



# The Cat Tale



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

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## **First Saturday Breakfast**

The **Coady's** arrived for the March 4th breakfast in their newly refurbished Devin. Quite an eye catching car!

We had a full table of club members for this breakfast and if you weren't there you missed some great conversation and seeing some great cars.

Your next chance will be on **April 1st** and **Don Wright** says he and **Carol** will be arriving in their unique new car. If you want to see what Don will be driving be at the **First Watch at 81st and S. Lewis at**

**9:00am.** There is always a table reserved for us in the private dining room (not that we get noisy or anything like that!) and the coffee is always ready. See you on the First Saturday!

## **Road Trip! Crystal Bridges Museum Bentonville, AR March 25th**

Been a while since we have had a road trip to anywhere and what better time to go to Arkansas than in the spring. For those who have not been to this museum of American art, the drive into the grounds alone, is worth the trip over. Beautifully designed and landscaped the building is itself a piece of art.

The museum was established by Alice Walton, daughter of Sam Walton the founder of Wal-mart. Ms Walton has been a driving force in the development of northwest Arkansas and has received many awards for her philanthropic work. There is no admission charge to see the permanent collection housed in the museum or to explore the beautiful grounds around it.

We will be leaving Tulsa at 9:30 am, the designated meeting spot has not yet been determined but that information will be coming in your e-mail reminder.

We should arrive at the museum in time for lunch at their restaurant which, by the way, is very good. We will then have

the afternoon to tour the museum and also the Bachman-Wilson house which is a Frank Lloyd Wright classic Usonian architecturally designed home that was recently moved to the museum grounds.

Club members will have the choice of driving back to Tulsa after visiting the museum or staying over in the Bentonville/Rogers area. Some inquiries will be made about hotels and restaurants prior to the trip so we will know where we will be eating and staying so stay tuned to your e-mail and in about a week we will have more information for everyone.

## **April 23rd Sunday Brunch Gilcrease Museum**

With any luck at all, the view from the Vista Room at Gilcrease Museum should be looking out onto the beautiful Osage hills covered with blooming dogwood, redbud and sand plums. It has been quite some time since we have had a Sunday brunch at the Museum. Their brunch consists of breakfast items such as made to order omelets, waffles, a variety of meats and many more lunch oriented items. And then there are the desserts, oh my!

Cost for the brunch is \$19.95 per person and we will meet at the museum at 11:00 am. There is no admission charge to get to the restaurant.

After this wonderful brunch may be the perfect time for a leisurely walk through the gardens that surround the museum. By then we may all need it!

## **Save the Date! June 23 -24 Euro-Expo Car Show On the Triangle in Downtown Sand Springs**

Every year when the ballots are sent out to elect new board members, we always ask for comments and suggestions from club members concerning club events and every year there are requests for the return of a car show. The **Euro Expo Car Show** will return to Sand Springs this year so mark this date on your calendar and plan to attend all the festivities.

There will be a Friday evening BBQ and party in the parking lot of the host hotel, the Hampton Inn, and the show will be on the triangle in downtown Sand Springs on Saturday.

There is a lot of work to be done and the board of directors is looking for some club members to help out with the preparations before the show and also the work that needs to be done on the day of the show. The more help there is, the easier it is to put on a great show. Mark these dates on your calendar now and let any board member know you can help out.

## Owning Aston Martins By Les Neidell

There were 7 or 8 Arnolt Aston Martin Bertones manufactured. The Aston Martin Club asked me to become the unofficial registrar. In 1986

three of the cars, mine and two others, were shown at Pebble each. Automobile Quarterly then did a spread on these.

The other blue car was the first one completed as a

special order gift for John Ward from his employees. Below are the three cars at Pebble Beach in 1986. The John Ward car is

on the left. It has many neat features - such as built-in picnic basket. I was offered the car for \$7800 in 1977, but that was way out of my budget. It's been restored, painted resale red and when last auctioned, sold at about 1.3 million, down from 1.7 million previously.



There's another car with the exact same body. When I tracked this one it was owned by Innes Ireland. The Ward car, the Ireland car, and my car were all at Jeff Huber's shop in the early 80s! Innes' car was a complete rust bucket and Jeff couldn't restore the car for what it would be worth then - maybe \$50K. It's since been restored and was sold in England for about 1.2 million.

The coupe was the "sister" car to mine, being completed just a couple of months earlier. It was originally white. I haven't kept up with its recent sales. The last photo is the last car sold, the only competition Spyder with a full interior (1 of 3.) It was sold last August for 2.3 million. I tried to buy the car for years when the asking price was \$10K; I just couldn't afford it. I think the seller did get his 10 grand but it took a couple of years to sell.

