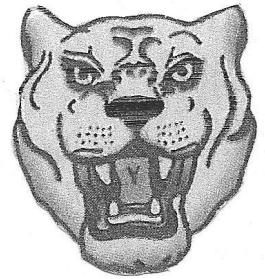


The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

First Saturday NOT!

Yeah, same old song, another verse. But hope is on the horizon that we may be able to resume our First Saturday Breakfast meet ups in some form by late spring (read: May if we are lucky). Talk about 'long haul Covid', we are all enduring that, and not just referring to the club activities, but in just about every facet of our lives.

It will be a changed world when we do start to meet again but in the meantime we will make every effort to keep our club viable and provide our members with news about what is going on in the world of Jaguar and also what our members are doing during this strange "no contact" period.

With that in mind I would like to hear from members about what they have been doing to make use of this extra time they find themselves with. I know there are several project cars out there, so have you been working on it? Did you finally organize all those spare parts so you know what you have? Cleaning out the garage and found all that memorabilia? What ever it is, drop me a line and let me know what you have been doing. Pictures are wonderful for show and tell so be sure to include them. Send messages to: mmracer@gmail.com

Welcome New Member

We are pleased to welcome **Charles Segress** to the Jaguar Club of Tulsa. Charlie lives in Glenpool and he owns a 2003 XK8 convertible.

Charlie joined the club back in the summer and a few of our members have made his acquaintance as he participated in the Hot Rod Shop drive in Bartlesville along with some other club members. We look forward to meeting him and seeing his beautiful Jaguar in the near future when we can resume some of our club activities.



Making Good Use of My Time

By Clark Frayser

The old "what did you do on our summer vacation?" worked pretty different for me this last year.

The start of summer is usually our car show. EuMoEx in Sand Springs. This year looked good – the Museum was even going to let us use the restrooms - a nice sign that we were even more welcome than before.

Then – you guessed it- 2020 did its thing. We didn't have a car show.

I have two old Jags, a late '56 XK140 FHC and a "62 MK II. I've had the 140 since 1968 and am just the second owner of the MK II. They needed to be restored and the lonely -read empty- year was about time.

The MK II had been my main car for years, but was pretty run down. It had already been at a friends' shop for a year and the going was slow.

Parts came in iffy, and the fact that the car has seen a whole range of mechanics -from the best down to – let me put it this way, I had to replace the oil drain plug, a part that should never wear out.

But gas stations in Welch, OK took one look at the Jag and got out the monkey wrench. All of that work is baked into the birthday cake that is my MK II.

A new interior kit that fills the back of my old Explorer will soon be installed in the MkII. All the wood is out and soon goes to Canada to be redone. Some more mechanical and electrical improvements to go. Because it is a new year, I have hope. Will there be hiccups? In the new year there is a much better chance.

The 140 is a bigger job, if that is possible. It is in the paint shop now. I have been getting ready for years. Ron Hunt helped take the engine out and Scott Young got it rebuilt and even repainted the old style Jaguar logo.

I needed a new pully for the generator. This seemed a good job for me, I am often the "gofer" on these jobs. Lucas generators were widely used in the '50's and '60's in cars and even tractors. After exhausting car parts places and farm implement stores, I was left empty handed. Long story short; that \$15 pully cost \$200 because a machine shop built it.

A couple of parts were hard to find and e mails to England were not working. I took the plunge and paid to have international calls on my phone. That turned out well as I found some (cont'd on page 2)



Hard to find parts and some of those British guys are really chatty. If I had called without my new service, no telling how much more it would have cost! (One time Sir William Lyons' grandson came in to shop of the company I was talking to...)

About 25 years ago Larry West gave me the interior of a 140 FHC. He was putting a "perfect" interior in a car and graciously gave me the "good" one. I have found material that matches the color, so hopefully most of it will work. Larry was a long time member of the Jaguar Club and always reminded me that we are all in this together.

Update to come – Who knows when!

Invitation to Crew! Vintage Race Plans for 2021

By Les Neidell

Despite the pandemic most of the race venues tried to complete their 2020 schedules. I tested one event, mid-June at Blackhawk Farms outside Chicago. Only four entrants in my Pre-War class, with the other three being much quicker than me. Even though I posted my best times at Blackhawk I ran by myself the entire weekend. Social distancing was in effect, and all non-race activities were canceled. Not my idea of a good time so I bowed out of the rest of the year.

I'm still trying to use the 1933 Plymouth as my primary car, but the economics of a Pre-War class stresses race organizers and limits events for the Plymouth. It IS expensive to rent a track, and except for Lime Rock and Laguna Seca, not enough Pre-Wars compete to make the class viable.

