



The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

Vol. 46 No. 1
Jan/Feb 2016

HAPPY NEW YEAR!
1st SATURDAY BREAKFAST
FEB 6
9:00 am

February 20th
Sigis'

WHOO HOOO! It's a brand New Year! Time to get the year started off right by meeting with your Jaguar Club Friends at the First Watch on Lewis at 81st St for breakfast.

Ok, by now everyone knows that the newsletter got out a bit late so the first breakfast is already over. We had a great turn out and had at least 6 Jags parked in a row on the west side of the building.

By now you should have plowed through the last of the turkey, ham, candy canes and fudge so it is time to get back on your regular meal schedule. That means starting the day with a good breakfast just like your mom always told you. Plan to be at breakfast on Feb 6. There is plenty of parking and if the roads are sloppy it is ok to come in the Ford or the Chevy. We understand.

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 be ready to share your Holiday stories, good or bad!

Socks and Underwear!

You all did good!! Pat yourself on the back!

The club collected 155 pairs of socks
146 underwear
20 undershirts

And 20 packages of socks and underwear for kids.

The folks at the Tulsa Day Center for the Homeless were very happy to receive this gift of new items for their clients. Sometimes a dry pair of socks and some new underwear can really make your day. A **BIG THANK YOU** to all club members who contributed to this charity drive.

Installation Dinner

January 23, 2016

Lone Star Steak House BA

Hard to believe that we have whipped through another year and it is time for the Installation of our new Board members. The Lone Star Steak House is in Broken Arrow on top of the hill from the Bass Pro Shop. The street address is 101 E Albany (aka 61st St.). If you know where the Bass Pro Shop is just go north up the hill from there and you will find it.

We will gather at 6:30 for cocktails and have dinner at 7:00. We need **RSVP's** so please call Clark Frayser at 918-853-7788 or e-mail him at fraysro@gmail.com.

There will lots of interesting things to talk about but don't worry **NO CAMPAGIN SPEECHES!** Make your RSVP to Clark, today!

Lass Uns Essen!! The simple translation of that German is "Let's Eat!".

The weather is probably going to be quite chilly so what could be better than some hearty warm German food and Sigis has the best in the state. This locally owned family restaurant and market has long been the go to place when cooks want good quality sausages. After years at their smaller store and constant requests for a bigger restaurant, Sigis built a lovely market and restaurant at 8104 S. Sheridan Rd (81st and Sheridan SE corner). The fun will start at 6:30 pm with cocktails (or German beer) and dinner will be ordered by 7:00.

What ever German dish you are hungry for, there is a good chance it will be on Sigi's menu. Oh yes, there is a good selection of German beer and wine to go with the menu.

Once again, **we need RSVP's** so the wait staff can set up for our group. Please Call **Gary Grover at 918-636-3110** (cell) or **918-249-8951** (home) Or e-mail him at tiremanogg@aol.com for a reservation.

DUES ARE DUE NOW!!

It's time to pay up, ya'!!!! If you haven't sent in your dues yet, please do so promptly. Our club has to pay national dues to JCNA by Feb 15th. This covers the cost of your Jaguar Journal subscription and also provides the club with liability insurance and supports other club activities.

Dues are still \$55 per year, the same as they have been for at least the last 8 years or so. There is a membership blank on the back of this newsletter. Just fill it out and mail with your check or you can bring a check with you to the Installation dinner on Jan 23rd.

International Jaguar Festival

March 31st—April 2

Scottsdale, AZ

Looking for something to do on vacation? How about the first "International Jaguar Festival" where there will be a concours, track days, speakers, and a "timeline of history" showcasing Jaguar cars from 1935 to 2016.

If you think you might be interested check all the information on the JCNA web site at www.JCNA.com.

No doubt it will be an interesting week of Jaguar experiences.

RACING & SHOW PLANS FOR 2016

By Les Neidell

2015 was a great year for this member of the GoRacing team. No DNFs and several entertaining shows. A number of Jaguar Club members participated in the different events, and I hope this will continue, or even increase. As **Clark Frayser** pointed out in the last newsletter, getting there can be half the fun. I can't promise another meeting with the "Deliverance" team, but towing a car often brings surprises. Joan doesn't care for the races, so she's unlikely to attend them.

Last year I raced only the 1933 Plymouth and that will probably continue for 2016. If you haven't seen this car it's an old dirt track racecar that has a wonderfully constructed "speedster" type body. It currently has all the correct 1933 equipment: flathead 6 engine, steering, suspension, brakes. To put it mildly, it's an interesting drive. And also SLOW. With the current setup top speed is about 75 mph. Consider that my Pre-War class often contains Alfa Romeos, Maseratis, Bugattis and Stutzes, and you can get an idea of where I finish. MGTC's are my closest competitors, and I can usually beat the Morgan trikes.



