



Vol. 49 No. 1
Jan/Feb 2019

The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

BREAKFAST

**Saturday
Jan 5 and Feb 2nd**

Whoo Hoo! Happy New Year! Yes, 2019 is here and we all survived the holidays more or less intact. Ok, some of you may still be trying to learn how to fly the new drone or you are still arguing with Alexa because she WILL NOT turn off the living room lights, but hey, it's time for BREAKFAST!

Plan to be at First Watch on Lewis at 81st at 9:00 am and we will have plenty to talk about. Be sure to check the last page of this newsletter for the 2019 coming events calendar. The Board of Directors looked at all the comments on the ballots that were returned and they have planned fun things that they hope everyone will enjoy. It is a varied schedule of weekends and mid-week dinners, drives, some long, some short and get-togethers that as usual, contain plenty of opportunity for good food!

Our last breakfast in December we had a really full table of more than 20 people so be sure to get there early to get a seat. See you on Saturday!

DUES ARE DUE NOW!!!

Ok folks, the Treasurer says there are still 22 members who have not sent in their dues. Are you one of the laggards? Check your records and make sure you are paid up because if you aren't, this could be the last newsletter you receive as you will be dropped from the roster at the end of February.

The renewal form is on the back page of this newsletter. Please fill it out so we can make sure we have the most up to date address, phone and e-mail for you.

Take Note: If you joined the club after July 1st of 2018, your dues for 2019 are already paid and you will begin receiving your Jaguar Journal in 2019.

This is important folks! The club has to submit a check for annual JCNA dues in January so get those dues paid ASAP! If you have any questions call the club Treasurer—AJ West at 918-232-0960 or e-mail her at ajwest@track14.com.

**Installation Dinner
Thursday—January 24th
Charleston's**

The holiday mess is over with and we can finally start getting back to normal! We will kick off the new year with the Installation of the club officers for 2019 at the **Charleston's restaurant at 71st and Yale at 6839 S Yale**. If you are coming from 71st St it is just a little way down the hill on Yale on the right.

Most everyone has eaten at Charleston's, the restaurant is cozy and the food is good, so plan to have dinner on Thursday evening with the rest of the club. We are all tired of turkey and ham anyway and this is a chance to get something else like a steak or spaghetti or maybe fish.

Whatever you decide to eat, the cocktail hour will start at 6:30 and we will be having dinner at 7. We will need your **RSVP** so the staff knows how many places to set for our group so call **Mike Web at 918-510-5722** or e-mail him at mike@thosewebbs.com. no later than Jan 22. It's going to be a fun evening and you won't want to miss it.

**February 20th—Wednesday
Dinner at Laffa**

The weather in February can still be a little iffy for a drive so we have planned a little trip to the Mediterranean where the weather is sure to be just fine. Ok, we are just going to a Mediterranean restaurant, but we can pretend we are on some sunny Grecian Isle at least for a couple of hours.

Laffa is located at 111 N Main St. in the Brady Arts District in Tulsa and they have a unique menu of middle eastern dishes sure to satisfy any palate. If you have not tried this kind of food before, now is the time to be adventurous! Laffa recommends ordering appetizers to share and they are more than happy to explain anything on the menu and make recommendations. This is going to be a fun evening so be daring and mark this date on your calendar and be ready for some international flavors.

Cocktails will start at 6:30 (and boy! Do they have some interesting drinks on their menu) and dinner will be at 7:00. **RSVP to Clark Frayser at 918-853-7788** or e mail him at fraysro@gmail.com.

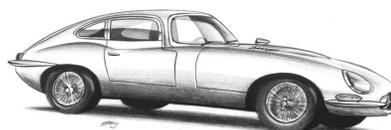
SOCKS AND UNDERWEAR

Well, you did it again! Our members contributed a total of 122 pairs of socks, 44 Tee shirts and 162 pairs of briefs to the Tulsa Day Center for the Homeless.

Santa's helper delivered the goods to the Center on a chilly Monday morning. It was rather sobering to see people in the parking lot obviously sleeping in their cars with what was probably all their worldly possessions and even more so to see a few souls who were wrapped up like cocoons with coats and blankets pulled over their heads, sleeping on the benches that line the outside wall of the building. It makes you wonder what is their story? What happened that they are living on the street?

