



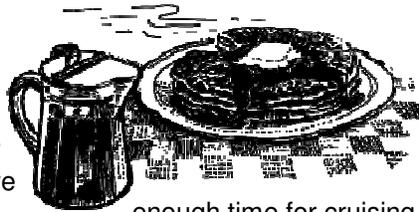
The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

Vol. 45 No. 4
Sept/Oct 2015

Breakfast Sept 5 and Oct 3



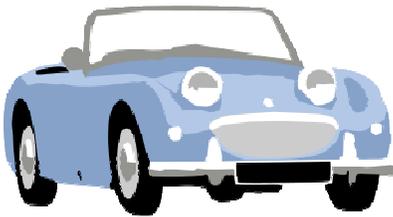
September already?
How can this be when we have not had near enough time for cruising with the top down. The good thing about fall is the weather in Oklahoma is beautiful and sometimes stays that way until deep into November so, lets welcome fall and the prime sports car driving weather by all gathering for breakfast at First Watch on the first Saturday of September and October.

This informal gathering of Jaguar drivers is always held at the 81st and Lewis location of First Watch in Tulsa where there is plenty of parking for lots of Jaguars.

“Brits in the Ozarks” Car Show September 12th Fayetteville, AR

Its show time in Arkansas again! This year the show is in early September for a change so that means that the Razorback season has either not started or this is an ‘away’ game. But whatever the reason or the season, this is always a great show with more than a hundred British cars participating. Old and new, the field of cars is lovely to see parked on the shaded grounds of the U of A Agri park. Seems like it is harder and harder to find a show that is in the shade and on grass, but this one is!

We are encouraging our members to support this show as it is one of the few really nice shows that is within a few hours of Tulsa (the other being GOBMC in Carthage, MO).



If someone from our club would like to lead a caravan of Jaguars to this show, please let the editor know at mmra@valornet.com and I will be happy to send out email messages with all

the pertinent information to our club members.

If you have not been to this show before, you really should go, it is well worth it. If you are interested in making a weekend of it, the host hotel is the Holiday Inn Convention Center of NW Arkansas. There will be an awards dinner on Saturday evening and the special guest speaker will be Barney Gaylord, the “MGA Guru”. You can get all the information about the show and download the registration form at britishironnwa.org and click on ‘registration information’.

Pot Luck Dinner Tuesday, October 13

Ok, there has been a change in the event schedule for October. Scratch that run to Heavener on the 24th, the board couldn’t seem to make that one come together, so instead we are going to have a pot luck dinner at the home of **Cindy and Roger Hanes**.

The theme of the dinner will be “Comfort Food”. Just think back to your childhood and those familiar foods that your mom made. You know, roast chicken, ham, pot roast, things that were just so good even the memory makes your mouth water.

Here’s the plan. The club will be furnishing the main meat dishes and the drinks. The membership will bring their favorite comfort side dish like scalloped potatoes, green beans, broccoli rice casserole, you get the idea. Or, you may opt for a dessert like double chocolate brownies, apple pie, peach cobbler, anything that filled your senses with thoughts of family dinners in the 50’s.

If you happen to have some clothes from the era in your closet (you know who you are!) feel free to wear them to add to the ambiance of the evening.

Here is the important stuff; Please **RSVP to Roger and Cindy at 918-663-6627 or email at Roger.Hanes@cox.net** and then bring your covered dish and your appetite to Roger and Cindy’s house at **6111 East 54th St, Tulsa**
At 6:30 pm on Oct 13

This is going to be a fun and relaxing evening with good food and great friends. See you there!

While we are talking about events, let’s just note the remaining events for 2015:

Nov 15 Smoke Out/Shoot Out

Back by popular demand, a BBQ and shoot out at Stan Lackey’s hilltop retreat. Oil up the armament, the clay pigeon flinger will be there!

It’s Only 116 Days Until Christmas!

Just wanted to get that out there incase you were not thinking about it!

While you are out shopping, pick up a few packages of **socks and underwear**. This year the club is going to make a donation to the Tulsa Day Care Center for the Homeless of much needed socks and underwear. Buy any adult size, color or type you would like and bring them to our Christmas dinner that is going to be on **Wednesday, Dec 16th** at **Molly’s Landing**.

