



Compiled &
Edited by
Harry
Frantz

Cat Tracks

Central Oklahoma Jaguar Association July 2021

LADIES LUNCH

By SUSAN FRANTZ

Once again we were a small but mighty group! Eight of the Jag Ladies met at Pearl's Crabtown Restaurant in Bricktown on Friday, June 11. We welcomed a new face to the group with new member, Jane Mitchell. So glad to have you join us, Jane!

The meal was delicious, stories were shared, family updates were given and everyone had a great time. A favorite thing about these luncheons is that we have plenty of time to visit with each other and catch up.

With this repeat lunch, I believe we're well back to "normal" and our original concept of meeting informally every other month. Most, if not all, in our group have received the COVID vaccine, so our comfort level with being around others has increased significantly. Susan Laurence has graciously taken on the task of setting up our meals with my small contribution (mostly saying "Yes, that's a great idea!). I know that she, and I, welcome any and all suggestions for places to eat and dates that work best for you. Please don't hesitate to contact either of us with your ideas: Susan L: seghere@cox.net or Susan F: susanfrantz1@gmail.com.

The next luncheon will be in August, date to be determined. In the meantime, I hope to see you all at the July brunch event that Sarah Baxter is organizing.

COJA GUY'S OUTING

By Jess Baxter

We had a good turnout for the "Guy's Lunch" on Saturday, June 12th. It was good to see some old faces that had not been at some events for a while and we even had a new member, Larry Mitchell, come out and have lunch with us. Richard Heiderich was doing better after his knee surgery in April and he drove to Edmond from Choctaw to join the group!!! Also, Rogers' son, Bennett, joined the group for lunch.



From left to right: Harold Eiseman, Rogers Abbott, Ben Ratzlaff, Dick Russ, Robert Drummond, Harry Frantz, Jess Baxter, Dean Ritter, Jeff Briley, John Vaughan, Larry Mitchell. Richard Heiderich was taking the photo. Bennett Abbott is not in the photo.

There was a variety of conversations and “catching up” done over lunch. My wife said that it was appropriate for a car club “guy’s outing” to eat at a restaurant that had a name like the “Flatire Burgers”!!!



Image copied from Facebook.

We have been having these separate “outings” for a while now and the next one is scheduled for August. If you are interested in organizing the next one for the guys, please let Sarah know so she can get it listed on the Calendar of Events and do a write-up for Harry to put in the Cat Tracks for the August edition.

Sapulpa Trip for the Great Race

By Dick Russ

After waiting a year to greet the Great Race Drivers in Sapulpa June 21 we had a nice turn out of members for the trip.



As many of you may have read, the trip was to drive to Sapulpa for an early lunch at their one and only Mexican restaurant which turned out to be as close to a five star restaurant as you could ask for.



The upside of the trip was it was just a great meal for all of us. If you have a trip to Tulsa around lunch time you need to stop and have lunch or dinner in Sapulpa.



The restaurant is on Main Street (route 66) and Dewey just a short distance past the rail road tracks.

I mentioned the upside of our get together. Now for the down side. We had lunch about 11:30 and as we were leaving the



restaurant it started to rain. Not just a little but a gully washer (to coin a phrase). That wouldn't have been so bad but the cars we were to see would be parked in a dirt outside parking area next to the route 66 Auto Museum. All or most of us didn't feel like walking around a bunch of cars in the rain and mud. We still thought it might be ok but when we reached the museum it was still raining and visitors were lined up on the entry clear out to the highway. Had we decided to stay there was little chance of even getting back out since the entry to the cars was a single car driveway which we felt it best to just go back home. It was a nice get together for lunch but very disappointing after so long a wait to not see the cars.

For those that were unable to attend we missed you, but as it turned out we also missed the Great Race cars. Hope to see you all on our next outing.