The Day Center was opened in 1986 and in 2017 it served an average of 305 individuals **per day**. The bags of Socks and Underwear were delivered to the front desk and they were most grateful to received them. This is an item that is always in short supply.

So pat yourself on the back a little club members, our donation helped make a small dent in a basic need that most of us take for granted.



Editors Note: Our members have a great variety of automotive interests and numerous of them concern speed. Here is one member who has scratched the speed itch at the Bonneville Salt Flats.

Land Speed Racing at Bonneville

By Mike Webb

The Bonneville Salt Flats have been used for auto racing and straight line speed events since the early 1900's and the name has become synonymous with land speed records. My brother, Jim, first went there as a spectator in 1976 and became a Salt Flats racer in 2001. He runs a 1994 Chevrolet pickup in the Production class. This class allows only engine sizes/types originally available from the factory and no changes to the body contour. His truck has gone over 213 mph and has held most of the engine class records from 250 to over 500 cubic inches.



I've been to Bonneville with him a few times, beginning in 2014. Sadly, that event was a rainout and I was saddled with the blame.

The last few times have gone better. In 2016, Jim captured the smaller engine class record by taking half of the pistons out of his 500 cubic inch engine to make it a 250 (It still made over 300 HP) and went over 148 mph.

This August we were foiled at Speed Week when the exhaust collector departed its mounting and took out the carbon fiber driveshaft at 186 mph. We went back for World Finals in the first week of October and had a decent pass at 206 mph. The engine builder told us to change the rear end gears and enrichen the mixture to attain the target speed of 220+. After we got the truck ready for the next run, Mother Nature decided to dump some rain on the track.

We went back the next day to find the first two miles of the 10 mile course under water. The road to the pit had a couple inches of brine, but the pits were high and dry. After much



"Mighty Mouse" a 1947 Crosley Diesel

deliberation, we decided to load the truck and go back to the hotel. We'd return to the salt if conditions were better the next day. Sadly, they weren't.

So this was disappointing for us but not as much as for many others. A number of other racers had set records on their first runs – notably Vesco's Turbinator at over 498 mph and Nebulous Theorum at over 398.

If you've never been to this event, I heartily recommend it. My personal preference is for auto racing that involves going around corners, but you can't imagine the spirit, engineering, and good old American ingenuity that goes into the entries. I guess I need to amend that, as there are entries from all over the world. Last year and again this August we hung out with a group from Moscow running an Ariel motorcycle. They are great folks and like doing the same sort of things we do, but they can probably out drink us. There are teams from Australia, New Zealand, Denmark, Scotland, and more who regularly compete here.

At Bonneville there is a convivial, innovative group of people who are as excited about what they do as they are serious about being the best at what they do. A walk through the pits will leave you amazed at the effort and innovation made in the quest for speed, and you will likely have made acquaintance with someone who will happily help you along the way in your own quest.

Editors note: The adventures of Les Neidell and Clark Frayser and the '33 Plymouth continue. This is part 1 of the trip to the Monterey Historics.

Go West Young Man

By Clark Frayser

Les Neidell and I were at it again. When August rolls around, what better thing to do but go for a drive in the desert.

Laguna Seca in California has huge historic races in August and I set out with Les and his 1933 Plymouth racer to mix it up with the likes of Bugatti, Alfa Romero, Buick, National and numerous others. Some are long forgotten one time legends.

This is a long trip, particularly pulling a trailer, but Les is a driving machine. Gas stops let us trade out driving duties and the miles didn't exactly fly by, but they did flap some.

We had driven out to Lime Rock, Connecticut a couple of times but the 1.634 miles to Laguna Seca is a least 50 or 60 yards farther. We did stop in Santa Rosa, NM to see a little car museum, (kinda like a busman's holiday).

To get into the state of California one has to go through a check point. When I was a kid, they were looking to stop fruit flies. This time the kind lady only wanted to know if the race car in the trailer was "rusty". When she saw the honest look of complete astonishment on both our faces quickly moving on to hurt, she let us in without even looking in the trailer (the trailer is a little rusty).

