



# The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

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## First Saturday Breakfast July 2 & August 6

We are now officially in the throes of summer and the heat is on! Weekends are busy but remember to head to First Watch at Lewis and 81st street to have breakfast with your fellow club members on the first Saturday of the month.

Try something new from the menu. How about a Siesta Key cocktail made of healthy parfait of vanilla and strawberry low-fat organic yogurt, fresh fruit, nuts and housemade granola and served with a fresh baked muffin of the day. Still crave eggs in the morning? Then try the Power Wrap made with egg whites, turkey, spinach, house-roasted Crimini mushrooms and Swiss in a sun-dried tomato basil tortilla. It is served with fresh fruit and a side of housemade salsa. The fresh coffee will be waiting but don't be late because we seem to fill up the tables quickly!

## July 16th Road Trip to Stillwater

Everybody loves to go to the zoo, right? Well, we will head out the turnpike to Stillwater to visit a very special zoo that is on the campus of OSU. It will be lots of fun and very informative so you won't want to miss it. After our zoo visit we will have lunch at Eskimo Joes, Stillwater's 'jumpin' little juke joint' for some burgers and those special Joe's cheese fires. If that blows your diet too much, they also make great salads and sandwiches.

After lunch we will drive a few blocks west and meet a very striking looking Hollywood movie star! Well, the weekend doesn't get much better than this!

We will meet in the Home Depot parking lot at 41st and Sheridan at 9:00am. This parking lot is close to the freeway on ramp and makes it easy to get our trip started.

If you plan on making this road trip, please RSVP to Linda Young—[mmra@valornet.com](mailto:mmra@valornet.com) or call 918-258-8320.

## GOBMC Car Show July 23rd—24th

The temperatures are really getting **HOT!** So it must be time for the **Greater Ozarks British Motoring Club** car show!

For the 17th time **LBC's** (Little British Cars) will line the street around the historic square in downtown Carthage Mo. The good thing is the square is also shaded by towering trees and there is plenty of room for the pop up tent on the grass if you care to bring one.

Many of our club members have made this car show and it is always fun. We pack plenty of sandwiches, snacks and cold drinks along with the lawn chairs and just have a great relaxing day chatting with friends we haven't seen in a while and looking at all the British cars that show up. This show has grown each year and routinely has over a hundred entries.

The entry form for the show is on the web site at [www.info@gobmc.org](http://www.info@gobmc.org). Download it, fill it out and send it in. It is always so much faster and easier when you have pre-

registered. Maybe we might be able to get a group together to caravan over to the show as we have done in the past. We will keep you posted on that idea.

## August 20

Whoops! The drive and car collection visit we had planned got side tracked because the owner of the collection has had a serious medical issue and can not do it right now. The board will be planning something else for this same date and club members will be notified by e-mail as soon as details are finalized.

## Richard Crump Wins in Arizona

Former club member **Richard Crump**, who now resides in Enid, OK, attended the Jaguar Festival held in Scottsdale, AZ this past April. Richard entered his beautiful XK120 coupe and won First in Class. Club member were able to see his beautiful cat when we went to Enid to see the Groendyke collection. Richard is the curator for the Gronedyke cars and made our visit possible.



## Presidential Ramblings By Gary Grover

We're into the summer months when driving a Jaguar is a wonderful thing for most of us. Dodging thunderstorms isn't usually a problem like May has been. I'm returning to planning the partial restoration of my 68 E-type while it has proven drivable & somewhat reliable. The new A/C will make driving much more fun for me and Maxine as soon as I get the radio out of the way of the co-pilots feet.

Your board is planning several events for the next 6 months so if you want to suggest a fun new (or repeatable) event let one of us know so we can put it on our calendar. Keep on the lookout for restaurants that can handle up to 25 or 30 people at one time for lunch or dinner. E-mails and phone numbers are always on the last page of this newsletter. If you take an interesting trip write it up and submit it to Linda Young for the Cat Tale. We've had some great travels reported in the past that have left us laughing out loud. Keep it up you guys and happy motoring!

## AMELIA ISLAND CONCOURS 2016

By Les Neidel

Our third successive visit to this concours, the second displaying a car. Different concours have different "feel." Pebble Beach is elegant, and very crowded. We showed a car there once, 1986 if I remember correctly. (A terrific story there - one for another time.) And we tried to go back as a spectator three years ago, but decided that off-site parking and shuttle buses weren't worth it.

Amelia concours was initiated by Bill Warner, a close friend of Toly Arutunoff of Tulsa. And it looks as if some of Toly rubbed off on Bill and his definition of "concours." About half the of the approximately 250 Amelia cars would never be considered for Pebble Beach. It's fun, it's quirky and it's in Florida mid-March.

I met Bill personally a few years ago, as we were stuck next to each other waiting entry to the Circuit of the Americas race track near Austin. Similar to Toly's racing experience Bill was an amateur driver who competed and won against professional teams. He now drives the Group 44 ex Paul Newman 1976 TR6 in Vintage events, and almost always wins his class. He's a much more experienced driver than me.

