

# The Cat Tale

**The Official Publication of the Jaguar Club of Tulsa**

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## **Breakfast**

**May 2 and June 6**

Spring has sprung  
The grass has rizzed  
I wonder where the Jaguars is?

On the first Saturday of the month they are all at First Watch at 81st and Lewis at 9:00 am for breakfast and you should be there too.

Nice weather is here so we can put the top down and cruise on down to First Watch and have a great breakfast and even better conversation with fellow club members. Never mind the doggerel above, just be there on Saturday. The coffee will be ready!

## **Cruise In**

**Tuesday, May 19th  
91st and Memorial**

It is a sure sign of summer when you start seeing the gatherings of cars in parking lots around town. The Board has decided that it just might be fun to make and appearance at one of these gatherings. So be ready to be cool and cruise to the corner of **91st and Memorial** to the big parking lot in front of Big Lots **arriving between 5:30 to 6:00 pm.**

We will spend about an hour checking out all the car proud crowd with rides ranging from classic to exotic to hot rod to 'what the heck is that?'

We will stay until about 7:00 and then cross Memorial to the Brook Bar on 91st St to eat.

Since Jaguars rarely show up at these events it will be fun to have a bunch of them prowling the lot so shine up your Cat and prepare to be a *COOL DUDE* at the cruise in.

**Tulsa Tunnel Tour  
Saturday—June 20**

Are you aware that there are lots of tunnels running under the streets of Tulsa? No, not those smelly places where water runs, but real walkable tunnels that were constructed in the 30's to connect the buildings in downtown.

We are going to tour these tunnels with a guide and learn a little of the interesting history of why these tunnels are here and who built them.

After our subterranean adventure we will visit one or two other interesting Tulsa land marks. Perhaps the original Tulsa Coney Islander in the Brady District for a world famous coney or the Penthouse at the Mayo to have a mixologist stir up something delightful to enjoy while we take in the view from the top of the Mayo.

Mike Web will be coordinating this Saturday adventure in downtown Tulsa so keep an eye out for the e-mails that will be coming in June with all the details. This is going to be a fun and interesting event.

**Please take note!** Events for the remainder of the year have been scheduled. [Check the last page of the newsletter for the complete schedule.](#)

## **More Things Going On**

There are a couple of things happening around the area in May and June that some of our members may be interested in. These are not scheduled club events but here is the information for those interested.

**May 28-29-30** the National British Meet 4th annual show in Hot Springs Arkansas. The show encompasses all British marques and will be held in the Hot Springs National Park. Their web site for more information is [Britishnational-meet.com](#).

**June 21st** the "Great Race" will be stopping in Claremore at the Expo Center for lunch. The race starts in St Louis and will end on June 28th in Santa Monica CA. The cars will all be parked at the Expo Center and visitors are welcome to take a look.

**Dick Russ** of the OKC Jaguar Club, is competing in the race in his XKE OTS. Dick has received sponsor ship support from our local dealer, **Jaguar Land Rover of Tulsa**.

This could be a nice Sunday drive to see some very interesting cars and let Dick know that his fellow Jaguar drivers are rooting for him.

## **The Route 66 / Sonic Drive-In Poker Rally**



On the rather overcast rain threatening Saturday, April 11th about 15 cars gathered at the Crystal City shopping center parking lot to start the poker rally.

Roger and Cindy Hanes had plotted out a great route that took us along old route 66 with stops at various Sonic Drive Ins along the way to pick up a playing card. We had quite a variety of cars ranging from a hot rod Camaro, a Porsche



two, a Corvette, a Ferrari and of course several Jaguars. The rally was set up so 2 or more persons per car could play and Roger did a brisk business signing up participants.



### **Clark Frayser and Retha**

Once you had the instruction sheet it was "off to the races" as we headed out for the first Sonic in Tulsa. This one proved to be a morning coffee break for some participants.

