
The Cat Tale



A Publication of the Jaguar Club of Tulsa, Inc.

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BREAKFAST – March 4TH

9:00 a.m.

The Radisson Hotel 41st & Garnett

You won't want to miss breakfast this month as Board member Rex Rexroad has arranged for a club tour of the new **A1-Body Shop** in Broken Arrow. Following is the information that Rex has for the Club members:

TRIP TO A-1 AUTO BODY SHOP

By – Rex Rexroad

March 4th is the date from **11-12:30 p.m.**

After you breakfast hounds have filled your bellies, come one and all for a trip to Broken Arrow to the newest & most modern magabody shop in the area. Take Highway 51 east to 145th street exit and go south on 145th (Aspen) ½ mile and on the west side of Aspen you will see **A-1 Body Shop** in a new brick building at 2012 N. Aspen.

A-1 has a long history starting in California working on motorcycles, and was established in Broken Arrow in 1980. Owner Dave Lewis and his son Matt run this award winning body shop which is rated by auto magazine experts as one of the best in the country.

They have worked on many custom and restored cars as well as hot rods over the years and have worked on many celebrity owned cars including our local Garth Brooks & Trisha Yearwood and of course yours truly. Their handiwork is seen in Car and Custom & Hot Rod Auto shows throughout the United States including Darryl Starbird.

Don't miss this opportunity to visit with Matt Lewis and see what a 1st class body shop looks like. See you there! * * * * *

OK, Breakfast participants, we will leave the Radisson just before 11:00 to make the short drive down the Express Way to the A-1 Body shop and spend a little times seeing how the experts keep cars looking great.

WELCOME, NEW MEMBERS

Bob and Pat Moore, of Bella Vista, AK are the newest members of the club and they own two 1974 XKE Convertibles. WOW, they each have their own to enjoy! One is white and one is silver. We look forward to meeting them soon and see their Jaguars.

NEW CAR SHOW EVENT MARCH 16TH THRU 19TH IN TULSA

We have an opportunity to participate in the "International New Car Show" being held at the IPE building on the above dates. Thanks to the efforts of a board member, our club has been given a spot on the upper level to display some of our members cars. This is no small feat as all the other car clubs are assigned to the lower levels!

We have a prime space and room for 8-10 cars. We would like to have a nice cross section of models so viewers can get a feel for the history of the marque. The cars will be placed in the IPE building on Wednesday, March 15th, starting at 4 PM. All cars must be in place that evening, but a "timeout" will be enforced from 5:30 to 7:30 for the "invitation only" Preview Party.

The show's public hours are Thursday, March 16 and Friday, March 17 (2-10 PM), Saturday, March 18 (10AM-10PM) and Sunday, March 19 (noon-6PM). Cars can be removed from the IPE building beginning Sunday 6:30PM and continuing on Monday.

Those who have their cars in the display will be invited to the private Dealer showing on Thursday evening and the club will have passes for those who "work" the show. We plan to use this show as an opportunity to solicit new members for the club. What better way than to have some beautiful Jaguars present and some members willing to talk to those who are interested in Jaguars. To facilitate this we need at least 2 members at present at the display during the hours it is open to talk to people and hand out our brochure and membership form.

There are already several cars lined up but we need a few more. If you would like to participate in this event, please contact Les Neidell at (918) 481-0227 or e-mail him at gvalfa@sbcglobal.net. Time is getting short so please contact Les ASAP if you wish to participate.

AND YOU THINK RAIN ON A SHOW IS BAD?

On Feb. 3rd, "Morning Edition" on KWGS 89.5 had this little story about problems at a car show.

Morning Edition," The alpine village near Mt. Cook on New Zealand's South Island is holding an outdoor vintage car rally. But it's swarming with native parrots that are attracted to shiny objects and known to damage vehicles with their razor sharp beaks. The club has enlisted 40 members of a local karate club to ward off the parrots. A local wildlife official says water pistols would work just as well as karate."

After hearing this we should never complain about rain again.

The Presidents Message to the Membership.

The first meeting of the 2006 Board is now history and the board is moving ahead on several items. The "state of the Club" is good. Here is a brief run down on what was discussed:

Committee Reports

Secretary: The January minutes were read and accepted.

Treasurer: The January report showed a slight improvement in our financial condition, was accepted, and filed for audit.

Membership: New members, Bob and Pat Moore of Bella Vista, Ark. Have been approved. Most of the members have paid their dues for 2006 and their memberships have been forwarded to the National (JCNA) for continuation of their Jaguar Journal subscription. Delinquent members will be sent a post card advising them that they have been officially dropped from the club's rolls.