The desert in the Great West is vast and desolate. It goes on for mile after lonely mile. Our trip had started out in rain – a downpour that lasted past Oklahoma City as we left Oklahoma. Now I was thinking, "If there is a glass of water around here, it's in a museum...if they had a museum, or even a town for a museum!

Just about as we reached the point of no return- just as far back to civilization, (a Shell station where the temperature was 110°0 as it was to go ahead to civilization, in this case on to Bakersfield, the car began to have issues. The battery light came on. (cont'd on page 3)



Les had the Navigator all checked out before the trip, but as anybody who has ever owned anything already knows, electrical things can go out when they just feel like it.

The trip got exciting. As one electrical element (door locks, air conditioner, lights, etc) failed after another, I started to remember HAL in 2001, a Space Odyssey. The AI computer decided to kill the astronauts by turning off all life support systems. The same thing was happening to us! Except we had hungry coyotes and rattlesnakes just outside!

Les was driving at the time—good - gave me more time to worry. We turned off every thing we could. The parking lights, as it was getting dark, were with us as we crossed mountains. We got right behind a truck to use it for lights. A CHIPs highway patrol didn't notice our stealthy moves, and we went right past him.

As we came to Bakersfield we quickly decided not to even try for our hotel. It was dark, all power was leaving us fast, and we took the first exit off the highway. We rolled up to the first traffic light, turned right as we lost all motor functions. We stopped in the middle of the street just in front of a local cop. He told us that we couldn't stop there- yeah. We explained that we would like to be somewhere else, even over by the curb. The cop said "let's push it." A big SUV, a trailer with a race car, Les with recent back problems and me with a cell phone in one hand calling AAA and this cop. Well, we did it. A couple of gracious homeless people pitched in and we were there, by the curb right next to a 'no parking' sign.

AAA got the rig a couple of hundred feet into the closet motel, the local Lincoln dealer opened at 7:30 the next morning and a wrecker would pick us up at 7. We unhitched the trailer, found our beds and felt lucky. The computers and the coyotes hadn't won this time. *To Be Continued*



The Wedding of the Year

It is not to often that we get to print some really good, almost tabloid gossip in the "Cat Tale" but some came to us by way of *The Coventry Cat*, official newsletter of the Jaguar Club of New England (JANE) This letter is from a friend of Doug Touart's (JANE member) who lives in England.

Now perhaps some might not consider this tabloid fodder but then those people obviously don't understand the importance of the messages sent by what you drive, or in this case, what you arrive in.

Doug's friend writes: *My observations: Meghan [Markle] and her Mother arrived in the oldest of the Queen's Phantom Fours, the one with the side mounts that was green when Philip bought it in 1948. It was repainted Black over Royal Garnet over Black when Elizabeth became Queen. The car had a Flying Lady Mascot for the wedding and followed the carriage with Prince Harry and Meghan all the way through the town and back to the castle, but I could not see who got out of it when it pulled in front of the Royal Apartments.*

The Queen and Prince Phillip arrived in the new Black over Royal Garnet Bentley limousine which had the St. George and the Dragon mascot.

Charles & Camilla arrived in what I thought was CANBER-RA, the Queen's Phantom Five, as it had a perplex roof. However, when Charles got out it did not have suicide doors, so it was the Crown's Phantom Six. It had no license plates (which means it belongs to the Crown, NOT the Queen), was Black over Royal Garnet and -SURPRISE- it had St. George and the Dragon as a Mascot. That meant the Queen is now recognizing Charles as her sovereign

Ahhhhh, wasn't that interesting?

Someone arrived in a dove grey Bentley Azure. Obviously important but NOT a Royal.

Kate and a collection of children arrived in three Daimler limousines with the Empress body style designed in the mid '50s by Osmond River for HOOPER Coachbuilders, all in the colors of the Royal Livery, Black over Royal Garnet. One perhaps being the one the Queen Mother ordered shortly before her death. Jaguar had to build something like five of them as that body had been out of production for years and years. But the Queen Mother insisted she had ALWAYS had Daimlers, so Jaguar complied with her wishes and built her one.