### **Denice Webb checks the instructions while heading for their XK8R**

The Webb's had planned to drive Denices' XKE but the weather was chancy and Mike has not yet fixed the windshield wipers. They made do with

### **Mike's XK8R**

Roger and Cindy had a great route figured out except for that one little glitch at the light in Catoosa. But what the heck, it gave the neighborhood a little class with all those good looking cars circling around to figure out where they were.

The route took us north through Foyil, Chelsea, and Busyhead to Vinita where the last stop was the Vinita Sonic who welcomed us with a leaper!



We ended at a nice little park in Vinita where Roger and Cindy tallied up the poker hands. Winners were: 1st Ian Clements with a flush worth \$47.50, Denice Webb with 3 Jacks for \$28.50 and Linda Young with 3 fives for \$19. It was a lot of fun and visiting with members of the Gasoline and Caffeine was also fun. Everyone agreed we should do this again.



### **Canebrake Brunch**

On March 22 we gathered at the Bass Pro parking lot in Broken Arrow and then headed down the back roads around Ft Gibson lake to the Canebrake Spa and Resort for their terrific Sunday Brunch.

The folks at the Canebrake welcomed us and had the Jaguars parked right in front under the porta-coche're.

As usual the food on the buffet was wonderful and we had a table by the window. Members making the drive were **Ken and Georgia Snoke, Sue Neil, Gary and Maxine Grover, AJ West, Marv Gregory, Scott and Linda Young, Clark Frayser and Retha, Les and Joan Neidell.**

It was a nice drive and we got through Hulbert without a ticket! The Canebrake is one of the club's favorite places to eat so if you haven't been there you need to make the next trip.



## In Memoriam Bea Pierson



Long time club member Bea Pierson passed away on February 13, 2015 at the home of her son Shaun in Santa Clarita, CA. Bea was preceded in death by her husband of 59 years, Andy.

Andy and Bea were very active in the club and well known for their enjoyment of fine automobiles and riding motorcycles. Friends are contributing to The Resonance Center for Women, a group focused on education and empowerment of women. Gifts can be mailed to Resonance Center for Women, 1608 S. Elwood Ave., Tulsa, Oklahoma 74119.

### The Trip From Hell

By Linda Young

We should have known when we were loading cars into the trailer in snow and ice. A winter storm had swept through BA and trying to tow race cars with the skid steer to the back of the trailer was not my idea of a fun way to spend the day. But racers are optimistic especially when it involves getting to the first race of the season.

Our Freightliner RV, nick named "Darth" because it is dark gray in color, is not happy to be pulled out of its' comfy indoor storage to make this first trip. All of the plumbing is full of anti freeze and it is so cold we can't fill the tanks anyway. Never the less, on Tuesday, Feb 17 we pull out. The destination is Atlanta Motor Speedway.

The plan is we will drive to Memphis this first day and stop at the Flying J Truck Stop on the EAST side of town for the night.

Murphy's Law loves it when you make plans and Murphy was going to be along for the ride this entire trip.

We are about 5 minutes from the house entering the on ramp toward the turnpike when a warning buzzer starts up. The warning is for the air brakes and indicates they are not functioning properly. Great. We stop on the berm and wait for the truck to warm up a bit more. Finally the warning buzzer stops; things got warm enough to melt the ice in the brake line, we are now good to go.

We are now on the road to Memphis and the weather is cold, gray, overcast and sort of rainy. The farther north we go, the worse the weather and the roads have some slick areas due

to ice storms that had passed through the night before. It is slow going with several stops due to accidents, road work and stupidity and results in our being about 3 hours behind schedule. Finally at about 8:00 pm we find a place to stop on the WEST side of Memphis.

Good thing we are in a truck stop with nice warm rest rooms, hot water and restaurant because there is no water on Darth. Fortunately the RV is warm and the bed is comfortable so we spent a fairly restful night and were able to have a nice hot breakfast at the Denny's before heading on to Atlanta.

On the road again we are seeing lots of signs of the ice storm that blanketed Tennessee and Kentucky. There are traffic slow downs and stops, we count at least 3 semi's lying on their sides in the median, several cars are off the road having slid down embankments or spun into the safety cable in the center. The trees are loaded with ice and many bending precariously toward the road and a few have broken and have been pushed aside. The sun is out so the icy sparkle is quite brilliant.

