



# The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

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Nov/Dec 2017

## Nov 4th and Dec 2nd First Saturday Breakfasts



Can you believe it? When our November breakfast convenes on the first Saturday it will be only **58 days until Christmas!** You know what that means? Yes! The annual shop 'till you drop season is upon us and that also means **Socks and Underwear!!**

Yep, be sure to add those two items to your shopping list. Men's, women's, kids, all sizes, all styles. Again this year we are gathering up these much needed items to be delivered to the Tulsa Day Care Center for the Homeless. We will be collecting your donations at the first Saturday breakfast in December. So while you are out doing your Christmas shopping, throw in a couple extra packages of socks and underwear, you will make somebody's Christmas just a little bit brighter.

The fine wait staff at First Watch (81st and Lewis) will have the tables set and the coffee waiting so be there at 9:00 a.m. to grab your seat at the table and get your weekend started off right.



**WHOO HOO!  
BARBEQUE!!**

**Sunday November 11  
Burn and Co  
Jenks River Walk**

We have been hearing about it but finally, we will get to try it! Yes, we are headed to the new Burn and Co BBQ location in the Jenks River Walk shopping center.

Burn and Co. has been the wildly popular barbeque restaurant in downtown Tulsa that cooks all their meat on Hasty Bake charcoal grills. Their new 2nd location in Jenks is larger and also has a larger menu than the downtown spot offering some seafood, steaks and vegetables.

The restaurant does not take reservations so we want everyone to **show up at 5:30 on Sunday, Nov 11th** and we will all get in line together, place our orders and arrange our own seating when we get inside.

This will be a fun evening of good food and great friends and you don't want to miss it so make a note of the date and plan to be there.

**CHRISTMAS PARTY  
SUNDAY- DECEMBER 17  
3:00—6:00 PM**

**Don and Carol Wright** have graciously offered to open their home for a Christmas celebration on December 17th. There will be light hors d'oeuvres and lots of yummy Christmas sweets to be enjoyed.

The Wrights live at 5316 E. 115th Place in Tulsa. Their phone number is 918-299-2839 in case you get lost.

The club will be providing the food and drinks for this event and we are looking for a couple of members to help with getting things set up. If you can help, please call Gary Grover at 918-249-8951 or 918-636-3110.

This will be our last chance to get together and with all our Jaguar Club friends for some relaxing talk and camaraderie before the chaos and craziness of the holiday season descends upon us so plan to be there.



## INSTALLATION DINNER January 27th

The club will be introducing the new officers and the Board of Directors at a dinner to be held at **The Ridge**, at 101st and Mingo.

After all the rush and exhaustion of the holiday season everyone will be ready to kick back and just enjoy a nice dinner with **NO DRAMA PLEASE!**

Plan to join all your fellow members for a pleasant evening of fine dining and conversation and find out what your club has planned for the coming year.

## BALLOT ENCLOSED

No doubt you noticed the ballot when you pried your newsletter apart, so please, take a moment to read it. The board is asking the membership to approve a slate of officers for 2 year terms and they are also asking for some input from the membership.

This ballot is one of the few ways the board can get direct input from the members about what kind of events they like best. It is important information as it helps the board decide what kind of activities to plan and when to plan them.

Have you been to a restaurant or a museum that you think the club would enjoy visiting? Do you enjoy a long drive through the countryside on a Saturday? Is meeting at a members home for a pot luck dinner a great evening for you? Was helping to put on a car show an enjoyable day? Take a moment to think about what the club has done over the past year and let the board know what you liked best then just drop the card in the mail. The card is already addressed and the stamp is affixed so there is no excuse. The board looks forward to hearing from you.

\*\$\*\$\*\$\*\$

**DUES ARE DUE!! Please fill out the form on the last page and send them in!**

## LIME ROCK HISTORICS #35, 2017

By Les Neidell

Labor Day Weekend at Lime Rock (Connecticut) was my last race event of the year. I had hoped to stay over the week and compete at Watkins Glen the following weekend, but Pre-War cars were not invited to Watkins this year. And my 1933 Plymouth certainly isn't eligible for any other race class.

