



# THE CAT TALE

THE OFFICIAL PUBLICATION OF THE JAGUAR CLUB OF TULSA

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## BREAKFAST JAN 5TH—FEB 2ND

### RADISSON HOTEL—41ST & GARNETT

Another year down the tubes and time to get on with 2008. Surely you are over the hangover by now so meet your friends at the **Radisson Hotel**, 41st and Sheridan at 9:00 a.m. for breakfast.

## INSTALLATION DINNER SATURDAY JAN. 19TH

### TiAmo's Italian Restaurant

The first event of the new year will be the Installation Dinner where the Cub Officers and Board members for 2008 will be introduced. In keeping with the long standing tradition of the club, this will be an evening of great food, drink and camaraderie. Now that all the Holiday mess and the Ice Storm mayhem are behind us, it is time for a night out and a celebration of the start of a new year for Club activities.

**TiAmo's Restaurant** is on Sheridan at 61st street. Cocktails will begin at **6:30 pm and dinner at 7:00.** we will be ordering off the menu and separate checks will be written.

Pay attention here :**Reservations are required** and you must e-mail Sheila Rexroad at [germanchoc52@aol.com](mailto:germanchoc52@aol.com) or call her at (918) 455-3466 no later than Wednesday Jan 16th.

## ARE YOUR DUES STILL DUE?

Have you sent in your 2008 dues? We are down to the wire as the club must send our 2008 roster along with a check for national membership to JCNA by February.

Annual dues have been raised this year to \$50 and after doing a bit of research, our club is a bargain. When the club was founded in 1970 the initial dues were \$12.00 per year and this included membership in the national organization, JCNA. A current member, who happens to be a CPA, put pencil to paper (or finger to calculator) and deduced that our dues rate of increase has been 2.7% per year for the past 37 years. That is pretty cheap! A cursory look at other JCNA affiliates found JCTI to be probably the lowest price club in the nation.

What you get for your \$50 is membership in JCNA which provides insurance for all JCNA sanctioned events, the "Jaguar Journal" magazine, the JCNA web site ([www.JCNA.com](http://www.JCNA.com)) that provides news and schedules for club events all over the country.

Your local membership gets you the bi-monthly "Cat Tale" newsletter, e-mail notices of upcoming events, lots of planned activities, dinners, drives, parties, shows, and a local source for information when you have questions or need some help with your Jag, etc. But probably the most important thing your membership gets you is a lot of

friends and a lot of fun with people who share your enthusiasm for Jaguars.

You can pay your dues by filling out the form on the back cover of this newsletter and mailing it or you can use Pay Pal through our club web site at [www.jaguarcluboftulsainc.com](http://www.jaguarcluboftulsainc.com). But do it today because if we do not have your dues by Feb 1 you will be dropped from the roster both local and national. \*

*\*NOTE: if you paid a full year membership during the last quarter of 2007, you are paid in full for 2008.*

## DINNER AT THE GREEN ONION SATURDAY, FEB. 23RD

It has been quite a while since the club has dined at **The Green Onion**, one of Tulsa's long standing "best restaurants in town" but we are headed back there. Want to avoid the crowds and hassle of Valentines Day? Just tell your sweetie that Feb 23rd will be "our special day" and plan to be there.

The Green Onion's menu offers a good variety of tasty dishes to choose from and a full selection of adult beverages. Since we will be using the private room we **MUST HAVE RESERVATIONS** so the wait staff can be prepared. **Call Gary Grover at 481-1789 or e-mail him at [tiremanogg@aol.com](mailto:tiremanogg@aol.com) no later than Feb 21st.**

The Green Onion is located at 4552 E 51st in Tulsa. That is just east of Yale and across the street from Red Lobster. **Cocktails will start at 6:30 p.m. and dinner at 7:00.**

Seems as though the last time we were there Sue Neil "arranged" to have the **Shriners** band entertain us. We will just have to wait and see if she brings someone to entertain this year.

## OUTGOING PRESIDENT'S LAST WORD

By—Don Wright

What a year 2007 was, although the middle of the year was not too bad, it started off bad and ended even worse. I don't think the end of 2007 will be forgotten any time soon, however, look on the bright side, 2008 can only get better. My most serious New Year's resolution for 2008 is, "get the cars out of the garage and drive them". I have almost forgotten how much fun it is to get the big car out and "drag" the strip, or lower the "hood" on the Special Sports and go to the drive-in for a burger, fries and a coke.

