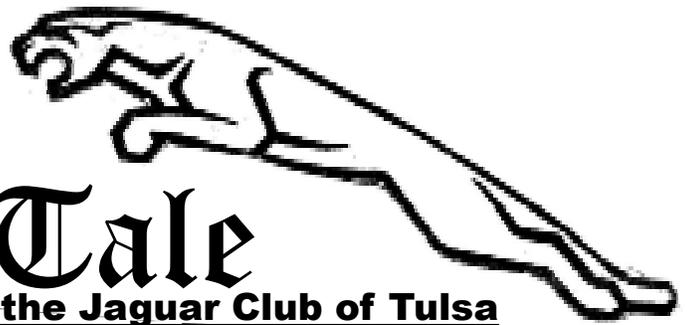




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The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

BREAKFAST

**1st Saturday of each month
Sept 7 and Oct 5**

At last, some of that perfect weather that we like to brag about. Cooler temperatures and sunny days that just beg to put the top down and go cruisin'.

Well, start your cruisin' week-end with breakfast at:

**Beechwood's in the
Wyndham Hotel, 10918 E**

41st St, Tulsa on the first Saturday of each month.

Last month we had quite a crowd and everyone seemed to be enjoying themselves and there was plenty of conversation going on. You don't want to miss this breakfast so be sure to get there by 9:00 am to get your seat at the table. The coffee will be ready and waiting, see you there!

**Rally Time!
Saturday
September 21st**

We are going to take advantage of that gorgeous weather that was just bragged about in the above paragraph and spend some time on the highways and byways of the NE part of our great state.

Clark Frayser and Mike Webb have put their heads together to come up with a great adventure that will take us to some interesting and historic places. There will be a bit of paper work involved to make this sort of a trivia rally and also a few surprises along the way. I have no idea what those surprised entail, that was all Clark would tell me. He did hint that the rally will end in Claremore in time to eat!

So to join in the fun, be in the parking lot at the Bass Pro shop in Broken Arrow at 2:00 pm. The rally will be starting from there. Please **RSVP to Clark at 918-853-7788** so he and Mike know how many to expect.

**Brits in the Ozarks
Sept 5-6-7**

Fall always brings one of the biggest car shows in the area, when the British Iron of NW Arkansas invites all British cars to Fayetteville to U of A's Agripark. This tree shaded, grassy park is a perfect venue for the large turn out of cars that show up every year.

This year they have added 2 driving tours, one through the Ozarks and one to Crystal Bridges Museum on Sept 5th and 6th. On Saturday will be the show followed by the awards banquet.

If you haven't already received a registration form, all the information you will need is on their web site at:

Www.Britishironnwa.org

We usually have a caravan going over to participate in the show on Saturday morning. There will be an e-mail going out about this in a few days so watch your mail box.



HOT DOGS

**Old Fashioned Weiner Roast
October 13th**

It wouldn't be fall if we couldn't get outside and smell that wood smoke fragrance. Yeah, been one heck of a wet year, but there is still some dry wood around and enough to build a good fire for roasting hot dogs and making s'mores.

We will be meeting at the Bass Pro parking lot at 3:00 pm on Sunday afternoon and Clark will be waiting there to lead us on a nice leisurely drive on the winding back roads to **Tsa La Ghi** Yacht club. With any luck at all, there should be some color in the trees by then.

The club will be providing the hot dogs, buns and condiments and the drinks. We would like the members to bring a side dish that will enhance a wiener roast, to share. Seems like we always get some really good tasting dishes when we do this and no one seems to leave hungry!

We will need an RSVP to Clark at **at 918-853-7788** or **e mail him at fraysro@gmail.com** and let him know how many are coming and what your side dish will be.

This is going to be a fun fall afternoon/evening so fill up the Cat and be in the parking lot at 3:00 ready to roll and we will all have a good time.

**AACA and Heart of 66 Auto Museum
Car Show
Saturday Sept 28th**

The show is on again! After the Antique Automobile had all their planning and hard work get drowned in our spring floods, the show is going to go on!



Just a little refresher here, there is no charge to enter this show but be there before

10:00 am to get your car parked. Those with a car in the show will also get free admission to the museum that day. The show hours will be from 10:00 am to 2:00 pm.

This will be a fun way to spend the day and there will be a lot of interesting cars to see. There is no judging but there will be door prizes and a "Presidents Award".

This is a "stress free" car show so come and enjoy the day!