At Indy, 2014

With the current setup I've achieved lap times at Hallett in the 2:05 range, which is about 16 seconds slower than my GTV-6 Alfas. At Lime Rock I was 20 seconds slower than the winning Alfa, but only 5 seconds behind the Bugattis, Bentleys and Stutzes.

2016's goal is to be more competitive. To that end a slightly larger engine (230 cubic inches vs the current 190) and a custom cast head to raise the compression from 6:1 to about 9:1 is being built. (Of course this combination has been "under construction" for about two years, but a new shop is working on it.) By itself this will only help with acceleration, as RPM is limited to about 4 grand. But with the new engine an overdrive tranny is also being fitted, which in theory yields a top speed near 100 mph. Of course, there's still 1933 brakes, steering & suspension, which should make for a very entertaining drive.

First event on the tentative schedule is with Corinthian Vintage Racing Association (CVAR) at **Texas World Speedway, February 26-28**. Texas World is about 9 hours pulling a trailer. I've never been there but it's "close by" and a good way to get the 2016 competitive juices stimulated. I DO NEED at least one pit crew for this; it's likely that I'll rent a small

house near the track for the weekend.

What does being a Pit Crew member entail? Best to ask Clark Frayser what he experienced. The biggest item is to share the driving to and from the event, and help me check that all 4 trailer wheels are still with us. If the Plymouth falters it's simply loaded on the trailer. Other than some meals all expenses will be covered.

The premier show event for the year promises to be **Amelia Island (March 13,)** and we're fortunate to again have a car accepted for this. I've been to numerous concours over the years, including Pebble Beach and Meadow Brook. For me, Amelia is a class by itself. Bill Warner, the force behind this show, has a distinctive approach, and judging is quirky. It may put off serious "trailer queen" entrants, but that's its unique niche in the concours world. To give you an idea of Bill Warner's interests he and "our" Toly planned a European rally a couple of years ago just after Toly was fitted with his artificial leg. Bill also races an ex Paul Newman TR6, we're often at the same events.

This is the ONE event Joan won't miss. While the concours is only on Sunday there are events the two preceding days and she volunteered to "work" these.

I submitted two cars for possible entry, the Plymouth and the #11 1977 Oldsmobile Cutlass NASCAR that was THE car with which Cale Yarborough won the 1978 NASCAR championship. Bill phoned me to explain that if he could get five additional vintage NASCARS he would have that class for 2016. And he succeeded.



An inside pass on the Indy main straight.

What's the Porsche driver thinking?

The Olds is an unlikely "concours" candidate, visually in "as raced" condition, with all the marks and cracks that develop during racing. This will be its first detail in several years; usually it's a wash and go racing.

Underneath the skin it's a different story. **Scott Young** worked miracles to transform it from a circle track only car to a competitive road racer. It's one of two cars that my son, David, always wants to race. Unfortunately for me, entry and exit is through the driver's side window, and its top speed of 170 mph+ is more than my 76 year old body can ordinarily cope with. But I'll figure out some way to crawl in/out to get it to and from the concours field.

One of the pre-concours event is a local scenic drive with about 25 of the show cars. Last year Joan & I were accepted

(cont'd on page 3)

with the Kellison, but the event organizers weren't

happy with its unmuffled rumble. It WAS street licensed. I asked to drive the Olds in this year's event but was told "hell NO" with no possible reconsideration. SIGH! What a blast it would have been!

Weekend after the **Amelia** concours (**March 17-20**) is an **SVRA race** at the local airport. SVRA is the organization with whom we often race. And what an opportunity to experience the Olds on a track, assuming I could enter/exit. But the class with which the Olds races has been barred from the track for being too fast. Despite my assurances that I would be "safe" racing with the Corvettes the Olds was denied entry. I then asked for an "exhibition only" entry, which was also denied. Imagine the sight of the Amelia concours NASCAR entrants parading on a track!

So I need the Plymouth delivered to Amelia Island. Any takers? Travel expenses will be paid, and there's an extra room and private bath in our beach front condo for the week beginning March 15.

Right after our return from Amelia Island is CVAR's **Hallett event, April 1** (what a date to begin!) through April 3. Plymouth here but I'll be competing with post-war MGs since not enough Pre-War cars enter. Anyone wants to come just let me know and (first come) I'll put you on the Pit Crew.

April 14-17 is the Kiawah Concours in South Carolina. Joan & I are considering this simply because it's just outside of Charleston, SC, and the organizers serve seafood throughout the event. We'll travel the two days each way just to savor blackened shrimp and grits.