LaNeal's Tumble

By Dick Russ

We took a trip to Houston to see friends this week. LaNeal fell down 15 steps to the landing and was severely hurt. She cracked her ankle, had a large cut above the left eye and a cut on her right foot. She has major bruises all over her body and a major black eye like a boxer. Had to take her to the

hospital for a cat scan and x-rays. They feel she will recover well but it will take some time. I am now the chief cook and bottle washer along with many other wifely chores.

Editors note: For those that wish to send LaNeal a "get well" note, her address is 8813 NW 121st St. Okc., Ok 73162 or email at nealybaum@yahoo.com

Upcoming Events

BRUNCH AT PACKARD'S ON AUTOMOBILE ALLEY (JULY 17TH AT 10:00 A.M.)

By: Sarah Baxter

With July comes the heat of the summer and not as pleasant to do a driving event. So, mark your calendars for Saturday morning, July 17th, and join the COJA group for Brunch at Packard's on Automobile Alley. Packard's is located in the original 1920's Packard Automobile showroom on 10th and Robinson in historic Midtown, Oklahoma City (201 NW 10th Street). Reservations for our group is set for 10:00 a.m. when the restaurant opens. This way, we will beat the heat and the rest of the day will be yours to do whatever you want.

The restaurant will need an accurate count for those planning to attend the breakfast. So, please contact me either by e-mail: slbaxter3@outlook.com or by phone: 405-408-8878. **I will need to give the restaurant a count by Thursday, July 15th.**

COJA Fall Fling 2021

By Al & Marsha Lietz

Mark your calendars for October 3-5, 2021 for our Fall Fling which will be at The Lodge at Mount Magazine State Park in Paris, AR.

We have rooms reserved under Central Oklahoma Jaguar Association. Room rates are:

Single King (King bed, Jacuzzi, balcony) \$185 per night ++

Standard Queen (two queen beds, no balcony) \$138 per night ++

++ Plus State and Local taxes

Cabins are available at \$230 per night for a 1 bedroom cabin, although we have not reserved any cabins at this time.

They have a limited number of "Pet Friendly" rooms and cabins and those need to be requested when booking your reservation. There is a \$40 pet fee for the stay added to the reservation total. Our block of rooms will be held until September 3, 2021.

We'll be taking a scouting trip in the spring and will provide more details on our activities then.

From Marsha concerning the Fall Fling Dates:

We understand that there have been a few questions regarding the dates for the Fall Fling. At the Annual Meeting in November, we asked those present if anyone would have a *problem* with moving the dates to Sunday-Tuesday if we could get a better rate and everyone agreed with that idea.

So, we have reserved Oct 3-5, Sunday-Tuesday for the Fall Fling...the state park does not give group rates and by moving from the weekend we are able to save 11% (or \$21) per room per night.

Miscellany

A Lifetime of Cars (Part II)

Sight-Sound-Smell

By Dick Heiderich

No surprises here for the used car buyer who would agree that the Sight-Sound-Smell test is what usually will have us part with some cash. While the first two are pretty straight forward, the smell test is a different animal. The best smell comes from real leather, like my early convertibles (48 Olds 98, 51 Chevy, 51 Frazer and 54 Eldorado). Can you believe that even that Chevy had a high quality cow hide interior in dark green which was bullet proof! The Conley leather in my 90 XJ-S had its own elegance in addition to the smell and after more than 30 years looks and smells great.



I've often thought that if you're out driving for hours at a time the car ought to smell good.

The combination of various vinyls, rubber, carpet, exposure and storage conditions all lead to the great unknown smell dilemma. My Grandpa's 1937 Chevrolet with a mohair interior which he kept in a machine shed is still in the back of my mind for a unique smell which consisted of everything stored there, including leaking oil and left over barn residue. Same story for my uncle's brand new 1954 Chevy, Bel Air, who had a dairy farm! In the 1940's and 1950's the door seals were not as tight as they are today and if you lived up north, the jute pad under the floor mat would get wet in November, freeze and not dry out until June, which created its own smell no matter what brand it was.

The 1950's introduced new interior designs and materials. Every manufacturer had show cars whose interiors had as much to say as the exterior. My father's 1953 Kaiser Manhattan had a vinyl bamboo themed padded dash and interior with its own peculiar smell. They were produced in a natural color, dark green and maroon.



