



# The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

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Sept/Oct 2017

## Sept 2 and Oct 7 First Saturday Breakfasts

If you plan to make it to breakfast on Sept 2 you had best plan to be there promptly at 9:00. Remember last year? It seemed like everyone in Tulsa decided to go to breakfast on Labor Day weekend. Why weren't all those people at the lake for their last hurrah instead of clogging up the parking lot and tables at First Watch?



You also don't want to miss breakfast because you never know what might show up. Last month **Todd and Mary Beth Coady** arrived in Todd's Cad-Allard. The car was fresh from restoration completed at John Hardens shop in OKC and it is definitely RED!

Seems like there is always something interesting going on at the First Watch, 81st and Sheridan on the First Saturday of the month, so be there or be square!!

## Brits in the Ozarks September 14th, 15th, 16th

By—Linda Young

The British Iron Touring Club is preparing for their annual all British show and this year there have been a few changes that you need to pay some attention to. First of all, the **LOCATION** of the show. Due to a screw up on the part of the University, the club did not get their usual spot at Agri Park, however, the **show will be held right across the street** at the **Whitaker Equine Center** where the concession area and the restroom are all air conditioned. This is a newer facility and has fewer trees but most of the cars will be on grass so it is going to be a very nice show.

Some new activities have been added this year; first a Thursday tour/drive through the Buffalo River Valley. The tour will be starting from the host hotel, the Holiday Inn at I-49 and Highway 412 in Springdale, AR, wind east on Hwy 16 to the intersection with Hwy 7, then north to Jasper for lunch. After lunch the route continues to Ponca and through the Boxley Valley along the Buffalo River—where we may even see some elk. The tour will be about 4 hours long not including the lunch stop.

On Friday there will be a drive to Bentonville to Crystal Bridges Museum and Friday evening will be the traditional parking lot party at the host hotel and of course, the show on Saturday followed by the awards banquet on Saturday evening.

If you plan to attend any or all of this weekend, the registration form is included at the back of this newsletter and it would be great if you mailed it in as soon as possible. As someone who has worked a lot of shows, I know how important those pre-registrations are so make life easier for a show worker, get your registration in today.

For club members who plan to attend the show on Saturday, we are planning on having a 'caravan' over to Fayetteville on Saturday morning and will be sending out an e-mail about it the week prior to the show. If you haven't been receiving e-mails from the club it is because the editor does not have your correct e-mail so please send it to me today at [mmra@valornet.com](mailto:mmra@valornet.com) !!!

## Sunday—October 15 Private Car Collection

We have tried to schedule this one before but seems like there was always some conflict but, now that great fall driving weather is here, we are going to try it again.

Lunch will be included in this drive and details are still being worked out so e mails with all the information will be sent out prior to the event. Just be sure to mark your calendar for this date so you will not miss out on a lovely day for a drive, seeing some interesting cars and having lunch with friends. It doesn't get much better than that.

## New Member

We want to welcome our newest member, **Becky Coffee** to the club. Becky owns a 1997 XK8 convertible and lives in Broken Arrow. Becky was introduced at breakfast last month and we hope to see her at more club events in the future.

## Coming Events

**November**—To be announced

**December 17—Sunday**— Christmas party.

**January 27—Saturday**—Installation dinner.

# AT THE 2017 PITTSBURGH VINTAGE GRAND PRIX

By Les Neidell

July 15-16 – Pittsburgh Vintage Grand Prix. PVGP *always* on my race calendar. My fourth year – perhaps some hope that I will actually learn the “track” and get some decent times. My car this year – the 1933 Plymouth ex dirt track racer.

The PVGP is the ONLY U.S. car race currently run on city streets. And what streets!! Run through Schenley Park, which was laid out in the early 1920s. The 2017 publicity poster noted, “35<sup>th</sup> Anniversary of racing through the winding, stone-wall lined public streets in front of 200,000 fans.” One reporter described it this way, “*The Pittsburgh Vintage Grand Prix (PVGP) is unique in America, as it's the only vintage car race staged on public roads amidst the public 456-acre Schenley Park. The 2.33-mile circuit is comprised of 23 turns, complete with two lane roads, bridges with stone walls, curbs, manhole covers and telephone poles.*”

If you loose focus what you see is a crowned road, with hundreds of hay bales marking “targets” you need to avoid: sewer drains, manhole covers, light poles and stone walls as high as 3 feet. And beyond are wonderful glass buildings and thousands of spectators. This year was made even more exciting by the city crews that filled the winter frost heaves and potholes with coarse asphalt, sometimes an inch or two above the surrounding surfaces, and seemingly always on the racing line.