Contributing to the dearth of Pre-War entrants are the high valuations of almost all the European cars. It takes a very brave (and hopefully competent driver) to compete with cars worth upwards of \$2 million. Also, many of us Pre-War drivers are up in years, and our number is diminishing. Last year we lost Peter Giddings, who competed regularly with his 1932 Alfa Romeo P2B. To me Peter was the best driver in Pre-War; I learned an awful lot trying to follow him around Lime Rock!



#33 Lester Neidell, 1933 Plymouth Indy Car;
#7 Paddins Dowling, 1934 ERA R2A;
#11 Nathanael Greene, 1925 Bugatti T35.

RANDY HARRAUGH

The result is that what were originally low-powered post-war British cars actually make up the majority of "Pre-War" competitors at most venues. (And race "modifications" are allowed; typically a number of the MG TDs have flathead Ford V-8s installed.)

This is not to say that the Plymouth is as it came from the 1933 showroom. Following Scott Young's advice the Plymouth has gone through a number of race mods. Most noticeable is a rollbar with a 6 point harness. The OEM motor was replaced with a later version, with three carbs and a split exhaust manifold, after the original ran a bearing at Indianapolis. An overdrive unit was fitted to reduce rear end gearing, but the OEM brakes just couldn't slow the car to handle the increased speeds. Front brakes are now from a 1930s Lincoln Zephyr. We'll see if they're good enough to permit me to en-

gage the o/d unit.

Front springs have been renewed while the friction shocks have newpads and might actually work. Hopefully the 2021 version of the Plymouth is both safer and quicker.

Race season for me typically begins in March. The 1959 Kellison is my choice when Pre-Wars don't have a class. Here is the very tentative 2021 Vintage Racing Schedule: I'm



listing all events I consider, realizing that there are date conflicts. Events with * are the ones I currently plan to attend.

- *March 19-21 – Hallett, OK. Kellison
- Apr 30- May 2 – Eagles Canyon, TX. Kellison
- *May 14-16 – Road America, WI. Kellison
- *Jun 18-20 – Blackhawk Farms, IL. Plymouth
- *Jul 15-18 – Road America. Plymouth
- Jul 23-25 – Pittsburgh Vintage Gran Prix. Plymouth
- *Aug 12-15 – Laguna Seca, CA. Plymouth
- *Sep 2-6 – Lime Rock, CT. Plymouth
- *Sep 17-19 – Road America. Plymouth

I consider Laguna Seca and Lime Rock to be the premier events. Typically these have the greatest variety of competitors and the largest number of spectators.

What does it mean to crew

Both the Plymouth and the Kellison are road licensed and at track requirements are minimal. I can use help in fitting the harness while in the pits and keeping the fuel tanks filled. Otherwise, crew is free to roam and visit. Crew does help me with the driving to and from the tracks. Most tracks permit two crew per entry. Crew is expected to pay for personal expenses, including lodgings and meals.

One caveat: Son David told me the Goodwood Revival, September, in England actually tops Laguna Seca as the world's premier Vintage Race event. So I applied, figuring the Plymouth would be unique enough to warrant at least a look-see. My query was answered almost immediately: What was the car's international race history? I replied that it raced both in Wisconsin and Michigan – does that count? No response as of yet. (Clark Frayser said I should have replied that Michigan is adjacent to Canada, so that's ALMOST international.) Probably a 0.001 chance of being invited, just a heads-up. I WAS invited to the Goodwood Festival of Speed in July. But that's a hill climb only, on the scariest course I've ever seen. Look it up!

Just call me for more info: Les Neidell, 918-430-5968.

Frog parking only. All others will be Toad

Stolen Catalytic Converters

Eds Note: Thieves never rest and here is one of the newest targets. Considering the consequences, might it not be easier to get a job? Hagerty Auto news recently sent this informative article to their policy holders. I know this is really going on because a niece who lives in LA was a victim of this theft. The thief, however may have wasted his time as the Prius had well over 200K miles on it and was totally used up!

Catalytic converters, the emissions-control devices designed to reduce toxic exhaust emissions, have always been an easy target of enterprising thieves in search of precious metals. With values of rhodium and palladium recently eclipsing that of gold, however, catalytic converter thefts are spiking nationwide. The devices can be sawed from the underside of vulnerable automobiles within minutes, and some thieves are so proficient at this automotive amputation that they'll perform it in broad daylight.

