



The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

A Word From Our Club President

Hello,

These are difficult times for everyone, and we are forced to make difficult decisions based upon insufficient information. At this time, it appears that we will not be getting together for first Saturday breakfast for a while. Maybe we can have one in July, but that is just a guess on my part.

The EUMOEX auto show will not happen in June. Even if we could reschedule for September, the businesses would not be able to donate for the auction and people would be hesitant to venture out. We will see what happens, but it will be difficult to have the show this year.

Club board meetings cannot be held in person, so we will need to see if Skype, Zoom will work, or maybe just standing 6 feet from each other and shouting. (Not that we don't shout when we are around a table).

The club will do anything it can to help members and friends during this difficult time. I am not sure exactly what we can do, because Jaguar blowers do not make very good ventilators, but if anyone has ideas, please contact me or any board member. One thing we all can do is to help those who must work during this pandemic; the grocery checkout people, mailpersons, city employees, and especially medical, fire, EMT and police, who are literally risking their lives to serve the rest of us. Please do whatever you can to make their jobs easier and safer.

We need to remain inside to reduce the possibility of infecting others. This is sort of like the chain reaction in an atom bomb, when a neutron hits a nucleus and it splits, sending out 2 or 3 neutrons which hit 2 or 3 other atoms, they fission sending out more neutrons, which hit 4 or 5 atoms and so on. Pretty soon (a microsecond or so) you have a pretty big explosion. This virus is similar, one person infects 3 or 4 people, who each infect 3 or 4 more, and soon you have a pretty big medical explosion. By staying away from other people, we slow and finally stop this chain reaction. We do not want a repeat of the Spanish flu of 1918.

Please support the local restaurants and small businesses, as they are in a very difficult situation and need our support. Stay safe, wash your hands, wear a mask in public, stay six feet from everyone, and we will gather once this is over.

Keep your automobiles and yourselves safe and healthy. I am not sure if a mask over the air cleaner is required, but please use one yourself.

Steve

A Note From the Editor

Linda Young

The May/June issue of the "Cat Tale" will be somewhat abbreviated as you may have guessed, but it is kind of hard to write about club events when there aren't any! I find my self in the awkward situation of not being able to write a report on a recent event or announce details for a coming event!

We have been on the hunt for a new breakfast location and that has come to a halt so when we do have that "first Saturday" get together we will probably still be at the Wyndham but the hunt for a new location will resume. If any member has a suggestion for a good breakfast spot, please, let please let **Clark Frayser (918-853-7788) or Stephen Flach (918-299-3553)** know or e-mail the Editor at mmra@windstream.net as we are really trying hard to resolve this issue.

This is usually the time when I put full page entry forms and information in the newsletter about the annual Euro Expo. Not so this year. When we will be able to restart our events is anyone's guess, but we do have a list all ready to go as soon as we get the green flag.

There is one event we can plan for and that is our 50th Anniversary party scheduled for Dec 2nd. That is a Wednesday. Fifty years is a long time for a club to still be in active existence, but the Jaguar Club of Tulsa has done just that. We want to make this a really special get together for all our members so I want to hear from you about what kind of a party we should have and where it should be held? Also how can we get a little publicity for our club so that we might attract some new members who don't know we exist?

Right now most of us seem to have a little time on our hands so, put on those "thinking caps" (bet nobody's told you that since the third grade!) and let's come up with some great ideas for our celebration and e mail me at mmra@windstream.net.

International Jaguar Festival October 28 -Nov 1

Let's take a look at some long range planning. The JCNA Bi-Annual show will be taking place in beautiful Fort Myers, FL this fall.

This event, held every two years, will bring together the best of the best Jaguars for 4 days of driving, showing and enjoying these beautiful cars and meeting the owners and lots of people who appreciate the marque.

The Jaguar Club of South West Florida has planned a very enjoyable week at the lovely Marriott Sanibel Harbour Resort. You can read the complete details on the JCNA web site at JCNA.com or on the SWFlorida web site at jaguarclubofswf.com.

We have all had enough of these 'stay at home' orders but we know it's the right thing to do so we do it. But let's be optimistic and make plans for attending a spectacular Concours weekend in late October when the weather in Florida is perfect.



