



Vol. 49 No. 2
Mar/Apr 2019

The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

BREAKFAST



March 2 and April 6

Big News!! We have changed our First Saturday monthly breakfast location to:

**Beechwood's in the Wyndham Hotel
10918 E 41st St
Tulsa**

Some of you may remember when we had our monthly breakfasts at Beechwoods many years ago when it was the Ramada Hotel. Since that time Wyndham Hotel's has taken over and they have re-established Beechwood's better than before. There is a breakfast buffet with an omelet station and a new, bigger, private room.

The hotel is conveniently located on 41st street very close to the 41st street exit off of #169 (just turn left at the bottom of the ramp). There is a large parking lot so you don't have to worry about where to park your car.

Club President, **Clark Frayser**, along with board member **Don Wright and Carol Wright** had breakfast there to check it out and spoke with the manager about our return. The management at Wyndham is delighted to have us back again.

So plan to be at the new location for breakfast on March 2nd and on April 5th. The coffee will be ready and all your breakfast favorites too!

**Sunday, March 24th
Brunch at Gilcrease Museum
11:30 a.m.**



By the 24th of March, surely this cold, wintery weather will be just a memory and there will be colorful spring flowers to greet us in the many gardens on the Gilcrease Museum grounds. The museum is located at 1400 North Gilcrease Museum Road, and we will meet there at 11:30 a.m. The cost is \$19.95 per person. You must **RSVP by March 21 to**

Glenn Larson at larsongc@cox.net or call or text 918-805-4410.

The parking lot closest to the restaurant is the North Parking

Lot off Museum Road. Museum admission is not required to eat at the restaurant.

The Vista Room restaurant overlooks the beautiful Osage hills and the extensive gardens behind the museum where signs of spring will be abundant. The restaurant is well known for it's Sunday brunch buffet that also includes omelet and waffle stations so if you don't get enough to eat, it's your fault.

Plan to be there for a relaxing time with your club friends and to make sure you have a seat at the table please RSVP to Glenn Larson **ASAP** at larsongc@cox.net or call or text 918-805-4410



**April 27 & 28
Arkansas Road Trip**

Ok, try setting this next line to music; "The hills are alive with the roar of JAGUARS!". I knew you could do it.

We have been spending a lot of time eating together lately so it is time to get those big cats out on the road. We are going to take an overnight trip to Arkansas that will include the Pig Tail Trail and a few other challenging roads. We are also looking at a winery stop or two and of course, we are going to eat along the way.

Details for this event are still being worked out but we are trying to time this for when the redbud and dogwood trees will be in bloom. Can't promise on how Mother Nature will put on her spring show but, the Ozarks are always beautiful in the freshness of spring.

We are hoping that some of our Arkansas members will make this drive as we don't get to see them as often as we would like. Do mark your calendars for these dates. You will be ready to get out of town by then and this will be a fun weekend.

Upcoming Events

Want to be sure to make all of the Jaguar Club events? Don't forget to check out the last page of this newsletter where the Coming Events Calendar is located. You can make note of these dates in your phone's handy calendar (you do use all those apps don't you?) or tell that little electronic nag Alexa to be reminding you so you don't miss out.



Editors Note: This is the second half of the report on the trip to the Monterey Historics that Clark Frayser and Les Neidell took last summer.

"Go Back East, Man"

By Clark Frayser

...As we left off, Les and I waited at the nicely appointed Lincoln dealer in Bakersfield for the morning and into the afternoon. They had a hard time finding an alternator (not for the '33 Plymouth, but the Navigator). In due course we were on our way to the races! Les did help with the lovely amenities of the waiting room by paying what this humble co-driver thought was twice what a battery and alternator should have cost.

From our drive across the state, much of California seemed empty with nearly all of the states people squeezed up along the coast. Laguna Seca Raceway is set between hills, mountains and money. It is well established as a world class track, with some iconic corners and tangible mystic. Paul Newman must have been really busy between this racetrack and Lime Rock- and other tracks – as they all claim him as their own.