**Christmas Party
Saturday—December 14**

SAVE THAT DATE!! Glenn and Carol Larson have been kind enough to invite us to their home again so mark that date on your calendar NOW. There will be lots more info coming in the next issue of the "Cat Tale".



Visit to the Oklahoma Aquarium in Jenks

On July 20th the Central Oklahoma Jaguar Club made the trip up the 'pike to have lunch with our club and visit the Aquarium in Jenks. The following appeared in their club newsletter "Cat Tracks".

From President Marsha Lietz

Many thanks to Sarah Baxter for organizing our fun trip to Jenks to visit the Oklahoma Aquarium. We had a great turnout from our club and several of the Tulsa Jaguar Club members joined us for lunch and a special backstage tour of the shark tank.

Following our meal, Clark Frayser, President of the Tulsa Club, asked that all members who drove their Jag to Jenks to please line up for a group photo in the parking lot of the Aquarium. It was quite a display of Jaguars. Some of us were not able to drive our Jaguars for various reasons and they did not want those in the group photo!!!

Once inside the Aquarium, every one was on their own to tour



the tanks and exhibits. Some fed the turtles, some fed the Stingrays, and Clark had arranged for a backstage tour of the Sharks.

We went in two groups lead by employees, Chris and Chris, who were both very knowledgeable. We were ushered through the doors to the behind-the-scenes area and the first thing you noticed was that it was in low light. Sharks, for some reason, don't like bright lights. We climbed some stairs to a platform that went all around the round tank. Inside there were 10 bull sharks and 4 nurse sharks swimming all around the perimeter. Probably the best question of the day was "who changed the light bulbs" in the few over hanging fixtures? Apparently they have some kind of flotation device that some brave soul rides out in over a tank full of hungry sharks and does electrical work. Not something I'd want to do. If you looked closely at the bottom, you could see several small, white specs. These turned out to be sharks teeth. The tanks were cleaned several time a week by volunteers wearing chain mail suits...another job I could gladly pass up. The sharks were fed several times a week with salmon and they never stopped swimming because they must keep oxygenated water flowing through their gills at all times. All in all it was a very interesting tour.



Clark's Granddaughter

Hopefully, this will be one of many other joint events that

we can do with our fellow Jaguar owners from the Tulsa Club. *Eds Note: It was great to see our friends, old and new, from COJA. It's been too long! Yes, we do need to make more of an effort to get together as both clubs know, there are plenty of great places to meet up between here and there!*

Jaguar Club of Tulsa Presents \$555 to Animal Shelter from Euro-Expo Car Show

By Rachel Snyder—Managing Editor—7/31/19

Jaguar club of Tulsa Vice President **Stephen Flach** presented a \$555 check to the animal shelter from their annual



Tracy Arvidson of the Sand Springs Animal Shelter accepts a check from Jaguar Club of Tulsa Vice President Stephen Flach July 31.

Euro Expo Car show

The show was May 31 and featured a variety of American and European cars as well as an auction benefiting the animal shelter.

"We've given to the animal shelter for the last three years," Jaguar Club of Tulsa President Clark Frayser said, "It just feels like a good place to put some money...Sand Springs has always been real supportive and welcoming-it's a great location to have our car show...we wanted to keep (the donation) local."

Tracy Arvidson of the Sand Springs Animal Shelter said the donations from the show help the shelter cover things like vaccines and medical costs for their animals.

We look forward to it every year," Arvidson said of the car show. She said the shelter is currently full, especially with cats, and is offering a special for \$40 adoptions. The fee includes the cost of vaccines, spaying or neutering and microchipping.

Something to Think About

Labor Day is September 2. That means there are only **115 shopping days until CHRISTMAS!** And that means

SOCKS AND UNDERWEAR!

Get out that note pad or smart phone app and start your shopping list with these items because we're going to do it again! We will be collecting packages of new socks and underwear to donate to the Tulsa Day Center for the Homeless. These are much needed items at the Center and it is a good way for us to spread some Christmas cheer.



Dinner at the Gathering Place

We did make it to have dinner at what is no doubt the hottest new restaurant in town, the Gathering Place. The restaurant, above the boat-house, overlooks the small lake where you can rent a boat or kayak and paddle to the 3 acre pond.



The dining area is pretty much glass on 3 sides and you can see a lot of the park. They were quite busy on this Thursday evening but the service was good and so was the food. However, because it is a place where everyone wants to be right now, it was quite noisy!

