



# The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

Vol. 47 No. 1  
Jan/Feb 2017

## First Saturday Breakfast Jan 7 and Feb 4

Ok, by now you should be sufficiently recovered from your holiday excesses. Time to start getting back to our routine of having breakfast with Jaguar Club friends at the First Watch at 81st and Lewis in Tulsa.

We'll be there at the usual time of 9:00 am, and the helpful wait staff will have the table set and the coffee ready. What more could you ask for?

You could use this breakfast as a way to steel yourself for a trip to the mall to return that hideous sweater, god-awful tie or useless kitchen gadget that you got for Christmas! What ever you decide to do about that unwanted gift, just be sure to be at First Watch for the first breakfast of the new year and get 2017 started in a Jaguar state of mind.



## DUES ARE DUE!!

Yes it is that time of year again and it is very important that you get your dues sent in promptly. We are required to pay dues to the national organization (JCNA) this month. There is a membership form on the back side of this newsletter for you to fill out and mark if yours is a new or a renewal membership, but even more important, we can **UPDATE OUR ROSTER** to make sure we have correct information about you. E-mail addresses are especially important as that is how we remind members of upcoming events. If you have not been getting these e-mail reminders it may be because we do not have a correct e-mail address for you.

Take a moment to write that check today. Yes, it seems so "un-tech" but unfortunately we had problems with pay-pal and electronic payments so we are back to old fashioned checks and cash. In fact, you can bring your filled out form and cash to breakfast on Jan 7 if that works for you and our treasurer will take it.

Which ever method works best for you, just get those dues paid and remember this happy fact; the club has **not** raised dues for several years and we would like to continue this if at all possible.

## INSTALLATION DINNER Friday, January 20

Time to introduce the new Jaguar Club board members and the officers for 2017 and this year the board has chosen the **Foundations Restaurant** at Platt College, located in Tulsa at 3801 S. Sheridan as the site for our inauguration celebration.

As some of you may know, Foundations is the restaurant run by the students of the Platt College culinary school. Many students from this school have gone on to great jobs as chefs,

managers, and operators of well known restaurants in Tulsa and around the world. The menus are developed and prepared by the students and the food is always good and the service is excellent.

The cost of the dinner will be about \$33 per person. Details as to how this will be paid are still being worked out as the restaurant does not take credit cards. However, **Clark Frayser**, who is making all the arrangements, will have all that information ready shortly after the first of the year when the event reminders will be sent out via e-mail and he will also be taking the RSVP's. Mark this date on your social calendars now so you don't miss this evening of fun and good food with all your Jaguar club friends.

## ROUTE 66 AUTO MUSEUM Saturday, Feb 25th

Well, February is one of those months when the weather can be a bit iffy. Could be a beautiful day or we could be shoveling snow, so it is safest to plan an event that won't be impacted too much by the weather. Sounds like the perfect time for a trip to the brand new **Heart of Route 66 Auto Museum** in Sapulpa.

This is a flexible plan so you can take your pick. Start with a 9:00 am breakfast at the First Watch on 81st and Lewis. (This is **not** our regular first Saturday breakfast) and then be in the parking lot by 10:00 for the drive to Sapulpa. Not interested in breakfast? Ok, then just be in the parking lot by 10 ready to drive to drive to Sapulpa to the museum which is located about a mile west of downtown Sapulpa on old route 66 (12 Sahoma Lake Road) just across from the municipal golf course in the old armory building. If you are really adventurous or happen to live to the west side of Tulsa, you can just meet the group in the parking lot at the museum at 10:30. After the tour of the museum we will head off for lunch.

This is a new museum that just opened late last summer but it is coming along nicely and has interesting cars and exhibits and possibly even more important, opportunities for individuals who are passionate about cars and/or the history of the "Mother Road" to become involved.



**Richard Salamon** is making all the arrangements for this club outing and there will be an e-mail reminder as we get closer to the date. In the meantime, put this date on your calendar because this is going to be an enjoyable day for anyone who appreciates the mystique of the open road.