TOLY'S VERSION OF CHITTY CHITTY BANG BANG

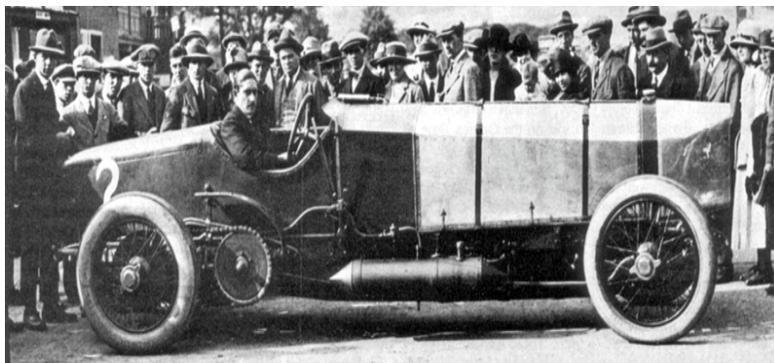
Les Neidell

Chitty Chitty Bang Bang is the vintage race car Ian Fleming invented for his book of the same name, later made into a stage musical and a 1968 film. The film's feature car was constructed by Alan Mann Racing. The reproduction built for the theater production was, at the time, the most expensive stage prop ever used.



Fleming based his car on a series of 1920s race cars built by Count Louis Zborowski, powered initially by 23 liter (**1404 cubic inches!**) Maybach engines from a Zeppelin dirigible. The Count's engineer was Clive Gallop, who also was the Bentley Boys engineer. (Gallop became Zborowski's second driver.) These cars were called *Chitty Bang Bang*. Two versions of the car's name exists: (1) derived from a lewd WW I song, or (2) the sounds of the Zeppelin engine at idle. (Your thoughts?)

Zborowski, despite his name, was British. His mother was an American heiress from the famous Astor family. Louis' father, William, died in 1903 while racing a Mercedes, when his cufflink became entangled in the Mercedes hand throttle. Among the Count's exploits was a 1923 appearance at the Indy 500, piloting a Bugatti. He was recruited for the 1924 Mercedes Works Team, and he died at Monza that year hitting a tree, wearing the same cufflinks his father wore 21 years earlier.



I first saw Toly's car in the early 2000s, either at Hallett or his home. Didn't pay much attention – treated it as a joke. But an Internet article by Geoff Hacker (website UNDISCOVERED CLASSICS) sparked my memory. Geoff and I share interests in weird automobiles; Geoff was one of the voices that ignited Bill Warner's interest in American fiberglass cars of the 1950s and 60s, which led to my Kellison J-5 roadster being included in the 2015 Amelia Island Concours.



Here's the Toly connection based on an Autoweek story in the April 2, 2000 issue. "Anatoly Arutunoff is a saturated car person. He owns a racetrack. He owns a car museum. He owns so many cars he has to incorporate as a fleet. But no matter what he bought, what he drove, something was always missing. Missing, that is, until he created *Lapin Agile*, which, loosely translated, means *Rabbit That Wouldn't Stand Still*."



Arutunoff's one-off of all one-offs is a tube-frame, canvas body roadster that he built himself. "It has a straight-eight engine. I wanted an exhaust that came all the way down the side, and the guy fabricating the exhaust got cute and put it under the curved fender. There's no emergency brake, so I have some wheel chocks, but they're covered in leather. These cylinders are the gas tanks," he describes. Canvas



(Cont'd on page 3)

covers the engine, and unsnaps for access. "I can't believe that canvas hasn't burned yet."

As amazing as it seems, here's what was constructed. Steel and aluminum coachwork convertible, using interchangeable canvas covers in three colors that could alter the car's color (navy, coral and khaki) to fit the driver's or passenger's mood. (I've seen it only in navy.) Chrysler L-head inline 8, 323.5 cid. Four-speed clutch-free semi-automatic tranny. Despite only 92 hp, Autoweek listed 0-60 time as 10 seconds. (I think that's a little generous!)



Karen, Toly's wife, designed the cockpit. Dark red (almost purple) crocodile-embossed kangaroo leather (although Karen called it wallaby – same thing only smaller animal.) Silver-plated tray between driver and passenger that holds two crystal glasses. According to the Autoweek story, Karen's theory was that crocs are among the reptile kingdom's most leisurely creatures, and she thought this would create the unhurried mood the car was intended to create. (I don't know what you think about when crocodiles are mentioned, but leisurely would not be among MY first thoughts.)



How does it drive? Autoweek asked Hannu Salkonnen, former Rally driver, to evaluate Toly's creativeness. "It has the soul of a bucket of herbal tea, crab grass herbal tea." In summary: "Awesomely unimpressive."