After dinner Scott and I

walked around just a bit to get some idea of what the place is like and we were quite impressed. There were play areas that would accommodate little kids and big kids and the ground under the climbing structures were padded to prevent injuries. We didn't wander too far as it was still so hot even after sunset, but we will certainly go back to explore this park some more as it looks like Tulsa has been given a wonderful gift.

The UK Auto Industry is Facing a Slow Death

The exchange rate today for US dollars to Pounds is \$1=£1.22. The Queen has suspended Parliament at the request of Boris Johnson, the PM. Might be a good time to start thinking about a trip to the UK. Oct 31 is the day the UK leaves the European Union, deal or no deal. The Pound has already taken a drubbing, will it get worse? Prognostications run from total disaster, bankruptcy, no trade, worst case scenarios to no worries, be happy!

But some economists, analysts have been watching closely and they see trouble ahead. Charles Riley, of CNN Business and based in London wrote on July 31, 2019: "The British car industry has been written off before. It now faces its biggest challenge since the 1970s.

UK auto production dropped by a fifth in the first half of the year and investment plunged 70% as carmakers spent money on Brexit contingency plans instead of the technology they need to survive the disruption reshaping the global industry.

Falling global demand for cars meant less work for British factories and the 168,000 people they employ. But Britain's lurch towards the EU exit is also hurting output and costing hundreds of millions of dollars.

The dire figures from the UK Society of Motor Manufacturers and Traders come days after the group's CEO issued a stark warning to Prime Minister Boris Johnson: Leaving the European Union without a deal on October 31 could doom the British car industry.

"A no-deal Brexit presents an existential threat to our industry," Mike Hawes wrote in a letter to the new prime minister. "We are highly integrated with Europe, and a no-deal Brexit would result in huge tariff costs and disruption that would threaten production."

The pound is getting slammed. That's bad for Britain

"Today's figures are the result of global instability compounded by ongoing fear of 'no deal'," Hawes said in a statement on Wednesday. "This fear is causing investment to stall, as hundreds of millions of pounds are diverted ... money that would be better spent tackling technological and environmental challenges."

Production has declined for 13 consecutive months because of weak demand in key markets and temporary factory closures that were pulled forward in anticipation of Brexit.

But that's nothing compared to disruption that would be caused if Johnson follows through on his threat to leave the European Union without a deal, ending tariff-free trade with a market that takes 57% of British car exports. That would snarl the supply chains that carmakers depend on, disrupt production and erode profit margins that are already razor thin.

According to SMMT, tariffs alone would cost £4.5 billion (\$5.5 billion) a year. It estimates the industry would lose £50,000 (\$63,300) a minute.

Saved by Japan

The UK car making industry has faced long odds before, only to be revived with help from savvy political maneuvering that convinced Japanese carmakers that they could use Britain as a base to sell cars into the European Union's vast unified market.

British brands struggled to compete with foreign rivals throughout the 1970s, when the industry produced cars of dubious quality and companies suffered from protracted battles with labor unions. Difficulties continued even after the industry was partly nationalized in 1975 under British Leyland, a company that was kept afloat with billions of pounds provided by taxpayers.

Brexit is becoming the nightmare business has long feared

Yet productivity and quality began to improve following the arrival of Nissan, which became the first Japanese carmaker to open a plant in Europe when it set up a factory in the English city of Sunderland in 1986. Its entry followed an intense lobbying campaign by former Prime Minister Margaret Thatcher, who urged the company to use Britain as a gateway to the EU market she had helped to create. Honda (HMC) and Toyota (TM) would later open UK factories of their own.

The car sector is now one of the most productive industries in the United Kingdom, and the single biggest exporter of UK goods, accounting for 14% of total exports. Salaries are 40% higher than the national average.

The cuts have started

Crashing out of the European Union puts that success in huge doubt. Carmakers have endured three years of uncertainty over the future terms of trade with Europe, but many are now being forced to make tough choices as the industry undergoes seismic changes demanded by the shift to electric and autonomous driving. Japan has also signed a free trade deal with the European Union that reduces barriers for its car exports. Honda is planning to shut down a major factory in England that employs 3,500 people. The plant currently makes up to 150,000 Civics a year for over 70 countries. Nissan (NSANF) has scrapped plans to build its new X-Trail SUV at its factory in Sunderland. It said uncertainty over Brexit was partly to blame. French carmaker PSA (PUGOY) has warned that continued production of the Vauxhall and Opel Astra in the United Kingdom depends on the country's terms of trade following Brexit. It's the only model currently produced at the group's factory near Liverpool. "Decisions to come are key for the site," a spokesperson said this week.