What makes Pittsburgh so special to me is that it is one of the few venues at which Pre-War cars are welcomed. Unfortunately, over the four years fewer and fewer Pre-Wars compete here. Two general factors affect Pre-Wars at all tracks. (1) Drivers are getting older, (2) Pre-Wars are becoming more expensive to maintain, and uniquely (3) Pittsburgh is very difficult for Pre-Wars. About 90% of the course has no safe runoff. Every year the story of the Bugatti driver who missed his shift and stuffed his 1935 GP car into a stone wall becomes more graphic. But whatever the reasons, this year there were not enough Pre-Wars and post-War MGs to fill a grid, so under 1 liter cars joined the field.

Exactly 170 cars pre-registered in the eight classes. Despite the effort to pad the Pre-War group we had only 23 entries, fewest of the eight classes. And only 5 true Pre-Wars. In addition to my Plymouth, (2) 1929 Ardent Alligator, (3) 1939 Ford Board Track, (4) 1939 MG, (5) 1939 Mercury Board Track. Post Wars included 6 MGs, 2 Cadillac Allards, a Panhard, a Cooper Norton, and so on. You get the idea – a very diverse group with enormous differences in capability. For safety reason the grid was divided into two groups; the Plymouth ended up in the faster group.

Each day we got two track sessions of varying lengths – up to 30 minutes. I found that I DID have better recognition of the track, and for the first three sessions the Plymouth was very competitive. (New engine – perhaps 150hp, about twice that of previous engine, and gobs of torque, was a major factor.) BUT, still 1933 brakes, and even with a new steering box, a lot of play in the steering. Limiting factor was the tires – 17 inch bias ply about 4 inches in width. Third lap of the final event on Sunday the tires went “completely away.” Just no grip, which I discovered on the 180 degree downhill turn at the top of the serpentine. The car just slipped ignominiously toward the hay bale lined stone wall. Desperate flooring of the accelerator let

me graze the hay bales, and I backed off, happy to finish the last few laps.

Also had an unfortunate tow-in second session Saturday. About halfway through the Plymouth began loosing power on the downhill of the start/finish line. Right turn up the hill onto the long straight and the car just quit. Luckily it was the ONLY place on the track for a safe runoff and I parked. I guessed it was the fuel pump, as clearly gas was not feeding even though I had over half a tank.

It's time to mention my official “crew:” **Clark Frayser**, who helped me with the 17 hour drive to Pittsburgh. Luckily I also had an unofficial crew: George Asche, the 85 year old engine builder from nearby Venus, PA, his son and two grandsons. All five crew members took over once back in the paddock. The Plymouth has a mechanical, cam-operated fuel pump, with a glass view bowl secured by a nut. Turns out the track was so rough where the new asphalt was laid that the glass bowl jiggled and sucked in some air – effectively blocking all fuel. Easy fix, but one that perhaps I would not have found by myself.

Lots of British cars throughout the different classes. In my class seven MGs and three Austin Healeys. Four Jaguars – a 120 running in the over 2 liter group, and three e-types in vintage Sports Racers.

The Schenley Park events cap a 10 day riot of racing, shows, exhibits, drives and whatever else can be associated with vintage race cars. The opening weekend is at Pitt Race – unfortunately Pre-War cars don't meet that track's safety and insurance requirements. Overall, the racing at Pitt Race is much more “competitive” that what's seen at Schenley Park. (Although, except for the Pre-Wars, all final races on Sunday experienced several crashes, with races being run under yellow, and even one event red-flagged.)

The Plymouth IS street-able, and Clark drove the several miles from our rental house to a Wednesday night exhibit on one of Pittsburgh's many bridges. (It's simply amazing how Pittsburghers embrace this event and accept the total disruption

**Clark**, Wednesday night before the race



(cont'd on page 3)

of the town's commuting, as streets are closed at various times throughout the week.) We also exhibited the Plymouth Friday night, but this was relatively simple as we had a police escort.