We push on toward Hazelton, GA which is about 45 minutes NE of Atlanta and where the track is located. We are on the off ramp at Hazelton when we get a call from Les Neidell, who is about 6 hours behind us, to tell us the races have been cancelled due to weather.

Great! Now what do we do? It is nearly dark and the closest truck stop is already full so we need to find a place to park. We drive around a bit but Hazelton is not a big place and we can't find anything suitable. We decide to head back to Atlanta and find a Walmart. Fortunately Walmart has a policy of allowing RV's use their parking lots for overnight stops. A Freightliner RV towing a 40 ft trailer might not have been exactly what they had in mind, but we find a Walmart where two other semis are already parked and decide this will work.

We had been scheduled to meet with Gene Felton who lives in Atlanta, after the races, to pick up some parts. Gene owns Gene Felton Restoration and specializes in vintage race cars. Gene has had a long and illustrious career in racing having started in drag racing and motorcycles and moving on to SCCA, hill climbs, IMSA Camel GT series, becoming the winningest driver of IMSA series in 1984. He raced the 24 hours of LeMans, the NASCAR Winston Cup series and competed in the "Fast Masters" series at Indianapolis in an XJ220. Fortunately

Gene was able to re-arrange his schedule to come to our "camp site" at Walmart and pick us up. Scott spent a happy afternoon picking

through the thousands of racing parts that Gene has.

(cont'd on page 4)



We had thought we might be able to stay in Atlanta for a few days as Les had rented a house near Braselton for us. Les finally caught up with us in Atlanta only to tell us the house was not available because the ice storm that passed through Braselton and on east through Greenville had torn down electrical lines and there was no power there or at the track. Les will find a hotel and stay another day or so to intercept some parts and racing slicks that were being shipped to the house he had rented. We will need the parts when we get to Sebring.

We decide to head on to Opilacka, a small town south of Atlanta just across the border into Alabama. David had made a great deal on some NASCAR racing tire pull off.s A real good deal since he agreed to take all 20 sets. That comes out to 80 tires. That is a bunch of tires.

The fellow selling the tires is a nice guy who lives in a nice area with very understanding neighbors so when we arrive about 6 in the evening and park in front of his house they have no problem with it. He has all these tires because his son is working very hard to have a racing career and doing a pretty good job of it. But these tires don't work for his current car, thus the sale.

Scott, the tire seller and two young fellows he called in to help, spent about 3 hours stuffing all of those tires into the trailer. The trailer is already quite full with two race cars, a golf cart, spare engine, our 2 or 3 sets of tires plus all the miscellaneous stuff we take for a race weekend. They stuck tires in every available space starting with the neck of the trailer, around the cars, in the shop area, everywhere there was a tire size space. If you wanted something out of the tool chest, good luck. Tires stacked in front of it precluded opening any drawers. They had to stop at 17 sets as there was simply no more room.

After loading tires the guys retreated to the garage and talk cars and racing for another hour or so. I am content in the RV with Eddie, reading a book. As night falls I notice that it seems to be getting colder in the RV. I had a small electric heater going but as night temperatures continued to fall the colder it got. Finally, about 9 pm Scott comes back with the good news that we can park here for the night. That is great but unfortunately the furnace has quit working and it is cold in here.

Scott spends the next hour taking apart the furnace to see why it won't cycle on. He is not a happy camper. Finally he takes apart the exhaust flue and finds ice blocking the pipe. Once that is removed the furnace cycles on. Heat! No water because everything is frozen, but at least we will not freeze through the night.

Bright and early the next morning we leave Opilacka and head to Florida. When we cross the border into Florida we stop at a "Welcome to Florida" rest area where we have a glass of orange juice and marvel at the ice that is still dripping off the rig. Since this is such a nice place to stop we decide to spend some time on the internet and call around to find an RV park near Sebring. We need a place that has RV storage so we can drop the trailer for a week while we are in the park.