Ford (F) said in June that it will close an engine plant in Wales by 2020. While the US company said the decision was not related to Brexit, it had previously warned of dire consequences from a messy exit. (cont'd on page 4)

The industry has been bolstered by one piece of good news. Jaguar Land Rover, which is owned by India's Tata Motors, said earlier this month that it plans to make a new range of electric vehicles in Britain. But that won't be enough to save the industry from a bad Brexit.

"We need a deal with the European Union that secures frictionless and tariff free trade," Hawes wrote in his letter to the prime minister. "No-deal Brexit is simply not an option."

VINTAGE RACING WITH SVRA AT ROAD AMERICA

By Les Neidell

May 15 - with Clark Frayser (Jaguar Club of Tulsa) as my crew we trailered to Road America, Elkhart Lake, WI, about 800 miles from Tulsa, for that track's first vintage weekend of the season. SVRA has co-opted a number of race venues from other vintage organizations, and sponsors a full calendar of vintage events throughout the United States. This growth skyrocketed their overhead, and forced a change in focus. A couple of years ago SVRA abandoned Pre-War cars because the fields were too small. Also, like other vintage race groups, they are increasingly impacted by the rise of traditional sports car prices, as virtually all the 50s/60s/70s race credentialed Jaguars, Alfa Romeos, Ferraris, Aston Martins and Maseratis are being hoarded by collectors, and sit rotting in private garages or museums.

With no Pre-War class I chose to drive the 1959 Kellison J-5 roadster in SVRA's Group 4. Historically this was the 1956-59 sports car class, and with my son David as driver, the Kellison consistently finished in the top fifth of the field.

Equipped with a Chevy 283, a custom chassis based on the Corvette, drum brakes and vintage TD (bias ply) race tires the Kellison was a model of competitive cars of that period. But I, for my 80th birthday, gave myself the gift of front disc brakes - nothing fancy, but disc brakes as they existed in the late 1950s.

And these seemed to work for me. In March I initiated the Kellison with its new braking capabilities at Hallett, achieving a second in class and my fastest time ever at Hallett. I guess an old guy has advantages on his "home" track which he first raced in 1978.

When I studied the race entries I felt a top half finish possible. SVRA combined Groups 1, 3 and 4 into one race group. Group 1 contains "small displacement sports cars through 1967," while Group 3 includes "series produced sports cars pre-1972." 22 cars pre-registered: 8 Group 1, 10 Group 3, and 4 Group 4. In Group 4, my 1959 Kellison, a 1959 Devin, a 1959 Huffaker and a 1962 Lola (3 years beyond the class definition.)

I had further clues that class rules were being modified on the go as the Kellison passed inspection without any questions about its engine or disc brakes, issues raised at Hallett in March, and previously at other venues. And as Clark and I wandered through the paddock looking for my competitors we saw little evidence of vintage race tires or drum brakes.

Road America is slightly over 4 miles long, with two long straights on which the Kellison reached its 4th gear rev limit. Even though I've driven it in the 1933 Plymouth it was a novel experience with the Kellison, and I was reminded why I began racing a Pre-War car. Other competitors were flying by me, and my lap times were inconsistent. My best lap time was 3:04, while the 1st place Devin was consistent with a 2:35-38, three Porsche 356s were all under 2:49, and a Sprite ran 2:57. I finished bottom third throughout the weekend. I can't remember when I couldn't pass a Sprite or an MB 190 SL on a straight at 120 mph but that was the situation here.

The weather forecast was terrible, and upon arrival we had

little hope of completing the weekend. But while there were rain delays all competitors ran their full slate. It WAS slippery, and I spun badly on turn three in the first feature race. THAT race was stopped a couple of laps early due to fog. I couldn't see turn 1, and at 120 mph that's not a good feeling.

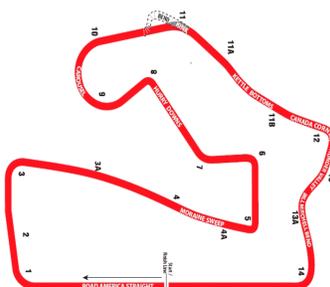
Overall a good weekend, not terribly crowded, Pre-registrations totaled only 167 entries, less than half the number that will be at Road America for the July Vintage races. Bars and restaurants were fairly empty and Clark and I enjoyed mixing with Elkhart Lake folks in the evenings. Our hosts, Linda and Dennis Wieck, were their genial selves and fresh eggs from their hens were a breakfast treat.