Door Braking!



The Plymouth was awarded the prime exhibit spot

Wednesday night, right next to the Roberto Clemente statue.



George Asche explaining that my pre-race check list now had to have a note to check the fuel pump bowl for tightness.

As long as tires held out I was able to keep within striking distance of the Allards.



Jaguars!



Only 86 Days 'Til Christmas!



## How to Wash Your Car

By Stuart Barrett

The proper steps towards a "love rub" free paint finish. From a 30,000 foot approach.

Full disclosure: I could write 25,000 words on each area we are about to go over so please read the following in a "large rocks in the jar" format and if you would like more specific details or questions on where to source products/equipment etc please email me:

[driveproper@gmail.com](mailto:driveproper@gmail.com)

Assuming this car needs the "full treatment" let's say you went on a month long rally and it's in need of a rather thorough cleaning. Here is how I would approach the job at hand:

The objective is to remove any and all contaminations from the vehicle by the fewest physical touches from our hands, brushes, towels, and mitts. Anytime we are physically interacting with the surface we are at risk of marring its finish.

Park in a well shaded area.

Inspect car for level of cleaning needed (note any bird bombs, tar, or other contaminants that may require special attention) and once you've assessed the vehicle and plotted your plan of attack, grab the equipment you'll need and set it up within reach of the area you're working in.

### Tools needed:

3 five gallon buckets (label them; Wash, Wheels, Rinse)

Grit guards for each bucket

High quality wash mitt (No part store mitts)

Wheel brushes

2-4 New/Clean microfiber towels

2-4 Old Microfiber towels

Foam gun (hose or pressure wash)

Water sources w/ filters & nozzle

Dry using compressed air, waffle/drying microfiber towels, (you can cheat and use leaf blower also)

Vinyl, rubber, trim applicator pads

Powder free latex gloves

### Cleaning products needed:

High quality, high foaming car soap

Non acidic wheel and tire cleaners

Bug and tar cleaners

Ammonia free glass cleaner

High quality detail spray

Vinyl, rubber, trim dressing

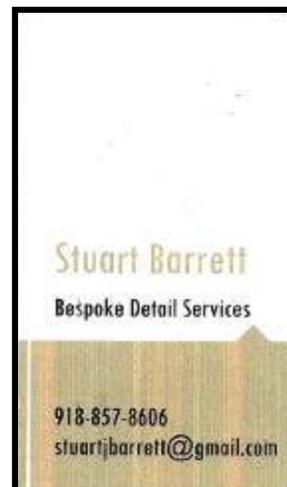
Begin your wash by cleaning the wheels, tires, and wheel arches first. Knock off any loose dirt/debris by rinsing said areas thoroughly. Working on only one corner at a time, apply your wheel cleaner to the wheel and follow the manufacturers suggestions, agitate cleaner with brushes and soapy water for a best results. Label one of the 5 gallon buckets for wheel use only. Rinse and repeat these steps until all wheels have been cleaned. Revert back to your inspection and begin addressing any bugs, tar, and/or bird bombs that could become embedded within your wash mitt. THESE ARE NOTORIOUS FINE SCRATCH CULPRITS SO DO NOT SKIP THESE STEPS.

Let's begin with the front of the vehicle as that is most likely the area needing attention in the bug removal department. Similar to the wheel approach, knock off loose contaminants by rinsing. If you're using a pressure washer proceed with caution as dried on bugs can bond to the surface with great adherence. Remember, we are just knocking off the loose ones at this point. Once rinsed, apply bug removal spray and follow manufacturers suggestions. Some might need agitation, do so once you've made 2 attempts with a "no touch" apply and rinse. Approach tar and bird bombs the same way before the actual washing of the paint surface begins.

Grab the two remaining buckets and label one the "wash" bucket and the other as the "rinse" bucket. Fill them up accordingly and begin your rinse process on the entire vehicle. Once you've gone around the entire car you may now grab your wash mitt and dunk it into the soapy wash solution. I like to add a bit of soap directly to the mitt to get as much lubrication possible. Wash the vehicle from the top down with a back and forth motion with little to no surface pressure. This isn't the kitchen floor we are scrubbing on so remove the circular motions with 55-gallons of elbow grease approach out of your practice. Periodically dip the mitt into the rinse bucket before dunking it back into the wash solution.