## Cars I Owned and Sold "Cheap"

By Les Neidell

I'm approaching 78 and began driving non US sports cars rather late in life, at age 28. In this 50 year time span I've bought and sold probably 40 "furrin" cars, a few I personally restored, and perhaps a dozen that were restored under my supervision. First was a 1959 Austin-Healey 100/6, purchased in 1967 in Buffalo, NY "fully restored", \$650 as a daily driver. About a week after purchase I came off the highway to a stop sign and watched my left rear wheel pass me by. Turns out the "restorer" didn't know the difference between left and right hand threads. Many other niggling items occurred and one day, returning home after a nasty snowstorm that required I use the bus for commuting, my wife, Joan, proudly informed me that the Healey was gone for \$850, a tidy profit of about \$100 considering what I had purchased in parts. I didn't even know she had advertised it!

Move ahead to Fall 1971, now in Atlanta. I've gone through two '60's Alfa sedans, one MG-B, a TR-5 and a Volvo P-1800 that was my initial restoration. A hand-rubbed lacquer paint job for the Volvo set me back \$400! I went to the local Alfa dealer to purchase a NEW 1750 coupe, only to be told no 1971's were available. So, I placed an order for a '72, price estimated at \$5500. (I wasn't hurting though, the Volvo was a great car, although VERY pokey, my excuse for ordering the Alfa). Just after Labor Day a Sunday ad in the auto section caught my eye; New dealership opening, Classic Car Investments, Marietta, GA, specializing in Aston Martins. In their ad was a used Bugatti - \$6600.

Wow! Imagine commuting in a Bugatti! Monday found me at the dealership, negotiating with Charlie Turner, one of the partners of Classic Cars. After trying to rationalize the Bugatti with Joan I finally turned to the Astons on display. I chose a 1959 DB2-4MKIII coupe, \$3800 asking price. Charlie said: "No deal. This car won the AMOC East concours last year and I won't entrust its care to someone I don't know!" That was a new one on me, and my introduction to the world of "Collector" cars. I settled for a well-used DB-4, \$3000.

Charlie learned to trust me; one day he called asking if I was interested in a fully restored Sunbeam Tiger Series I. The owner had commissioned Classic Cars for its restoration, but was unable to pay for it when completed. Restoration costs - the astounding sum of \$5000. I took the Tiger for a test drive and decided that my then second car, a right hook Lotus Super Seven Series III, was more fun (and had marginally larger footwells.) About a month later Charlie called me to say that he had a \$5500 offer for the Tiger, so it was gone.

After a year's use as a daily driver and about 15,000 normal maintenance miles, including driving to and from the AMOC-East Lime Rock event, I was hit by a drunk county judge and the passenger door needed replacement. My insurance company ordered a new door only to be told that the factory needed to fabricate a door *skin* which would then be fitted by the Classic Car shop. Estimated cost - neighborhood of \$5000 and a year's waiting time.

After receiving a check of \$4 grand I began looking for a DB-5. The only Astons available at the time were a DB-6 and a 6 cylinder DB S, neither of which I found attractive. Charlie called me after a couple of months and said he was getting in trade the best DB-4 in the US, an *all-original* 40,000mile 1962 Series 4 Special Series DB-4, essentially a DB-5 without the covered headlights. (Side note - a very few Special Series DB-4s were equipped with covered headlights.)

If I directly paid the gentleman trading it the outlandish sum of \$4800 I could bypass Classic Car's mark-up. Done - DB-4 883 L was mine! While driving home from Classic cars it began to rain. I switched on the wipers and puddles formed around my feet and in the passenger compartment. I called the seller who said he didn't know anything about the wipers, he had bought it new and it had NEVER been in the rain and the wipers were never used. He questioned me closely, trying to reassure himself that I was indeed worthy of his former car. Simple fix: new rubber windshield wiper grommets.



Despite the Aston dealership there were very few other owners in Atlanta, none of whom used their cars as daily drivers. Ewing Hunter, later one of the founders of the FAF (Ferraris Are Fun) dealership, lived down the street. I commenced hanging out with the Ferrari folks and began to lust after a Ferrari. I drove a 250 PF coupe just repatriated from Europe, asking price \$2800. Compared to the DB 4 it drove like a truck. Nevertheless, I offered \$2500 as the center console, which had been spray-painted black from its original red, had to be replaced. No deal.