We parked our trailer on the "pre-war" section and it was fun to look around at the cars. Some teams were super impressive, with fancy big rigs and lots of professional helpers. Others were more of the weekend type racers that we "fly over" guys are more used to. Everyone got along, which made the pits seem not so much like "the pits"



Model T Race car that was hauled by a Model T truck. Purity at it's best.



Not sure which class the "weinermobile" was in, but had to be an awkward drive

We had a nice rental in a nearby town, and the area has lots of nice places to eat. My favorite was "The Giant Artichoke" an artichoke themed restaurant in the "Artichoke Capital of Cali-

There were so many classes that track time was "few and far between". Les soon found that the corkscrew wasn't as scary as it looked and his times started to come down.

We both spent a whole day at the track orientation program. It was a classroom/video/paperwork day, with a walk around the whole track (with tips and advice) to top it off. Les wanted to learn the insides and out of the track and I soaked up a lot

about the best way to drive a car fast. (there is a 80' to 100' hill that I could have used a little more horsepower to walk up...)

fornia: in Castroville. I loved it and Les went "full artichoke" with a huge platter of nearly every way to prepare the edible thistle!

Besides the race track, our attention also had to be given to a big auction on Fisherman's Warf in Monterey. Les was shepherding a race car through the auction. We went over to make sure it would run (after being shipped from Canada). We got it to run-probably breaking several noise ordinances of God and man, but making sure the auction people could start it turned out to be harder than it should have been. Verbal and written instructions just didn't work, and I don't think the car sold for what it might have.

Taking a break and getting a bite to eat right on the water and just outside the auction was great. We visited with a guy that works for Google in San Francisco, and overall felt better about our fast paced week.



Les had gotten the Plymouth into race trim last summer, and dialed in Laguna Seca. I was able to sit at the Driver Club and watch his races. It is exciting to watch his number make it into the top 10 on the big tower (a little like the tower at Indy). His times continued to come down, but with so many different races, Les couldn't really get that much time on the track, either practice or racing.



We had a lovely time, and got out of the pits on Sunday with enough time to get a good head start back to Tulsa.

As it was getting dark a

truck driver pulled up beside us at a stoplight and told us our tail lights on the trailer were out. It was a little scary, and kept the trip to a dawn to dusk deal. And of course, this happened at Bakersfield.

Moral of the story: Stay away from Bakersfield.

"Primum Non Nocere"

By Stuart Barrett

Spring is rapidly approaching, for the petrolheads around the world, that means the time to clean our four wheeled loved ones as post hibernation is upon us.

Perhaps you've braved the cold to attend one of the early car shows on the calendar, and laid eyes on "that one car..." We've all seen it, the one with the seemingly "perfect" appearance. Once the initial wave of enhancement envy passes, inspiration hits you like a bolt of lightning. This is the year you vow to improve your horseless carriage to its highest caliber and wow the world with your riches of reflection!

First step on this refulgent road is an examination of the vehicle's uppermost layer. Continuing our discussion regarding health of a vehicle's paint finish, the foundation needed is a clean, smooth surface that is free of contaminates. To reach this point, you have already washed, decontaminated, and dried the vehicle using the proper methods. Think of the previous steps as using a machete and now you are reaching for the scalpel.

Before paint surgery is performed with polishes and pads, one must keep the detailer's "Hippocratic Oath" at the forefront of their mind. Concours level detailers practice "paint protection before paint perfection" as they are charged with the highest tier of responsibility caring for a vehicle's factory finish. They will forgo the cutting compound chase of scratch removal in lieu of future polishing work done one, two, five, ten years down the road. Simply put, you only get factory paint one time. Constantly considering the possible harm that any intervention might do, one develops a "least aggressive method possible" eye for improvement. What are you looking for you ask? Let us shed some light on the subject.

Grab a handheld light, preferably an LED light optimized for paint inspection. Google "swirl finder light", purchase one for a nominal fee, and you'll never look at paint the same (Sorry but, not sorry.) With the light in hand, sneak out to your garage in the dark of night. If your significant other asks what you are doing, tell them you heard something and you'll be back shortly. As you shine the light over the vehicle, focus on one panel at a time and read said panel as you would your favorite novel. Varying the closeness of the light to the surface, pausing periodically, and taking mental notes on the severity of the imperfections. The technical terms are defined as; etching, swirls, hologram, marring, scratch.