Social Events: TOUR: Following our March monthly Breakfast, The club is invited to tour the new A-1 Body Shop in Broken Arrow to see the latest techniques of correct restoration after a collision. Complete details on this upcoming tour are covered on page one of the newsletter.

CAR SHOW: The Jaguar Club of Tulsa has been accepted as a club exhibitor in the "Dealers International Car Show" at Expo Square on the 16th through the 19th of March. This is the largest car show in this area and JCT has been allotted a prime upper level location for 8 to 10 cars. Les Neidell is heading up this event and has provided lots of information about the event on page one of the "Cat Tale".

Rally, Slalom and Technical: Several of the Board members are planning to attend a Rally training school that is being presented by the NEOKLA chapter of SCCA on Feb 25th. This SCCA club is contacting other car clubs in hopes of expanding the interest in rallies. Since several members of JCTI have expressed interest in this, we were pleased to have this opportunity to learn more about how it is done. Check page 4 for more details.

JONAT (Jaguar Owners North American Tour) is going to be coming through Oklahoma the first week of May and volunteers are needed to help with the planning for this event. Linda Young is the contact on this event and more information is being worked out and the initial plans are reported on page 3.

Several other events are in the planning stages for later in the year. Remember, all club activities are only as good as the memberships participation. Watch the "Coming Events Calendar" column for the activity, its date, and then make your plans to attend.

Club Web Site: Due to the projected increase in club activities for the year 2006, the Board voted to give Stan Lackey authority to procure a full time professional web site manager and maintenance provider. Will Babb has maintained a nice club web site for several years but the increased use is more than the club can rightfully ask a volunteer to do. Our web site is becoming a much used recruiting tool to help our club grow and we expect it to be used much more in the future for the latest club news and for links to other interesting sites. The new site is up but is not fully activated yet as we have a lot more things to add. However, do look it up and let us know what you think. The site address is JaguarclubofTulsainc.com.

Other Business: The Board voted to give the clubs proxy for the AGM to Mr. Brian Blackwell of the San Antonio club.

Any member with an idea, suggestion or constructive criticism, please contact the appropriate Board Member by e-mail, remember, "It's your club", and the Board can't act on the membership's ideas and wants, if we don't know what they are.

Cheers and, good motoring,
Don Wright

140 MPH OR BUST!

By – Stan Lackey

I've had a few people wonder why the 140 MPH quest. Well, there's two reasons. First, the Speedo in my Series 1 JX6 only goes to a 140, (LOL...LOL...) and the second is because when I installed the GM transmission conversion kit in my car (from John's car's in Dallas) it came with a 4th gear "lock up" overdrive. At the time of installation it was calculated that the car with the new 4th gear should (aerodynamics cast aside) be able to go a bit past 140+. Actually (again "in theory") it should be able to do a bit more like 155 MPH.

Really, my biggest goal has been to coax all the potential horse power out of the engine that I suspect it's capable of. With all the engine work that I did, the potential horse power from this rebuilt motor could be from 275HP on the low side to as much as 310HP on the high side. Getting all that "I paid for" is the real goal, and one hundred forty MPH is just "the yard stick". LOL...LOL...A pretty BIG yard stick, but still just a yard stick!!!

Having learned From John McKeel and Ron how to properly tune my car via "performance" (the vacuum tune method), away I went. The 120 MPH run had felt a "little weak". Almost like the car was running out of gas at the top end.

With the new tools gathered for the job; new timing light with a "rotating" degree wheel on the back, along with a vacuum gauge, I set to the task. After getting the motor warmed up I found out how to hook up the vacuum gauge. Then I loosened up the distributor and was prepared to start. The first thing that I had to get used to was burning my hand every time I went to adjust the distributor! NO FUN.

I did just as John and Ron had said to. As I started to rotate the distributor I noticed that the idle started to increase. With out really looking at any gauges I just rotated the distributor until every thing "sounded right",

then started to decay. Then I went back to the “sounds just right” spot. I locked down the distributor, checked the degrees of advancement, and decided to go for a test drive. With my “track fee” in hand (25 cents toll) off I went. Again. This time as I was coming on to the turnpike on the right hand sweeper (on ramp) I wasn’t able to “handle” more speed (that’s a suspension thing) but once on the turnpike, I was able to drive the speedo to the 120 mark more rapidly than I had been able to do on my “maiden voyage”. Again, more rapidly TO the 120 mark, but not past it. And it DID feel “a little weak”.