Nevertheless, Autoweek's editors test drove it. They liked the "chauffeur-assisted steering," whatever that was (power steering?) But exactly where does the Lapin fit in the car world? They couldn't figure it out. "It comes closest, we believe, to a 1912 Lake Lucerne steam launch....in terms of technology, to a very early wood-burning space vessel....In

the progression of mobility devices it seems to want to associate itself with both the very early thresher and the Chrysler turbine car..."

Wow – THAT'S exciting. I think I've found the one car that I wouldn't be interested in restoring. Anyway, the car is missing. Geoff hopes that his story will incite enthusiasts to search for the *Lapin Agile*. You have my take on it. Yours?

The Grand National Roadster Show, Pomona, Ca. 2020, 71st Year of the Show.

By Richard Crump

I was invited to show my recently completed and very stock, Series II, E-Type at the GNRS. Harold's Hot Rods of Enid, Ok. did the sheet metal restoration and paint work. They participate in the show regularly and asked me to bring the Jaguar. The car is a late Series II, roadster refinished in its original colors with rebuilt engine, transmission and rear end assembly. The reassembly was done with the car's original hardware. Each piece was stripped and re-plated in cadmium or black oxide and then clear-coated.



The Hot Rod show was a new experience for me. I took a redeye to Los Angeles and met the cars there and then spent the afternoon waiting in line. Later, we set up the displays. Harold and his sidekick Josh set up their 61 Chevy Impala Bubble Top next to the E-Type. They kicked up one side of each car and placed lights underneath as well as lights under the bonnets and boot lids.



(cont'd on page 4)

Thousands of people attended the show. Most of the people I spoke with seemed to have a memory of an E-experience. One of my favorites was a multi-generational family standing around the car laughing! I asked them to clue me in and learned that the grandfather had an E, just like this one (same color!). He used to take the “kids” to school in it. It seems there was one too many children in the family so the kids used to take turns riding in the open boot.



Other Jaguars at the show included a fantastic replica of a low drag coupe and a highly modified MK V. This car was narrowed, shortened, chopped and converted to a two-door coupe. It sported a V-8 with cross-over injection. Beautifully done.

At the end of the show, I managed to win first in

class! Got my picture taken and received an enormous trophy that is about 3 ½ feet tall.

If you are seeking further information, there are gobs of videos on U tube and feel free to contact me with any questions or comments.



The Cover Up!

By Stuart Barret

Yes, we are all in this together, isolated in our own individual dwelling spaces, making the best of times as we can. What better time to discuss at-home pampering for your automobiles than right now! I have received many emails over the last couple of months with ambitious DIY projects and perhaps you yourself have spent a little extra time in the garage caring and preserving what moves us. Now, how do we keep this hard work looking as beautiful as we can as it sits inside the garage? Even though we aren't getting out for that Saturday morning car meet, fine dust accumulates on the vehicle's surface. To make matters worse, cars that sit for long periods of time can become the Monte Carlo mobile-home for mice (all-you-can-eat buffet included); flat spotting of the tires occur; batteries may have an unknown current draw and lose voltage... It's a harsh reality that I see far too often for these fair weather friends.

Can't keep your car in a bubble though. Or, can you? Car-Capsule is a company who makes a “bubble” for your car to reside in. During its stay, the automobile is pampered with fresh air circulation, robust 10 millimeters-thick surroundings that protect against accident damage, as well as a 24 hour “no vacancy” dialogue with any rodent



passerby. Being transparent, it creates a “showcase” that lets everyone see you're serious about the care of your vehicles.

There's even an outdoor option if you're limited on garage space.



(Cont'd on Page 5)

Let's say you don't take your car care storage *that* seriously, but would still like something fun yet protective and not an eyesore. There are a few options, one being from a company called Good-Wool. Think of it as a tailor-made wool suit for your loved one. Precision fitment and all unique attributes of said individual are given the utmost consideration. The result is a truly unique solution which adds both elegance and protection while the vehicle is not in use.



For the enthusiast who is on the road for that out of town show or meetup, I'd suggest these single serving friends. Low price of entry, universal fitment, quick to install, and can be disposed of once the event has come to and end. The steering



wheel and seat covers are nice for freshly cleaned interiors on your way to or from an event. If you're an active person and want to go for a run while you've got your classic out (or just want to keep your daily driver free from smelling like a gym bag) check out these protective covers from "Run's Done". They are reusable, hygienic, and come in multiple fabric options.