Associate these terms with seeing a "bug/bird bomb stain" (etching) "spider web look/ love rubs" (swirls/minor scratches) "buffer marks/ light random lines" (hologram/marring) "capellini, ugh" (scratch).

Now, if you can catch your fingernail in any imperfection, paint is damaged beyond repair by a polish. Depending on severity, a body shop visit or touch up paint is required.



Deep scratch from a dog

After you've finished "reading" your last panel, leave the garage optimistic that you or a skilled detailer can prescribe the proper remedy to rid your loved one of those menacing marks.

We will address the removal of our findings in next month's installment that will result a splendid surface ripe for a fresh layer of praiseworthy protection that will have you grinning ear to ear.

As always, If you have a specific question or concern, please email me and until then, enjoy the drive!



Door Handle before

Stuartjbarrett@gmail.com



Door Handle after

Yes! That's a reflection!



"Love Rubs" swirls and scratches

New Member



JCTI is pleased to have added several new members of late and we are introducing them in the "Cat Tale". In this issue we want everyone to meet **David Romig**.

David has arrived at breakfast in a beautiful black 2007 XK8 but he finally did tell us that the car really belongs to his wife **Debby** but he has sort of taken over driving it. David is a pilot and he met Debby when he was stationed at Tinker AFB.

Interestingly enough, David is English, but this is his first English car. Spring is coming and Debby will probably be driving the car a whole lot more. We look forward to seeing them at more club events.

Putting the "E" in E-type

By—Linda Young

That clever title appeared on an article in Sports Car Market magazine about an electric Jaguar E type. This is not some one off car that someone crafted in their garage, this car, formally called the E-type Zero, is a fully restored original XKE converted to electric power by Jaguar. The cars can be purchased or Jaguar will re-purpose your original car. Prices reportedly are around \$500,000, so serious inquires only, please.

The article ask 4 automotive experts what they think of the E-Zero and the answers were, well, all over the place. Paul Hardiman a UK based Senior Auction Analyst thinks it's going to happen whether we like it or not and faster than expected, especially in Europe. But he also says "I don't think an electric E-type is a real E-type without the visceral whirly, bangy, oily bits; you might as well make a plastic lookalike, and it would be an easier package anyway"

John Nikas, an automotive author and Executive Director of the British Sports Car Hall of Fame seems to think it is the 'highest form of automotive heresy' but on the other hand could be "a way to engage a new and entirely different generation of motoring enthusiasts ... transforming a classic icon into something more environmentally friendly and socially acceptable". He may be trying to make peace with the future when he says while "the anorak in me wants to hate the E-type Zero and all that it represents, there is a certain wisdom in linking Jaguar's storied past with what is sure to become our collective automotive future."

Elana Scheer an automotive journalist is trying hard to put the best face on it saying that she is for any "upgrade that makes a car faster, prettier or more usable" especially if it gets folks to drive their cars rather than letting them sit in the

garage. But in the end, could she do it to an E-type she owned? NO WAY!

Steve Serio, President and Owner of Aston Martin New England/Lotus Motorsports Inc was most emphatic. "Impractically expensive and just stupid". He termed it "the most aggressive visual example of automotive bait-and-switch I've ever seen. This is not backdating for a look, it is just an exercise in how to be the grotesque fodder at a cocktail party." "Who thinks this stuff up? You want an electric car, go order a Porsche Taycan and park it next to your 1967 Jaguar E-type Roadster. Leave the soul of the masterpiece alone."

Tell us what you really think, Steve.

Tell me what YOU think. Should Jaguar be electrifying original XKE's? Send me an e-mail at mmra@windstream.net



Jaguar I Pace



If you are interested in a new electric car, our local Jaguar dealer has a beautiful one sitting on the show room floor right now. I checked it out the other day and was really impressed. It has a lower profile than the F-pace but sitting inside there is plenty of room, in fact, it seats 5.

