653 with your RSVP right away.

Sunday, March 22 Brunch at The Canebrake

Fill up the gas tank and fasten the seat belts. We are planning a merry chase around the shores of lake Fort Gibson to the Canebrake Resort and Spa for their fabulous Sunday Brunch. (Yes, we will STRICTLY observe the speed limit in Hulbert!)

The Canebrake is a 250-acre family ranch that has been transformed into Oklahoma's finest eco-friendly luxury resort and the only Ayurvedic spa in Oklahoma and is the first gold-level ECO-certified restaurant and lodging facility in the state.

The Sunday brunch is \$25 for adults and features any-

thing you could possibly want for breakfast like Belgian waffles to eggs Benedict along with sides of home fries, bacon, sausage, grits, fruits, pastries to name a few plus there is a carving station serving a delectable choice of meats along with vegetables, breads, potatoes, pasta and several gluten free items. Sunday also brings out the special drink menu featuring Pimm's Royale 7 Champagne cocktail, or a southern style cream punch made with Bourbon and vanilla cream, just to mention a few.

So here are the details: **We will meet at the Bass Pro Shop parking lot in Broken Arrow at 10:00am.** This will give us time to make the drive and arrive at the Canebrake by 11:30.

There will be an e-mail sent out about 10 days before this drive for RSVP's but mark your calendar now so you don't miss out on this event.

It is hard to forecast the weather this far out but, we will hope for a spring like day and there may even be some dog wood in bloom.

Saturday, April 11th Jaguar Club of Tulsa Route 66 / Sonic Drive-In Poker Rally



As we all know, Route 66 snaked its way through Oklahoma from the Great Lakes to the Pacific Ocean. The rally on April 11, calls for cars to meet between 9:00 a.m. and 9:30 a.m. in the **Crystal City** parking lot near the auto parts store, **41st West Avenue and Southwest Boulevard**. While some cars will want to leave early, closer to 9, the absolutely latest start time is 10:00 a.m. Buy in for the Poker Rally is \$5.00 per entrant, with the possibility that there can be more than one player per car. The route will follow as closely as is now possible, the original 1926-1932 path of the "Mother Road".

A set of driving instructions will be presented to each participant at the time of departure. Entrants will write their name on their instruction sheet so that the person you get your card from will know that YOU deserve a card. The route will be fewer than 80 miles and be punctuated with several fun stops.

The entry fee pot will be split 50%, 30%, and 20% at the final stop of the day and you will only know the final stop when you get to that last stop. (cont'd on page 2)

This will be a fun day to get the Cats out for some spring exercise and we hope to see some Porsche's, Lambo's, Corvette's and other high speed chase machines from Caffeine and Gasoline joining in the fun.

JAGUARS AT SCOTTSDALE, 2015

By Les Neidell

For the past few years David, Joan and I "vacationed" in Scottsdale while working the car auctions. Most Jag Club members recognize Barrett-Jackson Auction Company as the "elephant-in-the-room" that month - this year with over 1625 cars, almost of all of which are offered "no reserve." That is, all no-reserve cars sell, and if you, as consignor feel your car is undervalued, your only recourse is to buy-it-back, paying both the consignor's 8% and the buyer's 10% commissions.

But five other auctions occur simultaneously in the Phoenix area with B-J: 1) the second largest is conducted by Russo & Steele, this year with approximately 800 lots; 2) Silver (in near-by Ft McDowell) typically offers near 500 cars, while Bonham's, RM and Goodings have on offer from 80 to 200 cars each. (But the largest car auction company is Mecum, they compete with Scottsdale/Phoenix by staging over 2500 cars in Kissimmee, FL beginning Friday.)

Each of the Scottsdale/Phoenix auctions has their own "flavor." BJ is predominately American cars, with large doses of rods and customs. Over 5,500 registered bidders are on-site, with thousands more on-line and on the telephone. BJ bidders receive 10 drink passes daily, but in reality unlimited alcoholic beverages are available. The best way to comprehend BJ's atmosphere is to quote a friend, who, while attending the BJ party (each auction typically hosts a bidders' party,) exclaimed "boobs and botox!"