We find a few that meet our criteria but most are full because all the snow birds from the north are still there.

Also, Daytona 500 weekend is coming up so lots of fans have taken what spaces there are. We finally find a place in Frostproof, which is about 15 miles north of Sebring.

We hit the road again but it takes us about 8 hours to get there. Knowing we might arrive after hours, we had the gate code and the lot number we were assigned so we could go in and park. It is now 9:30 pm and dark. The gate is still open but it is a sharp turn onto a boulevard and Scott is not sure he can negotiate the turns. He decides to walk in and check the streets and the corners. He comes back to say he thinks he can do it but he checked our assigned lot and there is a construction trailer parked in it. Well, crap.

Rather than chancing getting stuck and waking up all the snoozing seniors, we decide to head down the road and see if we can find a place to park for the night. We are in luck! We find a mostly empty strip shopping center that is obviously being used by semis for short term parking. We stop here for the night.

Saturday morning we start calling the RV park but keep getting the answering machine. I decide no matter where we end up, we have to have a car so it is once more to the internet to find a car rental. There is an Enterprise Rental about a mile from us. I call but they currently don't have cars but she is expecting a couple to be turned in that morning and will call me. We continue to try the RV park. Obviously no one has turned off the answering machine.

Finally the car rental agent calls, she has a car! Now all I have to do is walk that mile or so to get it. Count your blessings; it is a nice day and there are sidewalks most of the way and the orange trees are blooming and it smells wonderful. I walk and I walk and I walk. As I trudged past a Chevrolet dealer I had thoughts about going in and just buying something. Had it been a Fiat dealer, I might have.

Finally arriving at the rental office, I have to wait because the clerk is working alone and she has to do everything including getting the returned cars washed. There are 2 people ahead of me with problems to resolve but I admire they way she keeps her cool and gets the job done. Finally I get a cute little Nissan to drive and the last thing she says to me is "We have a no pets in the car policy". Right.

I finally get back to the parking lot where Scott and Ed are waiting impatiently as I have been gone for nearly 2 hours. Since Scott has not been able to reach the RV park we decide to just drive back there and see what is going on. Of course Eddie, who is a four legged shedding hairball, hops right in that spiffy little Nissan to go along.

The cheerful lady at the RV park was sympathetic and apologetic about our problems and assured us we could (cont'd on page 5)



make it through the park. "We get some really big rigs in here and they make it ok," she says. She assigned us a new lot and we go get the rig to see if we can make it in.

By now it is mid afternoon and all the retired truck drivers are up and roaming the park in their golf carts. No matter how Scott comes in he has to make a minimum of three turns to get to the storage area to drop the trailer. Soon the retirees are lining the street watching Scott maneuver this rig through the park. This is a newer RV park and all the corners are wide to accommodate these enormous motor homes and he makes it without running over anything.

The park is very nice and people are immediately friendly, introducing themselves and giving us advice about the area. There is a very nice new shower and laundry facility and we were starting to be in need of those. We now have five days to wait until we can move into the track



at Sebring so we spend it doing a little sight seeing and just hanging around. The flocks of Sand Hill cranes that roamed the park every day were certainly entertaining. There seems to be something going on everyday and the park residents are more than happy to let you know about it. Whatever reservations we had about spending some time in

"geezerville" have evaporated. In fact, much to our chagrin, we seem to fit right in!

We did make a day of touring the Bok Tower Garden near Lake Wales. It was built by Edward Bok, a Dutch immigrant who came to America as a penniless 6 year old and became an entrepreneur who made a fortune in publishing and other endeavors. He had the tower built as a gift to his fellow Americans. The tower is an art deco and neo-Gothic structure built with a steel frame encased in beautiful coquina stone from St. Augustine, Florida, and pink and gray marble from Tate, Georgia. The Tower features sculpted finials, balconies, an arched entranceway, and elaborately carved screens, friezes, tiles, metalwork and sundial. It is the home of a 60 bell Carillion that is played daily for the enjoyment of guests roaming the gardens surrounding it. If you are ever in the area, be sure to see it and hear the beautiful music of the bells.