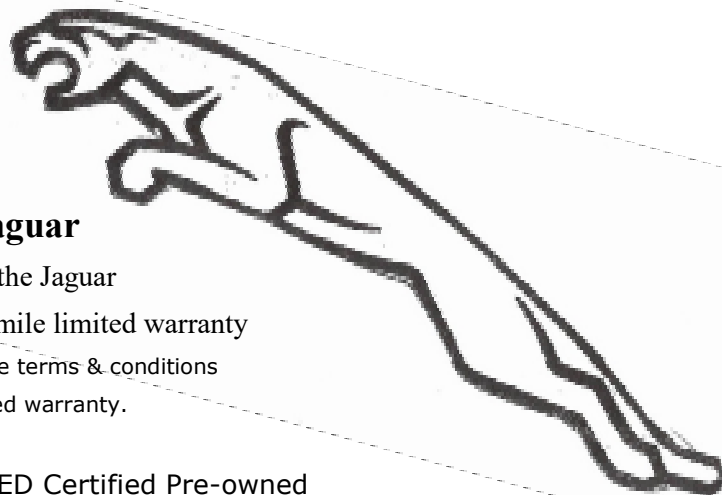
I have not driven this model yet but the reviews it is getting are very good starting with the remarkable 240 mile range per charge. It appears it has the same sure footed road gripping handling of Jaguars' other AWD vehicles. That I can comment on since I own two Jaguar AWDs, an X-type and an F-Pace, and they are excellent on wet and/or snowy roads. The I-Pace has excellent and silent acceleration and yes, you can even take it off road if you are so inclined. From reviews I have read and from looking at the car at our local dealer, it appears that Jaguar has a real winner in the electric vehicle market.

The I-Pace Race Series

How committed is Jaguar to electric vehicles? In a word, VERY. With the introduction of the new I-Pace electric crossover, Jaguar is sponsoring a 10 city, support race to the new FIA Formula E race series. Jaguar is supplying 20 identical I-Pace cars to teams who will have to make the most of driver skill and team tactics to win the I-PACE e TROPHY CHAMPIONSHIP. (Cont'd on page 6)

Jaguar Land Rover Tulsa

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The first of the 10 races was run in Saudi Arabia in December of 2018 and the winner was Simon Evans of Team Asia New Zealand. Jaguar made even more history as there were 3 women driving, Katherine Legge, Celia Martin and Alice Powell, which has never happened before in Saudi Arabia. Celia Martin is driver for Team Germany and Alice Powell was a VIP driver for Jaguar.

Katherine Legge of Team Rahal Letterman of the USA has been best known as an endurance racer but has been moving into other racing styles of late. She ran well in the Saudi race and won the next race in the series at Mexico City. She will be competing in all 10 races.

The I Pace eTrophy Championship is the first race series of its' kind to feature a production electric car. It probably won't be long until other's get into racing too.

Electric Taxi Fleet

Waymo the Google spin off, announced in March of 2018 that it would buy 20,000 Jaguar I-Pace vehicles. They took delivery of the first 3 in July to begin testing. The cars are not autonomous YET, but that is what Waymo and Jaguar are working on. The plan is to have the I-Pace as part of the Waymo driverless fleet by 2020.

That is not very far away. In fact it is getting down to months.

The testing is being done in San Francisco and the "ride hailing service" (don't call it a "taxi" please!) may well be a reality there by 2020 but, probably not Tulsa, at least not right away.

But here is the big point; Waymo choose the Jaguar I-Pace for this new service and Jaguar will deliver those 20,000 vehicles between 2020 and 2022. Waymo expects the I-Pace to provide up to 1 MILLION rides per day. That is quite a vote of confidence.

Installation Dinner

Our annual dinner to install and introduce new officers was held at Charlestons' restaurant and we had quite a crowd for a wintery evening.

The first to arrive were Scott and Linda Young who happened to be out running a few errands and got there a bit early which gave them a chance to have a glass of wine and peruse the menu.

Next to arrive was Clark Frayser and Retha and Clark brought some nice models of Jaguars and some other British memorabilia that made the table look nice and let anyone who might stumble into the room know that they were with a bunch of kinda Englishmen.