Joan became one of the 700 volunteers that are vital to the smooth running of the event, whose four days activities are centered at the Ritz-Carlton hotel, culminating in the Sunday concours. Proceeds go to various local charities, and range from auctions to black tie dinners. Joan and I usually rent a condo just a quarter mile from the Ritz; we avoid all activities but the driving events. Joan worked "retail," selling among other items \$90 t-shirts. She enjoyed this immensely and met some very fascinating folks, including one woman who insisted on telling her that she was a Mensa.

Our 1933 Plymouth was originally invited, but I received a call from Bill asking if the ex Cale Yarborough 1977 Oldsmobile would be available. Bill explained that he wanted a NASCAR class and that if I would bring the Olds he would attempt to secure the 5 other cars required for a "class." I was somewhat mystified by the phone call, for cars later than 1974 are specifically excluded from the event except under special circumstances. I guess this was one of these situations, which became clearer after the Olds was sited on the concours field.

We also had two cars at the initial Motostalgia auction which was held on the former concours trailer parking lot. I believe this auction is the fifth that occurs during the week preceding the concours. Limited to 75 cars, but conducted on the Saturday night preceding the concours, it conflicts directly with the concours black-tie dinner. The original plan was me to tow the Olds and for another party to bring the two auction cars AND the 33 Plymouth, for the weekend following the auction was the initial SVRA Vintage race held on the Fernandina Beach Airport. At literally the last hour the other party flaked out, and we were able to scramble and find a two-car trailer for the auction cars, but this left me without a ride for the SVRA event.

The Devin was specifically purchased for The Great Race. (Some of you might remember last year's Great

Race, which followed Rt 66, and overnighted in Claremore.) Of all the cars that we own, none, except for the Kellison, was remotely suited to this event. But David has a new job - in Australia - and The Great Race is on indefinite hold. The Devin is a very interesting car - the first Devin ever completed and raced by a private party. It was originally constructed on a 1956 Triumph TR 2 chassis, and came with SCCA papers dating from 1957. This car was sold at the auction, but I had to lift the reserve in order to achieve the sale.



Devin S today.



Devin S racing in 1957.

The second car at auction was a replica of the first rear-engined car ever to compete at Indy, a 1938 Gulf-Miller Special. Three Gulf-Millers were constructed; and were Miller's least successful Indy cars. The originals competed at Indy in 1939, 1946 and 1947. Two crashed and burned, the sole survivor is in the Indy Museum. "Our" car took over 6 years to complete; four years over the estimate. David stepped in after the original buyer gave up hope of its ever being completed. It uses a 4 liter Jaguar aluminum engine from the 1986-90 era, and a Borg-Warner automatic tranny.

Concours day was misty with a strong rain forecast. Amelia has been celebrated for its luck with weather, but a new weather streak will have to begin next year. The Olds was parked about 2 miles from the concours site, and driving it onto the golf course in the early AM of a misty day was an interesting venture. (Getting in/out of the Olds is itself a feat for me.)

(cont'd on page 3)



**1938 Gulf-Miller replica, a no-sale**

The Island gendarmes allow almost anything on their streets for the days preceding the concours but an unmuffled full-bore NASCAR was surely pushing the limits. What made it more interesting is that I missed the initial turn-in, as it was blocked by the Porsche display. As I turned onto the golf course I was met by a 30s something golf-carted woman who directed me to my display spot. She never figured out that hearing her from inside the Olds was not possible, and she eventually left me on my own to navigate. After I parked the Olds and clambered out I was asked by a volunteer to please move the Olds over two feet so the left front wheel rested on the blue circle that was pinned to the grass. I looked at him carefully, and then removed the blue circle from where it lay and placed it in front of the Olds, thereby upsetting the symmetry of the class.



**One of my favorite photos of the Cale Yarborough NASCAR, an inside pass of a 911 on the Indy straight.**

During the concours, many of the contestants parked their chairs in the space I created, which became a "gathering place" for spectators. I heard someone say, "What a great idea to have a space like this to sit."

Six cars in class, the minimum required. Two cars from the Hajek Museum, in Ames, OK. This is a trip the club needs to sponsor. The museum website claims Ames to have a population of 150; eight of them were at Amelia; 1963 Ford Galaxie, Brent Hajek

- 1964 Ford Holman & Moody Galaxie, John & Jean Craft
- 1964 Mercury Marauder, Brent Hajek
- 1970 Plymouth Superbird, Todd Werner Collection
- 1971 Mercury Cyclone, Wood Brothers
- 1977 Oldsmobile Cutlass, the Neidels

Last year we showed the Kellison and from my perspective, the judges were ignorant of fiberglass-bodied American specials. Not so this year for my class. I didn't know of the judges but guessing from the spectators who fought to take their pictures rather than the cars, they are quite renown. One was Ray Evernham, who hosts "Americana" on the Velocity channel; the other was Peter Klutt, also hosting a show on Velocity. Evernham actually knew that David had purchased the car at auction. The Superbird took 1st place; I disagree with this choice. While it was a significant car with established race history, it had been reconstructed, and unlike the other 5 cars, was a "new" car. Second place went to the 64 Mercury Marauder. Judging ended before 10, and I then went to tour the field. I was told that the judges came back to our display around noon and spent about 20 minutes looking over the two winners and the Olds. These owners had stayed with their cars; who knows what the outcome would have been if I had been available to answer questions.