The week went rather quickly and now it was time to pack up and head to the track. First we had to clean up the

interior of the car as it had a liberal coating of Eddie hair. I can't recall ever detailing a rental car before I returned it, but we did this time. By the time we had packed and

hooked up to the trailer all the same retired truck drivers were standing around to see if Scott could get out without running over something. He did.

Trucks and trailers of every size were starting to arrive at the Sebring race track. They were better organized this year but we still had to wait about 6 or so hours before we could get in. Scott had arranged to have a mobile wash company meet us at the staging area to get our rig cleaned. Lots of people had the same idea and the mobile wash guy was there with his extended family to do the job. They went from rig to rig cleaning grimy trucks and trailers. Since there is nothing to do but wait, people tend to be friendly and talk about their trips to the track and we heard several horror stories of ice storm endurance so maybe we were lucky with our few delays.

Finally we started moving and since our rig had not been washed yet they would do it once we were parked inside. We got parked and started to unload. All those tires had to come out before we could unload cars. As the guys unloaded stuff and got to the first car, the Cale Yarbrough Oldsmobile, they noticed the car seemed to be coated in sticky, oily green/blue stuff. It was a mess. The golf cart, sitting on the second level directly above the Olds, had an oil line break and it dumped a couple quarts of two stroke oil. Can oil lines freeze?

Les and David Neidell have arrived at the track and help with unloading and stacking tires around the trailer and finally rolling the Olds out. There is a large puddle of two stroke oil in the floor pan and the car has been evenly coated with oil front to back. Yuk. David climbs into the car and begins mopping up the oil with paper towels. Meanwhile the mobile wash guys are here to clean our rig. At \$80 a pop, they have made a lot of money today. We give them an extra \$20 to hose off the Olds. It was worth it.

At last a bright spot in this trip. Les has rented a house near Lake Placid. It is about a 20 minute drive through pleasant neighborhoods, down a dead end road to a long driveway that winds through an orange grove. The house is situated right on the lake and it is very nice.

Thursday morning we head to the track early for practice. Our 5<sup>th</sup> team member Jeff, has flown into Orlando late Wednesday and he is waiting for us at the rig asleep in his rented pick-up truck. The guys get the Olds ready for its' first on track session. This is about the same time the clouds start to roll in and the rain is falling intermittently. Between showers both cars manage to get onto the track for abbreviated sessions. The rain continues to fall and the practice day is cut short so we go to a great Greek place to eat and head for the house and a good night's sleep.

Friday finds the weather even worse. A definite chill has set in and there is rain and drizzle all day. The Olds gets black flagged for an oil leak. Scott and Jeff keep working on the car but cannot find the source of the leak. The rain gets worse and finally all track activities are stopped. We head out for some BBQ and steak at Cody's Roadhouse. At least the food is good.

(cont'd on page 6)



Saturday dawns dreary and threatening rain but at least it is warmer. In fact it is downright humid. Once again the Olds is off the track because of the persistent oil leak. After another hour or so of searching for the source the decision is made to scratch the Olds from the 90 minute



enduro scheduled for this evening. The bright spot is so far, the Corvette has been running well.

An hour or so prior to the start of the enduro the rain stops but the clouds are ominous. The race gets started but about 15-20 minutes in, the heavens open up and rain pours down in sheets so hard you can hardly see across the pits. On the track cars are spinning out of control into the grass while others hit standing water and drown the engine. It is a mess. The race is red flagged and the tow trucks go out to drag in the dead. Our disappointment over not being in the race turns to 'thank goodness we were not out there!'



The traditional Saturday evening track party is scheduled for 7:00 and it is near that now so we decide to head on to the building where it is being held. We continue to see sodden cars and drivers being flat towed into the pit area. This has been going on for over an hour.