It did not take long for the room to start filling up

It did not take long for the room to start filling up



Among the first to arrive were **Gary and Maxine Grover and Glenn and Carol Larson** followed quickly by **Roger and Cindy Hanes, Stephen and Berneal Flach, the Webbs, Mike and Denice, Al and Sammie Clark, and Greg and Sharon Timo.**



Jerry Puckett made it but wife Nanci was at home recovering from a cold/flu bug. I believe the last arrivals were **Ken and Georgia Snoke.**

As usual the food at Charleston's was good and since we were in the private room, we didn't bother other patrons with our loud chatter!

Clark Frayser did give a short speech to introduce the newest board member, Glenn Larson, and to say that the officer roster would stay the same for 2019. It was another successful evening of food and great conversation with Jaguar Club friends.

Dinner at Laffa

If you didn't know better, you might think that all this club does is get together and eat! Well, during the ugly winter months when you don't want to get the Cat out of the garage, we do a lot of eating.

For this outing, the idea was to try a place where we could pretend we were on a sunny patio somewhere in the Mediterranean and enjoy food from this part of the world. It worked for a couple of hours as the group tried some very unique cocktails and lots of food that none of us had ever eaten before.

The best way to sample the most was to order the appetizer plates with a variety of dishes and then sample them with the warm Naan bread and pita bread. When time came to order the entrée the waitstaff was very helpful explaining the different dishes. Attendees for our "Mediterranean getaway" were **Tom Twomey and Donna O'Rourke, Clark Frayser and Retha,**



Glenn and Carol Larson, Gary and Maxine Grover, Todd and Marybeth Coady, Scott and Linda Young, Mike and Denice Webb. Not pictured **Jerry and Nanci Puckett.**

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2019 EVENTS CALENDAR**

****Official JCTI events are in BOLD**

- Mar2nd**—Breakfast at Beechwoods NEW LOCATION see page 1 for details, 9:00 am
- March 24th** Sunday – Brunch at Gilcrease
- April 6th Breakfast at Beechwoods 41st & #169, 9:00 am
- April 27-28** Overnight drive to Arkansas and the Pig Tail Trail.
- May 4th**—Breakfast at Beechwoods 41st & #169, 9:00 am
- May 18** Drive to Pawhuska for P-town Pizza and more
- June—NO BREAKFAST– CAR SHOW WEEKEND**
- June 1st** – Euro-Expo Car Show. Sand Springs OK
- July 6th**—Breakfast at Beechwoods 41st & #169, 9:00 am
- July 20th** Aquarium visit and picnic with the OKC Jaguar Club
- Aug 3rd** Breakfast at Beechwoods 41st & #169, 9:00 am
- Aug 15th** – Thursday – Dinner at the Gathering Place
- Sept 7th** Breakfast at Beechwoods 41st & #169, 9:00 am
- Sept 21-** Saturday - Rally
- Oct 5th**—Breakfast at Beechwoods 41st & #169, 9:00 am
- October 13** – Afternoon/evening – Drive to Tsa-La-Gi and a wiener roast.
- Nov2nd**—Breakfast at Beechwoods 41st & #169, 9:00 am
- Nov**—Restoration shop tour—TBA
- Dec 7th**—Breakfast at Beechwoods 41st & #169, 9:00 am
- Dec—Christmas Event—TBA**

· The politicians say “we” can’t afford a tax cut. Maybe “we” can’t afford the politicians.”

· – Steve Forbes

CLASSIFIED

Classified ads are free to club members. To place an ad, e-mail all pertinent information and picture to Linda Young at mmra@windstream.net 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 your e-mail correct? If there are any changes to be made, e-mail the information to mmra@windstream.net or call the Editor at (918)358-8320 to make corrections.

REMEMBER!! You can read all these articles and see the pictures in **COLOR** on the club web site at :

www.jaguarcluboftulsa.com

And the web site for our Euro Expo Extravaganza Car Show is Eumox.com

E-mail Newsletter Available

Would you like to receive your “Cat Tale” in a PDF format? If so, please let the Editor know at mmra@windstream.net or get your copy from the club website at:

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Jaguar Club of Tulsa, Inc
O 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

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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 _____

SEE PAGE 1 FOR DETAILS
BREAKFAST HAS MOVED !!!