Bonham's, RM and Goodings consider themselves "upscale," and it's at these sites that Ferraris might hit the tens of millions. Goodings attempts to simulate a British auction, and is much less frenetic than any of the competitors. The principle face at Russo & Steele is Drew Alcazar, usually clothed in a sharkskin suit, and who would be right at home on 11th street. Silver is the most laid back, and is where locals are most likely to bring their daily drivers and rod creations. Typical buyers' commissions are 10%, Silver charges 8%, further signaling their "affordable" status.

Gross sales during the week hit \$293 million with more than 2300 vehicles changing hands. BJ alone had sales of \$132 million. Figuring all the commissions and fees, BJ's gross from this auction likely exceeded \$15 million. Highest sale price was a 1964 Ferrari LM coupe (\$9.63 million at RM;) Ferraris were seven of the 10 highest sales.

For the third year we rented a very large, million \$ home just 5 miles from the Russo and Steele site. And, for the third year, the hot tub did not heat properly. Other than that, the house comfortably held the 11 people who came and went during the week. We had seven no-reserve cars at Barrett and two cars with reserve at Russo. Joan & I also attended Bonham's, courtesy of an old friend, an estate attorney who had four cars, 3 Ferraris and a Maserati Bora, on offer there.

Bringing cars to Barrett is sorta like going to a casino. We have, in the past, done fairly well there, but this year the odds caught up with us. Two reasons for this. First BJ changed the "rules" regarding consignments. Past years Barrett would put

time slots up for purchase. Better time slots came with higher entry fees, but we were able to purchase what we wanted. This year BJ had over 2400 entries so the powers there decided to ALLOCATE slots according to some plan that they felt would maximize their revenues. All we could do was accept or reject their slots, and they did it so late in the process that it wasn't possible to shift our cars to different auctions. Second, there were clear shifts in buyers' preferences. Cars with which we have done very well in the past were "losers" this year. Key among them were Oldsmobile 442 convertibles. Last year we sold a very average car for \$39K; this year a superb 22,000 mile car brought only \$30,000. Probably the worst performances were turned in by Corvettes. Some Vettes were off as much as \$50,000 compared to last year. If you wanted a C2 or C3 Vette very nice ones were available for under \$40K, sometimes much under.



Jaguars of all sorts were very visible. BJ had 21, ranging from a 1951 XK 120 roadster (\$74.8) (all prices include buyer's commission.) to a 2000 XK-8 convertible (\$18,700.) Highest prices were achieved by a pair 1964 XKE roadsters, each one going (on different days) for \$181,500. Lowest priced Jag was a 1958 Mark 1 2.4 liter 4-speed sedan, at \$13,750. I considered this (very briefly I might add after I showed it to Joan.) Some of you might remember my 59 Mk 1, which I owned for 12 years. Jags were, unfortunately, not immune from the customization craze that seems to infect BJ. One was a 61 Mk 2 sedan, that was quite nicely done with a Chevy 350 and custom interior, unfortunately set off with garish gold wheels and low profile tires, at a not unreasonable \$\$22,550. I could have been a buyer at that price except for the incredibly ugly wheels. The other custom was a 65 S sedan, which some numb-nut attempted to make into a coupe. Unfathomably it went for \$33,500.

Russo had 8 Jags on display. Three did not reach reserve: a 1954 XK 140, a 68 XKE roadster, and a 73 S3 roadster. An 02 XK8 convertible sold for \$7,425. Didn't seem to be anything wrong with the car. Russo was not immune to the customization craze - a 1950 Mk V convertible with a supercharged roller rocker Ford 302 claiming to have 500 hp, and with many other rod driveline mods, sold for \$34,100. In my earlier days this would have been a car on which I would have bid.

Bonhams offered only 84 cars, 11 of which were Jaguars. Highest sale was a 1961 flat floor OTS, which sold for a staggering \$275,000. The most interesting car for me was a 1956 XK 140 coupe that was restored many years ago - wrong paint color and vinyl interior, but with low miles. My kind of car.