The club has some great driving and show events in the planning for 2008, and if I am not on the long road to somewhere else, I hope that I can participate in them. It is membership participation that makes for a great driving event and a great car club. Remember, driving our cars is what car clubs are supposed to do.

(Cont' on page 2).

The 2008 election of officers for the coming year, 2008, is over, the ballots have been tallied and the installation of the 2008 Board of Directors will be held at 18:30 hours (06:30pm) the 19th of January 2008 at Ti Amo's on South Sheridan Road. A really good opportunity for a fine Italian meal, a fun evening out and to meet the new board and show your support.

I have enjoyed my time as Club President but, it's time to pass the mantel. To you all, the best of everything and success in the New Year. Cheers and good motoring,

## **RAMBLINGS, PROBABLY THE 6TH EDITION JAZZ GOT AIR CONDITIONING**

By—Roger Hanes

Let's see, I think I left off last time with rambling on about my investments in Jazz's new headliner, her new tires, why she needed new tires, and my new appreciation for auto body work. What I didn't mention last time is the fact that my girl Jazz now has new air conditioning... No, I don't mean in the garage, I mean Jazz is now air conditioned. Little Cindy can now ride in proper creature comfort. And... because of Jazz's new bullet mirrors, Cindy can help drive even better... she can see objects disappearing in the rear view mirror.

Since there was no way of finding a matching mirror... for the passenger side... (I don't think they ever made one), I listed and sold on ebay Jazz's original mirror, (put on at the dealership when she was new). I had a heck of a time getting the old mirror off. Someone had no intention of it ever falling off the car. Anyway, the new bullet mirrors are mounted on the bonnet, about an inch outside the bead, and forward, about eight inches off the aft edge of the bonnet. Jazz hasn't said, but I think they look cool, and it gives Cindy a warm fuzzy feeling... having her own mirror and all.

Anyway, back to the trials and tribulations of air conditioning a thirty eight year old Jaguar. When I Jazz was delivered to me back in the spring of '04, a lot of parts had come up missing... parts that never made it back into the car after crappy repairs... by one dodo or another... in one state or another... over the last thirty odd years. To give you an idea of the items lost... not including the items no longer working... here we go... this will take awhile: In the engine compartment, she was missing the York air conditioning compressor, complete with the whole damn bracket, they dryer... and everything else. The only parts left were the hot wire from the A/C switch, and I guess they just could not loose the condenser coil... I guess that it was just too much trouble to remove with the bonnet in place. Also missing was the radiator blind cap and both of the two splash panels from under the car.

In the boot, the only thing left was the spare tire hold down bolt... the spare wheel and tire as well as the jack... gone... absent... of no need... just gone.

Lest I digress, back to the air conditioning in Jazz. For some inexplicable reason, they failed to loose the evaporator coil... you know... it is the big part inside the car with the switches... and vents... yea... that thing. Anyway, while I had the dashboard out of the car, (see Jaguar Ramblings probably from last year sometime), I also removed the evaporator coil so Larry and I could unscrew the cut off A/C hose stubs from it. They were so stuck, that Larry had to touch the fittings with his acetylene torch in order for us to unscrew the fittings.

Anyway, just for good measure, I ran a test on the blower

motor to see if it still worked... and guess what... oh, it was there alright, but the motor being some thirty-eight years old, was toast. Oh, and by the way, when I was having Jazz's radiator rebuilt back in '04, I had the presence of mind to have the old condenser coil tested as well... that was good money invested. Now where do you get a replacement motor for an air conditioner put into an English car... some thirty-eight years ago... why... W W Grainger, of course. Maximum expenditure... \$12 US. Success... priceless.

Oh yeah, where was I going with this. That's right, I was writing about Jazz's new air conditioning. So, at breakfast one morning, the subject of A/C came up, and Nick Hand from Tahlequah tells me that he has a new R134a compressor in his yellow sedan, and that it not only looks good, it feels good too. Well, you know how it is. When two guys driving Jaguar show up in the same place, everybody raises their bonnet and everyone takes a peek. It's always been that way... we can't help it. Anyway, Nick's installation looks terribly professional... I get the distributor's name and I proceed to order the new compressor, the handy dandy XKE transition bracket, and the dryer. That was two years ago... more or less.