After a thorough wash and rinse we are ready to dry. **IMPORTANT:** Your drying method is another main culprit of those "love rub" marks. Compressed air or a leaf blower works best as it is again, a no touch approach. Those pesky water retention spots now remain for you to treat with a drying microfiber towel. Waffle weave are highly absorbing and require a little to no pressure approach and should be used if no air is available.

All that is left now is to treat the tires with the desired gloss level dressing, a once around with a high quality detail spray on the painted surfaces (pro tip: spray product onto the microfiber towel and work onto the surface) and last but not least, a quick in and out wipe down of glass on the vehicle. Now clean up, sit back, and admire the fruits of your labor! I would love your feedback on what you'd like to learn more about and thanks for reading!



# Jaguar Land Rover Tulsa

3905 South Memorial, Tulsa, OK 74145



## Pre-owned Jaguars

Some with the Jaguar  
Select 7-year/100,000 mile limited warranty \*

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

- 2015 F-Type V8 S, (2191) 5.0L, Ultimate Black with Jet/Camel, 11,933 miles, \$65,995
- 2015 XJ, (5905) 3.0L V6 SC, White with Jet Leather, 12,350 miles, \$50,990
- 2017 XE Premium, (6333) 2.0L I4 Turbo, Grey with Jet Leather, 6,100 miles, \$34,991
- 2017 XE Premium, (6333) 2.0L I4 Turbo, Grey with Jet Leather, 6,100 miles, \$34,991
- 2017 XE Prestige, (6302) 2.0L I4 Turbo, Red and Jet leather, 7,000 miles, \$38,994
- 2017 XE Prestige, (6371) 2.0L I4 Turbo, Grey and Jet leather, 11,800 miles, \$36,995

## New Jaguars (Partial List)

All new 2016 - 2018 Jaguars

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

- 2017 F-Pace 20d Premium, (6702) 2.0L Turbo Diesel, White with Ebony Interior, \$50,697
- 2017 F-Pace 20d Prestige, (6724) 2.0L Turbo Diesel, Silver with Ebony Interior, \$58,053
- 2017 F-Pace 20d Prestige, (6714) 2.0L Turbo Diesel, Silver with Ebony Interior, \$58,053
- 2017 F-Pace Prestige (6603) 3.0L V6 SC, White with Jet Interior, \$56,943
- 2017 F-Pace S (6586) 3.0L V6 SC, Grey with Jet Leather, \$75,084
- 2018 F-Pace (6640) 3.0L V6 SC, Black with Oyster Leather, \$61,740
- 2018 F-Pace (6642) 3.0L V6 SC, Black with Ebony Leather, \$63,683
- 2018 F-Pace (6645) 3.0L V6 SC, Firenze Red & Ebony Leather, \$73,633
- 2017 F-Pace 25t Premium, (6673) 2.0L Turbo, Black with Latte Interior, \$49,593
- 2017 F-Pace 25t Premium, (6675) 2.0L Turbo, White with Ebony Interior, \$49,388
- 2017 F-Pace 25t Premium, (6701) 2.0L Turbo, Red with Ebony Interior, \$49,402

*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: Ryan Woods (918) 665-4294

Browse our Current Inventory at:  
[www.jaguartulsa.com](http://www.jaguartulsa.com)

## Branson Auction Report

By Linda Young

Ok, this is one of those things that pops up and you wonder why did they do this? To much time on their hands? To much beer and to many "helpful" friends? Or did they just happen to have an engine lying around the garage. In the case of this item that appeared at a recent auction in Branson MO, it appears it might have been all three.