May could be a slow month. One opportunity is with CVAR at a track near Houston, **MSR (Motor Speedway Resort!!** well it IS Houston), **May 13-15**. My entry here is dependent on having at least one crew member.

One of the largest Vintage races in the U.S. will be at the **Indy Speedway, June 16-19**. This takes place using both the F1 track and the Indy oval. I really like this venue, it's amazing to be a participant, rather than a spectator, at the Brickyard. Over 500 cars are expected: historic Indy cars and more modern big bores, NASCAR, Can-Am and Trans-Am. Many of the race classes are already closed, but the Plymouth is always welcome. There will be a GREAT Saturday night part and concert (Three Dog Night!!) and a street rod show.

Weekend after Indy (**June 26**) is the **Art of the Car concours in Kansas City**, sponsored by the Kansas City Art Institute. Joan & I have been before and it's just a laid-back event and an excuse to explore



Gulf-Miller (# 12) at an Indy car show.

The Kansas City restaurant scene. The car they've accepted is our Miller-Gulf (1938) replica. The original three cars were the first rear-engined entries to the Indy 500. Our car is powered by a Jag 6 cylinder.

Some of you may have seen this as Scott Young exhibited it in Broken Arrow. Only one of the original Millers is left, it's on permanent exhibit at the Indy museum.

July 14-17 is the most unique Vintage race in the U.S., the **Pittsburgh Grand Prix**, run on the streets through Schenley Park. This is the 33rd year of this event, and it brings out about 200,000 spectators. Racing actually begins the prior weekend at the Pitt Race Complex, but that track's insurance policy effectively bars Pre-War cars. I found out the hard way last year. In a previous article I described my participation in the 2015 Grand Prix. Most notable are a couple of hundred hay bales in front of light poles and sewer drains to mark their location. Also, a hay bale chicane set up before one of the most daunting turns I've ever experienced, a 90 degree right hander over a single lane bridge lined with stone walls. By the time our race was run the chicane hay bales were merely straw strewn over the track's surface.

CVAR returns to **Hallett, Aug 26-28**. Again, anyone desiring Pit Crew creds let me know.

Labor Day Weekend is the annual **Lime Rock (Connecticut) Historics, September 1- 5**. Connecticut bans racing on Sundays, so there's a huge rod & custom show then. Probably about 2000 cars completely line the 1.5 mile Lime Rock course. This and Pittsburgh bring out the most unusual race cars. I guess there are just that many more vintage race cars in East coast barns than anywhere else. It's very laid-back event; the first sponsor listed on the website is Harpoon Breweries! The track itself is not particularly challenging, but I've raced there since 1972. There are several opportunities for crew to drive the track.



Can you identify the car on the left ?

I plan to stay on the East Coast following Lime Rock as next week is **Watkins Glen, Sep 8-11**. This has a completely different feel from Lime Rock, the track is an especially challenging one (the stone wall on the back straight scares the bejesus out of me) and competitors appear to be much more serious. One of the weekend's events is an opportunity to tour the original Watkins Glen road course.

(cont'd on page 4)

Scott Young and I did this in the Kellison a couple of years ago, and you get a real feel for how crazy those drivers must have been.

Ordinarily Watkins Glen would be my last event of the year, as Joan and I follow Jason's (our youngest son) Western Kentucky women's soccer team for three months beginning September. But if the opportunity occurs I'll look at two additional events: New Orleans, Oct 13-16, and COTA (Circuit of the Americas, Austin) Nov 2-6. Oh, I almost forgot, other son David invited me to The Mitty, Atlanta, way back in April, 21-24. If we go to the Kiawah concours this would be doable.

Gotta get all the competition I can while the body cooperates!

Oh, that left hand car ? - a Nash-Healey.

Cover Your Jaguar

By—Linda Young

It is that time of year when we frequently park the Jags for a while and cover them. Now I am not talking insurance coverage (but you should have that too!) I am talking those big bulky car covers that have been sitting wound up into a huge ball somewhere in the garage.

Yep, you drag it outside and try to get your spouse or kids to hang on one end while you unroll it and give it a good shake. WHEW! DUST!!

We did this earlier this year and no matter how hard we shake it, the dust clouds just keep rolling out. Time to take stronger action.

I took two car covers and headed to the Liberty Laundry on Lynn Lane about half a block south of 71st st. They have some HUGE commercial washers and dryers. When I had been in there once before the manager told me that he has people wash car covers all the time. Lets give it a whirl!