It was a pretty sorry looking bunch that lined up for food as everyone was wet and bedraggled from a day of rain. The track party usually consists of BBQ, potato salad and beans and is ok but not great. This time SVRA treated us to steak, baked potatoes and all the trimmings and it is

really good food. We wonder if this is the promoters showing their appreciation for what we have endured over the past 2 weeks. Whatever, we all enjoyed the meal, even Eddie, who got a lot of left over steak.

Sunday morning the sun is out but lucky for us there is a good breeze or we would have been suffering in the humidity. Standing water has been pretty well cleaned from the track. Today the Corvette is entered in the enduro. David will take the wheel for the first few laps and then turn the car over to Jeff. David has a plane to catch in Tampa in a little over an hour so things are planned down to the minute so he can make his flight.

The car is warmed up and David drives to the grid and gets in place for the parade lap before the start of the race. The car is running great and he shifts into 2<sup>nd</sup> heading into the hairpin curve. He shifts into 3<sup>rd</sup> and there is a loud "clunk" and the car lurches to the side. David manages to get the car into the grass as the field passes by and the race starts. David gets out of the car, walks to the fence, climbs over and goes in search of his Dad to take him to the airport. Too bad we could not all leave with him as that was the general consensus but, we have to wait for the entire race to run and then for the tow truck to get the car, about 3 hours total.

The car finally arrives dangling by the back end from the tow truck. That "clunk" was the housing on the rear end braking and dropping out of the car. Not a good thing and it was a trick getting it into the trailer.

By the time Scott and Jeff have loaded everything into the trailer, the cars, the golf cart, the 70 + tires, it is about 8 o'clock. Fortunately the track management will let us stay the night parked in the staging area so we do.

Monday morning dawns with a pea soup fog but we pull out and head to Tampa where we will pick up 'a few fiberglass pieces' for the Falcons that are being built in Europe. We do have good directions and we find the place without much trouble. They have the pieces waiting when we arrive but the 'few pieces' comprise enough fenders, doors, trunk lids and hoods for 2 complete cars. With the help of three employees it takes Scott about 2 hours to cram all this stuff into our already full trailer. It is a good thing we do not have to go through weigh stations because we are surely over weight.



(Cont'd on page 7)

We leave Tampa around 2 in the afternoon and it is hot. It seems to get hotter. Turn up the air conditioning. That doesn't help. Crank up the fan. No dice. The air conditioner has quit. We push on and are into the pan handle nearly to Marianna, Florida when there is a loud bang behind us. We have had a blow out on the trailer. Ever notice how blow outs are NEVER on the right side but ALWAYS on the left? Scott manages to get the tire changed and we continue on to a Love's truck stop where they have a truck service.

There is good news and bad news; the truck service does not have any trailer tires but, there is a parking space for the rig so we can spend the night here. We park and I am getting the computer hooked up so I can search the area for a tire shop so we can get a spare for the rest of the trip. Scott is outside checking the trailer and making sure the load is secure.

After a few minutes he comes in and says "Where is Eddie?" The dog has vanished.

This is a huge truck stop and we are at the very back. Scott goes one way and I go the other calling for the dog. Usually when we stop for a break Ed gets out and heads for the closest grass to take care of business so I am walking on the grass behind a line of semis. I walk and walk toward the entrance of the truck stop thinking he can't have gone this far. I am having visions of a squashed dog on the asphalt. In addition to the large convenience store and all the diesel pumps for trucks, there is a big area for gas for cars and a full size McDonalds. I cross the parking area at the gas pumps headed for the store when I see Eddie at the side where the dumpsters are located. He is busy trying to open a bag that surely has French fries in it. Is it possible for a dog to look guilty? Yes it is and when he sees me he rolls right over and begs for forgiveness. I am so happy to find him I just pick him up and hug him and carry him back to our rig.

We rest for the night and early the next morning we locate a tire shop in the next small town. Fortunately it is not too difficult to get into and within 30 minutes they have mounted a new tire for us and we are on the way. We are taking the southern route home because bad weather is still plaguing the area of Tennessee, Kentucky and parts of Missouri. We start hitting rain in Alabama and it continues all the way to Russellville Arkansas and the weather is turning cold again. We stop in Russellville and sleep for a few hours and then drive on to Broken Arrow. It is 7:00 am when we arrive home.