Fellow Jag Club member Clark Frayser shared the driving to and from Lime Rock. I couldn't have done it without him – it's about 1300 miles one way. I rented a farm house just 1 mile from the track, and we shared the farm with horses and other livestock. My daughter, Shara, came, and to my utter surprise, son David flew in from Australia.

It was my first event with new radial tires, and I was pleased with the way they handled Lime Rock's hills and off-camber turns. With the exception of my rebuilt engine and Chevy Vega steering box, the Plymouth is essentially stock 1933. That includes running Plymouth specific 17 inch wire wheels (3 ½ inches rim width ) which meant that for the past three years I was the only competitor without race tires. The radials, while not rated as race tires, provided more precise handling, didn't overheat, and were as effective at the end of the event as when I began. With the more powerful engine and the better tires I consistently ran laps 3-4 seconds faster than previously (2015.) Much faster on the straights – I was able to actually close the gap on a Bugatti and Maserati on the straights, but lost ground to them in the turns, especially Big Bend and the following Left/Right.



Lime Rock is a 1 ½ mile track, that as race tracks go, is relatively easy to learn. During race days, the bottom 1/3 of the infield is overflowing with cars and transporters.

What the photo doesn't indicate that a couple of turns are seriously off-camber if you get careless. Turn 7, the Downhill, can be especially difficult.



***This is what happens if you go wide on the Downhill. —>>  
Wheel to Wheel in my class (below)***



The Plymouth was originally a dirt track car, and it wants to slide. For the first five sessions I attempted with varying degrees of success to keep the Plymouth from its natural tendency. The results were some very fast times (for me) and being able to stay in a pack of four/five cars with similar times. Last session I thought "what the heck," and let the Plymouth slide through turns. Lap times about 1 second slower than previously, but I certainly scared the piss out of some guys behind me until they were able to pass at the end of the Left/Right as I was out of position to block them. While faster on the straights I just didn't have enough space to safely complete a pass before the next turn.

Like many vintage race events the Lime Rock weekend encompasses far more than just racing. There's a Thursday evening "rally" through the countryside and then a show in Falls Village just 5 miles from the track.

Racing is forbidden at Lime Rock on Sundays so a huge car show (1000 + cars) usually lines the track. But a couple of inches of rain fell, so a much lighter turnout. Still, very surprised that several hundred entrants did compete.

(cont'd on page 3)



*Son David at Falls Village*



*Leaving the track for the Thursday Rally*



*Umbrellas & very wet cars ruled Sunday.*

Race sponsors need to be quite adept at arranging race classes that are safe and competitive. My 1933 Plymouth was in Group 7 - "Mostly Real Vintage." Twenty-five cars pre-registered, of which 13 were Pre-War. All post War MG TC/D/Fs were grouped with us as well other post-wars, including such varied specimens as a 1950 Watson Indy roadster, a 1960 Trevis Midget, a 1952 Kurtis 500A, and most definitely not suited, a 1960 Aston Martin DB4. There were 5 "no-shows," and the Aston was eventually moved to a more suitable class. Despite the heterogeneously defined class we had the fewest number of competitors of the nine race groups.

This highlights a serious problem for those of us with Pre-War race cars.

Competing with a 1933 Plymouth has become more difficult just in the four years we've owned it, and I'm not optimistic that the situation will improve. First issue: my fellow drivers. Most of us are at least 70 years old, Two years ago I competed at Fernandina Beach with an 85 year old driving a 34 Chevy. Younger drivers just don't seem interested in the Pre-Wars. This is reflected in prices paid/asked for the more common Pre-War vintage race cars.

Conversely some of the cars are very rare – worth millions. Who in their right mind can continue to race these? And I can't even presume to estimate the cost of rebuilding a 1933 Alfa 8C-2600 Monza engine! So many of the Bugattis, Bentleys and similar cars have been retired.