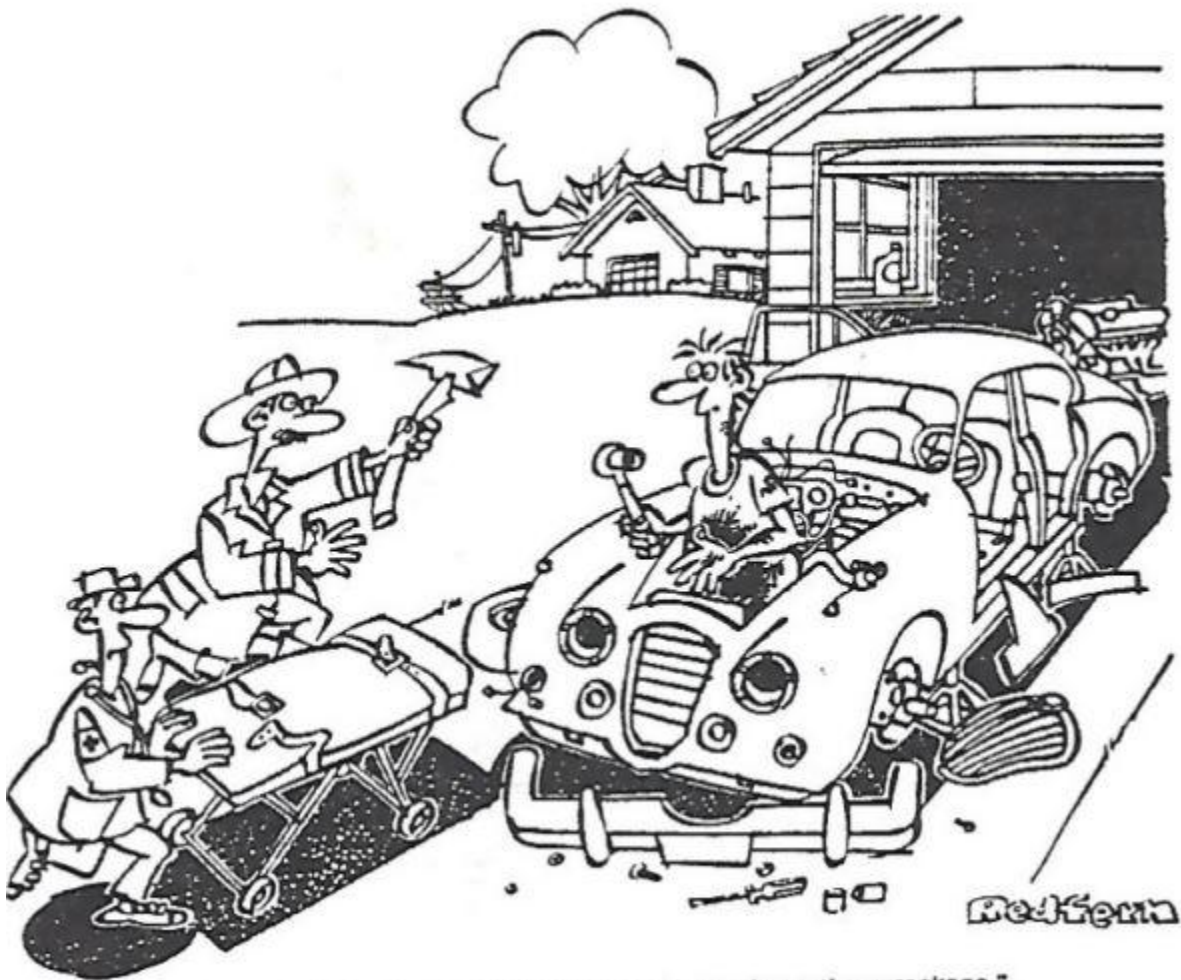
Kaiser had a show car called the Caballero where the western interior theme used palomino and unborn calf hides. I have no idea what that smelled like! Six cars were

built.