A couple of months later Charlie ask me to go to NYC to inspect a Jaguar C-type. I had been scanning Ferrari ads and lo and behold, a dealership on Long Island advertised a PF series II convertible for \$6500. So, two birds with one trip. I sent a deposit of \$550, telling the dealer that I would pick up the Ferrari in a couple of weeks and drive it back to Atlanta. After looking at what was advertised as a C-type (it wasn't - it was a 140 with a C-type head) I went to pick up my Ferrari. Only it wasn't there - it had been sold out from under me!

(cont'd on page 3)

I asked for my money back, only to be told; "No refunds - choose another car from inventory." (I won't mention the dealership's name, but it was in Great Neck, NY). I did find a suitable car - a 1959 Vignale-bodied Maserati cabriolet with 30,000 original kilometers on it, original everything (including tires) for \$4800. I drove it back to Atlanta and marveled at the lightness of its controls, totally unlike my Aston and the PF coupe. The "Maser" became Joan's car. We sold whatever else we had and were once again a two car family, a 1959 Maserati and a 1962 Aston Martin. Our insurance company at the time was Allstate, and they sent someone to verify our ownership.

At the time we had two kids, 1 and 3 and they would sit on the rear shelf of the Maser (no rear seat) as Joan went through her daily routines. Today she would be arrested! After a couple of years Joan was once again pregnant and in her 7th month informed me that the Maser had to go. She could no longer fit behind the steering wheel. When we went to sell the car the buyer insisted on a leak down test and one cylinder showed low compression. Since he was the only one to ever come look at the Maser we accepted his \$3500 offer. (The buyer did eventually fix the Maser; but as it was a European model with Webers, the US importer, Grossman Motors, had no replacement parts). In all the years since selling the Maser I have never seen another cabriolet (with padded top). All the Maser droptops from that era, Vignale and Touring bodied, appear to be standard convertibles.

Just before selling the Masder I found a 1959 series 1



Daimler SP250 in Florida for \$850. It was a 1 owner car that Dad drove then gave to his son to use as a daily driver at FSU. Son broke the real axle (a common failure - the TR3 axle couldn't handle the Daimler's torque) on the way to school and Dad parked the Daimler under a tarp for maybe 10 years, always planning to get to it. (Sound familiar?) I parked it in our Atlanta driveway and the next morning Joan informed me that there were huge cockroaches flying around the Daimler. Turns out they were palmetto bugs that had nested in the original horsehair seat padding. First fiberglass car I ever restored - a story by itself. I did drive it for a year or two after restoration, but sold it to pay for the restoration of the car described below.

In 1974 Charlie Turner told me that a Michigan real estate investor with two Astons was in financial difficulty. I found two VERY special Astons: A DB-4 Series 5 with covered headlights, and a Bertone-bodied 1956 DB 2-4 series II. The 4 was superb, but I saw no need to replace my car. I purchased the Bertone (LML 762) for \$3000. It turned out to be a "lost Arnolt Aston Martin, Wacky Arnolt's personal car, the last of 8 (or 7) built. Needed full restoration, which I performed over two years. The DB 4 also had to go to pay for the restoration; my daily driver became a low mileage 1976 Alfa GTV, which commenced to rust away before my eyes. Once restored the Bertone became my daily driver, my time trials vehicle, and my occasional race car (last race 1984, Kansas City Folly Classic Vintage Grand Prix). Imagine my surprise when in early summer 1986 I received a phone call from Loren Tryon, chairman of Pebble Beach, "Would I like to show my car in a couple of months in a custom-bodied Aston class?" I didn't drive the Aston all the way to Pebble Beach. but it was our daily driver for the preceding week's Historics. I'll bet I was the only one to drive my car from the racetrack to the concours.

A couple of years later my oldest son, David, was injured while on a college football scholarship and left the team. I was faced with a 1988 tuition bill of \$26,000. The Bertone had to go. A California dealer, masquerading as a collector, paid me \$50K, and three months later auctioned it at the Swiss Oldtimers Garage auction. Victor Gauntlett (then owner of Aston Martin) was the buyer for approximately \$150,000. Nick Mason, drummer for Pink Floyd, purchased it that December for roughly \$272K (I am converting the Swiss and British currencies) Nick Mason called me to talk about the car and my restoration. He traced me through my Georgia Tech parking sticker, still attached to the windshield. Nick eventually sold the car to a Swiss collector, who performed a nut and bolt restoration to modern standards, good enough for a 2nd in class at Ville d'Este. But my painstakingly applied nitrocellulose lacquer was gone, as well as numerous other original details that I so carefully preserved. (I still cannot believe that a clearcoat paint job would be accepted at that concours).