There's probably another story here about the Bertone Astons (the competition cars became



Arnolt Bristols when David Brown refused to sell Wacky any additional chassis) maybe I'll get to that later.

## CREW WANTED FOR 2017 VINTAGE RACING By Les Neidell

It's not too early to prep for the upcoming Vintage Racing Season. Here are two events for which I could use crew and I plan to run the 1933 Plymouth:

**July 12-16** – Pittsburgh, PA, <http://www.pvgrp.org/race-week-events/> Pittsburgh is the only competition still run on streets. There's 10 days of events ranging from a full weekend of racing before the Vintage races and shows and parties throughout the week. I usually do the Wednesday night show (12<sup>th</sup>) and then at track beginning Thursday night. This is a super spectator event; if weather nice figure 200,000 attendees for the weekend.

**Aug 31-Sep 4** – Lime Rock, CT, <http://limerockhistorics.com/> Grandpappy of vintage. Watch the Plymouth battle with Bugattis (really!) No racing on Sunday Sep 3, just a great car show with about 2000 entries.

Another possible event will be Indianapolis, **Jun 14-18**, where I'll run the 1959 Kellison.

Crew duties at the track are minimal. (If the car breaks, I quit.) Crew helps with driving to and from the tracks. Figure two days before and after the dates listed.

If you are interested give me a call at 918-430-5968 and I'll be happy to talk to you about it.

## Is That A Hyundai??



\*Pre-production model shown.

Yes, it is. And now you are wondering what the heck is a Hyundai doing in a Jag Club newsletter? Well there is a connection and several things that "gear heads" are probably thinking about (or hiding their heads in the sand about!)

First, the connection. Club president, **Gary Grover's** son **Cason** is Hyundai's senior group manager for vehicle technology planning and he knows what is in the pipe line for auto technology and that is self driving cars.

Yep, they are coming and are a lot closer than you may think. Hyundai was showing off their latest called the **Ioniq** at the Computer Electronic Show in Las Vegas. Not a car show, a **COMPUTER ELECTRONICS** show. That should tell you something in itself.

All the major car companies are moving to debuting an electric vehicle and many are already on the market. Driverless technology is quickly following but the cars have been rather (cont'd on page 3)

unsightly with that big round camera thing mounted on the roof and a few other clunky additions. Hyundai made a 'great leap forward' with their design taking pains to hide the sensors that show the car where to go. A stereo camera array, mounted high on the car's windshield, is nearly invisible from outside. And Hyundai hides the Ioniq's three LIDAR obstacle detectors behind its front bumper. The result is it looks like any other car on the road.

Perhaps the real secret to the cars driving ability resides in the maps it uses. Cason Grover tells reporters that only high definition maps that tell you exactly what lane you're in, how many lanes are there, whether one lane is left-turn-only, right-turn-only or if you can you make a right on red. Really detailed. This kind of mapping has become a new in demand business and Hyundai relies on HERE, a mapping company owned by German automakers Audi, BMW, and Daimler.

The hybrid Ioniq will be in showrooms this year but the self driving model is still a few years away. Some auto analysts project self drivers by 2021. That is only 4 years.

This brings up a whole new set of topics. What is the future of driving? At the speed that computers are changing our lives, will knowing how to drive become unnecessary? Will you simply program your destination into the navigation system and the car does the rest?

The fact that self driving cars will be safer has already been pretty well established. It would certainly solve the problem of the distracted driver as you can fiddle with your phone and text all you want and the car will never take its eyes from the road. Speed will no longer be a factor in accidents because the car will not exceed the speed limit. Can we legislate overrides for licensed drivers so they can take over and exceed the speed limit when they want to? What about that licensed driver? Will getting a license really become a 'privilege' with stringent requirements and tough tests to pass before you are granted a license?

Let's think for a moment about the auto industry itself and what changes the electric self driving car would bring. First, electric cars don't have many moving parts in their 'engine' so engine building would become much simpler. Much auto building is already done by robots and that would undoubtedly increase, displacing workers. Batteries will be important so that industry would grow. The enormous secondary market for auto parts would shrink because there are not many parts to replace so no need to make them or sell them, displacing workers. Won't need many mechanics because repair will just be plugging and unplugging parts. Body shops? Self drivers don't crash often. No need for regular oil changes and very little lubrication. No gas necessary so this may hit the oil industry some but probably not dramatically. There will still be dealerships because you have to buy those cars somewhere but if the current trend of moving into urban areas continues will the demand for autos rise or fall?

