

# The Cat Tale

The Official Publication of the Jaguar Club of Tulsa



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## President's Message Author, Mike Webb

Now that fall has arrived and a scorching summer is in the rearview mirror, there are plenty of opportunities to get out and enjoy the car and the road. With less chance of roasting engine or motorist, what was August's dash through the Inferno can become November's tour through scenic eastern Oklahoma. A light jacket tossed in the back means you're fully prepared to pull over for a stroll through the woods.

If you haven't looked at the website lately, be sure to check out the calendar. The Board has worked to get dates set for the next few months to help you as you plan for the New Year. We've tried to include activities with a broad appeal and as always, your ideas are welcome. We just tried something new by having a table at Oktoberfest. I had to run off before even tasting a beer, but those who participated gave it a thumbs-up. The Shoot-Out at Stan's place just happened and we will have a Christmas party at the Wright's house on December 17.

Find your ballot inside this newsletter, and remember that you are invited to use the write-in spots!

### Important

New Breakfast Venue  
Starting December 3

At the last board meeting, Les Neidell was asked to find a new venue for our Saturday morning breakfast. Les has made arrangements with **Chicory & Chives Café**, 5800 S Lewis, (London Square Shopping Center). Remember, our breakfast is the first Saturday of the month, 9:00 am

## Brits in the Ozarks By Linda Young

It started out as a beautiful day and the forecast was for sunshine and warm temperatures so a trip to Arkansas was a great plan. Somewhere, somebody in the Ozarks messed with the plan because when we crossed the line into Arkansas it started to rain. Where did that stuff come from? There was no rain in the forecast! Well, it was just that kind of drizzle that is bad enough to water spot the car but not enough to turn on the wipers. We pressed on.

We arrived at the show site at about 10:00 and it was already crowded. There was still a light rain falling but no one seemed to pay it much mind. The two Tulsa Jaguars



parked in the line of other cats and the rain started to fade. Pretty soon everyone was out wiping down their cars and the sun broke through the clouds and our beautiful day arrived.

The Young's were there with "Nice 1, there 1974 XJ6L sedan and were parked under the trees along with 8-10 other sedans. There was a terrific turnout for the show as the club registered a new record **173 cars** ! There were lots of Jaguars there, I don't have an accurate count but there must have been at least 30 and the models covered the range from XK120 through early Mk I and II through MkV, XJS and E-types and a brand new 2011.

AJ West was parked across the way with

an impressive line of XJS that also included our club member, Brian Hanna. If you look closely



you can see her car in the background behind the Primrose yellow XKE of Tom Jefferson.

The show brought out a number of rarely seen cars including these Austin's that seemed to attract attention all day long. I don't want to say these cars reflect the slender stature of early 1900's Englishmen, but I don't think you could get two American's in one of these. At least not if



you wanted to shift gears.

There were plenty of Triumphs, MG's, Lotus and just about every other English marque you could think of. Many were in well kept driver condition, some had been fully restored to their pristine elegance and some had been modified to their owners eclectic tastes. Now which way is that door on the MGA supposed to open?

Once again the British Iron club members did an outstanding job of putting on this show.

The site is near perfect with a large grassy area and many groves of shade trees. There is a large shelter with kitchen where the club members were serving up hot dogs and hamburgers and also where the silent auction was held.

Other JTCI club members participating who also happen to live in Arkansas and be BINWA



members, Bill Watkins and Doug Schrantz were hard at work most of the day.

In spite of the rain splattered start, it turned out to be a beautiful day and a great show and the Tulsa contingent also took **FIRST PLACE** in both the Sedan class and the XJS class. That certainly did make the trip worthwhile!

### Message from the Editor Roger Hanes

Two or three years ago, I purchased an article on how to recover Ni-Cad batteries that could no longer hold a charge... you know, those batteries used in power tools, etc that over time get to where they just no-longer work. Now, I'm not talking about Lithium batteries used in laptops and cell phones, just the Ni-Cad batteries. Over the years, I had wound up with four such batteries, and it was time to go buy new again when I decided to remember the article.

In order for this to work on an 18 volt battery, you need to accumulate three automobile batteries and using two sets of jumper cables you need to connect the automobile batteries in series so that you get the full amps at 36 volts. You don't have to remove the batteries from at least two vehicles, but logistically, you probably do need one battery loose. Basically, it goes cable one to battery A, hot, and cable one to battery B, ground. Cable two

from battery B, hot, to battery C, ground. Then, cable three connects battery A, ground to a probe, and battery C, hot, also connects to a probe. Because these cables are heavy and bulky, I chose a couple of large nails to use as probes. Do not allow the two cable ends to touch one another, as sparks will really fly.