Ferguson Custom Built Tractor ; Silver, Red/Black vinyl: Customized restoration, 2+ condition. Sold at \$11,400 plus commission of 10%. Final Price \$12540 with reserve. 4.2 liter Jaguar six out of an '85 Xj6 Vanden Plas, Rochester Quadrajel on the modified FI manifold, zoomy exhaust pipes on reversed XJ6 cast headers, overdrive 4-speed, GPS, two radiators to keep it cool (with dual coolant temperature gauges reading in and out of the cooling system ), comprehensively instrumented; buddy seat over the diamond plate rear-mounted fuel tank. Incredibly ingenious and neatly built to Pebble Beach standards. The owner said, "I wanted something unusual and thought about putting a V-8 in it. My neighbor said, I have a better idea, a Jaguar six" The rest is in evidence here and no one at Branson who loves vehicles missed its appeal.

It started in a heartbeat, idled like a baby, and sounded like a banshee. The owner said it would go 50 mph but was hard to ride at that speed (probably harmonics on the vee-treaded drive tires) and cruised comfortably at 40 mph.

An astoundingly original creation in impeccable condition. The reserve on this creation was only \$5000, a number the bidders left behind in the heartbeat it took to start it up. It was so thoughtfully and completely integrated that I asked the owner, "are you an engineer?" He replied, "no" which is what hot rodding is all about. This is an amazing creation although the Ferguson System implement mount has been lost in the construction, a small price to pay for what it is. Why do it? Because you can. The owner was nearly in tears when the bidders endorsed his creativity and craftsmanship with this result, which is no more than it deserved to bring.

### 2017 JCNA Jaguar International Festival October 12,13 & 14

Lanier Islands Legacy Lodge  
Buford, Georgia

The resort encompasses nearly 15000 acres of islands in beautiful Lake Lanier there will be convenient shuttles running to the different venues from the hotel during the

events. Registration opens on Thursday at 9:00 am and the Slalom starts at noon. Friday will be a full day of Concours events culminating with a sunset dinner cruise. Saturday will feature a Rally/drive, lunch and afternoon tech sessions and the evening awards banquet.

Please note that registration for judged cars closes September 15th so if you are interested in showing your Jaguar get your registration in soon. Go to [www.JCNAIJF.com](http://www.JCNAIJF.com) to download the form or register on line.

### It's only 86 Days Until CHRISTMAS!

Why are we reminding you about this already?  
Because we want you to start thinking about

### Socks and Underwear !

Yep, we are going to do it again this year!. Sometimes it is easy to forget about those most basic of needs that we all sort of take for granted, but to some people a clean, dry pair of socks and some fresh underwear can really make you feel like a brand new person. So with that in mind we are once again asking our members to buy a few extra pairs of socks and underwear, men's, women's and children's, and they will be donated to the Tulsa Day Center for the Homeless. We will be delivering them to the Center in early December.

Last year we collected 155 pairs of socks, 146 pairs of underwear and 20 undershirts. This year we would like to add to those numbers so when you are out shopping pick up an extra package or two and you will really make someone's day.

### CLASSIFIED

**Classified ads are free to club members. To place an ad, e-mail all pertinent information and picture to Linda Young at [mmra@valornet.com](mailto:mmra@valornet.com) or call (918) 258-8320. Ads will also appear on the club website: [www.jaguarcluboftulsa.com](http://www.jaguarcluboftulsa.com)**

### For Sale 1971 Jaguar XJ6 – \$9,000 OBO

Previous ground up restoration and modification includes low mileage Chevy 350 V-8 engine. Turbo HydroMatic 200R4 overdrive transmission with lock up torque converter. Flawless candy apple red Imron paint. Perfect light gray full leather interior. All interior wood refinished. High-end Sony stereo. Recent service includes re-coating original gas tanks, new brake discs, rear rotors, calipers, pads, fuel sending unit, carburetor, fuel pump, thermostat, spark plugs, front shock bushings, new battery, and radiator rebuilt. Always stored in garage.  
(918) 798-3584





# SIXTEENTH ANNUAL ALL BRITISH CAR & CYCLE SHOW

Hosted by British Iron Touring Club of NW Arkansas

In Fayetteville, Arkansas, Whitaker Equine Pavilion South of Exit 66 off I-49 (formerly I-540)  
September 14<sup>th</sup>, 15<sup>th</sup> and 16<sup>th</sup>, 2017, Rain or Shine (Hey, they're British cars, after all !!)