A Trip to Hominy, OK By- Berneal Flach

Thanks to **Roger and Cindy Hanes**, we enjoyed a rambling tour with seven Jaguars through central Tulsa and out to the lake country NW of the city. An unusual close-up view, just off hilly West 7th Street, of the Arkansas River by the BNSF railway system was a rare "find" on this excursion.



Pursuing each other's Jaguars through Sand Springs' industrial area via Charles Page Blvd., and finding ourselves in the curvy roads northwest of that small city, we enjoyed both town and green scenery (including trees with large bagworm sacks, and small out-of-the-way lakes). Thinking we may have lost a car or two, we pulled up to the dam structure of beautiful Keystone Lake. Regrouping, we headed to the small towns of Cleveland and then Hominy.

The Drummond Family house was our target in Hominy. An Oklahoma Historical Society guide provided us with a pleasant tour of the beautifully restored family home. What we noticed first, after its exterior size and construction, was the cool ambient air inside that is due to the 3-foot-thick, native sandstone walls! It was a hot day, and we were enjoying both shade and coolness. Did I see someone put on her sweater?



Fredrick Drummonds' study

Frederick Drummond built not only this 3-story house, but also one of the most successful trading and ranching operations in Oklahoma. He formed the Hominy Trading Company and expanded

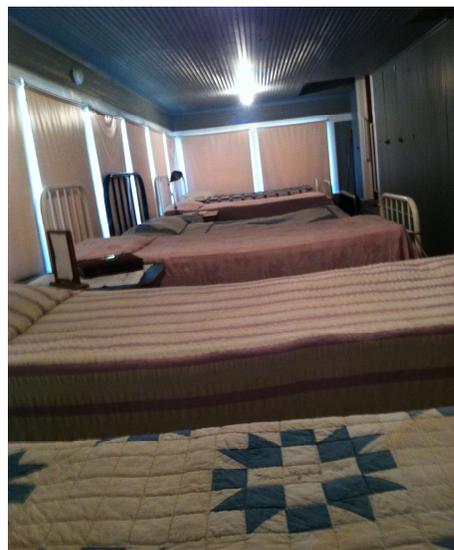
his operations to include ranching, banking, and real estate.

The Victorian house, completed in 1905, has a central square tower for the stairwell, and a second floor sleeping balcony. The family had both electric light for the house, supplied by a gas generating unit located in the basement, and water for the kitchen and two bathrooms from a cistern that was distributed by air-pressure.

The furnishings are mostly original family members' possessions and it is the best authentically decorated home of this era that I have seen. Some wallpaper had been replaced.



We saw many dining, academic, and hobby items descriptive of the life the three sons and one daughter enjoyed while growing up with their successful parents. From the central hallway, the first floor had a living room, dining room, back family room, large bathroom, kitchen, and butler's pantry.



Once we navigated the wood stairway upwards, we could tour the boys' rooms and walk through the parents' bedroom to see the remarkable summer sleeping porch. It has seven beds in a row for the family and one guest, with a bathroom just one step up into the 2nd story. The little daughter reigned alone in her 3rd story bedroom with the toys and dolls that are still there!

The house had TWO wall-mounted wooden box telephones, one each on the first and second story stairwells. How convenient for those years, when our grandparents were lucky to have just their one phone!

This property was deeded to the state in 1980 and placed on the National Register of Historic Places in 1981. (cont'd on page 3)



Lunch was enjoyed at Wild Meats Restaurant and we ate elk, buffalo, beef steak, and other fine menu items. We were all surprised by the root beer floats which the waitresses brought out as our complementary dessert! We sat at tables located inside the adjoining 18-wheeler trucks, separated by metal



screens that had holes in them for probably cattle ventilation!

We were basically on our own (or GPS) to get home, but we thank Roger, Cindy, and the executive planning committee for making this a great day!

Joan and Les at the Pittsburgh Vintage Grand Prix **By Les Neidell**

I'm always looking for venues that cater to Pre-War race cars. In the short time that we've had the 1933 Plymouth we discovered that each year fewer "race" events are available for Pre-Wars. The reason is simple; more of these cars are now owned by collectors or investors rather than folks who intend to use them as constructed. And perhaps those racers who still own their vehicles are loathe to risk what is now their million dollar investment.



When we discussed the Pittsburgh Vintage Grand Prix with Toly Artunoff he was quite enthusiastic about it, and highly praised the kick-off dinner, aptly labeled "Black Tie and Tailpipes." Pittsburgh's not TOO far, especially considering that we returned the previous week from the Alfa Romeo Convention in Rhode Island.