While we are thinking, let's think *REALLY* big for a moment. If the electric car market takes off and there is say a 10 year surge in the numbers of electric cars in use, how will our aging electric grid infrastructure handle the demand? Our electric grid is just barely keeping up now and is very vulnerable to a major failure. How and when are we going to

deal with that?

It's a brave new world out there for auto lovers and those in the industry. What is your take on the future of the automobile? I'd love to hear your opinion and I'll print them in the "Cat Tale" Send them to [mmra@valornet.com](mailto:mmra@valornet.com).

## Jaguar I-Pace Electric SUV



Yes, Jaguar is also moving forward into the electric vehicle market. Above is the I-Pace concept car that is now undergoing designing and testing. The car is a five passenger SUV that Jaguar promises to have '...instant torque delivers exhilarating straight-line acceleration. With all-wheel-drive stability and sports car agility, the I-PACE Concept inspires confident driving on various road surfaces and weather conditions.'



The I-Pace is scheduled to debut in the middle of 2018. I am not sure if that date includes to the US, but you can go to Jaguar's web site at [Jaguarusa.com](http://Jaguarusa.com) for details and get on the list to buy one of the first models delivered to the US.



## Welcome New Members!

We want to extend a hearty WELCOME to several new members.

**Mark and Ellen Crawford** of Tulsa who have a 2006 Vanden Plas and a 2009 XK.

**John Wallis** of Tulsa who has a 1967 e-type Coupe. John has attended several of our first Saturday breakfasts.

**Art and Karen Graves** of Tulsa who have a 1985 XJ6.

We are so pleased to welcome these new members and look forward to seeing them at club events.

\*\*\*\*\*

*Editors note:* The annual Auctions in Scottsdale AZ are an experience in automobile sensory overload. There are at least 5 auctions going on simultaneously and the sights and sounds can become overwhelming. This year our club was well represented at these auctions by the presence of at least 9 members. Don and Sandy McArthur were first time attendees and this is their impression of the trip.

### **The Road to Scottsdale By Don McArthur**

On my bucket list has been to attend the Barrett-Jackson Auto Auction in Scottsdale, AZ. We packed up our F-type coupe for the 12 day vacation (sure glad we have the extra luggage space of the coupe) and left early on Thursday morning. First stop was the Petroleum Museum in Midland, Texas. This was to see the Chaparral race cars and the Gem exhibit. Both were worth the trip. After checking the weather we headed for the mountains outside of Alamogordo New Mexico. We did see some snow but the F type has all-wheel drive and a snow mode so no worries. (that and the snow was off the road). The next day we drove 50 miles of interstate before heading to the mountains of Arizona. Through the mountains I used the paddle shift and just enjoyed the car. We arrived in Mesa around 5 that afternoon and stayed with friends for the next 5 nights exchanging wine that was packed in the trunk for Grapefruit off their backyard tree!

In talking to people who had previously attended it was suggested the way to go was to become a bidder. The \$500 was well worth the charge; close by parking, entrance for 2 each day, seating on the floor, close to bathrooms with shorter lines and 10 drink tickets per person per day (they were charging \$9 for a glass of wine) The auction itself is better live than on TV. The previous auction I attended was a Mecum auction December of 2016. There was a large auditorium and you could see all the cars under one roof. The Barrett-Jackson auction was more like a state fair with great automobiles rather than livestock. There were food vendors for any taste. There were 100's of other vendors hocking car related items (lifts, high speed driving school, engines, waxes, kit cars etc.) but also a very wide accumulation of other products (boats, boots, jewelry, hunting trips, restored antique radio's, yard art, airplanes and more jewelry). You name it and someone had something to try and part you from your money. You could also go for a thrill ride in a Dodge Hellcat (or semi thrill ride if you drove to the auction in an F-type). There were just a wide variety of activities to keep you entertained (ever watch a polo match?)

Saturday the 14<sup>th</sup> was when you could start previewing the cars and an Automobilia auction which they had every morning.

The actual car auction started on Wednesday (or so I think, remember 10 drinks tickets each day). I would look through the daily sheets and see what was going across and map out my day from there. Friday and Saturday the bidding area was quite full. Sunday the attendance had dropped and some of the cars were going for less than I would have bid had I had garage space ( see ad elsewhere). All in all I am glad I went and hope I can go again. Especially if I have more garage space! (Look at ad again and think about it.)

We left early on Sunday due to the weather. We decided to go the boring I-10 route but after talking to Scott and Linda Young I think we made the right decision.

### **Not Quite The "Trip From Hell" But Had it's Moments By Linda Young**

This was our second trip to Scottsdale. We were transporting 3 cars for Les Neidell's son David to be sold at the Russo and Steele auction.