As John and Ron had told me that my first “go round” with the new timing method was to just “get it close” and from there on I could really “dial it in. After I made my last (most recent) attempt at the 140 mark and it was “a little weak” it was back to the top of the hill and try to “dial it in”. As I started to adjust the timing a bit more it seemed like that car was running more and more poorly. This threw me in to another state of confusion. After several attempts to get it “just right” the car was running so poorly that I just gave up and decided that again I needed the help of experts. My skills and knowledge just weren’t there yet. I decide to just have it towed in to Jaguar services. I just had too many things to do to be driving it to the shop while wondering if I was going to make it or not.

Once in the shop Ron went to work. The first thing that he discovered was that there was water in the fuel! AGAIN. Not a happy thought for me. This had happened before, and I had suspected **sabotage** by my former “helper” (and I use that term loosely), but apparently not. It turned out that two of the four screws that hold the gas cap in place on the drivers side tank (and it’s gasket) hadn’t been tightened down.

Once that problem was solved I asked Ron to address the apparent lack of power at 120 +. Well, Ron being the law abiding citizen that he is thought about tackling the problem from another direction. He decided to test the CO’s (gasses) coming from the tail pipes at different RPM’s. After the rebuild the new engine had been having problems with plug fouling. In an attempt to remedy this I had installed a new high performance M.S.D. (HOT spark) coil. While it gave the car a bit more power it didn’t solve the fouling problem. When Ron hooked up the car on the exhaust gas testing machine it turned out that the initial idol settings were EXTREEMLY rich. When he adjusted the triple

carb setup to the proper emission standard at idle (1.75% co’s) the analyzer showed that at just about any RPM’s above idle and the emissions were ZERO! This was a head scratchier!! Having read my book “how to power tune your SU’s” from cover to cover with the zeal of “a marine and his rifle”, I knew that zero emissions just weren’t right. The emissions should actually climb from about 1.75% - 2.5% at idle to about 5% at 4,000 rpm.

To give John, and Ron a break I sent an email to Rob Beere, owner of Rob Beere racing in England detailing all the symptoms that my car was experiencing. I also gave him all the CO readings that had been generated by Ron’s test. The answers he sent back were interesting.

It turned out that the reason that my car was “a little weak” at 120 mph was because it was RUNNING OUT OF GAS!!!! I needed a BIGER needle that would deliver MORE gas to the cylinders as the rpm rose. The head work that I had done increased the volume of air coming in to the engine so significantly that the stock needles that were in the carbs just weren’t delivering enough gas at any thing above idle!

Rob Beere gave me a few recommendation as to what “profile” of needles might work best given the modifications that I had made, and off I went to order them. Wow, one more hurtle conquered. Maybe the answer to getting the performance from my car that I suspected (and hoped) that it should have, and that I had paid for, was just around the corner!

JONAT

By Linda Young

What’ s a JONAT? Well, it is awfully close to “Donut” but you can’t eat it! Well, you can eat while you’re doing it and we all know how this bunch likes to eat!

JONAT stands for “Jaguar Owners North American Tour and is set to kick off in just a few weeks in Seattle, WA. at the AGM. This is a driving tour of the entire North American continent. The neat thing is you can do as much or as little of it as you like. All across the country different Jaguar Clubs are taking responsibility to meet, greet, entertain and escort Jaguar drivers across their part of the country. On the national web site at JCNA.com on the forum is a section dedicated to the JONAT tour. There are also links from the home page to information about the tour.

The tour will be coming through Oklahoma May 6-9. The COJA group originally planned to host this tour but unfortunately it comes just a few days before their Concours and they simply do not have the time or manpower to do both. We are pleased to take over this responsibility and we hope that some of the COJA members will join us for all or part of the adventure.

The different “sectors” of the tour are handled by different clubs across their state and then “handed off” to another club. We will be meeting up the JONAT tour in Arkansas City, KS where Cynthia Loveall is co-coordinating the Kansas sector.

Arkansas City is directly north of Ponca City and is a great place to be starting from as there are some REALLY neat roads through the Kaw Lake, Pawhuska area and to Bartlesville. Our tentative plan is to stay the night at the Price Tower in Bartlesville and have dinner at the Copper restaurant in the Tower.

The next day (May 7) we move on toward Tulsa and to the Cherokee Hotel and Casino for the evening. Of course we will see lots of interesting sights between Bartlesville and Tulsa. The next morning (May 8) it is on south via the Talimena Drive, perhaps lunch and Queen Wilhelmina Lodge and then on to Hugo and dinner that evening at Harleighs.

On the morning of May 9th we will hand off to the Dallas group headed by Steven Ward.