**New owner and his daughter.**



Another of the Arnolt Aston Martins sold at the Monterey auctions this past August for \$2.3 million; a few years earlier a third car in the series bought \$1.7 million at auction.

Subsequent to the Bertone sale I've disposed of a couple of 1967-74 Alfa coupes, a Giulietta and a Giulia spider, an E-type coupe and a Jag Mk I sedan. As I aged I couldn't comfortably drive and enter/exit the spiders of the E-type, while the MkI needed some maintenance that I was loathe to perform. The 4 cylinder Alfa coupes were superfluous after I started collecting the later V-6s. But the 4 cylinder coupes have tripled in price while the V-6s languish as simply used cars. So much for my marketing acumen!

Right now my "stable" of daily drivers include a supercharged 1984 Alfa GTV-6, which other than the engine nods, "appears" totally original (appears because there are extensive suspension mods to handle its 285 horsepower), a 1985 Alfa Callaway and a 1986 Mustang SVO, my foul weather car.

I never considered my cars to be investments, they were daily drivers, commuter cars and occasionally I entered them in local shows. That a few I sold for a couple of thousand dollars profit eased the purchase of the next project. (remember Alfa = "Always Looking For Another"). That several of these are now valued in the upper hundreds of thousands of dollars range and some even in the 1-2 million stratosphere is simply mind boggling. A few of them, the Maser, any of the Astons, the Tiger, all would have been very nice contributors to my retirement funds. Son David has dealt with both vintage and more modern machinery, some of which I stored for him until they were sold. The Ferrari 360 spider wasn't a comfortable car to drive and the Mercedes 190 SL was quite frankly a "dog" with performance similar to that of a TR-6 (of which I had several). I simply cannot understand the values placed on some of these cars. It is IMHO just folks with too much money. Perhaps I'm just grousing, a million more in my retirement account sure would be nice!

### **Hitting the Bricks By Clark Frayser**

Les Neidell and I set out for Indianapolis earlier this summer so he could race his 1933 Plymouth racer. There are fewer races for pre-war cars each year, it seems, but the Indy Historical is a pretty big one.

It is a long way from Tulsa to Indianapolis, but this time the drive was different - big time! We didn't tow the race car in the worlds second ugliest trailer, but in fact, drove in style. We shared the driving of Les' 1984 Alfa Romeo GTV6. I think all Alfa's are fun to drive and this one was no slouch. It has a super charger for plenty of pep, and air conditioning for not melting in the summer heat. The supercharger is ready to go as soon as you press the go-fast pedal. There is no lag as with most turbos. The slight downside is that whine. it often sounds like you need to upshift - like you might over-rev it. That's just my impression, (being an Alfa, it revs higher than my English cars already). It just always sounds like that.

The reason we could grand tour like that was that Scott and Linda Young were transporting the Plymouth (and

Scott's NASCAR and their X-type and a golf cart!) The Young's have this marvelous semi/trailer/motor home and are also going to Indy.

In Indianapolis we all stayed in a spacious condo, the kind Les seems to always find. We were able to all relax and re-group after long track days; but first we had to check out the track.

INDY - One doesn't need to say, Gasoline Alley, the Brickyard, the Indy 500, the Greatest Spectacle in Racing - all the things we grew up with, anymore. Well, we were here! We met up with Scott and Linda, figured out where things were at the vast (read: really BIG) infield and started getting the race cars ready.

Scott's mid-nineties Ford Focus looked not that much like a Ford Focus to me, but then it looked like all the other NASCARs and sounded just as loud too! His car requires a lot of prep to work: heating up, cooling down, charging this, checking that... The '33 Plymouth needs to have the oil checked now and then and some gas poured in the tank. This summer it did get a few upgrades so that did require a bit of fiddling. A new head, an extra carburetor and an overdrive transmission would "up" the performance quite a bit. Of course the tinker-toy steering and drum brakes held you to 1933 reality.