The Royal Mews probably bought the other three or four that Jaguar was forced to build. I think Jaguar belonged to FORD at the time but, as FORD wanted to hand on to the ROYAL WARRANT, they did it.

There now, wasn't that far more interesting than what the Kardashians are up to?

Brand New Home

Our local dealer, Tulsa Jaguar Land Rover, has a brand new home. No they haven't changed addresses, they are still at 3509 S. Memorial, but around February of last year, the sales force and all the inventory of cars moved to temporary quarters across the street and the old showroom was torn down and the red iron for the new one went up in its place.

It no doubt seemed like a long time for employees who were displaced by the construction but through it all the sales force continued to sell cars and the service department remained open providing their usual high quality service to customers.

The building started to take shape and was enclosed and the dimensions of the much larger showroom became apparent.

Needless to say the employees were really starting to look forward to moving into the new building.

About the 1st of October the sales force moved into their new home. Spacious and



beautiful, stop by and see it!

Guess we will need to talk to Rupy to arrange a club visit so everyone can see Jaguars beautiful new home in Tulsa.



REMEMBERING THE ULTIMATE BRITISH CAR GUY – MICHAEL L. COOK



On Tuesday, November 27th Jaguar Land Rover lost a dear friend and passionate lifelong advocate, Michael Cook, to pneumonia at the age of 85. Mike had a storied career in advertising and public relations for a murderer's row of British brands: Rover, Land Rover, Austin, MG, Jaguar and his beloved Triumph. He retired from Jaguar as Director of U.S. Public Relations in 1991.

Up until this very week, Mike had been a constant, determined and cheerful fixture at the Jaguar Land Rover North American headquarters, running our JLR U.S. historical archives department, which he created with Karen Miller in the 1980s. For many of those years, Mike ran the Archives department like a car makers' skunk works operation: he was going to keep it going whether anyone officially knew about it or not. Mike personally kept the Rover and Land Rover (and Triumph) archival material at his home before anyone in the company ever thought it might be something we needed. Is there a stronger word than dedicated?

A visit to the Archives or an email exchange with Mike quickly revealed the impressive depth of Mike's knowledge and affection he had for these unique cars, and the people that made, marketed, raced and owned them. It was always a pleasure for Mike to assist someone, and a greater pleasure to be helped by him.

In addition to his 2nd career as Jaguar (and eventually Land Rover) archivist, Mike was prominent in the Jaguar and Triumph Club worlds, and a prolific author and editor of historical publications. Did I mention he was a racer himself and publicist for numerous Jaguar and Triumph racing teams? Talk about being a "car guy"! It's one of those career clichés we often hear: *Do something you love*. Mike Cook loved working with our company and British automobiles so much that he dedicated his entire career to it. We are all honored to have worked with him, we thank him again, and we will miss him dearly.

Mike passed away peacefully, in the company of his family, with his favorite Miles Davis playing in the background.

• **Stuart Schorr, Vice President, Communications, Jaguar Land Rover North America**

Editors Note: Numerous club members, myself included, knew Mike from years of attending JCNA functions. I had many interesting conversations with him and he was always ready to help with any question about Jaguar or JCNA history. He will be sorely missed.

Christmas Party

We didn't blink, the snow didn't fall and we had a great party!

Threats of ugly weather were being sounded for the weekend but we know how Oklahoma weather can be, or not be, as the case may be, so while others were cancelling plans, we forged ahead betting that Ma Nature was not going to spoil our party, and SHE DIDN'T!

Guests started arriving right on time at the home of **Glenn and Carol Larson** and their beautiful home was aglow with Christmas décor. Lots of goodies started to arrive as guests brought yummy dishes of snacks and appetizers.

Of course at every party it seems like all the men gather in one room and the ladies are in another, so to break that up everyone was called to the living room for a quick Christmas trivia game that ask questions about Christmas movies. Turns out we have members who do watch



Christmas movies and there was a 3 way tie! The tie breaker questions were about Jaguar and the winner was **Denice Webb** who went home with a 6 pack of Guinness and a Jaguar beer mug.