And initially, a great attraction was the opportunity to race two consecutive weekends, first at Pitt International Race Track (formerly Beaver Run,) about 40 miles northwest of the city, and then next weekend at Schenley Park, in the city of Pittsburgh itself.

This was not our first race on city streets. Joan and I had tried to run the 1987 Kansas City Historics with my 1956 Aston Martin, but the dual SU fuel pumps couldn't supply enough gas to crest the hills. That was the last year of the KC Historics; it

was considered too dangerous to use city streets for sanctioned racing.

2015 was the 34th running of the Schenley Park event. In the week between the two race events Pittsburgh has car events every day, ranging from shows where they close off major city streets for exhibition (not like the 2006 Alfa convention when the city streets were closed only on the weekend) to a number of cruise-ins and touring events.

The Plymouth is not a particularly comfortable touring car. It seats 1 1/2 people, with zero weather protection. The second half of the equation didn't much matter to us; Joan & I were thoroughly soaked while in the Kellison at Amelia Island last March, but Joan did ask me which half of her was to ride with me. So we signed up for two car shows, the Black Tie Gala, and two weekends of racing. We did wonder how the Gala fit in with the racing, as it conflicted with the first race weekend.

Nothing to worry about; I received an apologetic phone call from the chairman asking me if the Plymouth had a rollbar, shoulder harness, head restraint and kill switch. The Pitt Track (formerly Beaver Run) had been recently revamped (in fact these were the first races on the new surface) and the insurance guys required full safety equipment. I was told that I could safely park my trailer at the track for the week, so that was a plus.

We rented the 3rd story (servants quarters) of a "semi-mansion" that dated to 1904 in a section of town called Shady-side. At construction time it was middle management housing for steel and glass mill executives; the prevailing winds blew towards the mills, thus clean air for the family. As true of many such neighborhoods in old industrial cities it went through a down period. ("Our" house was purchased 25 years ago for \$80,000, but next door, an equally large house, the neighborhood "crack" house, was purchased by our landlords for \$6000.) The neighborhood grade school was converted to a Montessori School and today the area is clean and safe. More importantly for our plans, it was walking distance to one of the car shows (Walnut Street) and only 3 miles to Schenley Park. Another major plus was on-street parking for the trailer, which we hauled back from Pitt Race Saturday after the Black Tie Gala.

Perhaps we're jaded, perhaps Tulsa is a better car enthusiast town, but we weren't impressed with the formal Black Tie and Tailpipes Gala. It was a GREAT event for the Pittsburgh elite, duly reported in Monday's social section of the Pittsburgh Post-Gazette. The car display was below average, equaling the food. And very few car people. At our table of 5 couples only one other indicated any interest in cars; he was a newbie Ferrari collector in it for expected price increase.

Monday's Walnut street car show is best described as average. Our Plymouth was perhaps the most unusual car on display. MY personal favorite was a Hudson Hornet convertible. When a few drops of rain fell a fair number of folks took off, including the Alfa Giulietta spider. The guy next to me, with a Packard Caribbean convertible, spent the entire four hours with a polishing rag. He wasn't amused when I told him he might go through the finish, and that he couldn't harm the Plymouth if he wanted to keep his arm warmed up.

One good thing out of the car show was that a racer offered to show us the course the next morning. It's run clockwise, unusual for a road course, and is basically a right turn course, 2.3 miles with 22 turns. (cont'd on page 4)

The roads are crowned, different pavements (asphalt & concrete) with tree overhang, bird droppings, concrete barriers, stone walls, drainage pipes - you get the idea. Some steep downhill that will really challenge the Plymouth brakes.

Pittsburgh's an interesting city. While the city itself is quite small, both physically and population-wise (under 310,00,) the skyline is impressive, and reflects the 2.3 million population of the metro area. Substantial reconstruction of neighborhoods, an impressive bus system and extensive bicycle lanes have all contributed to making the city attractive for young professionals. (If only the weather would cooperate!)

One of the strangest sights we've ever seen, dozens of "furry people" walking in costume.



Pittsburgh hosted a "Furry People" convention the weekend we arrived. What a great contrast to the Black Tie Gala!