Finally, Pre-War cars are exempt from contemporary safety requirements. For example, most of us run without rollbars. The last vintage race car fatality occurred in the 2014 Lime Rock Historics, when a 1934 MG PA Special rolled on Lime Rock's off camber Downhill. Since then Pre-Wars have been banned from many tracks.

Nonetheless I am planning for the 2018 season, and I hope to expand my racing activities to include tracks at which I haven't yet competed with the Plymouth. I welcome anyone who wants to accompany me. Some of the events I cannot do without a co-driver willing to share the over-the-road driving with me. Talk with Clark Frayser (Jag Club) or David Simmons (Alfa Club) to get, I hope, unbiased descriptions of what's involved.

- 1) Mid-March – Fernandina Beach, Amelia Island. Joan & I are doing this.
- 2) Mid-April – our own Hallett – the only Pre-War event scheduled for Hallett in 2018!
- 3) Early May – Buttonwillow, CA. Run by VARA, it's the British Extravaganza, but a special class for Pre-Wars. **Co-driver required.**
- 4) Mid-June – Blackhawk Farms, S. Beloit, IL. Would like to have a co-driver.

- 5) Mid-August – Monterey Historics, CA. **This is the BIG one** – if you've never been here is your opportunity. **Co-driver required.**
- 6) Mid-September – Road America, Wisconsin. Would like to have a co-driver.

Two events at which I've run for the past few years: the Pittsburgh Vintage Grand Prix, and Lime Rock Historics are not on the initial schedule. I hope to sub the other long-distance events. But, Lime Rock just announced that Bugatti will be the featured marque for 2018, and that's very tempting.



*Here's Peter Greenfield in a 1933 Alfa 8C-2600 Monza. Last one sold at auction went for 11.9 million. Peter habitually wins my class but retired this year with mechanical issues.*



That's the Aston DB-4 originally in the Pre-War Class. Doesn't seem to fit—what do you think?

*Peter Giddings won the class this year in his 1935 Alfa Tipo C8C-35. valued at about \$10 million. (below)*



*George Holman 1929 Stutz. He did not finish the weekend—mechanical issues.*  
→



### DUES ARE DUE!

Didn't that get mentioned someplace else? Oh yes, back on the first page! Well, yes it is that time of year again when we have to pay our annual dues for the local club and for our JCNA membership. Please do this promptly by simply filling out the form on the back of the last page of this newsletter. We use this to update our roster and make sure we have the correct information for you. Yes, we know it's a pain in the butt to write a check, but we had problems trying to use PayPal in the past. We may have something set up in the future so members can pay dues electronically but we are just not there yet.

If you just recently joined the club, you probably don't owe any dues. Any questions? Contact AJ West at [AJWest@track14.com](mailto:AJWest@track14.com)

The good news is our dues have NOT gone up, unlike the cost of just about every thing else you can think of. So get that check in the mail today.. It's IMPORTANT!

### CHRISTMAS SHOPPING LIST

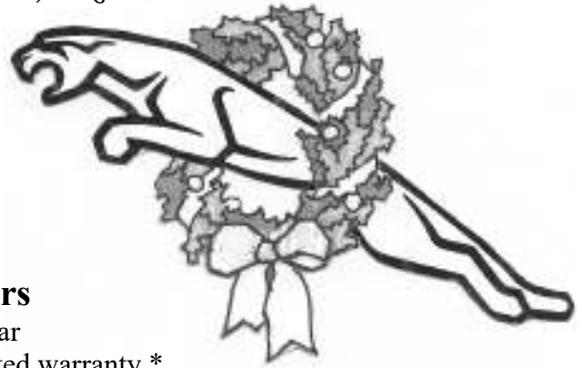
Have you started your Christmas shopping? Right, it's not even Halloween yet! Ok, but maybe you have started thinking about buying for the Jag Lover on your list. Here are a couple of suggestions.