Now, while holding the probe from battery C, hot, to the (+) side of the Ni-Cad battery, press the probe from battery A, ground to the (-) side of the Ni-Cad battery. Hold the probes in place for at least twenty seconds. If you hold it longer, or even do it more than once, it will hurt nothing. The 36 volts from the car batteries really needs a little time to shock the memory out of the Ni-Cad.

## What the heck?!?!?!? BY Stan Lackey

Have you ever been stung by a mahogany wasp? Or maybe the better question for some is, how many times have you been stung by a mahogany wasp? What's a mahogany wasp you ask? They're the ones that are BIG and reddish. They seem to have the attitude of a pit bull and when they're coming after you might think that they also have 100 pound bombs hanging below each wing.

This summer while trying to do a nice thing for a "JAG FRIEND" I was the victim of my own neglect, and the never ending vengeance of a PILE of mahogany wasp!!

If you can hang with me for a few hundred words, I'll share my story with you. Several years ago I purchased and restored (or sort of restored) a series 1 XJ6. (BTW, if you're interested you can see the whole painful restoration process at [myxj6.xjsjaguar.com](http://myxj6.xjsjaguar.com))

A few months before buying my series 1 XJ, I'd purchased a really nice XJS also, and driving my newly acquired XJS gave the thirst for yet another Jaguar. I figured that I could justify buying another jag because it would save the wear and tear on my XJS. I also thought that I'd look for a sedan that I could call my "Wal-Mart" Jag.

When I started shopping for my second Jag purchase, I didn't know the difference (or that there was a difference) in any of the XJ series cars.

Sure, I knew that there was the "new" model (XJ40) that came out in 88 (I almost bought one in 88) but that was about it. I had absolutely no idea that there was a series 1 XJ, or a series 2 XJ, and I certainly had no idea that the car that I was so used to seeing as a "Jag sedan" was a "series 3".

During my (eBay) search for a "Wal-Mart" Jaguar sedan, I had several criteria for my second Jag purchase. First off I wanted my next eBay car

purchase to be close to home. I'd bought my XJS from a seller in Houston, and learned what a long distance purchases were all about. Second, I wanted the car to be in the kind of "used" shape that would be in "perspective" with being a Wal-Mart car. You know, a car that I could take to the store, but I wouldn't have to worry about..... A Wal-Mart car!!..LOL..

As I constantly watched eBay, I saw a car that was for sale locally. In fact the seller of the car that I was looking at had been listed by John McKeel, owner of Jaguar services. Seeing that John (A.K.A. Captain Jaguar) was the seller, I called him to talk about the car, and then decided to go and look.

Well, needless to say, I bought it. It wasn't until after I'd bought my new XJ6 that I found out what a series 1 Xj6 was all about.

In the 2-3 day lag between hitting the BID button (all ebayers know that I'm talking about here) I did some research about the series 1 XJ on Jag-lovers.org. Along with all the information that I was able to glean in my thirst to know about the newly discovered XJ "series" the thing that seemed to interest me the most (or maybe just, most immediately) was that the top end at redline on the car was 113 mph!

Well needless to say on that first drive home from Jaguar services, I just fell in love with the purity of my series one XJ. It soon became my daily driver.

It didn't take many miles of driving before I



discovered two things about my little car. First off while my little car ran great it also was

burning a LOT of oil. Second, was that I just LOVED driving that Car!!

While I still had (and have) the XJS, I just couldn't seem to stop driving the series 1 XJ. Just recently when new club member, Ian Clements, was over here at my house he and I were driving the series 1 around a bit. After driving the car I think that Ian came up with the most appropriate description of the allure of my series 1 XJ. He simply said "Stan, that car just has SOUL".

As I started my restoration plans for the XJ, I found a need to (and had the opportunity to) buy, two series 1 XJ parts cars. I have a white one, that's mostly just bones now, and I also have an almost complete blue one too.