Families such as Mellon, Carnegie and Frick made impressive contributions to education, and there are a variety of museums and other fine arts opportunities. More than enough to keep us occupied between car events. And we found a couple of really neat restaurants, including a French one fully staffed by young French immigrants. Great country-French menu, unlike any in Tulsa.

Wednesday's car show on one of the bridges attracted several hundred cars. Dozens of late model Ferraris, Lamborghinis, BMWs, Porsches, as well as a small set of early American cars and many American fifties cars. Interestingly none or few early Porsches and only 1 or 2 early Corvettes. A few E-types and Alfas, but they were overwhelmed by the display of newer Italian cars. Literally thousands of spectators. Joan thought it one of the best shows she's ever attended.

The info packet we received said race parking at Schenley Park commences on Friday. But Wednesday night, while at the car show, we were advised that all locals show up early Thursday morning to claim their spots. Really good advice; by the end of Thursday all choice spots (ones with easy access) were taken. Best of all, we were able to get the Plymouth teched. And it failed - for safety equipment issues. We were able to jury-rig a couple of items (such as safety wire the oil drain plug) and received exceptions for others (no external KILL switch.) Never had an issue with the Plymouth at SVRA and CVAR, but this is an East Coast sanctioning body, and rules ARE different. This was actually a good thing for us, because all items need fixing before we're off to Lime Rock on Labor Day weekend.

As a first time participant I was required to walk the 2.3 mile layout. What you don't get from the videos are the elevation changes. First event for all was a Friday night dinner at the Schenley Park Visitor's Center. A great night, unlimited wine, beer, soft drinks, and, much to our surprise, really good food. Shrimp, chicken, wings, pasta, great sandwiches. and a sweet bar for dessert. Much different from next night's (Saturday) dinner held at the track under a tent. Here the food was VERY ordinary Italian, beer only.

Not a large number of entrants - according to the program 137 cars. For the most part only small bore cars. Many Alfas from the 50s, 60s, 70s, a few E-type Jags. British and Italian cars each got an extra race; everyone else 4 track sessions. On Saturday AM a 20 minute practice, and PM, a 25 minute qualifying race. On Sunday a 20 minute practice and in the afternoon, the 25 minute race.

When driving through earlier in the tow vehicle, and again on the walk-through, the narrowness of the track didn't come across. But when driving the Plymouth, with its vague steering and vintage suspension (try friction shocks!), the narrowness and the road crowns become very apparent. The one lane turns, lined with stone walls, are at least visually challenging. And it didn't help that a number of cars were towed in with wheel and chassis damage. Also, all the light poles had ONE hay bale in front of it. My guess not for protection but to more easily spot them.

Historically this event had many Pre-War entries. But this year only five, my 1933 Plymouth, a 1929 Ford Speedster



that I ran against at Indy in 2014, a 1928 Riley Brooklands, and two 1939 Sprint cars, one Ford, one Mercury. To fill out the



field a gaggle of MGs: TCs and TDs. And a tiny 1957 Cooper/Norton Manx, that you could hear coming but couldn't see.



(cont'd on page 5)

As indicated above, the Plymouth is not well suited to a multi-surfaced narrow track. The best way to drive it on a normal track is to power steer, but this procedure very dangerous here since the track has NO run-off.



Friday afternoon's qualifying indicated our Plymouth and the 29 Ford were similarly competitive. The Riley broke a pushrod on its first practice lap, and the Ford & Mercury board track cars, as well as all the MGs were much faster. Sunday's "race" was merely an exhibition for the Ford and me. We went about 10 seconds slower than in qualifying, allowing each to pass in front of the estimated 100,000 (!!)



spectators.

On Saturday and Sunday all the local car dealers had displays on top of the golf course, and approximately 1000 hobbyist cars were on display. For the entire week's events a local writer estimated 300,000 spectators.

The BIG question Joan and I debated on the 17 hour return haul: "Was it worth it?" It's a unique event, but very limited track time. And, unless you fight the golf course crowds, there's not much of the race to see. Joan is definitely NOT going next year. For me, wait & see.

Speaking of people with WAY to much time on their hands... Here is the latest on "the Bloodhound". For

those who may not know, this "car" is being built to make an assault on the land speed record and break the 1000 MPH barrier. It has 3 (count 'em THREE) Rolls Royce EJ200 jet engines and has just added a Jaguar 550 hp 5.0 V-8 to more or less be one heck of an oil pump on this beast.