We decided to leave on Friday afternoon to beat the apocalyptic ice storm that was forecast for our area and take the southern route on I-10. It was cold and we did see ice hanging in trees and bushes but none on the road. As we traveled through Texas to El Paso the ice disappeared but the cold persisted.

We parked for the night in El Paso which experienced a near apocalyptic thunder storm. It stormed and poured rain nearly all night. Fortunately the Interstate is raised above ground level because we have never seen so much water lying in the desert. Lots of local flooding but it sure did break their drought.

We unloaded in Scottsdale on Tuesday morning and got the cars into their assigned spaces. We met up with the Neidells, had a great dinner and spent the night at their condo. The next morning we left to do a bit of sight seeing. It was still cold.

We headed south toward the Mexican border to the old copper mining town of Bisbee. The town is the setting for many J A Jance novels featuring Sheriff Joanna Brady. We descended 1300 feet into the old Queen copper mine to learn about early mining techniques. Hard work and \$.33 cents per hour! It was 46° in the mine and not much warmer outside.

After two days exploring the town we traveled north to the Karchner Caverns. Discovered in 1974 by two amateur spelunkers, they kept it secret for years to protect these living caverns from damage. Working with the land owner and the state of Arizona the caverns were made a state park and access is tightly controlled to protect the still growing stalagmite and stalactite formations and the large bat colony nursery. It was a humid 76° in the cavern and a chilly 45° outside.

The next day we continue north to the Titan Missile Silo museum and went down inside the last Titan Silo in existence, the rest having been destroyed in accordance with a nuclear disarmament agreement. There is a missile in it and a mock up of a war head. The control room is intact and our guides were retired military guys who were on the crews that manned the silos when they were operational. Very interesting. Did you know that one of these missiles did blow up in Arkansas not far from Little Rock? Just the missile, fortunately, not the war head.

(cont'd on page 6)



TULSA

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### **Pre-owned Jaguars**

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\*See sales staff for complete terms & conditions  
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- 2013 XJ, (6514A) 3.0L V6 SC, Black & Jet Leather, 29,825 miles, \$38,995
- 2016 XF, (6201) 3.0L V6 SC, White with Jet Leather, 8,655 miles, \$42,995
- 2009 XKR (2142A) 5.0L V8 SC, Black with Charcoal Interior, 40,910 miles, \$32,995

### **New Jaguars (Partial List)**

*All new 2016 & 2017 Jaguars*  
*have 5-year / 60,000 mile warranty & Complimentary Scheduled Maintenance*

- 2017 F-Pace (6459) 2.0L Turbo Diesel R-Sport, Glacier White & Jet Leather, \$64,327
- 2017 F-Pace Prestige (6476) 2.0L Turbo Diesel, White & Espresso, \$56,352
- 2017 F-Pace Prestige (6496) 2.0L Turbo Diesel, Ingot with Espresso Interior, \$62,233
- 2017 F-Pace Prestige (6511) 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 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 XF 35t R-Sport (6135) 3.0L V6 S/C, Silver with Jet Interior \$55,333
  
- 2016 XJR LWB (6161) 5.0L V8 S/C – Grey with Jet & Red Leather, \$109,328
- 2016 XJL Portfolio (6491) 3.0L V6 S/C – Black with Jet quilted interior, \$72,833
  
- **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

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We now headed toward Scottsdale and we ran into rain. Lots of rain. Those normally empty concrete aqueducts that run through the city were brimming full of water. There were streets closed off due to flooding. We got to the auction site and called Joan who met us at the gate and gave us our tickets. It was still raining. We walked through the big tent where cars are staged to cross the auction block and it was a sea of mud. It was also still cold.

Cars did not seem to be bringing high prices or even good prices and many did not get enough bids to meet a reserve. Two of David's cars went through that night and did not meet the reserve.

This trip certainly did not turn out like we expected. Usually Scottsdale is hot, dry and very dusty. Keeping the cars clean can be a challenge. Not so this year. It was cold, wet, and muddy and people were not prepared for the conditions. Did that affect the buying mood? Did people leave early or not look at as many cars because of conditions? Was it uncertain economics? We could spend a lot of time guessing.

Saturday was sunny and clear but not that warm, high 50's maybe. We went off to do a bit of sight seeing visiting the "summer home" of William Wrigley of chewing gum and baseball fame. He was quite an interesting man. We got back to the auction in time to see the Miller go through. Another disappointment and no sale.