One day while Scott, and Linda Young were over here Scott and I were walking in the woods. As we walked past the parts cars Scott noticed the personalized license plate that was still on one of them. When he saw it he stopped, and said "I know who the original owner of that white car was!". Scott's observation sparked an interesting conversation about the club, and several long time members. So... (and now we're finally here) one day this summer I decided to just go over to that car and remove the personalized license plate so that I could give it back to the original owner, who would probably be (will be) really surprised to see it again. I knew that it would be a fun thing to do, good for a few laughs, and might be a really nice gift.

With all this good will in mind I grabbed a screw driver, and wrench, and started towards the car to "do the deed". Man was I into it. Gees, it was a beautiful summer day, and as I popped the trunk (Excused me, the rear bonnet) I was day dreaming of how surprised the one time owner would be to have the custom plate come home.

Having removed the plates on my XJ6 many times over the years, I knew where all the needed bolts were, and with the trunk now opened I just (mindlessly) threw one hand under the lid searching for the bolt head while My other hand was manning the Philips head screw driver that was needed on the outside.

After about 15-20 seconds of searching for the bolt head with my "blind" hand all of a sudden my hand started to hurt. Then I saw it. I was (now) standing in a swarm of really MAD, really HUGE mahogany wasp, and all I could do was "RUN **Forest RUN**".

As I got about 20 feet away I was wandering "what the heck??" . When I ventured back to the area of the trunk lid, (excuse me... rear deck) and saw the largest wasp nest that I've seen in years. I think that in the insect world this thing was like an aircraft carrier. I'm going to name it the SS. HORNET...LOL....Pun intended!

Well, later that afternoon and after a trip to Wall-Mart I did a reenactment of the little big horn, and I was Sitting Bull!! So... now that the weather's cooled down, I'm "going in" again. This time after I "popped the trunk lid" I took the time to look for any new growths. After careful observation, I got the all clear, and so in a few days I'm going to complete the mission that I started several months ago.

In a month or two, I'm suspect that someone in the club is going to see something that's



been gone for a really LONG time. It's something that will no doubt bring back a lot of fond memories. I think that I'm going to have my well earned "stinging" trophy plate delivered back to it's had the opportunity to buy, and original owner at the Christmas party. In the spirit of the Jaguar club I think that it's going to be a lot of fun to see it change hands yet again, and I'm suspect for the last time.

## New Jaguar C-X16

Appearing in the US after its Frankfurt Show debut, Ian Callum's handsome C-X16 concept car is the sight to see in LA. Jaguar is talking about a debut in 2013, but we reckon a dealer will take your deposit by next autumn.



Lips are tight about how much this so-called E-type replacement will cost, but Jaguar says it will rival Porsche's Cayman R and the new 911 (also debuting here), so that's about £70,000, then. The company is budgeting for annual sales of about 11,000, but we think they could be much higher than that – at one time, Jaguar sold more 30,000 XK models a year.

The C-X16 is based on a cut-and-shut XK coupé chassis, but the legendary Coventry development team under Mike Cross will be making sure it handles like a sports car. "It's a



real hard car," said Callum of the test mules that are currently racking up miles.

Jaguar is lagging far behind its Indian owned sister Land Rover in the sales stakes, with US customers simply ignoring the three-car line up of XJ limousine, XF saloon and XK coupé. While Jaguar Land Rover sales in the US were up 7.1 per cent to 38,850 in the first 10 months of this year, that headline figure hides the fact that it was Land Rover doing the running with sales up 14.7 per cent and Jaguar languishing down one per cent.

With no four-wheel drive or SUV, Jaguar struggles for sales in the snow states of America and it simply doesn't have the brand identity of Audi, which sold 95,206 in the first 10 months, or BMW, which sold almost a quarter of million cars in the same period.

US insiders report that while the XJ is doing "gangbusters" and that the C-X16, when it arrives, will be "a good halo car", what Jaguar really needs is a sporty SUV crossover vehicle to rival BMW's X5 or Audi's Q5. That vehicle could make for some interesting rivalry with the Range Rover team just down the corridor at the company's Witley headquarters.

## U.S. Grand Prix in Austin? The December deadline looms By Steven Cole Smith on 11/13/2011

To a mayfly with an adult lifespan of about a day, likely one year seems like a long time. But in the world of Formula One, it's an

eye blink. And that's how far away we are from the scheduled debut of the United States Grand Prix next November at the under-construction Circuit of the Americas track near Austin, Texas.

At least one F1 journalist insists that the controversy surrounding the track, and the race, is just a "tempest in a teapot" ginned up by a bored and looking-for-publicity Bernie Ecclestone, and sold to a bunch of naive, gullible journalists--like me, I'm guessing.

