



Compiled &
Edited by
Harry
Frantz

Cat Tracks

Central Oklahoma Jaguar Association
December 2020

Classic Receptions Tour By Dick Russ

November 6, 2010 we had a tour of the Classic Receptions facility in Yukon. We had a great turnout with 24 members (men and women) attending. The tour was presented to us by Preston Lindsey representing Classic.



The back side of Preston Lindsey our tour guide explaining what we will be seeing.

The tour began with his showing us their bone yard of old Mustangs that they use for parts or patterns as needed.



Preston Lindsey our Classic tour guide explaining the bone pile.



Bone yard of some of the Mustangs for parts.

Before I go on I need to fill you in on what Classic Receptions actually do. This company in Yukon is made up of a multitude of talents. For one they are licensed by FORD motor company to manufacture (or recreate) the 1966 through 1968 Mustang including being licensed by the Carroll Shelby company to produce the Shelby performance Mustangs. By performance I mean like from 400 horsepower to over 700 horsepower. In

addition to which I will cover later they also have a branch that performs restorations on whatever comes in the door.

After we left the bone yard our tour took us to a building where we had an opportunity to see several of the new Mustangs being prepared for the paint shop. One car that was being prepared was an all carbon fiber model of the Mustang they are building.

This is one of 25 they have been licensed to build. Of special interest is what they do to prep the cars. Each car is hand sanded to perfection which takes several workers over three days to insure the cars are free of any imperfections which has to be approved by their final inspector before painting.

The next part of the tour was seeing the Mustangs undergoing the fabrication and modifications to the chassis needed to accept the new high powered engines which the original Mustang would be unable to handle. While we were there we also had a chance to see one of the Carbon fiber cars just out of the mold.



The Carbon Fiber Mustang just out of the mold.

It was very interesting to see the carbon material and how the pattern was laid up to flow from one section of the car to the other.

One special feature was regarding the fit of the rear panel and bumpers. In 1966 Ford wasn't really concerned about how every joint and bumper fit. They were coming down an assembly line and close was good enough. Not so with Classic. Each panel and bumper has to be exact with fit and form and it didn't leave this building of fabrication until they were perfect.

The next building we visited was the paint shop. This is where we actually could see a Mustang ready for painting. The priming was as good as most finished cars needed. We then headed to the final assembly building.



Final assembly building at Classic Recreations in Yukon.

This is where we could view the finished product (almost). What we saw were cars painted with engine either in the car or on pallets waiting to be installed. As we entered the building the first car was painted silver with blue racing stripes (ala Carroll Shelby). Normally when a car has a stripe painted on it you can feel the edges of the stripe on the base color. Not so with Classic's Mustangs. You couldn't feel anything but a finish like polished glass. No Joint!

As we were leaving the building we passed by one of the Mustangs that had the monster Coyote Crate engines installed about ready for delivery. In looking at it, it was hard to

imagine how they were able to install the engine that big in a Mustang. A special treat as we were leaving the building was a finished Mustang going to a customer in Africa. What made it rather special was it had right hand steering. Ford never made a Mustang with right hand steering. This installation was developed by Classic and you wouldn't believe it wasn't factory. Our last to visit was the restoration building.

This was a special treat since we could see the 1969 Jaguar E-Type they were restoring for John Emmerich, one of our club members. His E-Type was painted a beautiful red with a finish like I have never seen before.



Picture of John's E-Type being restored.

It was absolutely beautiful. You would almost be afraid to touch it since the finish looked like it had just been applied and still wet. As we walked around they had a 1930 Ford coupe that was brought in for restoration and update. It was a one owner family car. When it arrived it was so rusty that they had to remake every panel including the chassis which was getting a 700 horse power Coyote Crate Ford performance engine. It was rumored that when finished it would be close to a \$400,000 investment. Finally several of the group drove to down town Yukon where we had lunch at Paquitos

de' Mexico restaurant. This restaurant is rather small. It is about as authentic Mexican food as you will find. It is owned and operated by two Mexican brothers. One is the cook and the other is the waiter, bus boy and cashier, I have been eating there for over 30 years and always enjoyed it. But then I only order the Works Tostada because I enjoy it so much especially with their home made salsa.

Annual Meeting

By Sarah Baxter

The annual meeting was held on Saturday, November 7th. Topics discussed that will be voted on at the Christmas Party are:

1. The Nominating Committee – consisting of Jill York, Glenn Short and Jess Baxter - contacted the current officers and directors and all agreed to serve another year. The officers and directors to vote on at our Christmas Party are:

Randy McCormick - President
Susan Frantz - VP
Sarah Baxter- Secy/Treas
Harry Frantz - Editor
Marsha Lietz - Past Pres/Director
Sandy Ratzlaff - Director
Richard Heiderich - Director

Nominations from the floor or volunteers, of course, may be submitted at the Christmas Party prior to voting.

2. The members present – consisting of Bruce & Sharon Parker, Glenn & Jolene Short, Randy McCormick, Jill York, Al & Marsha Lietz, Dick & LaNeal Russ, Sandy Ratzlaff, and Jess & Sarah Baxter - submit the attached proposed Calendar of Events for 2021.

The Christmas Party will be on Saturday, December 5th, at which time the above items will be voted on.

Miscellany

Amending By-laws

By Sarah Baxter

I have only received 27 votes out of 110 members for amending the By-laws. If a couple, then each person is entitled to send in their vote or you can send in a "combined" vote for the couple. The last day for voting is December 20th. If it passes, we would like to put it into effect for calendar year 2021. If you cannot find the original e-mail which I sent to you on November 14th so as to review the changes to the By-Laws, please call me (405-408-8878) or send me an e-mail (slbaxter3@outlook.com) and I will send you another copy. Please take the time to vote! This is your Club and you have the right to vote on issues that pertain to the Club as a whole. Thank you.