We all stayed busy with practices, qualifying, car shows, auction and the races themselves. Linda and I even fit in the Jaguar Challenge. This was an autocross set up to let people put new Jaguar's through their paces. After a little paperwork you could get behind the wheel of an XE or F-type and have at it, or you could have a race car driver show you how it's done. I chose everything. The F-type was a rocket but, the XE was a big surprise in that it had all the power one needed and in a great sedan package. Linda got driven around. She drove to the event in a Jaguar, but because she had on sandals the safety gods wouldn't let her drive herself. She got even the next day by coming back wearing tennis shoes and a little bit of an attitude!

On the important last practice for the pre-war cars we had a long wait on the grid. Some brilliant driver on the previous session had spread oil on about 3/4 of a mile of the track. The head of the grid workers was ready for the long wait. She had collected umbrellas that the drivers could borrow so that they didn't overheat themselves in the hot sun. With fireproof underwear, driving suit and full helmet, it really helped to have that little shade. The funny part was that most of the umbrellas were kid's umbrellas. That Stutz or Blown Bentley just looked a little comical with a "Hello Kitty" umbrella!

Scott went on to fight the good fight on track but, Les' '33 came back to the pits on a trailer. The new engine had a hole in the block you could almost put your fist into. We never got to see its full potential that weekend.

The car show at Indy was not the biggest or maybe even the best that I'd seen, but interesting. Then the next race started. We had a lot of beautiful, interesting, rare cars to look at - and a race is going on right by us! That was pretty cool.

(cont'd on page 6)



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- 2015 F-Type R coupe, (2142) 5.0L V8, Sapphire & Ivory Leather, 14,488 miles, \$77,995
- 2015 F-Type S coupe, (5593) 5.0L V8, Silver & Jet Leather, 8,181 miles, \$73,994

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- 2017 F-Pace Prestige (6476) 2.0L Turbo Diesel, White & Espresso, \$56,352
- 2017 F-Pace Prestige (6472) 2.0L Turbo Diesel, Quartzite with Jet Leather, \$52,193
- 2017 F-Pace Prestige (6445) 2.0L Turbo Diesel, White with Espresso interior, \$56,320
  
- 2016 XF 35t Premium (6214) 3.0L V6 S/C, Sapphire with Oyster Leather, \$60,433
- 2016 XF 35t Premium (6201) 3.0L V6 S/C, Polaris White & Jet \$57,570
- 2016 XF Diesel (6382) 2.0L I4, Polaris White & Latte Interior, \$53,833
- 2016 XF 35t (6341) 3.0L V6 S/C, Sapphire with Espresso leather, \$57,423
- 2016 XF 35t Premium (6348) 3.0L V6 S/C, Italian Red with Jet leather \$57,433
  
- 2016 XJ R-Sport (6279) 3.0L V6 S/C – Sapphire & Cashew Leather, \$81,128
- 2016 XJL Portfolio (6390) 3.0L V6 S/C – Grey with Oyster interior, \$94,030
  
- **2016 F-Type (6425) V8 SVR-Coupe, 575hp, Ammonite Grey & Tan , \$144,983**
- 2016 F-Type (6027) V8 S/C, S-coupe, 550hp, Ultimate Black, Red Interior, \$98,783
- 2016 F-Type (5904) V6 S/C, Manual, S-Convertible, 380hp, Ebony, Jet Interior, \$73,258
- 2016 F-Type (6231) V6 S/C, Manual, S-Convertible, 380hp, White, Jet Interior, \$93,233

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I had visited with a nice couple from Chicago. They had brought down their 1956 Jaguar XK140 fixed head coupe. Having one that may potentially be that good, I gravitated to them. There were also no other 140's, 120's or 150's to be checked out.

Later, while still at the car show, my new friend from Chicago got a call on his cell phone. It seems that the big auction that evening was missing some drivers. He asked me, and remembering what great father/daughter times I had had with Mary, I said I'd help. Getting to the auction early, getting my logo shirt and instructions, I found myself as "head driver". Being in the Jag Club and knowing how to start and drive old exotic cars (starter buttons and chokes) had given me a field promotion. I got to drive the most fun, expensive, cars that evening, although I did miss all but a few songs here and there of the Three Dog Night concert going on next door to the auction.

The Sunday was mostly cheering on Scott's NASCAR, as the Plymouth had retired from the field. Before we packed up to leave some thoughts on a couple of other "drives". From the stands you could see the Land Rover Challenge. Using dump truck loads of dirt, bulldozers had made a lot of random hills and people were driving new Land Rovers over them. I didn't do that, but it was mesmerizing to watch the string of Land Rovers making their way over the new mountain trails.

