



# The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

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Sept/Oct 2016

## First Saturday Breakfast Sept 3 and Oct1

WOW! What a nice break in the summer heat we have had! Can fall be far behind? Probably not, so now is the time to take advantage of the mild temperatures and get that Cat out on the road!

One of your first stops each month should be the "First Saturday Breakfast" that happens at the First Watch Café, 81st and S. Lewis at 9:00 am on, what else, the first Saturday of each month.

We have been getting a pretty good crowd for these get togethers so if you have not been to one, make it a point to attend the next one.

There is plenty of parking around the restaurant and the table is always set and the coffee is ready so plan to join your fellow club members for a great start to your weekend.

## "Brits in the Ozarks" and dinner at James on the Mill Sept. 10th

It must be fall because it is time for the annual "Brits in the Ozarks" car show that is put on by the British Iron Touring Club of NW Arkansas.

This is one of the best car shows in area and always attracts well over a hundred cars. Part of what makes this such an enjoyable show is the location in the University of Arkansas' Agri Park, a lovely grass covered and tree shaded area.

Pre-registration is always best and you can download the registration form at [Britishironnwa.org](http://Britishironnwa.org). Click on "2016 Show" then scroll down and click on "registration information".

After the show we will be having dinner at the lovely "James on the Mill" restaurant that features "Ozark Plateau Cuisine" which is a combination of French bistro cooking and Manhattan style that is tailored to the rhythm of Northwest Arkansas. In other words, really good food.

The building itself is a contemporary design from renowned architect James Lambeth and features tall ceilings, flowing waters and calming views. **IMPORTANT!** If you plan to attend the dinner please **RSVP** to Richard Salamon at [tulsasalamon@aol.com](mailto:tulsasalamon@aol.com)

Participating in the car show and then dinner at this fine restaurant will all add up to an enjoyable day long experience. The plan is to organize a caravan of Jags to make the drive to Fayetteville for the show. If you wish to participate in that caravan please contact **Gary Grover** at: [tiremanogg@aol.com](mailto:tiremanogg@aol.com) or call him at **918-249-8951** as he will be organizing the time and place for everyone to meet up.

## October 15 Spectacular Fall Drive

We will be heading to the NE to a really nice road that winds for about 20 uninterrupted miles around the Grand Lake

area. After a run like that we will stop for a rest and lunch.

More information about this drive and where we will start will be forthcoming in an e-mail as we get closer to the date.

By the way, if you are not receiving e mails it is because the editor does not have your correct e mail address. Send your correct/current address to [mmra@valornet.com](mailto:mmra@valornet.com) so you will not miss out on any of the fun events that the club plans.

## ScotFest Sunday, Sept 18th Inaugural All British Car Show

The annual Scotfest has been going on in Tulsa for decades and has a reputation for being one of the best in the country. This year festival organizers have added a British car show to the weekend of activities and our club has been invited.

The "Scottish Games" will be going on all day on Saturday and Sunday along with music, dancing, eating, drinking (there is a whiskey tasting!) and plenty of fun.

If you are interested in attending the car show go to the web site: <http://www.okscotfest.com> where you can find out all about the show and register on line.

It will be interesting to watch the games as competitors toss a "caber"; a pole similar to a telephone pole that is 19 feet 6 inches tall and weighs about 175 pounds. Too strenuous for you? How about the hammer throw. That involves a steel ball weighing about 22 lbs.

This will be a way to enjoy a lovely fall day and no doubt the field of British autos will look great with a row of Jaguars in it.

## Coming Up Soon! November 12th

Beginning at 5:30 in the Evening  
*A Roman Feast at the Snokes home*  
*(because it takes some "roamin'" to get there!)*

Sample menu: Sow's Udders Stuffed with Milk and Eggs; Boiled Tree Fungi with Peppered Fish-Fat Sauce; Dormice Stuffed with Pork or Pine Kernels **(Menu Subject to Change)** PLUS! your very own supplemental offerings. (note: no vomitorium on the premises!) Togas optional.

Now, does all that make you start thinking?

## Christmas Party Saturday, December 17

Mark your calendars now so you don't miss the club Christmas party that will be held at the home of **Glenn and Carol Larson**.