Once upon a time I had a 56 Chevrolet from Florida which needed help and although it was only three years old, a new top, carpet, paint and thorough deep clean didn't remove the musty mildew odor. Or, did having a new interior installed in a 56 burned out Ford hardtop ever really get rid of the burn smell! On the brighter side I came across an 82 Olds Cutlass with a velour interior owned by a woman who was heavy on perfume. The smell was still there when I sold the car a few years later. I always liked that ride.

Those were the old days. Today's new car smell is different mostly because of the materials used, they don't leak water and I suspect even those with leather seat options, the tanning process is more refined and has less of a cowboy influence. So, the moral of the story is that when you're out car shopping, remember this. You may like the sight and sound, but always make sure it passes the smell test!



"Stay calm! Don't move! We'll extract you from the wreckage."

EJAG MAGAZINE/February 1990

It's Time to Talk E-Type Again

By: Dick Russ

It's been a while since I wrote anything about the E-Type; good or bad. So it seems that something had to break or fail to keep me on my toes. This will be a two part story so hopefully one of the parts will help you E-Type owners some time. This article applies to series two E-Types as well as the series three.

In 2018 the horn switch failed which is part of the turn signal assembly on the steering column. Since it is an integral part of the turn signal assembly, the only fix is a new turn signal switch assembly. That is not as bad as it sounds because that was one of the items I did not replace during my restoration back in 2008 and after 50 years of good service, I can't complain, plus the turn signals worked as well as the horn, so why worry about it. Now was a good time to replace it. S.G. Barrett had the new switch and at the tune of \$187.00 it was still a good buy to me.

When it arrived it looked great with the exception of a couple of the wires that didn't match the wiring schematic, but it was easy to figure out what went where. Once

installed, the horn worked again as well as the turn signals, until recently. Most of the time they work fine, but once in a while they didn't work at all. Trouble shooting was just checking all the wiring which normally solved the problem.

I had planned to drive the E-Type to the guy's day out luncheon. Before leaving I took the car for a short drive. The first few turns the turn signals worked fine and then they quit. So I decided to work on the car until I found the cause of this on and off again problem with the turn signals.

To start, I was trying to determine from the electrical system exactly how the engineers at Jaguar developed the electrical circuitry. I spent more time studying the system electrical schematic than the actual repair.

Finally I was able to determine the source of the problem. Jaguar, in the development of the wiring system had several harnesses. One on the left side of the instrument panel and one in the center of the instrument panel. The turn signal flasher where all the current to the turn signal switch gets its operating current is on the left side harness. But to get there they needed to connect the 12 volt source wire to the #7 fuse which the wire is provided by the center harness. Simple enough! The Emergency flasher switch has two interconnected terminals (#5 and #6) so I ran the primary 12 volt wire from the center harness #7 fuse to the #5 terminal on the Emergency flasher switch and the wire from the turn signal flasher B terminal to the #6 terminal on the Emergency flasher switch. An easy way to connect the two wires that provides the current to the flasher which enables the turn signal to operate. The problem with this is if the internal contacts of the Emergency Flasher switch doesn't make a good contact all the time (which many of us never use) the turn signals will fail to work. Instead of using the emergency switch, it would have been better to connect the two wires together and eliminate the switch connection since the turn signal Flasher needs voltage to the B terminal on the flasher all the time for the turn signals to operate. A simple solution but I feel the Jaguar engineers never expected the E-Type to still be around after 50 or so years. By physically connecting the two wires together and eliminating the switch, the problem went away. Regardless of the engineer's thoughts, the turn signals now work perfect all the time. Circuitry is still the same, only better.