(cont'd on page 3)

Overall e-types of all persuasions did well at auction. Even "average" series 2 cars sold at what I consider to be high prices. Coupes went for mid-70s, while convertibles going a minimum of \$30,000 higher.

There are always strange, weird, unfathomable offerings, and sometimes sales. Here's some that mystified me. Principal among them was a "big" Alfa Romeo, a 2000 Touring-bodied 4 cylinder convertible that did not have a straight panel on it, and a paint job that would have shamed Earl Schieb (anyone remember?) The best of these has been \$90K; this one couldn't be restored for under \$100K. I figured I could buy it for maybe



\$20K and part it out. \$49.5 at Bonhams.

I don't understand the appeal of 1950s Fiat 500 Jollys. Those are the open cars with rattan seats. What the heck do you do with these things? \$77K at Bonhams and \$71,5 at Barrett-Jackson.

I always look for interesting rods. One of the strangest was a 1954 DeSoto Drag car, which sold at BJ for \$22K. What a wonderful old car, with a great history.

As I mentioned, we didn't do very well at BJ. We guessed wrong and had some "bad" cars. At Russo we did sell an Alfa Montreal, which almost made up for the BJ losses. So it wasn't a large disaster, only a minor one. Best of all we didn't buy anything!

Sigis' Installation Dinner Gathering

By Linda Young

We had quite a crowd at Sigis German Restaurant for our annual installation dinner to introduce the new board members and announce officers for the year. Fortunately, Sigis has a



nice room for groups and it also helps keep the noise level in the restaurant down so as not to scare off the regular patrons. Not that we get loud, or anything like that!

New board members are **Marv Gregory** and **Stephan Flach**. Both Marv and Stephan are fairly new to the club but have been active in other car enthusiast groups so we look



Stephan Flach is on the left across the table from Joan Neidell

forward to them bringing some new ideas for club events. Marv is also a member of the local Mercedes club so we hope to have more contact with that group of performance car drivers, too.



Stan Lackey and Al Clark

Officers will remain the same: **Al Clark**, President, **Ian Clements**, VP, **AJ West**, Treasurer, **Gary Grover**, Secretary and roster. **Roger Hanes**, **Clark Frayser**, **Mike Webb**, **Stan Lackey** and **Don Wright** all help with planning club events.

While this group comprises the club board of directors, any club member who would like to suggest an event or help arrange a club event is always welcome. The contact information for the board is on the last page of the newsletter and they will be glad to hear from you.

As usual the food and the service at Sigis' was excellent. The hardest part of the evening was deciding what to eat as there were many options.

Club members attending the event were; **Tom and Phyllis**
(Cont'd on page 4)

DeWitt, Greg and Sharon Timo and daughter Nichole, Don and Carol Wright, Ken and Georgia Snoke, Scott and Linda Young, Mike and Denise Webb, Al and Sammie Clark, Todd and Marybeth Coady, Roger and Cindy Hanes, Carol Larson, AJ West, Stan Lackey, Carol Larson and AJ West and I hope I haven't missed anyone!



Georgia and Ken Snoke

There was lots of good conversation on a wide range of topics. Stan told the group about how he was introduced to the Tulsa Ballet when

Georgia Snoke arranged a night at the ballet for club members. He enjoyed it so much he has been a season ticket holder ever since.

This prompted talk about other events the club has attended and talking about dancing, how about our trip to Octoberfest a few



Don Wright

years ago? Does Don Wright do the "chicken dance"? Don says there is not enough beer to get him to do that!

I want to say a special thanks to **Carol Larson and Berneal Flach** who provided the pictures of our gathering. Glenn Larson is usually our photographer but he was sidelined by the flu and had to miss the dinner. Fortunately Carol came prepared with a camera and she and Berneal saved the day.

To those who didn't make it to this event, be sure to make note of the upcoming events on the first page and plan to join in the fun.