It seemed like there was plenty to talk about and the evening went by quickly. I did not keep a good tally on everyone who was at the party (I was too busy eating the shrimp) but we were very glad to welcome new members **Doug and Mary Harris**. Doug has been to several



first Saturday breakfast but this was the first time we got to meet his lovely wife and we hope to see them at many more club functions.

The Larson's had a beautiful Christmas tree in their living room so we decided that would be a great setting for a group photo. A big THANK YOU goes out to Glenn and Carol for hosting this party and also thanks to Glenn for taking these pictures.



Jaguar Land Rover Tulsa

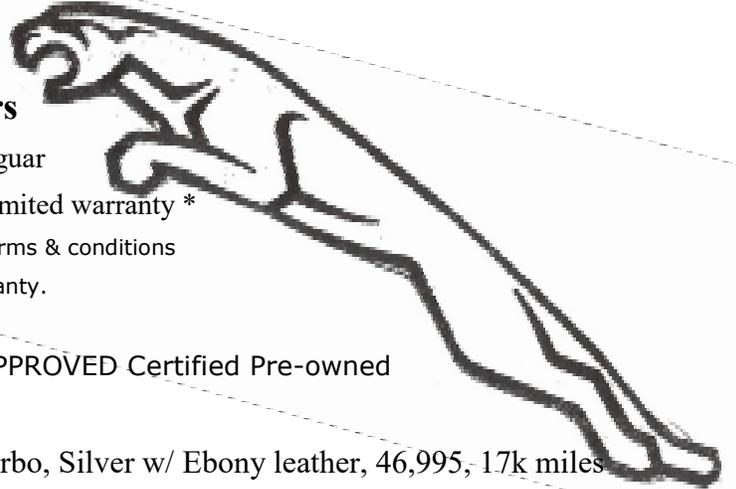
3905 South Memorial, Tulsa, OK 74145



Pre-owned Jaguars

Most Certified with the Jaguar
Select 7-year/100,000 mile limited warranty *

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



All vehicles below are APPROVED Certified Pre-owned

2018 F-Pace Prestige (6724) 2L Turbo, Silver w/ Ebony leather, 46,995, 17k miles

2018 F-Pace Prestige (6744) Red/Oyster, \$49,995, 12k miles

2018 F-Pace Prestige (6696) White/Ebony, \$50,995, 17k miles

2015 XF Premium (2267) White with Barley leather, \$24,995, 46k miles

2017 XE Prestige (6379) 2L Turbo, Quartzite & Oyster, \$32,995, 12k miles

2017 XE Prestige (6359) 3L V6 SC, Red w/ Jet leather, \$36,995, 13k miles

2017 XJL SC (6601) 5L V8, Black w/ Ivory leather, \$72,995, 6k miles

New Jaguars

All new Jaguars

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

About 25 new 2018 and 2019 Jaguars in stock now

*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: Corey Huggins (918) 665-4294

Browse our Current Inventory at:

www.jaguartulsa.com

A Healthier Hue

By Stuart Barrett

Many New Years resolutions revolve around health, and for obvious reasons. Great health is the foundation needed to achieve other goals we set out for ourselves. Dedicating time, energy, and resources on improving your health is one of the wisest investments to make.

When we talk about the health of a vehicle's paint finish, the foundation needed is a clean, smooth surface. Waxes last longer and polishing results are dramatically improved with a contaminant free finish. Your vehicle's paint is under constant assault from

brake dust, industrial fallout, airborne pollutants, and road debris that embed themselves into the finish. Over time your vehicle's surface gradually loses its luster by being clogged with these contaminants and even becomes rough to the touch over time.

If you are looking to renew the luster of a vehicle's paint in the new year then a clay bar treatment could be just what the doctor ordered. A clay bar is a synthetic putty that is used with a specific lubricant to manually remove most surface contamination. When the clay lightly glides across the surface, it acts as a magic eraser and pulls the embed gunk right off of your paint! Clay is typically classified as either "Fine Grade" or "Medium Grade" depending on the severity of the surface build up. Unless you plan to polish your paintwork, stick to a fine grade clay to reduce potential marring. Most well cared for vehicles that are looking for an improvement will benefit greatly with a fine grade treatment and you'll be able to apply a fresh protective coat of your choice afterwards.