This is a Healey pulling me on the main straight about 110 mph.



An Alfa Giulia sedan catching me on the uphill to turn 6. Last race of the day Alfa was second fastest.



Turn 6 is a blind 90 degree left under the bridge. For me the most difficult turn on the track. At left is a sketch of the track.

Below is the aerial view. From turn 14 to turn 1 is all uphill until final 200 yards. Turn 1 is downhill. I'm at 5500 rpm at Start/Finish. Turn 3, where I spun on a wet track, is



about 110 degrees.

(cont'd on page 5)



A wider view of the track with the Healey, turn 14 at the rear.

Unfortunately, to much of this. (below)



**The Jaguar Pirana By Bertone
The Only One Ever Made**

Ed Note: Thanks to Stephen Flach who spotted this article in "Silodrome—Gasoline Culture Magazine". Could a team assemble a luxury sports car in such short time today? I have my doubts!

The Jaguar Pirana was designed by Marcello Grandini



Bertone, it was built at a lightning pace just in time for the 1967

Earl's Court Motor Show, a process that took just 5 months from initial blueprints to completed car.

Interestingly it was built using the frame and running gear of a Jaguar E-type 2+2, and it was commissioned by the motoring staff at one of England's leading daily newspapers—The Daily Telegraph.

It's not known exactly how many complete cars have been dreamt up by the motoring staff at a newspaper, but it's actually not a terrible idea. Motoring journalists drive almost every production car from every manufacturer for sale in their vicinity, so when it comes time to design something new, there aren't many better people to talk to.

The Daily Telegraph staff set about dreaming up the ideal gentleman's GT car—the ultimate grand touring machine with style in spades, exceptional comfort, and performance specifications to embarrass many far less luxurious sports cars.

Gandini was clearly focusing on creating an elegant, angular kammback GT design with a distinctive look that was ahead of its time for the 1960's. The Jaguar Pirana was an essential link in this process between the Marzal concept car and the Lamborghini Espada which was released in 1968.



The Espada is startlingly similar to the Pirana, however it's important to note that all body panels are unique between the two cars, and of course the underpinnings and running gear are all unique.

The project outline for Bertone's Jaguar Pirana included not just a show-stoppingly sleek body, but also an interior featuring cutting edge modern technology including a special Smiths air-conditioning system that supplied cold air through an overhead console.

Smith's also provided a state of the art AM/FR radio that worked in conjunction with a cassette tape player in the center console allowing it to both play music on demand and record dictation.

The glass used was a heat-absorbing Triplex laminate, and integrated defroster was fitted in the front and rear and there are perforated leather dual bucket seats from Connolly.

No British/Italian GT car would be complete without fully featured instrumentation and a wood-rimmed steering wheel, not to mention the knock-off wheels and the dip switches.

Janet Guthrie started her racing career in an XK120



Desiccation of Body Panels

By Stuart Barrett

There comes a time in everyone's life when four little words must be uttered to their vehicle. Regardless if it is a daily driver subjected to the miles of highways and byways, sworn by automotive oath, that neither snow nor rain nor heat nor gloom of night stays this courier from the swift completion of its appointed rounds. Or to an adored member of their motor collection, that reside inside a trove of traveling bliss, only to be released into the wild when the stars and planets are aligned.

Yes, whether serf or squire, the moment arrives when it is, Time for a Bath! Hopefully, you have adopted a safe washing practice (two bucket method, straight line/ back and forth motions, light pressure etc..) in the pursuit of paint perfection. However, your approach to drying should be considered just as vital, if not more. Not to sound like a broken record, BUT, anytime you are touching a vehicle, you possess the potential for introducing new imperfections to the surface.

If you've been around car care culture long enough, there is a good chance you have acquired either a leather or, synthetic chamois (the one that comes in a clear plastic tube referred to sometimes by name, The Absorber.) If you are in the latter camp, it may come as a surprise to you that, it is thirty plus year old drying technology. Now while it is more operator error than the tool itself, there have been some improvements since the chamois' inception.

To be brief, most users spread the chamois out, pulling it over the surface. Some like to use the chamois folded like a pad, pulling it over the surface. Others like to use the chamois bunched up loosely in their hands, pulling it over the surface. The observant reader will catch that pulling the chamois over the surface, in my experience, is the error being made. Water alone is not a sufficient lubricant between the surface and the chamois, combine that with fine airborne dust particles and presto, you've just added fine scratch marks to your paintwork. Simple correction to using a chamois is to tamp/pat dry and avoid pulling it across the surface. While I do lay eyes on my chamois every now and again (I admit, the years spent with it are far to nostalgic to just toss it in the bin) I have replaced it with the supplest, highly absorbent micro fiber drying towel I have found to date.