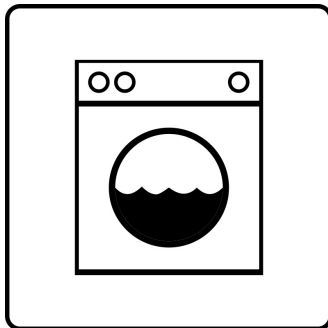
The washer drums are huge and will hold the equivalent of 5 regular wash loads. You put your wash in and add the detergent through the top and fill the fabric softener slot (if you are using softener and I did not) and start inserting quarters.

Wait a minute, they have made it even easier than carrying all that change. You can use your credit card right there on the machine! How cool is that?

I swipe the card and push the 'go' button and the machine starts to work. Here is another neat feature; it takes 14 minutes to run the complete cycle. So very quickly I am ready for the dryer which is also the large economy size. This machine is also equipped with a credit card reader. Depending how hot you have the heat going, it takes 20-30 minutes to dry.

Pretty soon I am leaving with two nice clean car covers and it cost me about \$14.50 for each one.

So the next time you are handling a dusty, dirty car cover, try checking a laundry in your area to see if they have these commercial machines. It is a lot better than stressing your washing machine at home.



Chili Bowl

By Linda Young

Winter is here. And for proof of this fact, the air is cold, we are using the fireplace, we are worried about another ice-storm-from-hell and the Tulsa Shoot Out and the Chili Bowl are here.

Don't know about two of the biggest winter races in the country? Well, that is not surprising as the Tulsa World Sports section treats racing like a red headed step child.

The Shoot Out started 31 years ago as a venue for midgets and go karts and other small speed machines. The idea was to see if indoor racing could work. Well, it did and in a big way.

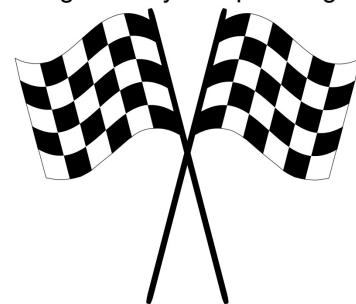
The Tulsa Shoot Out runs the first week; yes, this goes on for two weeks, and has 555 drivers signed up this year. They come from 34 states and 3 countries just to compete. The idea was to use these smaller cars and karts to get the track ready for the Chili Bowl the next week when the big, high power midget sprint cars come to town but, now the Shoot Out draws more entrants than the Chili Bowl. Not doubt the fact that race cars for the Shoot Out are much less expensive than the midgets has a lot to do with that and it is a great way for upcoming drivers to gain valuable experience and showcase their talent.

Promoter Emmett Hahn's first indoor race was sponsored by the local food company, The Chili Bowl. Thus the name. The Chili Bowl food company has long since faded out of the sponsorship but the name stuck and when you say the words "Chili Bowl" to any race fan they know exactly what you are talking about. The race is now "The Lucas Oil Chili Bowl".

The Tulsa Shoot out ran between Jan 1st- 3rd and the Chili Bowl races start on Jan 11th and the champion will be crowned on Jan 16. If you don't already have a ticket you are probably SOL. The tickets go on sale for renewals on March 3 and once those orders are filled the remaining seats are sold to those who got on the "wait list". Yep, these tickets sell out nearly a year in advance. However, you can go to the fairgrounds and take a look at all the fancy rigs, go to the trade show, maybe get in the pits, talk to other fans and in general get an idea of what is going on. You might even get lucky and see some big name driver as there are plenty of them there. Justin Allgaier, Kasey Kane, Kyle Larson, Sarah Fisher, JJ Yelle, Tony Stewart are just a few who come back year after year because this is one of their favorite races. Stewart was once ask which of his hundreds of trophies was his favorite and he pointed to the statuette of the Golden Driller Chili Bowl championship trophy.

A few years ago it was estimated that this two weeks of racing brought in at least 5 million dollars to Tulsa. No doubt that figure has probably doubled. Aside from big name drivers, the event is covered by the biggest automotive and racing media and TV coverage. You would think the Tulsa World would grab an opportunity to show case the city but I guess, if it does not involve a stick or a ball, they just don't get it.

But, you race fans, if you are needing a mid winter fix of carbon monoxide, this is your chance!