The second part of the story is regarding the windshield washer. Not used that much but when needed it is a system that is appreciated, if working properly. I don't use mine that much, but the other day on my drive, the windshield was dirty so I would just spray the windshield and let the wipers do the cleaning if the washer pump worked (which it didn't). Now what is the problem? I checked the pump terminal for

current and it was there so it had to be a pump failure. I pulled the lid off of the washer reservoir. In examining the pump, the lower screws were rusty and applying voltage to the contacts, It failed to operate. You would think it would still work after 51 years. I didn't want to order a new pump from one of the Jaguar suppliers. So I did some hunting at local suppliers and found that O'Reilly Auto supply had a Trico universal pump model 11-100 which I ordered (same day service). When I picked up the pump, it had two ears for external mounting which I didn't need so I cut the ears off since I wanted it to be an exact replacement inside the Jaguar cover. With only this minor change the new Trico pump fit perfectly inside the original cover and it works and looks great. So if any of our E-Type owners have a failed windshield washer pump, I have the fix. The best part is if you need one and would like to replace it, you can bring your assembly to me and I will make the changeover at no cost. That is labor only. You will still need to buy the new pump from O'Reilly Auto parts first.

Auto/Biography

Editors note

The following article is the first in a series from Robert Drummond highlighting his numerous forays into British Iron. This first article is on his MG. By the way, Robert is an excellent writer so I'm sure that you will enjoy his article and the others to come.

My First Car

By Robert Drummond

In response to the editor's call for submissions, I proposed a series of articles chronicling the various British cars I've cared for over the years. Harry enthusiastically encouraged me to pursue this, so here we are. I thought I could find pictures of all the vehicles, but my patience ran short digging through old boxes of photos, so in a few cases I've taken the liberty of using some images pilfered from various internet sites. Those will be clearly noted. As a bonus, I'll include my brief foray into the world of French automobiles as well.

Let me confess at the beginning of this series that like many of you, I suffer from BAAD. British Automobile Acquisition Disorder. Growing up in southwest Arkansas, in the small town of Arkadelphia, I was largely protected from the allure of those overseas beauties as a child. Largely, but not entirely, as an MGB occasionally made a brief appearance in town. Also, my dad was an Anglophile, so I was exposed to some British TV shows and movies (such as were available in pre-cable days). Watching those, I was struck by how cars in England appeared to be both quaint and exotic at the same time.

The earliest true signs of my disorder appeared when Triumph introduced the TR-7 with its “the shape of things to come” campaign. I was immediately hooked. When we’d visit my grandmother in Little Rock, from the interstate I could see a British Leyland dealership with those wedge-shaped Triumphs beckoning me. By the time I was of age and solvent enough to buy a car, the TR-7 was no longer for sale. This was perhaps a blessing in disguise given the quality issues that plagued the cars. Of course, in the future I would purchase multiple vehicles with much more significant reliability issues, but I’m getting ahead of myself.

Our saga begins at Christmas, circa 1983. Unbeknownst to me, my dad had confessed to my sister that he’d “always wanted an MG.” She and her husband were friends with a guy in Hot Springs who repaired British cars and had a British car wrecking yard. He donated a 1973 ½ Midget to them in return for payment to get it running. It did run, just. Enough to make the 40-or-so mile trip to mother & dad’s house, at least.

This poor car had almost no working electrical equipment other than brake lights. The convertible top had no rear window, the paint was horribly faded, there was a huge dent in the passenger door, and the floor pans were of the see-through variety. Christmas morning came and my sister told dad to look out the front door to see his gift. He went to the door, opened it, paused a few seconds and said “oh, an MG.” Closing the door, he returned to the tree and continued his usual duty of dispensing gifts therefrom.

Dad, a wonderful woodworker but otherwise not so handy, attempted to repair the top by using a plastic painter’s drop cloth as a rear window. He spent a couple of afternoons trying to get the windscreen wipers to work, then gave up in frustration. The car sat at the end of the street for the next couple of years, getting more and more forlorn and turning yellow-green from a build up of pine pollen.