ALL PROCEEDS BENEFITTING THE ALS ASSOCIATION OF NORTHWEST ARKANSAS  
"FIGHTING LOU GEHRIG'S DISEASE"

- Sept. 14<sup>th</sup> Driving tour through Jasper and the Buffalo River Valley with lunch stop. 9:30 departure from the hotel.
- Sept. 15<sup>th</sup> Driving tour including stop at Crystal Bridges Museum of American Art. 9:30 departure from hotel. Registration (4:00 - 6:30 P.M.), cook out and parking lot party (6:30 PM or later if the chicken is not ready) at the **Holiday Inn Convention Center of Northwest Arkansas**, until....
- Sept. 16<sup>th</sup> Car and cycle display and popular choice judging at Whitaker Equine Pavilion, 10 AM - 2 PM. Lunch and concessions available on site. Silent Auction (donations welcomed)  
Catered Awards Dinner at the hotel 6 PM **SPECIAL GUEST: WRITER, COLLECTOR AND ONLY 210 TICKETS WILL BE SOLD FOR THIS EVENT, FIRST COME, FIRST SERVED, TICKETS REQUIRED - ORDER NOW!!!**

No vendors permitted due to U of A regulations regarding use of Agri Park.

**GOODY BAGS FOR FIRST 175 ENTRANTS (1 BAG PER ENTRANT regardless of number of cars)**  
REGISTRATION: (available as above and on site the day of the show starting at 8:30 a.m.)

(FREE T-SHIRT FOR EARLY REGISTRATION IF **RECEIVED ON OR BEFORE September 1, 2017**.  
Additional t-shirts may be purchased below or, if available, at the Friday cook-out or at the show)

Name(s): \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_ E-mail: \_\_\_\_\_

Registration **RECEIVED ON OR BEFORE 9/01/17** (free t-shirt included): \$25.00 for 1st car or bike, \$10.00 for each additional car or bike

Registration **RECEIVED AFTER 9/01/17** (no free t-shirt): \$30.00 for 1st car or bike, \$10.00 for each additional car or bike.

**PLEASE COPY THIS FORM AND USE A SEPARATE SHEET FOR EACH CAR OR BIKE!!!**

Car / Motorcycle:

Marque: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_ Class: \_\_\_\_\_ (See list) \$ \_\_\_\_\_

Additional Cars / Motorcycles carried over from additional registration forms @ \$10.00 each: \$ \_\_\_\_\_

Awards dinner, \$25.00 per person--Number: BBQ:# \_\_\_\_\_ Chicken Breast:# \_\_\_\_\_ Veg. # \_\_\_\_\_ \$ \_\_\_\_\_

Early Registration (**RECEIVED 9/01/17 or earlier**) FREE T-shirt:- **MUST** Circle one: **S M L XL XXL**  
(If you don't circle a size the default is a large!)

Additional T-shirts - **MUST** Circle when ordering: **S M L XL XXL** (\$15.00 each) x \_\_\_\_\_ = \$ \_\_\_\_\_

**TOTAL (Make checks payable to British Iron)** \$ \_\_\_\_\_

\_\_\_\_ Please check for **Thursday driving tour** through Buffalo River Valley (no charge, we just need a head count)

\_\_\_\_ Please check for **Friday driving tour** to Crystal Bridges Museum of American Art (again, no charge)

**Mail to:** Jim Carney 11565 Oak Hills Dr., Bentonville, AR 72712

**HOST HOTEL: Holiday Inn Convention Center of Northwest Arkansas, I-49 and Highway 412, Springdale, AR**  
Specify British Iron Car Show, rate includes ALS donation by the hotel, 479-751-8300 Ask for British Car Show rate before 9/12/17

Information or questions: Email Jim Carney at [carney1081@cox.net](mailto:carney1081@cox.net) Or Bill Watkins at [bwatkins@watkinslawoffice.com](mailto:bwatkins@watkinslawoffice.com)  
See also [www.britishironnwa.org](http://www.britishironnwa.org)