Dues are Due

By Sarah Baxter

It's that time again when invoices will be sent out for 2021 dues. These invoices will be e-mailed to all members who have e-mail addresses. The COJA and JCNA dues are due beginning December 1st and past due after January 25th. A report to JCNA has to be sent on the last day of January and if dues are delinquent, the member will be dropped. So, please when the invoices are received, take some time to mail a check **payable to "COJA"** and mail to:

Sarah L. Baxter
11008 S. Eastside Dr.
Oklahoma City,
OK 73165

Model Cars

By Dick Heiderich

This subject is so vast that you may end up getting Parts II and III! I've had a model car or two ever since I can remember. After finally settling down and having some shelf space, what used to be a few favorites has turned out to be a collection. So how does that affect a Jaguar club member? To start with, maybe it's time to Christmas gift your best friend or great grandson a model Jaguar. When shopping on line it helps to put into perspective how big or small the scale is based on your desires. Most popular scales are, 1:18, 1:24, 1:43, etc. For a 1956 Ford, 1:18 is about 11 inches long, while 1:24 would be about 8 inches. (1:12 scale means that one inch equals one foot) which is big in the model world. If you've been paying attention to your mail box, Moss Motor's Ltd. just happens to have some Jaguars, including an XK-120 (1:24 scale) for a measly \$24.99.

Now, because we all think in English, how about an Armstrong Siddeley Landcaster? For that you would have to go to Carmodel in Italy. (www.carmodel.net) Perhaps you really want nothing but a 1980 Morgan Plus 8, (1:43 scale) and can't find one. Try Grand Prix Models in the UK. (www.grandprixmodels.co.uk). For the more traditional stuff there's: www.diecastmodelswholesale.com, www.fairfieldcollectibles.com, www.mintmodels.com, www.route66modelcarstore.com and more. You will find them all listed in the latest (December 2020) issue of Collectible Automobile, www.collectibleautomobile.com, with a 1960 Buick Electra splashed all over the front cover.

Getting back to where I am is the result of osmosis. It just turned out that way. My models tend to cluster in groups while others just independently occupy an already crammed space for no reason. You'll find them in every room of the house including the bathroom. They also cohabitate with pictures easily. I used to have a 'Jaguar Only' wall, until a just completed restoration of a 1948 Ford Dashboard took over, as I had nowhere else to hang it.



The attached pictures will give you a clue how some of these artifacts end up. It's worth mentioning that if you can't buy it, you can always make it, as reflected in the clay model (1:12 scale) I did a few years ago, just to see if I could still remember how to do it.



One of the advantages of working in clay is

that you can make one side different from the other as a time saving styling exercise. And if you're really serious, it can be used to cast a plaster model. Wheels are easier to use off of a store bought model than to turn them yourself, if you have that capability. The E-Type and XK shown are from AUTOart, produced by Gateway Global Limited and retail for around \$129.



The scale is 1:18 and is approved and licensed by Jaguar Cars Ltd. The detail and accuracy of this product is outstanding and equal to the best available. Be advised, you get what you pay for; sometimes. There you have it, just in time for Christmas. Stand by for Part II.

On a Personal Note

I wish to thank all those members that have sent well wishes to me during my recuperation. On November 4th I suffered a compound fracture and broken ankle of the left leg while clearing downed limbs from the ice storm of 2020 a few days earlier. Your thoughts were greatly appreciated.
Harry



2021 PROPOSED CALENDAR OF EVENTS



Month	Date	Activity	Coordinator
Jan. – Dec.	1 st Sat.	Coffee & Cars	Chisolm Creek Shopping Center
January	TBD	Lunch at Pearl's on Classen Curve	S. Baxter
February	TBD	Drive to Eischen's	R. McCormick
March	TBD	Drive to Elk City to see Route 66 Museum	B. & S. Parker
April	TBD	Drive to Roman Nose State Park	S. Ratzlaff & J. York
May	TBD	Trip to Enid to tour Evan's private Car Museum	G. Short
June	TBD	Trip to Sapulpa for the Great American Race Stopover	D. Russ
July	TBD	BBQ in Blanchard at Short's daughter's home	G. & J. Short, B. & S. Parker, J. & S. Vaughan
August	7 th	Coffee & Cars – COJA group participation	R. McCormick
September	TBD	Natl. Cowboy & Western Heritage Museum – Possible Jt. Event w/Tulsa Jaguar Club	S. Baxter
October	TBD	Fall Fling – Mt. Magazine Lodge in Arkansas	A. & M. Lietz
November	TBD	Annual Meeting/Calendar of Events for 2022 & Lunch	R. McCormick
December	TBD	Christmas Party	S. Baxter/ S. Frantz/ M. Lietz



Officers

President	Randy McCormick	806-217-2594
Vice President	Susan Frantz	405-250-1082
Secretary/Treasurer	Sarah Baxter	405-408-8878
Editor	Harry Frantz	405-496-0850
Board Member (Past Pres.)	Marsha Lietz	612-803-4827
Board Member	Dick Heiderich	405-823-6544
Board Member	Sandy Ratzlaff	405-213-4535

Membership

Annual membership is \$60. Note, this includes membership in Jaguar Clubs of North America.

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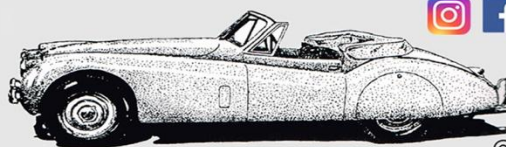
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