This is a pretty ambitious plan but we can make it happen and our club can have a good time showing visitors some of the great things in Oklahoma's "Green Country". There is a lot of work to be done, sites to be scouted, hotels to be booked, dinners arranged for so help is needed. We are encouraging all our members to participate in all or part of this tour. In Europe, driving tours are very popular and those who have been on one rave about how much fun it is. You get to see interesting things and enjoy good food and drink and meet interesting people who enjoy the same things you do. It would be nice to have more driving events but they are only successful if we have lots of people to "go along for the ride"

This is our chance to show visitors that Oklahoma is OK! If you would like to help, please contact me at (918)258-8320 or e-mail mmra@valornet.com. I have lots of things that need to be done.

Rally Scheduled

By – Scott Young

On Feb. 25th, I along with Roger and Cindy Hanes attended a Rally School that was put on by some helpful folks from the NEOKLA region of SCCA. It was very informative and we spent a couple of fun hours racing around the Mounds area learning how to set up and run a rally.

Our first chance to test our new skills and invite our club members to join with members of the Miatia Club, Alfa Club and SCCA and others will be on April 1st when there will be a rally set up from Tulsa to Hallett where the Vintage race cars will be gathered for a weekend of fun. Gary Grover and I did this rally last year and it was great fun and you get to see some country you may not be familiar with (one way or another!)

The rally will start in Tulsa from 71st and Riverside on Saturday. I don't have the start time yet but as soon as it is set there will be an e-mail sent out. All of the pertinent information will be included and it will also be posted on our web site jaguarcluboftulsainc.com. This will be a fun type rally and no special equipment will be necessary.

Our club members have indicated that they are interested in driving events so we are trying to make it possible for everyone to get out and enjoy their Jaguar and meet some other sports car enthusiasts in the process. This will be a

fun day so plan to be there and stay tuned for more information.

Editors Note: This saga comes from one of our Arkansas members. It first appeared in "British Iron" a club based in Fayetteville. In true Stephen Spielberg style, Tory has written an entertaining article about Jaguar ownership.

Jag Wars

JagWars is a Tory Skopecek Presentation

Episode 3

The continuing story of a Jaguar owner and his various models of cars. This episode deals with the 3.4 Litre, Manual Overdrive 1958 Saloon and its' final arrival.

The story begins in 1983 in the City of Concord, CA.

And there it sat, or perhaps one would say, rested. In the back of a long out-of-business Shell gas station, abandoned to all and resting on blocks, a 3.4L Jag Saloon. Not exactly a pretty sight to see, unless you could see the potential. The wood interior was in fair shape. Body; a fine coat of rust. Rusted out rear wheel wells and rear door bottoms. Some glass missing. Drive train complete with everything under the bonnet including the windshield washer bottle. David called me about it and after some discussion it was removed to a happier place. I should explain that David and I were long-time friends and as a side hobby sought out various British cars and worked on their restoration, mostly pre-55 MGs. I had received at the Oakland docks a '50 MG Y Type from south of London and it was looking much worse than the photos and a look-see by a friend over there indicated. Things were looking costly for us both. For the sake of purchasing various items at lower prices we had created a phony company that did restoration work on older cars. David was also an early Moss Motors distributor and a supplier to them.

So, we took inventory of what we were both about. It was very clear that we needed at least one donor car for the Jag. The Y would take a lot of work but was more or less salvageable. The hunt was on. In a few weeks we located two 3.4L Jags in a beat up warehouse section of Richmond. The owner had give up on them and it was mostly just "please haul them away". This was perfect. In the end, one car provided the rear doors, fitting took some work. The other car was the source of a better rear end and the disc brakes. The 3.4L was an early model and had drum brakes. Later 3.4L's had 4 wheel disc brakes and a booster. Three front grills made one very nice one. The chrome from all three were sorted and the best went off to the plater. The 3.4L engine was loose and not frozen. Its' head was removed, heli-arc'd waterways, planed, new valves etc. The bottom end was cleaned and bearings replaced' bores miked out OK. The engine and tranny were not removed from the car. The radiator was out and rodded. The two other cars donated 5 good wheels. Body work consisted of a lot of sheet metal work on the rear wheel wells and rocker panels.