## JUDGING CLASSES 2017

Revised 10/29/14

- A- Austin-Healey Sprite – Mk1 (*Bugeye*)
- B- Austin-Healey 100-4, 100-6, 3000
- C- Classic Minis
- CM - Modern Minis
- D- Empire (*catch-all: cars not otherwise assigned a class 1950-1979*)
- E- Lotus
- F- Luxury Saloon (*Bentley, Rolls, Daimler limo, Austin Princess, etc. through 2010*)
- G- Jaguar - Modern Sports (*XK8 and later*)
- H- Jaguar XK120/140/150
- I- Jaguar XKE
- J- Jaguar Saloon, Early (*Mk1&2, 'S', Mk7/8/9/10, 420,420G, etc. and Daimlers sharing same body shell*)
- K- Jaguar Saloon, Late XJ 6 & XJ 12 and newer cars through 2011 (*all models and Daimlers sharing same body shell*)
- L- Jaguar XJS
- M- MG 'T' Series (*all "T" series standard factory body cars*)
- MN- Morgan
- N- MGA
- O- MG Midget/A-H box Sprite
- P- MGB/C chrome bumper
- Q- MGB/C rubber bumper
- QT- MGB GT
- R- Modern British sedans and sports cars (*catch all 1980 through 2010 not otherwise classed.*)
- RA- Revered Ancients - all cars built before 1950 (*open to all makes if not otherwise classed or at owner's option*)
- S- Showroom Class (*year 2010 on, catchall class for all cars that are still essentially new and **not otherwise classed.***)
- SV- British 4 x 4 and related special interest (i.e., Mini Moke, etc)
- T- Standard Sedan (*common small family cars, i.e. Austin, Morris, Ford, Hillman, small Riley, etc., pre-1979*)
- U- Triumph TR2/3
- V- Triumph TR4/4A/250
- W- Triumph TR6 early
- X- Triumph TR6 late - rubber overrides
- Y- Triumph TR7 and TR8
- Z- Triumph Spitfire, GT6
- AA - Racing/modified
- BB - Restoration in Progress (*trailed cars, not generally driveable*)
- CC - Survivor (*Original, unrestored and driveable. Pre-1975*)

### CYCLE CLASSES:

- M/C 1 British, all years
- M/C 2 Other

NOTE: Any who wishes to park away from their designated class will be accommodated, but will have their plaques marked "Display Only" (not judged)

SPECIAL AWARDS: To be announced

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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stan@tulsaleathercare.com	918-227-0326
Technical Programs Scott Young*	
etypes@windstream.net	918-258-8320
Traveler Contact – Roger Hanes*	918- 663-6627
Roger.Hanes@att.net	

\* Denotes non Board member

**2017 COMING EVENTS CALENDAR\*\***  
**\*\*Official JCTI events are in BOLD**

- Sept 2—Breakfast at First Watch, 81st and S Lewis 9:00 am.**
- Sept 16– Brits in the Ozarks—road trip—See page 1 for details**
- Oct 7 –Breakfast at First Watch, 81st and S. Lewis 9:00 am.**
- Oct 15– Visit to private car collection**
- Nov 4– Breakfast at First Watch, 81st and S Lewis 9:00 am.**
- Nov—Activity TBA**
- Dec 2– Breakfast at First Watch, 81st and Lewis 9:00 am.**
- Don't forget to bring those packages of Socks and Underwear to breakfast!**
- December 17—Sunday— Christmas party.**
- Jan 6– Breakfast at First Watch 81st and Lewis 9:00 am**
- January 27—Saturday—Installation dinner.**

It is to be regretted that the rich and powerful too often bend the acts of government to their selfish purposes.

Andrew Jackson (1767-1845)

**CLASSIFIED**

**Classified ads are free to club members. To place an ad, e-mail all pertinent information and picture to Linda Young at mmra@valornet.com 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 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 pictures in **COLOR** on the Club web site at:  
[www.jaguarcluboftulsa.com](http://www.jaguarcluboftulsa.com)

**E-mail Newsletter Available**

Would you like to receive the "Cat Tale" in a PDF format? If so, please let the Editor know at mmra@valornet.com Or get your copy from the website at:  
[www.jaguarcluboftulsa.com](http://www.jaguarcluboftulsa.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  
P.O. Box 471134  
Tulsa, OK 74147**



**Sept 2nd—Breakfast at First Watch  
Sept 14,15, 16 Brits in the Ozarks**

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 \_\_\_\_\_