When Christmas of 1986 rolled around, my wife and I rented a U-Haul truck to take some items home to Colorado Springs. It seemed only natural that the MG should come with us, as I felt sorry for it. Mother was ecstatic at my proposal, happy to see “that eyesore gone!” Dad was not in favor; “you can’t drive it because it won’t pass a safety inspection without working wipers. You can’t get the wipers to work because there’s no wiring diagram for it. On top of that you can’t get any parts for it.” I went to the local NAPA (the only auto parts store in town) and found a Chilton’s guide for the MG. Happily I showed dad the wiring diagram for the Midget. I’d also purchased some automotive magazine (Hemmings, I believe it was), that had multiple listings for MG parts suppliers. Eventually he agreed to sign the title over to me, but insisted on payment to make the transaction legal. For \$1.00 I purchased my first British car!

We towed it to Colorado on a tow-dolly behind the U-Haul, with the rear wheels on

the dolly. I had to remove the front calipers to get it on the dolly as the front brake pads were rusted to the discs and we were unable to roll the car. The drop cloth rear window was in tatters by this time, and bits of it, along with most of the rotted top were left strewn across Oklahoma, Kansas, and Colorado.

The day after we parked it in the driveway, a neighbor came over to look at it and pointedly asked, "You ARE going to paint it, aren't you?" I'd never been a car guy before, but with Chilton leading the way, I got the Midget ready for its first fire-up in years. When the big moment came, it fired up almost immediately, with a huge cloud of smoke and shrapnel flying out of the tailpipe; the throttle had stuck fully open. The cone-shaped rust pattern extended out about 4 feet behind the tailpipe.

My wife was not too keen on my insistence that we immediately go for a short drive around the block; it was snowing, there were no seats in the car, and, of course, no convertible top. Grinning like idiots, we extended the drive to include several blocks and returned home motivated to finish the project.

I learned a lot working on that car. I bought a dent puller and hammer & dolly and set after the dents. Seemed like I did a fine job; after all, I only needed about a quart of bondo to get the passenger door looking great! Borrowing a friend's airless sprayer, I painted the car myself (and a fair portion of the garage). With a bit of sanding over a few runs, it actually passed the 10-foot rule. The original color was Blaze Red; orange with a reddish tint. We decided to keep that color. A new convertible top went on beautifully on the first try. New carpet and recovering some of the interior panels dressed up the interior. I discovered that the round rear wheel arch was only produced from late '72 until sometime in '74.

Fun fact: a realtor's for sale sign is a perfect fit for a Midget floor pan. By a strange coincidence, some homes for sale in our neighborhood had their for sale signs stolen about this time. That car became my daily driver for nearly 10 years and made several trips between Colorado Springs and Arkadelphia. I rebuilt the engine when we reached the point of having to add a quart of oil every 100 or so miles of highway driving...

My rule in those days was that the top went up only if "something is falling out of the sky." So I drove with the top down year-round. On Halloween I drove to work wearing a werewolf mask and gloves to entertain other motorists.

After moving to Tulsa, I was having starter problems. A lesser man would have repaired/replaced the starter, but not your intrepid author! Our driveway was steeply sloped, so I'd just roll down the driveway and pop the clutch on the way to work, then park at the top of a ramp in the parking garage so I could do the same trick on the way home. Worked great for a couple of weeks until I got around to having the starter repaired.

Sadly, I was not able to find photos of this car, but here is an internet-sourced photo of one in Blaze Red. The car in the photo is right-hand drive and has two windscreen wipers. The U.S. versions had three wipers, one of the peculiarities of the car that I loved. The other was that there is no in-cabin control for the heater valve. You must open the bonnet and turn the handle on the heater valve to adjust flow of hot water through the heater core.



Next month, a 1969 MGC/GT Automatic.