More information about both of these events will be in the Nov/Dec "Cat Tale"

## A Trip to the Zoo By Linda Young

On a brilliant, hot, July Saturday, a group of Jaguar's made the trip across the "Big Muddy" (that's the Keystone Lake) to Stillwater and the OSU campus to visit the BUG Zoo! This is the only zoo of it's type in Oklahoma and it certainly is a popular attraction around here.

Housed in a small white building near the goat and cow barns, the Entomology Department's started the zoo as a way to introduce bugs to children so they won't grow up thinking of bugs as only "ICKY" things to avoid. Since bugs comprise 85 percent of the critters that humans interact with, it stands to reason that we should know a little more about them.

Before we could see the bugs we assembled to hear a few instructions from the zoo curator about dealing with bug etiquette! Yes, there are bugs we can touch and hold and she will be happy to assist you with that.



There were dozens of bugs in jars, terrariums and little cages and the reactions of our club members ranged from slightly terrified to "yucky" to 'let me hold that'.

Cindy Hanes had no fear of the large Flame Legged Millipede who must have had a couple hundred legs! Millipedes are vegetarians, they don't have stingers and they don't bite. They are fed small pieces of raw potato. A perfect pet!

We moved on to the Tarantulas, the Scorpion and the hissing cockroaches to name just a few of the interesting multi-legged creatures we saw.

Every year thousands of Oklahoma school kids are introduced to the wonderful world of bugs and the Entomology department's traveling zoo through the



County Extension Service. Yes that is the same Extension Service that brings you the Master Gardeners, the Home Extension Service, The OK Master Naturalist, and many more educational programs to the county's residents for free. It is also the same Service that our state legislator's wanted to cut funding for under the guise of "Nobody uses that stuff anymore". Who elects these morons anyway? But I digress.

After we played with the bugs for about an hour it was time to move on down the road to our meeting with a movie star! Yes, standing along the highway in all his glory was Bumble Bee of "Transformers" fame. He is quite a striking fellow and the informative signs tell us he came from Thailand along with his pal, Optimus Prime but when they arrived their quality and appearance were less than optimum so the employees of the G & M Body shop disassembled, painted and re-assembled Bumble Bee and his co-star Optimus Prime, who stands at the body shops second location.



While we were admiring Bumble Bee a gentleman stopped by and told us that Optimus Prime had vanished from his stand in front of the other body shop. No one seemed to know where he might have gone.

**Mystery Solved!** While Scott and I were spending a

few days in OKC to attend the Matisse art exhibit and checking out Brick Town, we drove down Reno St. past the Myriad Gardens and toward the Cox Convention Center. There standing tall in all his glory was **Optimus Prime!** It appears he has gotten a gig as the advertising giant for the upcoming Comic Con gathering in OKC. As for his place in front of the G&M Body Shop, in the words of that other big action hero, "I Will Be Back!"



### Got Pictures?

The club has a new web master. After many years of maintaining our club web site, **Stan Lackey** has passed that responsibility on to **Stephan Flach**. But don't worry, Stan will continue to send out those fun breakfast reminders that we all enjoy.

(cont'd on page 3)

To keep our web site relevant (and make sure we keep Stephan busy) we would like to have club members send pictures of their cars to him. This can be your current Jag or one that you have had in the past, just be sure to include a few facts like your name, make, model and year of the car and anything else you might think interesting. We are not asking for stories about your car, but if you have one, the editor of the "Cat Tale" would sure like to hear about it!

Yes, our club web site gets lots of visitors and that site is frequently the first contact that a new member will have with the club. We want lots of pictures of members and their cars so that visitors and potential members can see that we are a folks just like them who love their Jaguars and like to have fun driving them.

We thank Stan for all the work he has done over the years keeping our web site attractive and informative. We are confident that Stephan will continue that theme and add new facets to it. To help him keep it relevant and interesting, send your photos to Stephan at: [srflach@alum.wustl.edu](mailto:srflach@alum.wustl.edu). Make sure the pictures are in a jpeg format.

### **Board Election Coming Up!**

We have all had our fill of election talk by this time and just want to get it OVER WITH! But, the club election is quite different!

Serving on the Jag Club board is a fun thing to do as the board members are entrusted with planning monthly events and interesting things for the membership to do. This usually involves driving somewhere and eating.