The time came to start on the interior. The wood was refinished with minimal work. The steering wheel(s) took a lot of filling and file work. The headliner was a problem. The fabric was available through the usual suspects at quite a cost. We made the rounds of various old wholesales to the top and upholstery shops. Finally we found ourselves in an older, very large warehouse. The owner looked at our sample and wandered off. He came back with an entire bolt of the fabric. It had been on the shelf or many years. He was very happy to sell it to us at its' original tagged price. That took care of both the Jag and the MG headliner. While there we looked around for upholstery for the door panels and also the seats for the

MG. Another bolt for a '65 Caddie did the job. We also ended up with all the various rare upholstery clips for nearly nothing. Now for the Jag's seat upholstery. We needed biscuit Connolly hides. Now it just so happened that Connolly had a factory distributorship in the south bay, just below Palo Alto. David called them, gave his company name and resale number and made an appointment. Now this was a treat. We arrived, introduced ourselves and were led into a private showroom. Down off the racks came hide after hide. We finally decided on two and left a bit poorer but very, very happy. The Jag and the materials went off to a friend of ours who did custom upholstery. Two months later it was done, but Jim had done some of the door panels in leather. Off it went from there to the body shop for final prep then paint. Another 6 months, more time means less money, and it was done and ready for the chrome to be installed. Then it was done.

David used it as a more or less daily driver for a number of years. Due to the heavy freeway traffic he installed a pusher fan to keep it cool. We finished the Y a bit earlier and it went about everywhere including a month in the UK. Then we moved to Arkansas.

Some years later while talking to David on the phone he told me he had found a Jensen he just had to buy. I should note that at this time he had about 23 cars in various places. His dear wife informed him that he had 13 in two garages on the property, plus some under a tarp tent. That was it, one car had to go. He said he was selling the 3.4L I was dismayed to say the least. I later mentioned it to Jan who took things in her own hands without me knowing it. Suffice to say that she bought it secretly and had it shipped and it was delivered to the Rogers High School parking lot. She then drove it to our neighbors' garage. Christmas Eve it was pushed around the block and up on our lawn. Christmas Day, 4:30 a.m., 17 degrees, I was aroused and led out the front door to see the Jag with a large bow on the windshield. Naturally, the battery was dead, but that's another story.

CLASSIFIED

Classified ads are free to club members.

To place an ad, e-mail to

mmra@valornet.com or call (918) 258-8320

For Sale 1960 MK II Jaguar Saloon, 3.8 engine, 74323 odometer, new paint, new Interior, ? new brake servo, air conditioning, needs compressor, needs SU carburetor work.? Lost

interest in completing this project.? \$7000.00.? Located in Wichita, Kansas - 316-945-8666 - E-Mail rgarrett1@cox.net. Pictures available.

For Sale – OEM late-model Jaguar XJR 18-inch alloy rim. The info in my ebay auction #8026135014 says this: original, unmodified alloy rim for a 2004 or newer Jaguar XJR is in excellent shape. I don't see any blemishes that would keep the most fastidious Coventry Cat owner from mounting a tire and bolting it to their car. The rim's bolt pattern appears to be 5x4.25 inches. The opening bid for the auction is \$200 but I'll offer any Jag Club member a \$30 discount if they win the auction and I don't have to ship the rim. So check it out along with this item:

18-inch Continental 245/40-ZR-18 "ContiSportContact" high performance tire that was originally mounted on the XJR alloy rim mentioned above. The info in my ebay auction # 8022276118 says this "used" tire is at FULL tread depth. If it has logged any miles at all they were so few that the ink has yet to be worn off the tread. I started the tire auction at \$100 but will entertain any offer from my Jag Club friends. If interested, check it out on:

<http://www.realautosport.com/images/EbayStuff/ContiTirA.JPG>,

<http://www.realautosport.com/images/EbayStuff/ContiTirI.JPG>,

<http://cgi.ebay.com/ebaymotors/ws/eBayISAPI.dll?ViewItem&item=8022276118> or for a peek at the full array of RealAutoSport eBay offerings look below or visit :

http://motors.search.ebay.com/_W0QQsassZrealautosport.

Contact Andy Pierson (492.4161) or his son-in-law, Mike Halley (965.7046).

BTW - Buy both the tire and rim above and I'll mount/balance the ensemble for free!

For Sale 1996 Jaguar XJS Convertible, excellent original condition, 2 owner California car, non-smokers, Topaz exterior (metallic champagne) with matching interior (Oatmeal w/gray piping) and a dark brown top, everything works. PRICE: \$ 14,000. Please call 510-846-5186 or email LHMTM@AOL.COM ---see photo at www.jcna.com (in the Classifieds)

For Sale – 1967 E-type Roadster – Very early series I. Interior is original and complete. No engine or transmission. Lots of new chrome and many extra parts go with the car. Heritage history documents and complete record of all work done so far. \$20,000 Larry Denton (479) 561-1341



Snapped this one in the parking lot at Brown's Lane, Coventry.