The supersonic car team had originally planned to use a Cosworth F1 engine but decided the Jaguar would be better.

The car is supposed to make the run for the record in 2016. My question is "Who is going to drive it?" You can find out more about it at www.bloodhoundssc.com



Classified Ads

For Sale: 1988 XKS Coupe V12. Cream with tan interior. 70,000 miles, new tires, well cared for. Needs new battery installed. \$5000. Call Jim Stawitz at 918-638-9034

For Sale: Slalom candidate available: Don't know if there is such a thing but needs to be. I have the remains of a fire in the cabin of my 1970 2+2 that effectively removed any chance of repairing it. The remains are to be sold.

The complete body was sandblasted and primed within days after the fire which was contained within the cabin although it was intense.

The engine, transmission and drive train were not directly affected by the fire. Everything within the cabin is toast. Windows blown out and trim is all gone. Left front of "bonnet" has the imprint of a dogs head and left rear fender has dent.

The car only had around 66 -67000 on it. After getting it back from Muncie in 2000 we only put about 25-2700 miles on it. Engine gone through and balanced and 69 cams installed with the correct SU carbs and manifolds. I still have the triple Webers w/linkage and manifolds and high lift cams to match. New rear brake discs and I think I still have the pucks. Still has the four point something differential installed. Data plate survived.

Everything can be loaded on the trailer in the photo with the car. The buyer can keep the trailer for the right price. Trailer has a new axle.

Call Roger Barnes at 479-283-9529 or e-mail to rba-rnes@seniorhelpers.com





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2012 XKR-S Convertible (2073) - 1 of 25 made for North America, 550 horsepower, British Racing Green, London Tan leather, Charcoal top, Carbon Fiber package, 24,009 miles, \$73,995

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- 2015 XF Premium (5852) 2.0L I4 Turbo, Ebony with Charcoal Interior, \$51,608
- 2015 XF (5812) 3.0L V6 S/C, Polaris White with Barley leather, \$58,995
- 2015 XF Portfolio (5842) (3.0L V6 S/C, Ultimate Black with Barley interior, \$58,808
- 2015 XF Sport (5693) 3.0L V6 S/C, Stratus Grey & Charcoal, \$60,225

- 2014 XJL (5843) V6 S/C AWD Portfolio – Ultimate Black, Jet Leather, \$85,833
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- 2015 F-Type (5593) V6 S/C, S-coupe, 380hp, Silver w/ Jet leather, \$97,713
- 2016 F-Type (5814) V8 R-Conv, AWD 550hp, Ultimate Black with Jet Interior, \$109,683
- 2016 F-Type (5763) V6 S/C, S-coupe, 340hp, Ammonite Grey, Jet Interior, \$72,863
- 2016 F-Type (5790) V8 R-Coupe, 550hp, Glacier White, Jet Interior, \$108,443
- 2016 F-Type (5801) V6 S/C, S-coupe, 380hp, Glacier White, Jet Interior, \$93,833
- 2016 F-Type (5858) V6 S/C, S-Convertible, 380hp, Glacier White, Jet Interior, \$99,708

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

- 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 13—Tuesday Pot Luck dinner. See page 1 for details**
- 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.**

There is an unseen force that lets birds know when you have just washed your car.

Denis Norden

ADDRESS CHANGE?

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

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

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

Sept. 12—Brits in the Ozarks—car show
Oct 13—”Comfort Food” Pot luck



Jaguar Club of Tulsa

Jaguar Club of Tulsa, Inc
PO Box #471134
Tulsa, OK 74147

The Jaguar Club of Tulsa, Inc. is a non-profit club organized for the purpose of promoting and encouraging the appreciation, enjoyment, good maintenance and preservation of fine automobiles in general and Jaguar brand automobiles in particular; and promoting and encouraging fellowship among people who possess these similar goals.

Membership is open to all individuals regardless of race, creed, color or national origin, who profess an interest in the purpose of the Club. **Membership dues are \$55.00 per year***. Full membership includes: membership in JCNA, a subscription to the *Jaguar Journal*, the national publication and sanctioned event insurance. Checks should be made payable to the Jaguar Club of Tulsa and mailed along with an application for membership to the above address. PayPal is also available through the Club web site at: www.jaguarcluboftulsa.com.

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*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 _____