Thefts of these components are not a new phenomenon, but the recent volume of these crimes has been indirectly triggered by a worldwide crackdown on emissions regulations, which have increased demand for palladium and rhodium. Palladium is a close relative of platinum—they're both categorized as transition metals on the periodic table—and helps accelerate the breakdown of harmful hydrocarbons and carbon monoxide. Rhodium combines with platinum to form a reduction catalyst, which lowers nitrogen oxide emissions (NO₂) by stripping off nitrogen atoms and forming oxygen (O₂) and nitrogen gas (N₂).

According to *The New York Times*, the price of palladium has quintupled within the last five years, hitting a record of \$2875 an ounce in 2020. It is currently worth \$2000–\$2500 an ounce. For context, gold is currently \$1850 an ounce. Rhodium is even more valuable; it skyrocketed more than 3000 percent last year to a record \$21,900 an ounce—almost 12 times the price of gold.

The theft of catalytic converters, which since 1975 have been required in all gasoline cars and trucks sold in the U.S., increased with the spread of COVID-19 last year as more people looked for ways to make ends meet. *The Times* reported converter theft was up as much as 800 percent in some metropolitan areas from 2019 to 2020. It's a hot topic on Reddit, Nextdoor, and other social media platforms.

Rick Parsons, who works in the service department at Germain Honda in Ann Arbor, Michigan, says Elements and Honda CRVs are susceptible for a number of reasons, mostly because their catalytic converters are easier to reach. "We've been seeing it for the past several years in Elements and CRVs," Parsons says, "although I'm not sure why you'd bother, because you can't sell one without giving your personal information."

Thieves are finding a way around that requirement by selling the devices on the black market. *The Times* says a converter can fetch several hundred dollars at a scrapyard, which will then sell it to a recycler to harvest the metals.

Toyota Prius converters are particularly attractive to thieves. Because the hybrid model's combustion engine runs only intermittently, its catalytic converter has a lighter workload compared to that of a constantly-running combustion powertrain. As a result, the precious metals used to neutralize carbon monoxide and other harmful gasses are less depleted. ABC-7 News in San Francisco reported a rash of catalytic converter thefts last year, and SF Toyota service manager Geoff Blackburn told the television station: "It's gotten real bad. Talking to the insurance companies ... [they're] saying that the majority of their day is spent going out there inspecting these cars."

Replacing a catalytic converter can cost \$2000–\$3000 and, although Germain Honda's Parsons says insurance generally covers the repairs, sometimes the provider chooses to total the car instead. Since that isn't the best-case scenario for many people, some are choosing to take preventative measures.

Six months ago, Reddit user malarkeys11 posted a photo of his homemade solution:



"My coworker [in Houston] got his catalytic converter cut off his Element. They didn't take mine (I was parked next to him). I bought some 13-gauge metal, and this is my prototype: made half-inch holes so it could breath. Hopefully it discourages any thieves. Half a day building and flame-resistant clear-coating." Others are installing alarm systems or prefab cages/guards, which, like malarkeys11's solution, cover the converter and make it more difficult to reach.



This Cat Defender can be found on ebay for \$115.

Reddit's Harasslemon opted for a \$300 security cage. "It's expensive," he wrote, "but worth it."



**COVID BE DAMNED!
We're going Racing!**

By Linda Young

A body can only stand so much being cooped up under what is starting to feel like house arrest. Our racing season, like everything else in the country, got shut down for pretty much the duration of 2020. While Scott did venture out to Hallett, our local road racing track, twice, there had been no out of town trips for vintage racing.

Finally, SVRA, the vintage racing sanctioning body scheduled a weekend at COTA, (Circuit of the Americas) in Austin. This track was built to host F1 racing and it is enormous, so observing social distancing and other Covid protocols should not be too big of a problem. Of course all the usual hoopla of vendors, parties, spectators and the like would not be happening.

The toter and trailer left the storage and we loaded up Scott's XKE Coupe and David Neidell's 1968 Corvette and we headed for Austin. David would be flying in from California and his parents, Joan and Les drove in from Tulsa. It felt good to be on the road again.

We got lucky on parking since our rig is large, the official put us north of the garages near the reception area, where nothing was going on, and the only other trailer in the area was the Hoosier tire vendor. It was a perfect spot next to the track fence, close to the deluxe bathrooms, plenty of space to spread out our cars and no one camped near us.