We have been on the road for 17 days and the guys got a total of 2.5 hours of racing. It was definitely NOT worth it. You think that is the end of the story? It's not. After we were home a few days Scott unhooked the trailer and discovered a crack in the hitch plate. He decided to remove it from the truck and weld it up properly.



Once it was off and turned over there were several more cracks on the bottom side. Who knows how much longer it would have held but thankfully with got home without losing the trailer along the way. The plate has now been replaced with a much larger one that will be able to handle a totally stuffed trailer. But even with that improvement I don't think we will be loading up to go racing in February again and for sure, Murphy will not be invited along!

### **Enzo Movie in the Works**

Director Michael Mann, who made the movie "Heat" with its nighttime shootout on an airport runway with neon flashing and planes landing and "Collateral" with the Taxi riding hit man, is developing a film about Enzo Ferrari.

Mann says the film will be set in the 50's when Enzo and crew would roast chickens in the barn where they kept the wooden bucks that they beat on to form the aluminum body panels while listening to the racing team on the radio. Mann may be the person to make this film as he used to drive in the Ferrari Challenge. He says When you race and you find the proper line through the curves "your consciousness is projected in front of you, the present is suspended, and it's like the dream you had of flying when you were ten."

There have been a couple of good racing movies made in recent years. "Senna" and "Rush" come to mind. Lets hope an Enzo movie will be more along the lines of these movies and not "Le Mans" with Steve McQueen. There were some great racing scenes but the movie was a dud.

### **Great Race Participant**

Pictured here is the XKE that Dick Russ of the OKC Jaguar club will be driving in this years "Great Race"



**1970 Jaguar Series 2 E-Type Open Two Seat Roadster owned by Dick and La Neal Russ**

This car has been in the family for over 36 years with a four year ground up restoration personally completed by the owners in January 2013. It has a very distinctive list of awards for the past two years consisting of seven First place awards, three JCNA Best of show, Two Judges Best of Show and the 2013 and 2014 JCNA National Champion in Class. This car is driven to all events and not trailered!



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TULSA

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### **Pre-owned Jaguars**

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- 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

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\* Denotes non Board member

**2015 COMING EVENTS CALENDAR\*\***

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

**May-2 Breakfast at First Watch, 91st and Lewis, 9:00 am.**

May 15, 16- OKC Concours 'de Elegance in OKC

**May 19—Cruise In—91st and Memorial. See page 1 for details.**

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

**June 20— Downtown Tulsa Tunnel Tour. See Page 1 for details**

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

**July 18— Drive to Hominy, OK for lunch and tour of Drummond home.**

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

**Aug 15— Broken Arrow Military Museum and lunch in the Rose District.**

**Sept5— Breakfast at First Watch, 91st and Lewis, 9:00am.**

**Sept 11-12 Brits in the Ozarks Show— Caravan of club cars to the show.**

**Oct 3— Breakfast at First Watch, 91st and Lewis, 9:00am.**

**Oct 24— Drive to Heavener Rune Stone Park.**

**Nov 7— Breakfast at First Watch, 91st and Lewis, 9:00am.**

**Nov 15- Smoke Out/Shoot Out at Lackey Ranch**

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

**Dec 16- “Socks and Underwear” Christmas dinner.**

The wheel was mans greatest invention,  
until he sat behind it.

Sid Ceasar

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

**E-mail Newsletter Available**

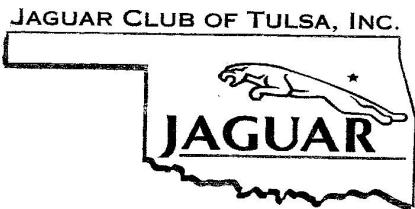
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**Jaguar Club of Tulsa  
P.O. Box 471134  
Tulsa, OK 74147**

**May 19th—Cruise In!**



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 its benefits.

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