Common errors are using too little lubricant and applying too much pressure to the clay. Other mistakes are working too large of an area at once and using the clay in a circular movement. Once you have properly washed the vehicle begin by running your hand over the surface

and feeling for roughness. A plastic bag over your hand works well if you're having difficulty feeling anything. Once you've inspected, spray a clay bar lubricant no greater than a 2' x 2' section on the panel you are working. Knead a (silver dollar pancake sized) piece of clay into your hand and flatten it out so it rests comfortably on your fingers. Work in straight, back and forth lines working your way across the entire panel. Work in the direction you'd imagine air flowing over the car would go. Inspect the clay frequently for the amount of trash you are removing and fold the clay into itself producing a "fresh section" to continue working with. During the clay bar work you will be able to hear and feel it working. Wipe the area with a clean microfiber towel from time to time and remember to be generously and frequently adding lubricant. Once you are pleased with the feeling move onto the next panel. If you drop the clay for whatever reason on the ground, THROW IT AWAY. Picking up just one grain of sand can do serious damage to your finish and since you've

cut just a section of clay to work with, you should have plenty more to finish the job.

Clay can be used on chrome trim, glass (see Dec/Jan article on glass cleaning) and some plastics like head and tail lights. I like to "downgrade" the clay I'm using onto lower hi impact areas as well as for wheels when they come off for cleanings and keep the fresh clay for top panels like hood, deck lid, and roof.



When you finish, make sure to wipe each panel down with a cleaner/prep spray to ensure your next step of polishing or straight to waxing isn't impaired by any left over clay lubricant. Store your clay in a clean ziplock bag or container so it won't pickup anything by accident when not in use. Devoting the time and energy it takes to clay your vehicle's surface will pay off in the months to come. The protection you apply will have a stronger bond to the surface, lasting longer, and making for easier cleanup. In the next installment we will discuss how to inspect your paint's condition and determine what level of work can and should be done for a show room shine.

If you have any specific questions or concerns please email me at stuartbarrett@gmail.com and until then, enjoy the drive in the new year.

ALG Awards for Jaguar and Land Rover

ALG Residual Value Awards recognize automakers' outstanding achievements for vehicles predicted to retain highest percentage of original price after three-year period.

(MAHWAH, NJ) – November 27, 2018 – Jaguar Land Rover is proud to announce both the Jaguar and Land Rover brands have received 2019 ALG Residual Value Awards in the U.S., including "Best Premium Brand" for Land Rover and highest residual value in the electric vehicle segment for the Jaguar I-PACE. ALG is the industry benchmark for residual values and depreciation data.

"We are honored to receive six ALG Residual Value Awards this year for the Jaguar and Land Rover brands, including 'Best Premium Brand' for Land Rover," said Kim McCullough, Vice President, Marketing, Jaguar Land Rover North America LLC. "To also have the Jaguar I-PACE, our first all-electric vehicle, awarded as a leader in the electric category is truly a testament to the quality, design, innovation and value that the our two iconic brands offers customers."

The annual ALG Residual Value Awards recognize automakers' outstanding achievements for vehicles that are predicted to retain the highest percentage of their original price after a conventional three-year period. Awards are given in 26 vehicle categories and also for the two brands with the highest overall predicted residual values among all mainstream and all premium vehicles. This year's awards are based on 2019 model year vehicles.

The Cat Tale is published bi-monthly by The Jaguar Club of Tulsa, Inc. as a membership benefit. The Cat Tale is available to all Jaguar Clubs of North America affiliate clubs. Reproduction of articles from The Cat Tale in other JCNA affiliated club newsletters is welcomed if proper credit is given. Articles for publication in The Cat Tale should be sent to the editor by the 25th day of the month. The editor reserves the right to edit all material submitted for style, content, and/or space requirements. The Jaguar Club of Tulsa, Inc., its officers, board members and the editor of The Cat Tale expressly disclaim any warranty or endorsement for any of the services, products, or procedures contained in any advertisement or mentioned in any article. The opinions expressed by the contributors are their own and are not necessarily those of the Jaguar Club of Tulsa, Inc. officers, board members or the editor.