The morning started out with a very low hanging fog, so low and thick that the early on track sessions were delayed. But finally the sun broke through and it was a beautiful day, in



Joan, Les and David Neidell

the golf cart around the whole track area and see what other cars might be racing too. We did find this XJS owned by a fellow from Texas. It is a Tom Walkinshaw XJS V-12 Coupe tribute car. We were not in the same race



class as this car but we did see the car on track later that day.

Remember I mentioned we were near the track fence? This was an action packed corner and we did see several drivers head into the 'red mist' including this one who actually flipped over his open wheel racer. He did emerge relatively unscathed.



I have been going to races for many years and have seen some unusual and unique sights, but on Sunday afternoon one rolled right up to where we were parked that could only be termed a "blast from the past".



Yep, those are old VW camper buses. Don't see to many of those outside of meticulously restored examples at VW car shows. Well, there were not just these two, there were ELEVEN OF THEM!

This slow moving caravan came to the Hoosier tent where the drivers proceeded to sort through their pile of pull offs and load up a bunch of tires. No clue what they were doing with them as they didn't have a race car. It was obvious they were living in these vehicles. They appeared to be a group of modern day nomads (we called them "hippies" in my youth) just lazily traveling to wherever. They even had signs on the back of the busses proclaiming "Slow moving vehicles. Pass careful-



ly". Once they had loaded up, the group, men, women and kids, all got in and the busses started up, (yes, they all started) and lumbered out of the pit area and out the exit road to where ever they were headed.

All things considered, it's not a bad lifestyle.

Jaguar Land Rover Tulsa

3905 South Memorial, Tulsa, OK 74145

Pre-owned Jaguar

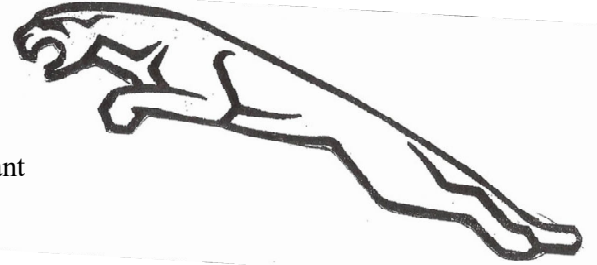
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CLASSIFIED

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

For Sale 1989 XJ Vanden Plas – under 76K miles 3.6 L L6 DOHC 24V engine/ 4-speed auto overdrive tranny. 4 wheel disk ABS brakes. The interior is good but leather needs treated and shows some wear on drivers seat. The car has been in a garage for 20 years. The suspension needs to be looked at as the car has not been driven in all this time. It runs fine.

Asking \$3000 but price negotiable. This car has been donated to Catholic Charities and the proceeds of the sale will be going to them. Call Steve Hamblin at 1-918-286-9422.



For Sale 2003 X-type. Phoenix Red/tan interior. 44K miles, sun roof, new tires, 2.5L Automatic. Garage kept, interior and exterior are flawless. Needs a new battery and the transmission is slipping and needs repair. X-types are AWD and excellent to drive on wet and slippery road conditions.

Car is in an estate. Asking \$4000, price negotiable. Call 1-918-913-2445.



1953 MGTD For Sale

Black/red. Freshly restored. A fellow Vintage racer is selling because funds needed for new vintage race project. \$18,000. John Ullrich, (815)403-3803. Or call me: Les Neidell, (918)430-5968 for more info.



Spring Drive! April 3, 2021

The Cat's are tired of being restrained in the garage and they are rare'in to take to the road for a good run.

A plan to meet up with Arkansas club members and also members of the Arkansas British Iron club are in the works. The idea is to have groups leaving from Oklahoma and Arkansas and meeting at Adair Park in Stilwell, Ok.

Club members will pack their own lunches (or there are plenty of places to pick up something in Stilwell) and the club will provide the drinks. We can have a nice visit with our friends and fellow club members while being outdoors and observing social distancing.

Watch your e-mail as we will be sending out more info about this event and you don't want to miss it!

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.

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1 page- \$750.00 per year

2021 EVENTS CALENDAR**

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

There will be club events in 2021. Board members are following CDC recommendations so gatherings can be fun and safe for all our members.

April 3rd - Spring Drive to the Border - Plans are under way for a drive to Adair Park in Stillwell, OK, to meet up with our Arkansas member and members of the British Iron Club of NW Arkansas. More info will be coming.

CLASSIFIED

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ADDRESS CHANGE?

Men still die with their boots on, it's just that one boot is on the accelerator.

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

Turning an open wheel racer back onto its' wheels. Driver is sitting to the left after he was pulled from the car.



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 _____

**Plans are underway for a
SPRING DRIVE
APRIL 3
More info inside!**