**CENTRAL OKLAHOMA JAGUAR ASSOCIATION
FINANCIAL STATEMENT**

DECEMBER 27, 2020 TO JUNE 30, 2021

BOA	Checking	Account	(as	of	12.27.2020)
					\$10,396

.91 Plus: Income:

Advertising Income (Euro-Tech & O.S.J.I.)	\$ 600.00
Dues Income (21 Membership Renewals, Plus 3 new memberships)	1,440.
00 Other Income (Sale of COJA Inventory Items)	<u>975.00*</u>
Total Income	3,015.00
Less: Expenses:	
JCNA Dues (55 members plus Mitchell, Wiens & Briley)	\$1,740.
00 Miscellaneous (Lifetime Member Recognition for Steve Houtari & Geleeta York)	<u>54.66</u>
Total Expenses	<u>(1,794.66)</u>
BOA Checking Account Balance (as of 6.30.2021)	<u>\$11,617.25</u>

***NOTE: See attached explanation and list of COJA inventory items sold and/or donated.**

Randy met and delivered all JCNA trophy inventory to JJ Keig with North Texas Club on Wednesday, June 16th. He said they were elated to receive the trophies and agreed to share with other Jaguar clubs if the need arises. He also worked out a deal if we ever want another Concours, they will come up, put it on, and run it for us as a goodwill gesture toward our Club. He said it would be like a "Concours in a box" traveling deal. Randy agreed to this. Randy has sold the other items highlighted in yellow. In total, he has received and I have deposited \$975.00 in the COJA bank account.

All of the old financials, bank statements, other Club newsletters, old COJA rosters, etc. I have in my possession. I am going thru and scanning everything that we may possibly need. I am also going thru to make sure I have an archived digital copy of all of our COJA newsletters and rosters. There are some months that I couldn't find a copy of earlier and want to make sure I just didn't miss them the first time thru.

COJA Inventory

Trophies & Awards

- 8 – Glass Trophy – Best of Class – Oklahoma City, OK (Dated 6/8/2019) – **TO BE DISCARDED**
- 4 – Glass Trophy – Best of Class – Oklahoma City, OK (No Date) – **IN STORAGE**
- 46 – 3rd place Polished JCNA Plates -- **DONATED TO JOANT**
- 22 – 2nd place Polished JCNA Plates -- **DONATED TO JOANT**
- 6 – Best in Class Polished JCNA Plates -- **DONATED TO JOANT**
- 4 – Championship Polished JCNA (Octagon shaped) plates -- **DONATED TO JOANT**
- 10 – 2nd Driven Unpolished JCNA Bread Trays -- **DONATED TO JOANT**
- 6 – 1st Driven Unpolished JCNA Plates -- **DONATED TO JOANT**
- 16 – 3rd Driven Unpolished JCNA Small Plates -- **DONATED TO JOANT**
- 2 – 2nd Driven JCNA Unpolished Horn Mugs -- **DONATED TO JOANT**
- 4 – 1st Driven JCNA Unpolished Goblets -- **DONATED TO JOANT**
- 4 – 3rd Driven JCNA Unpolished Mugs -- **DONATED TO JOANT**

Miscellaneous

- Box of Jaguar Service Manuals on DVD – **IN STORAGE**3
- large Jaguar Registration Banners – **IN STORAGE**
- 1 large Tube of banners – **IN STORAGE**
- 1 small Tube of banners – **IN STORAGE**
- 2 – 2018 Official JCNA Concours d'Elegance Rulebooks – **TO BE DISCARDED**

For Sale Items

- 3 – Igloo Ice Cube Coolers with wheels & handles – value \$20 each – **SOLD ALL**2 –
- Timber Creek Screen House 10'x10'x82" – value \$20 each – **SOLD ALL**

1 – Kustom KPM 4060 Mixer/Amplifier 60 watt – Ebay value \$50 – **SOLD**

1 – Kustom Quad 100DFX Amplifier with Guitar input & CD tape input – Reverb value \$150 – **SOLD**

1 – Kustom KSC10 Speaker – Reverb value \$25 – **SOLD** 1 – Small

Metal Money Box -- **DONATED TO JOANT** 14 – Plastic Clipboards --

DONATED TO JOANT

1 – Pyle Megaphone -- **DONATED TO JOANT**

2 – small clear plastic boxes – shoebox size - **SOLD**

2 – unopened boxes of professional plastic food wrap 500 sq. ft. - **SOLD**

4 – unopened boxes of food handling disposable gloves (500 count) - **SOLD** 24 – medium sized Orange cones – **SOLD**