Anyway, because some previous dummy had removed and thrown away the original compressor and bracket... the new handy dandy XKE transition bracket... has nothing to transition to. There I did it again, I ended a sentence in a preposition. Enough of that. Of course, Jazz is pretty much dismantled in the garage, but I get lucky, and Scott makes a stab at welding more tabs and parts onto the handy dandy so that it might actually bolt up to the engine, but that the new compressor might actually line up with the proper drive pulley. Now... don't get me wrong, or anything. It wasn't just one stab Scott had to take at that job... it was several before it actually fit... all made the more difficult by the fact that the car is actually dismantled... somewhere else. I'm surprised Scott and Linda even answer the phone anymore when I call.

Anyway, I had hoped to get the shop over off 48<sup>th</sup> between Memorial and Sheridan to hook up the A/C, but they only want to work on hot rods and classics during the winter, but I don't need much A/C in the winter... but now I'm getting to an age where I really appreciate the creature comforts. One of my old boy scouts, Shane Crews, is a licensed heat and air guy for residential dwellings and commercial buildings, so I ask Shane if he thought he could get Jazz's A/C to running. He comes over, takes a look, borrows the one thing I did get with the car... a repair manual, and goes home to study it.

When next I see Shane, he says he can do this job. I give him some seed money to buy fittings, hoses, etc... Then we determine that having someone else make the A/C hoses just isn't gonna be in Jazz's best interest, so I order a portable hose building kit off the internet. A couple of days after it comes in, Shane is over... making the new hoses... routing them through the frame... and connecting the dryer, the new compressor, the old condenser coil, and the old evaporator coil... all together. What does he do next, he pulls a vacuum on the system... for over an hour... no leaks! Cool! Next, he starts charging the system with R134a. After two more trips to the parts store for more refrigerant, the system is working. Using Shane's magic, digital thermometer, we have air coming out of the register at 35 degrees Fahrenheit. Now that's really cool! Me and Jazz, we're really getting uptown! Additional

(cont'd on page 3)

investment in A/C from start to finish... probably about \$700 US... investment in man hours by multiple people... Scott, Shane and me... probably something like 200... end result... priceless! But take my word for it... there will be a downside... there is always a downside.

### **It's Alive! It's Alive!**

## **The Saga of the Series I XJ6**

By—Stan Lackey

Well it's been along time, but this is a continuation of some of the tales of Series I XJ6 during and after it's (cough) restoration. A while back I was asked why I quit writing about my "follies." Jokingly I said that I just got tired of having to relive all my BLUNDERS!! LOL.. I then went on to say ... "It was hard enough living them and even harder some times having to relive them through my written BLARNY". Actually, I just kind of wore out.

Where to start? Gees' there has been so much water under the bridge from the last time that I wrote any kind of a story about the continuation of my XJ6 restoration and what could be clinically known as OCD behavior, (obsessive compulsive disorder) that I seem to having a hard time figuring where to start.

One of the many things that I have definitely learned from this experience (so far) is that when you modify the head of a non fuel injected Jaguar you have just entered another dimension! The stock fuel mixture rate is supposed to be (as best as my memory serves me after the shock therapy that I opted for to try to put a stop to this Jag obsession) 12 parts atmosphere, and -1 fuel.

When you think that you're going to be a "smart" guy, and have some hot rod shop remove as much metal as they can from your engines head and intake manifold, you have just entered the "forbidden zone".

Why is it the forbidden zone? Easy, it is the point where you have either knowingly or unknowingly just crossed the boundaries of the "now you have to build it your self" zone, and when you are new to the game and consumed with fantasies and actions that are supposed to generate more HP (while dealing with a set of triple SU carbs) you have just shot your self in the foot!!!. So much for that...

Any way I was in that zone for about 2 years. It took me about 3 months, lots of email, and a few new books (like the one that I now know intimately called "How To Power Tune Your SU's") to actually understand just what I had done to myself. I've also learned that the word POTENTIAL is nothing with out the ability and knowledge to harness that potential attached to it. At this point I think that I've just about mastered it all and am about 30 years to late on "getting my ticket" for being a Series I and SU carb mechanic. All of this new learning that I had to do was motivated by waning to DRIVE MY CAR! Imagine that! It was like learning to row a boat when you're floating in a raft after a ship wreck.