Now, before you hit the ground running, take a moment to inspect the condition of your tires. A great way to prevent flat spotting while the vehicle sits for long durations is with a set of RaceR-amp Flat Stoppers. The concave design allows the weight on

the tires to be evenly dispersed. Which will prolong the life of the tire and can be had at a fraction of the cost of a new set.

If you've made it this far, you're most likely charged up about all of these new-found storage goodies. Let's keep the spark alive with a quality battery tender. I prefer to use a unit that provides a broad range of information regarding the status and condition



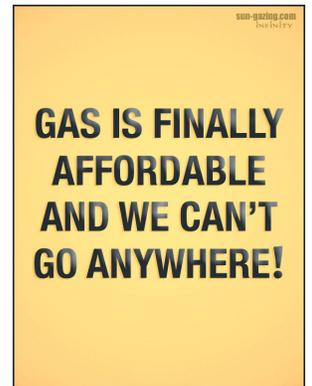
of the battery Optima's will

give you percentage of charge, current voltage, and amperage needs at a quick glance. It comes with alligator clamps for connection to terminals and a quick connect option you can install on the battery for a more permanent/frequency of use convenience.



Well, there you have it, all dressed up and nowhere to go. Be sure to look for the next installment where I uncover my current findings regarding tools, products, and best practices the car care sector is moving toward in this unknown new world.

Until then, be safe and be well.
Stuartjbarrett@gmail.com



Sir Sterling Moss
Sept 27 1929- April 12, 2020

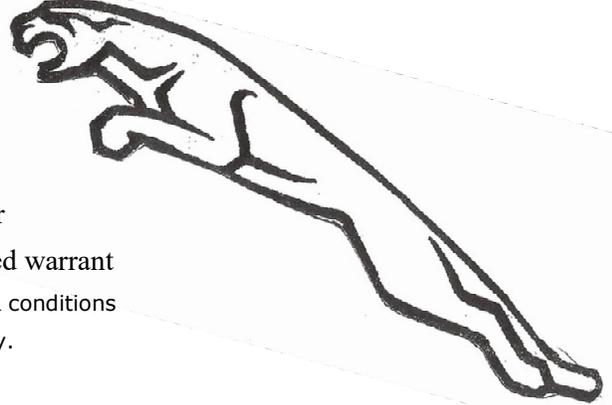
Sterling Moss was a British Formula One racing driver. An inductee into the International Motorsports Hall of Fame, he won 212 of the 529 races he entered across several categories of competition and has been described as "the greatest driver never to win the World Championship". In a seven-year span between 1955 and 1961 Moss finished as championship runner-up four times and in third place the other three times.

Racing was a family sport as His father was an amateur racing driver who had come 16th in the 1924 Indianapolis 500. Aileen Moss, Sterling's mother, had also been involved in motorsport, entering prewar hillclimbs at the wheel of a Singer Nine. Stirling was a gifted horse rider as was his younger sister, Pat Moss, who became a successful rally driver and married the Swedish rally driver Erik Carlsson

Moss died in London after a long illness. He was 90.

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2020 EVENTS CALENDAR**
****Official JCTI events are in BOLD**

- May 2nd—Breakfast**
- May 30—Sunday Brunch at Gilcrease**
- June 6—Breakfast**
- June 27—Euro Expo Car Show**
- July 4th—Breakfast**
- July 22—Dinner at El Patron**
- Aug 1st—Breakfast**
- Aug date tba—Road Trip to Ponca City**
- Sept 5th Breakfast**
- Sept— 10-12 Brits in the Ozarks and dinner**
- Oct 3 Breakfast**
- Oct 24-25 Overnight—Ark-Mo and Broken Bow**
- Nov 7 Breakfast**
- Nov 14—Amish Dinner**
- Dec 2—50th Anniversary Dinner Party**
- Dec 5th Breakfast**

One difference between death and taxes is that death doesn't get worse every time Congress meets.

Anonymous

CLASSIFIED

Classified ads are free to club members. To place an ad, e-mail all pertinent information and picture in jpeg format 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**

E-mail Newsletter Available

Would you like to receive your "Cat Tale" in a PDF format? If so, please let the Editor know at mmra@windstream.net or get your copy from the club website at:

www.jaguarcluboftulsa.com

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

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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 _____

No Events due to the Covid 19. Don't worry,
the club will be back in action as soon as the
green flag drops!