Board terms are two years and the board meets once per month to finalize event plans and (what else?) eat! We are now looking for club members to serve on the board. If you are interested, talk to any of the current board members and they will be happy to answer any questions you may have.

### **Presidential Ramblings By Gary Grover**

NO I'm NOT addressing the election of a new POTUS! I'm reflecting on our recent travel by auto for 8 days. Maxine & I drove on short notice to Santa Fe for a funeral of a dear friend, priest and our son's boss at Holy Faith Episcopal Church. Quite a fete for a very popular man. (the service, attended by over 500 people, featured two choirs in this smallish church that was founded in 1863) Our son Mark was so busy and exhausted we decided to cut our visit short so he could rest and take 4 days in Colorado.

We drove to my favorite town of Crested Butte. Maxine screamed her way over Wolf Creek pass, had a local beer in Creede, and survived another couple of passes before reaching Lake City. The beautiful scenery made me wish I had a new Jaguar convertible instead of our Honda CRV. We visited mountain steams and tall aspen trees around CB. Maxine even saw a buck between the town and the ski area where we stayed. Basically we ate our way across 3 states and had a lot of fun when possible.

The trip back was two long days leaving the mountains for the flatlands of eastern Colorado and the

panhandle of Oklahoma. We're glad to be home but miss the mountains already.

Your board is firming up plans for the rest of the year's events so we'll see you then.

### **2016 Has Been A Rough Year in Vintage Racing By Les Neidell**

I penciled in 5 vintage race entries for 2016: two with the 1959 Kellison (Hallett in April & August) and three with the 1933 Plymouth (June, Indy; July, Pittsburgh Vintage Gran Prix; and Lime Rock, August.)

Sometimes plans just don't work out. So far - three events, and three DNFs (did not finish.)

**Opening event, CVAR (Corinthian Vintage Auto Racing), April 1-3 at Hallett.** I am not superstitious, but what's happened might make me reconsider racing on April Fool's Day!

I competed in Group 4, the "Old Man's Group," with the 1959 Kellison, which ran perfectly for 2 days. And well it should - spent over \$6K for a new hi-performance 283 Chevy engine.

Group 4 is a catchall for cars from the fifties and sixties that retain most of their stock features, such as full interiors. Many, if not most of the competitors are in their 70s, so we tend to be more respectful of each other and the cars. But I found out not to take these guys too lightly. First race I was in 8th position, which put me on the outside at the start. After the pace car pulled off I kept my position for turn 1, figuring that I would have plenty of room to turn in, and all us "old guys" know a 20 minute race wouldn't be won on lap 1 turn 1. But the MG Midget in 10th position seized the opportunity to move on my inside, and turn 1 doesn't have enough room for 3 abreast. Instead of just going off, which would have been the smart move, I tried to keep on the racing surface and spun. Happily those behind me saw this and avoided me.

Next race the same guy tried to pass me on the outside of turn 1. Somehow he ended up going cross-country. Imagine that!

Sunday, last race of the event I began to lose power so I pitted. Following week we found that a head bolt had failed. So back to the shop.

**Indianapolis, June 15-19, with SVRA (Sportscar Vintage Racing Association.)** I really like the opportunity to drive on the Indianapolis Oval at racing speeds. And the added F1 track, while not great, provides a double racing experience - essentially two events during one long weekend.

The 33 Plymouth, ex-dirt track racer, was fully renovated for this. Rebuilt larger engine, with aluminum head, almost double the horsepower, and an overdrive tranny to keep the revs down. Scott and I discussed the power improvements but Scott warned that I still had 1933 brakes and steering. So, I could go faster, but still couldn't stop or turn in sharply. Makes for an interesting driving experience, as the 83 year old suspension and the skinny  
(cont'd on page 4)

(3 inch tread) tires EVENTUALLY do respond.

Top speed increased from 70 to 80 mph on the oval, with much less fuss. But, while on the F1 track the overdrive tranny failed and wouldn't allow reverse to be engaged. Next run on the oval the engine began to run rough so I ran low to pit lane. But just before pit entrance a loud BANG, so I pulled off. Upon

inspection we found two holes in the newly built engine block, and it seemed likely that number 6 piston had failed. So the Plymouth is finished for the year, as is my upcoming entry at Lime Rock.