HISTORY REPEATS ITSELF

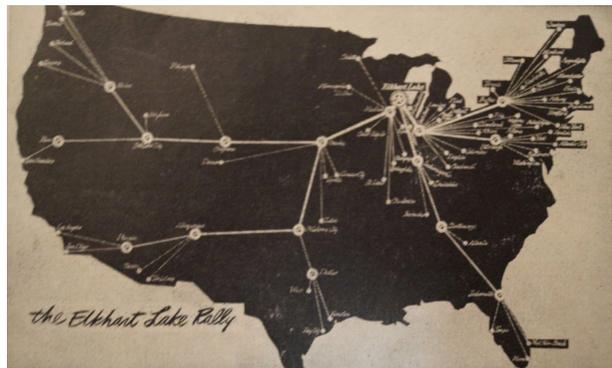
Editors Note: This article was furnished by JCNA to publicize the upcoming Challenge Championship in Elkhart Lake, Wisconsin, September 16th thru 20th.

The birth of sports car racing was spawned from the GI's return from WWII. While in Europe they were exposed to light weight sporty cars that just didn't exist in the United States. So when they got home they started to import them. In just a few years the Sports Car Club of America was formed and racing began.

It would only seem logical that given the population centers of the east coast and west coast that you would find strong racing interests in those areas. So how did a little village in southeastern Wisconsin become an international race destination? Elkhart Lake was a tourist destination with many people throughout the Midwest arriving by train. After WWII tourism was down. The Chicago region SCCA was looking for a place to run a race on public roads. After a lot of searching they thought the area around Elkhart Lake would work well. Two of those SCCA people were, Fred Wacker and Jim Kimberly, high profile businessmen who knew how to get things done. They went to local business owners in the area and pitched the idea of a race. Everyone was on board and hoped to revive the tourism industry. The first race was July 23rd 1950, a very much Chicago region event. The event was a success with over 5,000 spectators.

The 1951 race was heavily promoted by SCCA throughout the U.S. The race track course was enlarged to 6.5 miles from the 1950 track which was 3.5 miles long. The event was now two days long with a concours, rally and street dance on Saturday and races on Sunday.

The rally started from different locations throughout the



US. Check points were set up and more points were awarded for a greater distance from Elkhart Lake. The overall winner was Morgan Sinclair who drove his Allard from Santa Monica California, a total driving distance of 2,241 miles at 41 miles per hour. At this time there was not a network of interstate highways to make life easy. It was quite an adventure. The races brought in 98 entrants for 1951. Like the rally cars most of the race cars were driven to Elkhart Lake, raced, and driven home. There were three scheduled races. The first race was for novices. The race was won by Roger Wing from Bethesda Maryland driving an XK120 Jaguar. Second place went to Frank Bott driving Dave Garrows Jaguar SS-100. The second race was to be a ladies race. Bad weather was coming in so they cancelled that race to make time for the main feature. The feature race was 30 laps and was won by John Fitch driving a Cunningham. This car was driven from Florida to Elkhart Lake. Michael Graham driving an Allard came in second. The "Silverstone" Jaguars finished third and fourth. These were actually the factory LTW2 and LTW3. These cars were built in case the C-types were not ready for LeMans. They actually came in first and second in their class.

(cont'd on page 5)

Phil Hill beat out Jorge Malbrand, from Argentina, for the top Jaguar. The 1951 event brought an estimated 50,000 spectators.



The promoters built on the success of 1951 to make the 1952 event even bigger. The event became three days in length. It was now called the Elkhart Lake International Road Race and Monte Carlo Rally. The competition of the rally and concours was held on Friday. The overall winner of the rally was Dorothy Dickinson driving an MG-TC from Long Beach California. She truly deserved that win. The second place award for "Best Performance by a car under 1500cc's" went to a team of ladies from Los Angeles California, driving an MG-TD.



Saturday was the Sheldon Cup race a feature race for cars of 1950 cc to 4000 cc. It was Phil Hill who drove the Jaguar C-Type to a win. This would be the C-types first win in North America. Phil Walter drove a Ferrari to second place. Third place went to George Weaver driving another C-Type.