The "drive" was very excited about was the "crew drive". This was when the crew members were allowed to run the oval - at INDY! We all lined up on the grid, with a lot of great race cars from many eras, and some rules. No passing, Keep it under 60. Mind the corner workers and flags, blah, blah, blah. No, I was going to follow the rules; I was driving on the Brickyard! It was great to put the Alfa on the banking and I was having a ball. It was somewhat diminished when a pickup passed me. I just won't think about that.

### November Pot Luck

Our pot luck dinner at the home of **Ken and Georgia Snoke** was a spectacular success and if anyone went away hungry they were obviously working hard to resist all the taste tempting dishes. We have some great cooks in this club!

There was lasagna, a really interesting mac and cheese and an excellent chicken Alfredo (Your editor had seconds on that one) More than just a salad, some really good vegetable dishes arrived and there were two or three kinds of bread. And desserts? Well, forget the diet!

Ken and Georgia have a lovely home and what a view from their back porch to all the way to downtown. There were several discussions around identifying the buildings in the distance.

Many thanks to Ken and Georgia for opening their home to the club for this event. It was great fun and in addition to all the wonderful food, everyone enjoyed meeting Paladin. (if you weren't there, you will just have to ask!)

### Christmas Party

There was a definite nip in the air and even a bit of snow on the ground to make it a festive scene at the Larson's home when club members gathered for the annual Christmas party. The Larson's had gone all out decorating their home with festive holiday trimmings including a really big Christmas tree in the living room.

As usual club members rose to the occasion and "brought lots of goodies for all the good little girls and boys". Ok, maybe not everyone fit that last part but there were plenty of goodies!



Mike Webb, Linda Young and Don Wright

The goodies were spread from the kitchen to the dining room and there was something for every palate to enjoy. Hard to tell which was more popular, the chocolate dipping pot in the kitchen or the shrimp in the dining room.



Carol Larson, AJ West and Berneal Flach check the dining room spread.

To make conversation interesting, newsletter editor, Linda Young was asking attendees

'what was your very first car?' Some of the answers were quite surprising and sparked lively conversations and stories. Answers to that query and some of the stories will be printed in the next issue of the "Cat Tale"

It was a terrific party with much laughter and good cheer and we thank the Larson's for inviting the club to their home.

### 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](mailto:mmra@valornet.com) or call (918) 258-8320. Ads will also appear on the club website [www.jaguarcluboftulsa.com](http://www.jaguarcluboftulsa.com).

**For Sale:** 1996 XJS Convertible. Dark Blue with ivory interior. 78,000. Runs well. Has new tires. \$5000. Call Ann Hudson 918-521-3854



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\* Denotes non Board member

**2017 COMING EVENTS CALENDAR\*\***

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

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**Official JCTI events are in BOLD**

- Jan 7- Breakfast at First Watch, 81st and Lewis 9:00 am**
- Jan 20 - Installation dinner “Foundations Restaurant” Platt College. See page 1 for details**
- Feb 4– Breakfast at First Watch, 81st and Lewis 9:00 am**
- Feb 25—Heart of Route 66 Auto Museum. See page 1 for details.**
- Mar—4th Breakfast at First Watch, 81st and Lewis 9:00 am.**
- April—1 Breakfast at First Watch, 81st and Lewis 9:00 am.**

When I was a boy, I was told that anyone could become President; I am beginning to believe it.  
~Clarence Darrow

**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](mailto:mmra@valornet.com) or call (918) 258-8320. Ads will also appear on the club website [www.jaguarcluboftulsa.com](http://www.jaguarcluboftulsa.com).

**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](mailto: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**

Would you like to receive the “Cat Tale” in a PDF format? If so, please let the Editor know at [mmra@valornet.com](mailto:mmra@valornet.com) Or get your copy from the website!



**Commercial Ad Rates**

- Business Card—\$75.00 annual rate only**
- 1/4 page—\$225.00 per year**
- 1/4 page—\$90.00 4 months**
- 1/2 page—\$400.00 per year**
- 1 page —\$750.00 per year**



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



Jan 20—Installation Dinner  
Feb 25—Heart of Route 66 Museum

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.

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 \_\_\_\_\_