**On to my next event, 43th running of the Pittsburgh Vintage Grand Prix, July 13-19.** The Plymouth was my original entry, but the organizers agree to let me substitute the Kellison, which I had just retrieved from the Arkansas engine shop. The engine "fix" was to lower compression and use a full set of roller rockers, which, while not always "legal" in vintage racing, would hopefully lead to better engine longevity.

Accompanying me to Pittsburgh were Clark Frayser and Anthony Nigro, a member of the Alfa Club. Last year Joan & I went, and while we had a great time in Pittsburgh, including a formal dinner/dance at a local country club, Joan doesn't enjoy the race activities, so she decided to stay home.

There are two consecutive weekends of vintage racing at Pittsburgh that bookend an entire week of car events in downtown and the surrounding area. The first weekend takes place at Pitt Race Track, about 40 miles west of the city. Joan and I, and most of the other Pre-War car drivers found out last year the hard way that modern safety equipment (such as roll bars) was required.

For the week between the races the city of Pittsburgh partially shuts down, as events are held every day at noon and in the evenings throughout the week.

We planned our arrival to participate in the Wednesday evening show. About 300 cars, both race participants and local clubs, cover an entire bridge; the downtown views are stunning. On Thursday Clark and Anthony rallied the Kellison while I waited comfortably in the tow vehicle. (The Kellison is NOT the most comfortable rally car.) Anthony & Clark intended to split the driving & navigation, but Anthony couldn't drive the Kellison with its fixed seating position. Friday evening was again a car show. This was only for the racers and we had a police escort.

Saturday and Sunday were the actual races. Each year there's a guest marshal, and for 2016 it was Toly Arutunoff. He and Karen towed his 56 Thunderbird on a dolly trailer. The T-bird, with Toly piloting, became the pace car, and Toly also entered in one of the Sunday races. Below is Toly's T-Bird followed by an XK120.

According to Vintage Motorsports, "*The Pittsburgh Vintage Grand Prix (PVGP) is unique in America, as it's the only vintage car race staged on public roads amidst the public 456-acre Schenley Park. The 2.33-mile circuit is*



*comprised of 23 turns, complete with two lane roads, bridges with stone walls, curbs, manhole covers and telephone poles." Vintage Motorsports estimated over 250,000 attendance for the 10 days of events.*

Schenley Park IS a scary place to race. Last year with the 33 Plymouth and other Pre-War entries I was only mildly frightened. But the Kellison was entered in the fastest class, with some serious racers. It didn't help that there were numerous incidents throughout the weekend. It seemed that virtually every race had a least one incident, and a gorgeous Lister MG flipped on the back straight and the driver hospitalized (although nothing severe.)

One of the most difficult spots at Schenley is a haybale chicane at the end of the longest straight, intended to scrub speed before a right-hander over a stone-walled bridge. With the Kellison's slow 1950s recirculating ball steering (4 plus turns lock to lock) I seemed to always clip the bales or go wide right off the track. I finally got reasonably



comfortable and found myself dicing with a group of e-types, all owned and driven by one family. They picked up space on the tight corners but I always caught them on the straights. And then my power went away. I tried to race the last event but only made it two laps before quitting. The word from the engine shop is that 3 pushrods went bad.

(Cont'd on page 6)



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- .2016 XF R-Sport (6340) (3.0L V6 S/C, Ultimate Black & Jet Leather, \$75,823
- .2016 XF R-Sport (6077) (3.0L V6 S/C, Ultimate Black & Jet Leather, \$66,623
- .2016 XF R-Sport (6125) (3.0L V6 S/C, Italian Racing Red & Jet Leather, \$68,725
- .2016 XF S (6233) (3.0L V6 S/C, Ultimate Black & Oyster Leather, \$78,283
  
- .2015 XJ R-Sport (6279) 3.0L V6 S/C – Sapphire & Cashew Leather, \$81,128
- .2016 XJR LWB (6161) V8 S/C RWD – Grey, Jet Leather, \$129,328
- .2016 XJ (6128) V6 S/C AWD R-Sport – Polaris White, Jet Leather, \$82,213
  
- .2016 F-Type (5801) V6 S/C, S-coupe, 380hp, Glacier White, Jet Interior, \$93,833
- .2016 F-Type (5957) V6 S/C, S-coupe, 380hp, Italian Racing Red, Jet Interior, \$90,933
- .2016 F-Type (6086) V8 R-Conv, 550hp, Polaris White & Red Interior, \$108,783
- .2016 F-Type (5904) V6 S/C, Manual, S-Convertible, 380hp, Ebony, Jet Interior, \$99,708

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Just received word that the Kellison is ready for pick-up. I'll be back at Hallett last weekend in August. Hope to see some Jag folks there.