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New Jaguars (Partial List)

- 2016 XF Premium (6079) (3.0L V6 S/C, White & Jet, \$57,183
- 2016 XF Prestige (6065) (3.0L V6 S/C, Ingot Gold, Espresso Leather, \$65,423
- 2016 XF Prestige (6066) (3.0L V6 S/C, BRG, Espresso Leather, \$64,473
- 2016 XF Prestige (6004) (3.0L V6 S/C, Ebony with Jet Leather, \$58,995
- 2016 XF R-Sport (6077) (3.0L V6 S/C, Ultimate Black & Jet Leather, \$66,623
- 2016 XF R-Sport (6003) (3.0L V6 S/C, Ultimate Black & Jet Leather, \$65,195
- 2016 XF S (6061) (3.0L V6 S/C, White & Jet Leather, \$67,555

- 2014 XJL (5843) V6 S/C AWD Portfolio – Ultimate Black, Jet Leather, \$85,833
- 2014 XJ (5905) 3.0L V6 S/C – Polaris White and Jet Interior, \$85,333
- 2016 XJL Portfolio (6080) 3.0L V6 S/C – Silver and Oyster, \$91,783

- 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 (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
- 2016 F-Type (6053) V8 R-Conv, 550hp, Black Berry & Ivory Interior, \$113,683
- 2016 F-Type (6027) V8 R-Conv, 550hp, Ultimate Black & Red Interior, \$113,783
- 2016 F-Type (5904) V6 S/C, S-Convertible, 380hp, Ebony, Jet Interior, \$89,258
- 2016 F-Type (5957) V6 S/C, S-coupe, 380hp, Italian Racing Red, Jet Interior, \$90,933

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Got Some Time on Your Hands?

By Linda Young

Here is a chance to check something off your bucket list. Perpetual Industries is looking for a "pilot". No, not for an airplane but for a purpose built Bonneville flats car. You can drive a D-type Jaguar and attempt to get a 200 mph land speed record.

I checked out the web site at www.XYORACING.COM to find out a bit more about this car. The new technology being developed by Perpetual is mechanical balancing on the drive shaft and the wheels to reduce vibration and increase horse power. The video on the XYO web site is quite interesting and shows exactly what they are doing. The video also contains some great pictures of D types at LeMans. The site says the car was supposed to run last August but I can't find any information that says they have done it, so maybe that "pilot" job is still open. You can also be a sponsor and put your logo on the car and hauler.

This could be a way to satisfy your need for speed. Check it out.



Put your logo on the side of this car!

Some Old News

By Linda Young

Back on September 24th, 1985 Jaguar celebrated its 50th anniversary. Drop back to 1935 and there is another significant piece of Jaguar history. The introduction of the SS Jaguar 2 1/2 liter saloon. This was the first model to carry the Jaguar name. A few years later the "SS", which stood for Swallow Sidecar would be dropped in favor of Jaguar, alone.

The saloon was introduced to the public in a ceremony in the Mayfair Hotel in London. William Lyons invited all his guests to guess the price of the new luxury car and most of the guesses came in around £600. William Lyons announced the price was £385 and the crowd rose to their feet cheering. The car was a game changer in the automotive world.



The SS Jaguar 2 1/2 litre saloon in the photo was

Lady Lyons personal car. In the background is a 1986 Jaguar Sovereign V-12.

Such was the popularity of the new marquee that within two years, new manufacturing techniques were introduced to permit production to rise and in the fiscal year ending July 31st 1939 production exceeded 5,000 SS Jaguars for the first time.



JAGUAR Sir William Lyons (right) Founder of Jaguar with Chairman John Egan. Flanking them are a 1937ss Jaguar and a Jaguar XJ6.

CLASSIFIED

Classified ads are free to club members. To place an ad, e-mail all pertinent information and picture to Linda Young at mmra@valornet.com or call (918) 258-8320. Ads will also appear on the club website

www.jaguarcluboftulsa.com

For Sale: 1994 Jaguar XJ12 64000 miles. Red over parchment. Garage kept. \$6000.00 918-446-9707 or cell 918-520-9706

Why You Should Come to Breakfast

I have this great picture from one of our recent breakfasts, It was the first Saturday of December. Look at all those people! I believe we had close to 30 people there and every one was having fun. If you haven't been to a first Saturday breakfast at the First Watch on Lewis at 81st, you need to make the next one!



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.

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* Denotes non Board member

2014 COMING EVENTS CALENDAR**

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

- Jan 23rd—Installation Dinner, Lone Star Steak House in BA. Complete details on page 1.**
- Feb 6th—Breakfast at First Watch, 81st and Lewis 9:00am**
- Feb 20th— Dinner at Sigis Sausage House—Details on page 1**
- Mar 5th— Breakfast at First Watch, 81st and Lewis, 9:00 am**

The successful politician is he who says what everybody is thinking most often and in the loudest voice
Theodore Roosevelt

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!

The one that got away

This 1952 XK120 at one time belonged to the editor. Sure wish I still had this one!



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



**Installation Dinner—Jan 23rd
See page 1 for details**

Dues are Due!!

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 _____