All the cars had gone through and none sold but we could not take any cars out until Monday so on Sunday we drove to the Bio-Sphere, which is just south of Phoenix. Built by one of the Bass brothers, this was where 8 people stayed for 2 years in a geodesic dome and were completely self sufficient. It is now owned by the University of Arizona and is an agricultural research facility. We spent the better part of the day there and it is very interesting. On the way there we happened on a historical marker that marks the spot where Tom Mix, a silent movie cowboy star was killed in his Cord. Tom Mix was born in Dewey, Ok and the Tom Mix museum is there. Small world.

While we were in Scottsdale, northern Arizona had been hit by a fierce snow storm so we had been watching the weather. By Sunday evening the storm was long gone and the roads were clear and no more snow was expected for at least 2 days. Scott decided we would load up on Monday and head north to Holbrook and I-40.

We left Scottsdale about 1:00 pm and were a couple of hours into the mountains when the snow started. We just kept going. The snow got worse but we were too far north to turn around now and besides there are few places you can turn an 80ft rig around. Snow kept coming and pretty soon we were following a snow plow. There is a long line of traffic and we are doing about 35 mph behind the plow. Every now and then we see a semi coming the other way which gives us hope that I-40 is still open.

I got a call from Joan Neidell. They were to have spent a few days with Joan's sister who lives in the Scottsdale area and then go to Santa Fe for a few days. I ask where they are. They are still in Scottsdale and Les is in the hospital with pneumonia! I tell her 'don't come this way, take the southern route!'

Finally we make it to I-40 and pull into the first rest stop we come to and park for the night. It is very cold.

The next morning there is 4 inches of new snow covering everything including the highway but traffic is moving so we pull out. No new snow is falling and the sun is coming out and by the time we reach Gallop NM the snow is gone and it is getting warm. The rest of the trip was uneventful and when we got home we found out the threatened ice storm was a bust and it was warmer here the whole week than it was in Scottsdale! Sometimes you just can't catch a break.

### **Your First Car By Linda Young**

When we had our Christmas party at the Larson's home, the editor ask club members "what was your first car? By 'first car' I mean the car that was yours. You didn't have to share it with your parents or a sibling. It didn't matter if you bought it or your parents bought it for you, it was your car." There were some really interesting answers and I am going to print a few here and in following issues until I have printed them all.

**Don Wright** had a 1949 Cadillac 62 sedan that he bought the first week he was back home and out of the army in 1956. It was almost BRG in color with brown and tan interior, an automatic transmission, heater and radio and had plastic seat covers on it since new. A real cream puff. Don drove the 88 miles to OKC on the turnpike, gate to gate in 1 hour in that Cadillac.

**Mike Webb** has got to be the luckiest person you will ever know. His first car was a 1971 Ford Pinto. A 2 liter with a 4 speed, it was rear ended twice and never blew up. Mike bought it in Houston in 1973 and drove it to Tulsa. He sold it in '77 with a lot of miles on it driving back and forth between Tulsa and Houston with the RPM's always around 6200. It would keep up with a 240Z in 2nd gear. He put some wider tires on it and it handled like a go kart. Why is Mike the luckiest person you know? In addition to driving the Pinto, Mike has also been struck by lightning 3 times. This begs the question; Does Mike buy lottery tickets?

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

**FOR SALE** 1971 E-type convertible Red with new biscuit interior. Modified, (non-original) engine with updated brakes and suspension. Very drivable, factory air, \$50,000. If interested call Don McArthur at 913-649-7674.



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\* Denotes non Board member

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

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

**Mar 25– drive to Crystal Bridges Museum in Bentonville AR. See page 1 for details.**

**April 1– Breakfast at First Watch, 81st and S Lewis, 9:00 am**

**April 23– Brunch at Gilcrease Museum. See page 1 for details.**

**May 6– Breakfast at First Watch, 81st and S Lewis, 9:00 am.**

**June 3– Breakfast at First Watch, 81st and S Lewis, 9:00 am.**

June 10– OKC Jaguar Concours—Dick Russ, Chairman,  
dickathometwo@yahoo.com

**Jul 1– Breakfast at First Watch, 81st and S Lewis 9:00 am.**

The best car safety device is a rear view mirror with a cop in it.

Dudley Moore

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**Late Newsletter**

Many of you no doubt noticed your newsletter is a bit late this month. Sorry about that, but your editor was off to Costa Rica having a good time in the warm sun enjoying the great fresh fruits, vegetables and seafood and the wonderfully friendly people. Any place I can eat fresh ripe watermelon and tomatoes everyday of the year is the right place for me! It was hard to get back on the plane, but we are back and the May/June Cat Tale should be out on time.

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**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**

**Road Trip—March 25th**  
**Page 1 for details**

**First Saturday Breakfast**  
**April 1st**

Jaguar Club of Tulsa, Inc  
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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 \_\_\_\_\_