8 – large sized Orange Cones -- **SOLD**

1 – US General Thunderbolt Generator – model 3708 11HP 120/240 – continuous power 5.13 KW

– (does not generate according to Rogers Abbott) - \$400.00 used if it worked properly. Take offer because it doesn't work. **SOLD**

1 – Set of Silver poles for Tent - **SOLD**

1-1/2" Tent Poles – inside green wooden storage box with wheels - **SOLD** 1 – White

Tent – inside green wooden storage box with wheels - **SOLD**

1 – Tent w/poles – inside green wooden storage box with wheels - **SOLD** 1 – EZ Up

Instant Shelter in black storage bag - \$25 – **SOLD**

1 – EZ Up Instant Shelter in green storage bag - \$25 – **SOLD** 2 – Smaller

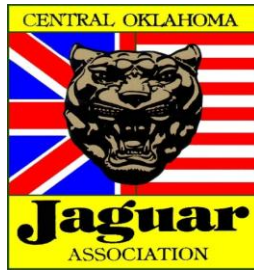
shade tents in blue storage bags - \$20 - **SOLD**



REMAINDER OF 2021 CALENDAR OF EVENTS



Month	Date	Activity	Coordinator
Jan. – Dec.	1 st Sat.	Coffee & Cars	Chisolm Creek Shopping Center
June	11 th	Ladies' Luncheon	S. Laurence
	12 th	Guy's Outing (Lunch)	J. Baxter
	21 st	Trip to Sapulpa for the Great American Race Stopover & have lunch	D. Russ
July	17 th	Brunch at Packard's on Automobile Alley	S. Baxter
August	TBD	Ladies' Luncheon & Guy's Outing	S. Laurence/??
	7 th	Coffee & Cars – COJA group participation	R. McCormick
September	18 th	Natl. Cowboy & Western Heritage Museum – Possible Jt. Event w/Tulsa Jaguar Club	S. Baxter
October	TBD	Ladies' Luncheon & Guy's Outing	S. Laurence/??
	3 rd -5 th	Fall Fling – Mt. Magazine Lodge in Arkansas	A. & M. Lietz
November	6 th	BBQ in Blanchard at Short's daughter's home & Kyle Dillingham as special guest	G. & J. Short, B. & S. Parker, J. & S. Vaughan
	13 th (??)	Annual Mtg/Calendar of Events for 2022 & Lunch	R. McCormick
December	11 th	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.

Advertising

Business Card size space \$10 per month, 3 month minimum or \$100 per year. Full page \$30 per month (\$360/yr.), half page \$25 per month (\$300/yr.). Personal ads for members (non-commercial) are free. This newsletter is published monthly by the Central Oklahoma Jaguar Association. Opinions expressed in this publication are those of your editor and correspondents and do not necessarily reflect the views or policies of the Jaguar Clubs of North America or Jaguar cars. Neither the editor, members, nor contributors to the publication are responsible for the statements or claims made by advertiser.

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DHC	3270	FHC	5390
FHC	4335	E-TYPE	
XK140		Roadster SI & II	3625
Roadster	4130	Roadster SIII	3295
DHC	4385	FHC SI & II	4230
FHC	5190	2+2 SI & II	4830
XK150		2+2 SIII	4595
Roadster	4430	call 800.338.8034	

Leather Seat Covers - pair

XK120	
Front Seats	\$1295
XK140	
Front Seats	1395
Rear Seats	259
XK150	
Front Seats	1295
Rear Seats	239
Call for models not listed - 800.338.8034	

Interior

Components

- Carpet Sets
- Underfelt Kits
- Door Panels
- Headliners
- Console Retrim Kits
- Original Hardura
- Convertible Top Boots
- visit osji.com



Factory

Installation

Send your seat frames or complete car to our Muncie, Indiana Factory trim shop for installation perfection!

Call for quote
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