Got a reader? Check out "The Highway Kind" a compilation of short stories edited by Patrick Millikin. Tales of fast cars, desperate driver, and dark roads. Short stories by well known writers such as Michael Connelly (Lincoln Lawyer series), C J Box (The Highway, Paradise Valley) Luis Alberto Urrea (The Hummingbirds Daughter) that each prominently involve a car and driving. Well written and very entertaining and a great book for traveling as the stories are just long enough to fill in the time between appointments or for airport layovers. Available in paperback.

Check the JCNA.com web site and click on "merchandise" And check out a whole page of swag.  
(cont'd on page 6)

# Jaguar Land Rover Tulsa

3905 South Memorial, Tulsa, OK 74145



## Pre-owned Jaguars

Some with the Jaguar  
Select 7-year/100,000 mile limited warranty \*

\*See sales staff for complete terms & conditions  
of Select limited warranty.

- 2017 XE Prestige, (6302) 2.0L I4 Turbo, Red and Jet leather, 7,000 miles, \$38,994
- 2015 F-Type R, (2199) 5.0L V8 SC, Italian Red with Jet leather, 8,800 miles, \$69,995
- 2015 F-Type R, (6027) 5.0L V8 SC, Ultimate Black and Red leather, 1,400 miles, \$88,995
- 2016 XJL Portfolio, (6390) 3.0L V6 SC, Grey with Oyster leather, 13k miles, \$68,995
- 2016 XJR LWB, (6161) 5.0L V8 SC, Storm Grey with Jet/Red leather, 2k miles, \$107,995
- 2017 F-Pace, (6529), 3.0L V6 SC, White and Jet leather, 7k miles, \$54,995
- 2017 XE Premium, (6318) 2.0L I4 Turbo, Black and Jet leather, 14,500 miles, \$32,994
- 2017 XE Premium, (6354), 3.0L V6 SC, Black and Jet leather, 8,200 miles, \$46,995

## New Jaguars (Partial List)

All new 2016 - 2018 Jaguars

have 5-year / 60,000 mile warranty & Complimentary Scheduled Maintenance

- 2018 F-Pace 20d Prestige, (6724) 2.0L Turbo Diesel, Silver with Ebony Interior, \$58,053
- 2018 F-Pace 20d Prestige, (6714) 2.0L Turbo Diesel, Silver with Ebony Interior, \$58,053
- 2018 F-Pace (6640) 3.0L V6 SC, Black with Oyster Leather, \$61,740
- 2018 F-Pace (6642) 3.0L V6 SC, Black with Ebony Leather, \$63,683
- 2018 F-Pace 25t Premium, (6701) 2.0L Turbo, Red with Ebony Interior, \$49,402
- 2018 F-Pace 35t Prestige, (6660) 3.0L V6 SC, Grey with Oyster Interior, \$58,053
- 2018 F-Pace 25t Premium, (6764) 2.0L Turbo, White with Ebony Interior, \$49,028
- 2018 F-Pace 25t Premium, (6782) 2.0L Turbo, Red with Ebony Interior, \$49,952
- 2018 F-Pace 25t R-Sport, (6765) 2.0L Turbo, Silver and Ebony Interior, \$63,333

*Patronize Tulsa's locally owned dealer for new Jaguars, pre-owned Jaguars,  
warranty service work, non-warranty service, and parts for your Jaguar*

Sales: (918) 665-4294

Service/Parts: Ryan Woods (918) 665-4294

Browse our Current Inventory at:  
[www.jaguartulsa.com](http://www.jaguartulsa.com)

Don't overlook our local dealership. They have those really great looking polo style shirts with the Jaguar leaper emblem. If they don't have the size or color you want they will get it for you. Just don't wait until the last minute to order! While your there, check out the new Jag's. Now there is a gift!

### The Wheel Deal

By Stuart Barrett

Hello everyone and thanks for looking into another installment of proper detailing practices. With cooler temperatures and winter just around the corner, I thought this would be the perfect time to take a closer look at wheel cleaning and preparing them for the months ahead.