Since the Gulf-Miller didn't sell at auction Joan and I decided to display it at the Vintage Race. Tony Parella, owner of SVRA, and often competing with me in a 1934 Chevy, took passenger side seatbelts from the Chevy' to encourage me to enter the Gulf-Miller in the Pre-War class. He waived the mirrors, taillights and fire extinguisher requirements. I actually did a few laps during lunch to see if this were possible, but at higher speeds the Miller wanted to behave as a VW beetle, so I called it quits.

We're planning on a fourth consecutive visit to Amelia Island in 2017.



(cont'd on page 4)



My pick for "Best of Show," 1948 Talbot-Lago, all paint-chipped and ready to go. It was raced following weekend at the airport.

Saturday, prior to the concours, Heacock Insurance sponsored a "local" car show.



Those blue skies never showed up the next day for the concours.



This family strolled the pits at the Vintage Race. From Denmark, he's associated with a Vintage Race there. It was the youngest daughter who posed in the Gulf-Miller.

**GOBMC Car and Cycle Show  
July 23**

It is always a hot day but the show is held in the cool shade around the courthouse square in Carthage Mo. Always well organized, this show is a great place to meet up with Jaguar owners from other states. There is a farmers market going on and the many shops around the square are open.

Pack your cooler and lawn chairs and plan to head to Carthage. You can download the registration at [www.carthagecarshow.com](http://www.carthagecarshow.com) and take a look at all the photos from past shows.

**Brits in the Ozarks  
September 10**

Pay attention here! On Page 6 you will find the flyer for one of the best "All British" shows in the area. Take this flyer out of the newsletter and post it on your refrigerator so you don't forget this date. The board is planning a drive to Fayetteville for this show and then for dinner at James on the Mill. You will be hearing more about this show as the date gets closer

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For Sale: 2002 Jaguar XK-Series XKR - \$16,500. 41K miles. Email [ggthames@cox.net](mailto:ggthames@cox.net) for more information.





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- 2016 XF Prestige (6094) (3.0L V6 S/C, Polaris White & Espresso Leather, \$66,485
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- 2015 XJ R-Sport (6279) 3.0L V6 S/C – Sapphire & Cashew Leather, \$81,128
- 2016 XJL (6159) V8 S/C RWD Portfolio – Ultimate Black, Truffle Leather, \$106,008
- 2016 XJ (6128) V6 S/C AWD R-Sport – Polaris White, Jet Leather, \$82,213
  
- 2016 F-Type (5801) V6 S/C, S-coupe, 380hp, Glacier White, Jet Interior, \$93,833
- 2016 F-Type (5858) V6 S/C, S-Convertible, 380hp, Glacier White, Jet Interior, \$99,708
- 2016 F-Type (5957) V6 S/C, S-coupe, 380hp, Italian Racing Red, Jet Interior, \$90,933
- 2016 F-Type (6086) V8 R-Conv, 550hp, Polaris White & Red Interior, \$108,783
- 2016 F-Type (5904) V6 S/C, Manual, S-Convertible, 380hp, Ebony, Jet Interior, \$99,708

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**2014 COMING EVENTS CALENDAR\*\***

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

**July 2nd –Breakfast at First Watch, 81st and Lewis 9:00am**

**July 16—Zoological trip to OSU Stillwater and lunch at Eskimo Joes.**

July 23-24—GOBMC Car show in Carthage Mo. More info on page 1

**August 6th—Breakfast at First Watch, 81st and Lewis 9:00 am**

**August 20th—TBA by Ian Clements**

**Sept 3rd Breakfast at First Watch, 81st and Lewis 9:00am**

**Sept 10th—Brits in the Ozarks all British show Fayetteville AR. Dinner at James on the Mill.**

**October 1– Breakfast at First Watch, 81st and Lewis 9:00am**

**Oct 15th—Grilles and Grills and KC Barbeque cook off.**

**Broken Arrow OK.**

**Nov 5th– Breakfast at First Watch, 81st and Lewis 9:00 am**

**Nov. Event TBA**

**Dec 3rd– Breakfast at First Watch, 81st and Lewis 9:00 am**

**Dec 14—Christmas Dinner at Platt College**

A political convention is just not a place where you come away with any trace of faith in human nature.

~Murray Kempton

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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

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

**July 16—Road Trip! See page 1**

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. 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

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\*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.

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