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

President – Clark Frayser	918-853-7788
fraysro@gmail.com	
Vice Pres – Stephen Flach	918-299-3553
Srflach@2alum.wustl.edu	
Treasurer - Ada Jean West	918-232-0960
ajwest@track14.com	
Secretary Mike Webb	918-510-5722
Mike@thosewebbs.com	
Activities/events –Gary Grover	918-636-3110
tiremanogg@aol.com	
Activities/events – Richard Salamon	918-299-2048
tulsasalom@gmail.com	
Activities/events – Glenn Larson	918-298-2566
larsongc@cox.net	
Activities/events – Stan Lackey	918-227-0326
Stan @tulsaleathercare.com	
Activities/events – Scott Young	918-998-1054
etypes@windstream.net	
Activities/events - Don Wright	918-299-2839
Dwright5316@gmail.com	
Parliamentarian - Charles Meyers*	918-747-6366
ChasMeyersTulsa@att.net	
Newsletter Editor - Linda Young *	918-258-8320
mmra@valornet.com	
Web Site editor – Stephen Flach	918-299-3553
srflach@alum.wusti.edu	
EuroExpo Chair—	
Technical Programs Scott Young	918-258-8320
etypes@windstream.net	
Traveler Contact – Don Wright	918-299-2839
dwright5316@gmail.com	

* Denotes non Board member

2019 EVENTS CALENDAR**

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

- Jan 5—Breakfast at First Watch, 81st and Lewis, 9:00 am**
- Jan 24th Thurs.** – Installation Dinner – Charleston’s at 71st and Yale. See page 1 for Details
- Feb 2nd—Breakfast at First Watch, 81st and Lewis, 9:00 am**
- Feb 20th Wed.** – Dinner at Laffa Mediterranean - See page 1 for details.
- Mar2nd—Breakfast at First Watch, 81st and Lewis, 9:00 am**
- March 24th Sunday** – Brunch at Gilcrease
- April 6th** Breakfast at First Watch, 81st and Lewis, 9:00 am
- April 27-28** Overnight drive to Arkansas and the Pig Tail Trail.
- May 4th—Breakfast at First Watch, 81st and Lewis, 9:00 am**
- May 18** Drive to Pawhuska for P-town Pizza and more
- June—NO BREAKFAST– CAR SHOW WEEKEND**
- June 1st** – Euro-Expo Car Show. Sand Springs OK
- July 6th—Breakfast at First Watch, 81st and Lewis, 9:00 am**
- July 20th** Aquarium visit and picnic with the OKC Jaguar Club
- Aug 3rd** Breakfast at First Watch, 81st and Lewis, 9:00 am
- Aug 15th** – Thursday – Dinner at the Gathering Place
- Sept 7th** Breakfast at First Watch, 81st and Lewis, 9:00 am
- Sept 21-** Saturday - Rally
- Oct 5th—Breakfast at First Watch, 81st and Lewis, 9:00 am**
- October 13** – Afternoon/evening – Drive to Tsa-La-Gi and a wiener roast.
- Nov2nd—Breakfast at First Watch, 81st and Lewis, 9:00 am**
- Nov—Restoration shop tour—TBA**
- Dec 7th—Breakfast at First Watch, 81st and Lewis, 9:00 am**
- Dec—Christmas Event—TBA**

Now there are more overweight people in America than average-weight people. So overweight people are now average. Which means you’ve met your New Year’s resolution.

Jay Leno

CLASSIFIED

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

www.jaguarcluboftulsa.com

ADDRESS CHANGE?

Have you changed your address? Your name? Is your e-mail correct? If there are any changes to be made, e-mail the information to mmra@windstream.net or call the Editor at (918)358-8320 to make corrections.

REMEMBER!! You can read all these articles and see the pictures in **COLOR** on the club web site at :

Www.jaguarcluboftulsa.com

And the web site for our Euro Expo Extravaganza Car Show is **Eumoex.com**

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, Inc
O 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 _____

**January 24th Installation Dinner
February 20th - Dinner at Laffa
Mediterranean**

Jaguar Club of Tulsa
205 E. Knoxville St
Broken Arrow OK 74012