The big race for Sunday was the Elkhart Lake Cup. This race was open to all cars no matter the displacement. The race was 201.5 miles in length. Once again it was John Fitch in a Cunningham that won the race. This year it was an all Cunningham podium. Out powered, the two Jaguar C-Types finished fourth and fifth.



The 1952 event was a huge success. The spectator count was estimated at over 100,000 people. The population of the Village of Elkhart Lake was less than 1000. For that weekend in September it was the center of the racing world. Due to safety concerns open road racing was banned and a new era of racing would begin, but not until 1955.

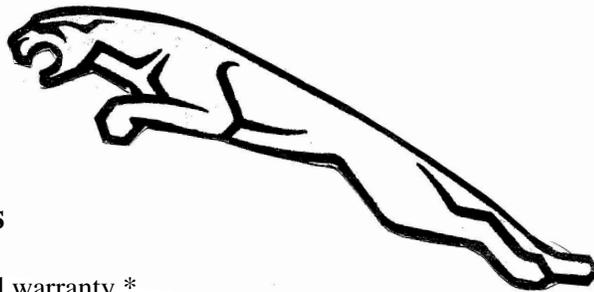
You may think that you missed your chance to experience those glory years. You would be wrong! The **2015 JCNA Challenge Championship will be Held September 16th – 20th 2015 in Elkhart Lake** with many activities at the Road America race track. The Vintage Sports Car Drivers Association is welcoming the Challenge Championship to the 30th Anniversary of the Elkhart Lake Vintage Festival, a nationally recognized vintage race festival that brings in almost 300 race teams.

Test your skills at the slalom on Thursday while racers are honing their own skills on the track. You will be able to prep your car for the Friday concours and watch the races at the same time. The concours will take place at one of the best viewing spots at the track. On Saturday morning the rally will traverse the beautiful rolling hills of the Kettle Moraine. There has never been a Challenge Championship like this and there never will be again.

That should be enough to get you planning to attend. This event will offer much more. There will be lunch time touring on the track both Saturday and Sunday. Do you want a ride in a pace car for one of the races? How about a ride in a race car? Let us know. The 24th annual Road Course Reenactment will happen Saturday afternoon. This is a police escort of the original road course. This is open to all race cars and street cars. The reenactment will stop on Lake Street in the village. Lake Street was part of the original road course. The street will be shut down for a car show. As that show ends the Gather on the Green concours begins on the back lawn of the Osthoff Resort. This is an invitation only concours and you're invited. At the end of the concours is the VSCDA banquet. Sunday will be a full day of racing. The Jaguar feature race will be right after lunch. Before the main feature there will be a Jaguar parade lap for all street cars and also any race cars that are not racing. Two major events, one location, Road America, Elkhart Lake, Wisconsin!

Jaguar Land Rover Tulsa

3905 South Memorial, Tulsa, OK 74145



Pre-owned Jaguars

Most with the Jaguar

Select 6-year/100,000 mile limited warranty *

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

- 2014 XF (174) 2.0L I4 Turbo, Ebony with Charcoal leather, 13,580 miles, \$37,995
- 2011 XJL (2048) 5.0L V8, Frost Blue with Navy Leather, 38,000 miles, \$38,995
- 2014 XF (192) 3.0 V6 SC, British Racing Green & Barley interior, 8500 miles, \$46,995

New Jaguars (Partial List)