The new restaurant is quite spacious and the fact that we



The Kellison stays off the rock walls and makes the corner.

Not sure where those flamingos came from.

Editor's

note: All racing pictures in this article were taken by Michael Dipleco of Sports Car Digest

**Saturday August 20  
Oklahoma Joe's BBQ**

**By Linda Young**

Did somebody say BBQ? Yes and the Jag club members sat down to a good meal at the newest Oklahoma Joe's location on 61St at Sheridan.

lined up several tables and the conversation volume at times got a little loud, no one seemed to mind.

The menu is fairly expansive offering the usual meat dinners of ribs, links, pulled pork, along with specialty sandwiches and salads. There were lots of sides to chose from and yes, they had dessert too!

In attendance were **Glenn and Carol Larson, Ken and Georgia Snoke, Roger and Cindy Hanes, Tom and Phyllis DeWitt, AJ West, Al and Sammie Clark, Stephan and Berneal Flach, Gary and Maxine Grover and Scott and Linda Young.**



Above, L-R are Maxine and Gary Grover and Stephan and Berneal Flach.



Scott and Linda Young and Glenn Larson



Berneal Flach, Al and Sammie Clark

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

\* Denotes non Board member **OFFICERS AND BOARD MEMBERS OF THE JAGUAR CLUB OF TULSA, INC.**

President—Gary Grover	918-636-3110
Tiremanogg@aol.com	
Vice Pres - Ian Clements	718-210-5818
ianclements@gmail.com	
Secretary and Membership Chair – Roger Hanes	
Roger.hanes@att.net	918- 663-6627
Treasurer - Ada Jean West	918-664-1743
Westaj@swbell.net	
Activities/events Al Clark	918-557-8495
alclark47@att.net	
Activities/events - Mike Webb	918-272-7452
Mike@thosewebbs.com	
Activities/events - Clark Frayser	918-355-1258
fraysro@gmail.com	
Activities/events - Don Wright	918-299-2839
oberallgau@cox.net	
Activities/events—Richard Salamon	918-299-2048
tulsasalamon@gmail.com	
Activities/events—Stephan Flach	918– 299-3553
srfiach@alum.wustl.edu	
Activities/events—Marvin Gregory	918-346-9653
marvg1@att.net	
Activities/events - Stan Lackey	918-227-0326
stan@tulsaleathercare.com	
Parliamentarian - Charles Meyers*	918-747-6366
ChasMeyersTulsa@aol.com	
Newsletter Editor - Linda Young*	918-258-8320
mmra@valornet.com	
Web Master—Stephan Flach	918– 299-3553
srfiach@alum.wustl.edu	
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	918- 663-6627
Roger.Hanes@att.net	

\* Denotes non Board member

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

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

- Sept 3rd Breakfast at First Watch, 81st and Lewis 9:00am**  
**Sept 10th—Brits in the Ozarks all British show Fayetteville AR. Dinner at James on the Mill.**  
**October 1– Breakfast at First Watch, 81st and Lewis 9:00am**  
**Oct 15th—Grilles and Grills and KC Barbeque cook off. Broken Arrow OK.**  
**Nov 5th– Breakfast at First Watch, 81st and Lewis 9:00 am**  
**Nov. 12 - Toga! Toga! Roman style pot luck dinner at the Snokes' home.**  
**Dec 3rd– Breakfast at First Watch, 81st and Lewis 9:00 am**  
**Dec 17—Christmas Party at the Larson's home**

He knows nothing; he thinks he knows everything– that clearly points to a political career.

George Bernard Shaw

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

**September 10—Brits in the Ozarks show  
Dinner at James on the Mill  
Don't Miss Out!  
Read Page 1 events list for the rest of 2016**

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

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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 \_\_\_\_\_