Lets begin by lifting/jacking the vehicle up to remove the wheels for this job. Keep your lug nuts and center caps near by as we will address them before reinstalling. (If you are unable to remove your wheels then continue on with these same steps and apply them to the face of your wheels.) before we begin washing take a moment to inspect each wheel for any irregularities I.E. check tire wear, wheel weights, and the wheel itself for dents/dings or paint chips.



Once inspected I spray the cool dry wheels with a wheel purposes cleaner in the shade and let it sit for 2-3 minutes before agitating with a wheel cleaning brush. I then repeat the same steps to a second wheel before rinsing. (I like to work from the inside/barrel of the wheel first before I turn the wheel around and scrub the outside/face the

finishing with the tire but that's just my preference.) once rinsed I repeat the same steps again to the remaining pair. If you're wheels haven't seen care like this in some time then additional applications of cleaner and scrubbing may be necessary. At this time use a tar/sticker/gum removal product and a plastic razor blade to any areas where older stick on wheel weights used to be. Once they have been cleaned and dried use a clay bar and lubricant to further remove contaminates on the barrel's surface. It's good to use up any old clay kits you have before discarding them as well as any older/used polishing pads and rags.

Speaking of polishing, now is the time to break out your polish and give those wheels a nice brightening massage. By now your wheels are looking better than they have in years and you are ready to protect all that hard work with a wax coating or sealant whichever you prefer. While your

wax/sealant sets up now is the time to address any lug nuts and center caps in need of their own detailing.

Before you throw those new shiny shoes back on and treat the tires with dressing, take a look at those dirty wheel wells and brake calipers!

If you would like a write up of wheel well detailing or answers to which products should be used, please email me ([stuartjbarrett@gmail.com](mailto:stuartjbarrett@gmail.com)) and as always I'm happy to discuss solutions for your needs.

*Editors note: Stuart's car cleaning tips and lots more pictures will be on our club web site by Nov 1.*

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



### 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)

1988 XJS Coupe V-12 - Has not been started for about 4 years but ran well when parked. This would make a good parts car for someone who may be restoring/showing an XJS of this vintage. Health issues have forced sale of car. \$1000. Call Jim Stawitz at 918-638-9034

### For Sale 1971 Jaguar XJ6 - \$9,000 OBO

Previous ground up restoration and modification includes low mileage Chevy 350 V-8 engine. Turbo HydroMatic 200R4 overdrive transmission with lock up torque converter. Flawless candy apple red Imron paint. Perfect light gray full leather interior. All interior wood refinished. High-end Sony stereo. Recent service includes re-coating original gas tanks, new brake discs, rear rotors, calipers, pads, fuel sending unit, carburetor, fuel pump, thermostat, spark plugs, front shock bushings, new battery, and radiator rebuilt. Always stored in garage. (918) 798-3584



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\* Denotes non Board member

**2017 COMING EVENTS CALENDAR\*\***  
**\*\*Official JCTI events are in BOLD**

- Nov 4— Breakfast at First Watch, 81st and S Lewis 9:00 am.
- Nov 11—Dinner at Burn and Co. Jenks River Walk. See Page 1 for details.
- Dec 2— Breakfast at First Watch, 81st and Lewis 9:00 am. **Don't forget to bring those packages of Socks and Underwear to breakfast!**
- December 17—Sunday—3pm to 6:00pm Christmas Party at home of Don and Carol Wright. See page 1 for details
- Jan 6— Breakfast at First Watch 81st and Lewis 9:00 am
- January 27—Saturday—The Ridge, 101st and Mingo. Details to follow in Jan/Feb Cat Tale newsletter.

The main reason Santa is so jolly is because he knows where all the bad girls live.

— George Carlin

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**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)

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



**BALLOT ENCLOSED!**

**Nov 11—Dinner at Burn & Co.—Jenks**  
**Dec 17—Christmas Party**

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 \_\_\_\_\_