The last thing on my list of this "extreme make over" was the installation of a "fat" rear sway bar. Before I installed the rebuilt engine I had already replaced the wimpy 5/8ths front sway bar with a "fat" one inch front sway bar. That modification alone had helped my freeway on ramp speeds increase from 35 mph to 50-55 mph. Wow, that was fun. For the last two years I've had a rear sway bar that needed to be installed as well. Prior to doing this job I knew that this installation would entail my changing the rear trailing arms on my car but (and no I didn't know what the heck those were either) what the

heck, how hard could it be? I had to change them because the original Series I XJ6 didn't come with a rear sway bar and I needed to be able to connect the darn thing to something. Well like any other new thing that I learn, it took about 2 hours for the first side, and about 30 minuets for the second side. After finishing that job I was just about done, or I should say "finished"

The rear sway bar was just about the last thing on the list of what I wanted to do (performance wise) on my car and after it's installation I was (again) off to the turn pike / test track to check out the "new performance".

I was out of state for the majority of the spring (all of April, May, and June) helping a friend with his business, but prior to my departure I had looked at the JCNA scheduled spring events and had planed on attending at least 3-4 of those events to see if my new and improved rear suspension (fat sway bar) had helped me with my times.

While I was out of state I continued to look at the JCNA web site to see if I might be able to make at least one slalom event with my XJ6 in the 2007 slalom season. When I returned to Oklahoma in the first part of July, I knew that there was going to be a slalom in Atlanta on September 16<sup>th</sup> and so all my "sway bar" installation activity had been geared around my desire to attend and drive in that race. The 800 mile drive in my 1971 XJ6 seemed like a long way to go for a 42-45 second ride (hopefully my time in that JCNA slalom run) but seeing as I have cousins that live in and around the Atlanta area I thought "what the heck"! It looked like a good goal, especially since I had finally tackledand conquered the "rear sway bar" deal.

The purported 800 mile trip turned out to be 880 miles and Map Quest must have been drunk when it stated that it was only 680 miles. How did I do in the Atlanta Ga. Slalom, you ask?

Well.....stay tuned for the next "episode"of my "learning experience" , as I re-start this painful memory. The "fun" (for you) has just begun!! Ahhhhhhhhh!!!!!! Picture me running through the woods pulling on my hair!!!

### **CLASSIFIED**

**Classified ads are free to club members. To place an ad, e-mail to: [mmra@valornet.com](mailto:mmra@valornet.com) or call (918) 258-8320**

**FOR SALE:** 1997 XK8—white/biscuit, 40K miles. Comes with car cover, bra, seat covers and new tread plates. Concours Best in Show. Car is in perfect condition. \$20,000. Call Larry Bonner (918)627-4305



Ed. Note: (Larry is selling this car because he is buying a new coupe)

### **BABY, YOU CAN EAT THE CAR!**

According to a small article that appeared in "Automobile" magazine in October, engineers and scientists are cooking up ways to make cars more biodegradable. Don't panic, the car will not dissolve while you are at the wheel but, the price of oil has sent the cost of plastics sky high. In 2008 Ford will introduce a Mustang with seat foam that is 40% soy, ductwork and fender supports reinforced with hemp or Indian Grass. Natural fibers reduce the weight of fiberglass by 30 %. Saving is estimated 260,000 barrels of oil annually and the material is 3 safer for workers to handle and lowers production costs.

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**COMING EVENTS CALENDAR\*\***

**\*\* Official JCTI events are in BOLD  
 2008 CALENDAR**

- Jan 5—Breakfast at the Radisson Hotel, 41st and Garnett, 9:00 a.m.**
- Jan 19th—Installation dinner at TiAmo’s Italian—see page 1 for full details.**
- Feb 2nd—Breakfast at the Radisson Hotel, 41st and Garnett, 9:00 a.m.**
- Feb 23rd—The Green Onion Restaurant—see page 1 for full details.**
- Mar 1– Breakfast at the Radisson Hotel, 41st and Garnett, 9:00 a.m.**
- April 26-27– Mt. Magazine, AR Spring weekend**
- June 13-14 EuroMotor Extravaganza Car Show in Sand Springs**
- Sept 13—Brits in the Ozarks—All British Car Show
- Oct/Nov Polar Express III. Date TBA**

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Have you changed your address? Your name? Is the wrong owner/driver receiving the newsletter? If there are any changes to be made, e-mail the information to mmra@valornet.com or mail it to: Editor – Cat Tale, 205 E. Knoxville St., Broken Arrow, OK 74012 or just give me a call (918) 258-8320.

**E-Mail Reminders**

If you would like to receive E-mail reminders of upcoming events, please send your e-mail address to: mmra@valornet.com.

The more you observe politics, the more you’ve got to admit that each party is worse than the other.

Will Rogers

**REMEMBER!!** You can read all these articles and see the pictures in **COLOR** on our club web site at **www. Jaguarcluboftulsainc.com**



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