- 2014 XF Portfolio (5538) 5.0L V8, Ebony with Charcoal Interior, \$71,938
 - 2015 XF (5599) 3.0L V6 S/C 340hp, Italian Racing Red with Barley leather, \$63,938
 - 2015 XF Portfolio (5698) (2.0L I4 T/C, Polaris White with Barley interior, \$51,925
 - 2015 XF Sport (5706) 3.0L V6 S/C, Ultimate Black & Charcoal / London Tan, \$60,800
-
- 2014 XJL (5500) V8 S/C 470hp – Black, London Tan Leather, \$93,463
 - 2015 XJ (195) 3.0L V6 340hp – Ebony Black with Cashew Leather, \$80,313..
 - 2014 XJ (5563) 5.0L V8 S/C – Ultimate Black and Jet Interior, \$92,295
-
- 2015 F-Type (5593) V6 S/C, S-coupe, 380hp, Silver w/ Jet leather, \$97,713
 - 2015 F-Type (5603) V6 S/C, S-conv, 380hp, Italian Red w/ Jet leather, \$90,513

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

Sales: (918) 665-4294

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

Browse our Current Inventory at:
www.jaguartulsa.com

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

OFFICERS AND BOARD MEMBERS OF THE JAGUAR CLUB OF TULSA, INC.

President Al Clark	918-557-8495
alclark@sbcglobal.net	
Vice Pres - Ian Clements	718-210-5818
ianclements@indiatimes.com	
Treasurer - Ada Jean West *	918-664-1743
Westaj@swbell.net	
Recording Secretary - Gary Grover	918-481-1789
Tiremanogg@aol.com	
Activities/events - Roger Hanes	918- 663-6627
Roger.hanes@att.net	
Activities/events - Mike Webb	918-272-7452
Mike@thosewebbs.com	
Activities/events - Clark Frayser	918-355-1258
fraysro@tulsaschools.org	
Activities/events - Don Wright	918-299-2839
oberallgau@cox.net	
Activities/events - Marv Gregory	948-346-9653
Marvg1@att.net	
Activities/events - Stephan Flach	
srfiach@alum.wusti.edu	
Parliamentarian - Charles Meyers*	918-747-6366
ChasMeyersTulsa@aol.com	
Newsletter Editor - Linda Young*	918-258-8320
mmra@valornet.com	
Euro Expo Chair - Roger Hanes	918- 663-6627
Roger.Hanes@att.net	
Rally Master - Scott Young & Stan Lackey	
etypes@windstream.net	918-258-8320
stan@tulsaleathercare.com	918-227-0326
Slalom Master - Scott Young* & Stan Lackey	
etypes@windstream.net	918-258-8320
stan@tulsaleathercare.com	918-227-0326
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

2015 COMING EVENTS CALENDAR**
****Official JCTI events are in BOLD**

- Feb 17-** dinner at McGill on 19th at the Hard Rock Casino. Details on page 1 of this newsletter.
- Mar-7-** Breakfast at First Watch, 91st and Lewis, 9:00 am.
- Mar 22-** Canebrake resort in Wagoner for brunch. Details on page 1 of this newsletter.
- Apr-4-**Breakfast at First Watch, 91st and Lewis, 9:00 am.
- Apr-11-**Old Route 66 Poker rally—See page one for details.
- May-2** Breakfast at First Watch, 91st and Lewis, 9:00 am.
- May 15, 16- OKC Concours 'de Elegance in OKC
- June 6-** Breakfast at First Watch, 91st and Lewis, 9:00 am.
- July 4-** Breakfast at First Watch, 91st and Lewis, 9:00 am.
- Aug 1**—Breakfast at First Watch, 91st and Lewis, 9:00 am.

Sept 11-12 Brits in the Ozarks Show

Indoor or out, no one relaxes
 In March, that month of wind and taxes
 The wind will presently disappear;
 The taxes last us all the year.
 Ogden Nash

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

E-mail Newsletter Available

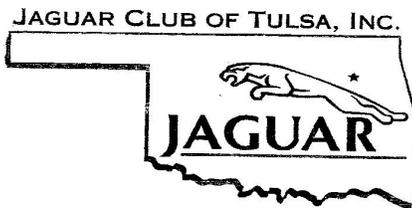
Would you like to receive the "Cat Tale" in a PDF format? If so, please let the Editor know at mmra@valornet.com Or get your copy from the website!

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

Breakfast—March 7
Brunch at the Canebrake—March 22
Old Route 66 Poker Rally—April 11



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 _____