Well, it isn't. It's real. There might not be an F1 race in Texas in 2012, and there might not be a track for the series to race on.

After the initial legal issues, neighborhood complaints and governmental roadblocks that invariably precede the construction of a racetrack--reference the history of the Texas Motorplex, Texas Motor Speedway and even the sad, checkered tale of Texas World Speedway if you want proof that these things happen even in the can-do Lone Star State--the first solid indication of trouble was the stop-start-stop construction of the 3.4-mile road course over the summer.

One of the unique aspects of the deal is that the State of Texas agreed to advance the Circuit of the Americas some \$25 million per year from a dedicated trust fund designed to help host major annual events in the state. The Super Bowl, for instance, was a recipient of trust fund money, which is repaid from tax on the largely tourist-related business the state gets from the major event.

Regardless, the bottom line is that the deal needs to be done by the first week of December, when there is the final, no-turning-back meeting to set the 2012 F1 schedule. Could the Austin race be moved to 2013? It's possible, but not without penalties, and who would pay them?

Read more: <http://www.autoweek.com/article/20111113/F1/111119950#ixzz1ducPRsOX>

# Jaguar Tulsa

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- 2009 XF Lux (R20417) 4.2L V8 Winter Gold with Barley Leather, 7,595 miles, \$41,500
- 2010 XF S/C (P10581) 5.0L V8 510HP Kyanite Blue with London Tan Leather, 33,125 miles, \$57,500
  
- 2003 S-Type (P10609) 3.0L V6 Carnival Red w/ Sand interior, 65,200 miles, \$10,900
- 2006 S-Type (R20407A) 3.0L V6 Ebony Black with Charcoal Leather, 52,970 miles, \$18,950
- 2006 S-Type (R20364A) 3.0L V6 Grey with Grey Leather interior, 95,366 miles, \$12,225
- 2008 S-Type (J90606A) 3.0L V6 Radiance Red with Barley interior, 60,450 miles, \$22,900
  
- 2008 XJL (P10371) 4.2L V8 Midnight Black w/ Dove Grey Leather, 22,300 miles, \$42,950
- 2009 XJ (P10501) 4.2L V8 Porcelain White with Champagne Leather, 5,800 miles, \$48,900
- 2008 XJ Super V8(P10369) 4.2L V8 S/C, Midnight with Charcoal Leather, 17,700 miles, \$47,888

## Just Arrived

### 2012 models

### XF, XJ, & XK

View them at [www.jaguaroftulsa.com](http://www.jaguaroftulsa.com)

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**2011 COMING EVENTS CALENDAR\*\***

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

**Dec 3—Breakfast somewhere.... Watch the website! It could be at Dilly Deli-402 East 2nd St (corner of 2nd and Elgin) 9:00 am**

**Dec 17– Christmas Party at Don & Carol Wright’s 6:00 pm. We would like an RSVP, but not required.**

**Probably Jan 21– Installation Dinner... we’re thinking Chinese... maybe 51st E of Memorial Dr.**

**February– We’re think Gilcrease Dinner around 6:00pm**  
**March-Bullets & BBQ at Roger & Cindy’s Dirt. West of Sand Springs.**

**April ?-Someone is planning something... watch the website!**

**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 or call the Editor at (918)258-8320 to make the corrections.

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

**www.jaguarcluboftulsa.com**

Also check out the show web site at **www.eumoex.com** and the Cross Roads of American slalom site at **www.crossroadsautox.com** to keep up with the latest in auto cross/slalom activity.

**CLASSIFIED**

**Classified ads are free to club members. To place an ad, e-mail to Roger.hanes@att.net or call (918) 663-6627. Ads will also appear on the club website: www.jaguarcluboftulsa.com**

**For Sale:** 1990 Jaguar XJS V-12. Signal red with black leather interior & top. All numbers match. Multiple 1st place in show. Service by Jaguar of Tulsa. I am the second owner. 6580 miles. Always garaged. All reasonable offers will be considered. Call Warren Werling (918) 495-3578

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**Dues for 2012 are now payable!**  
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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 \$50.00 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. PayPal is also available through the Club web site at: [www.jaguarcluboftulsa.com](http://www.jaguarcluboftulsa.com).

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 \$30.00 per year and **does NOT** include membership in the National organization, JCNA and it's benefits.

Associate renewal \_\_\_\_\_