If you recall a previous article titled "The Macro of Micro(fiber)" I discussed the composition of a quality microfiber towel and the value of properly using them on your vehicle. The microfiber drying towels of today have longer fiber strands that pair nicely with a sprayable drying aid that simultaneously lubricates the towel while drying and enhances the gloss of your paint. What about those pesky side mirrors or trim moldings that retain copious amounts of water, only to be released once you've walked to the opposite side of the vehicle? If you don't like chasing your own tail with these trickles, I suggest an air drying method.

Now, I'm not saying hop onto the highway once you've rinsed clean, traveling at a cheetah like pace, in a manor similar to a child fresh out of the bathtub, forgoing the towel their parent has ready for them. I am referring to a "touch less" approach with a dedicated



Air dryer blowing hood dry

air blower. While you "could" use an air compressor for the tight areas and a leaf blower for the others (don't worry what the neighbors think, They are odd too, just not in their driveway like us...) purpose built air drying tools will produce better results and in less time (you'll still get odd looks from the neighbors) Pricing ranges from \$100-\$350.



The high end of the spectrum will give you warm drying air and variable speeds to choose from. Side note: they also come in handy blowing out interiors!



Small hand held unit

Lastly, some out of the box thinking. Use a wet shop vacuum to "suck up" water that can hide in trickle areas such as wheels, engine bays, weather striping, etc. Just pay close attention and keep a safe distance from the surface. I Hope you will have adopted a safer drying practice in this installment of proper car caring practices. If you have questions or would like product recommendations please contact me at stuartjbarrett@gmail.com.

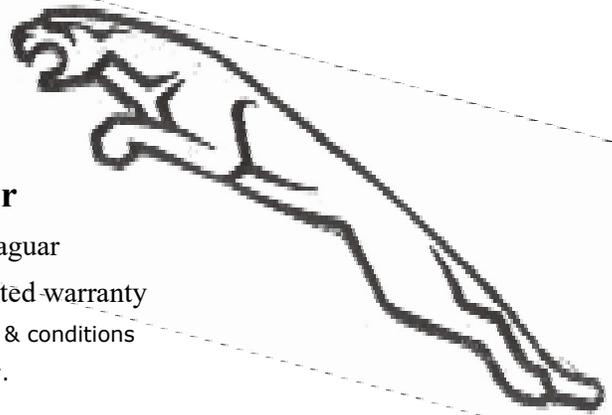
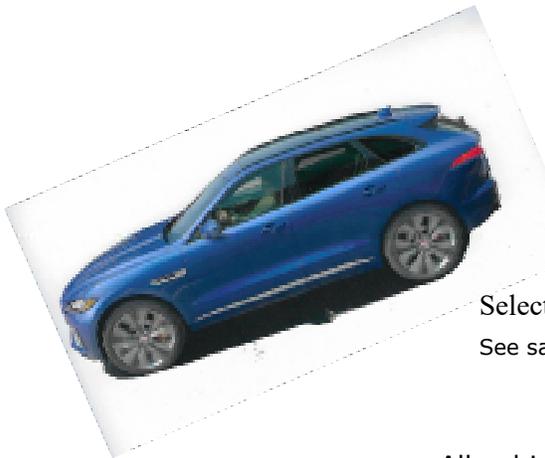
Until next time, enjoy the drive!



This is me when I see a really nice clean car!

Jaguar Land Rover Tulsa

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Mileage: 10219

2018 Jaguar F-PACE 30t Prestige

Price \$44,993

Engine: 2L I4 Turbocharged - Transmission: 8-Speed Automatic

Exterior Color: British Racing Green Metallic - Interior Color: Latte/Espresso Stitch

Mileage: 10930

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Congress Taking a Serious Look at Taxing Miles Driven

Editors Note: While we were all sleeping or enthralled by the latest scandal or stupidity coming from our nations capitol, our representatives were hard at work looking for another way to fleece the public. What was that about death and taxes?

May 06-- WASHINGTON--Take the little black box that's about the size of a fist. Plug it into the data port that in most cars sits under the dashboard. It'll record how far your car is traveling. Using that information as a potential tool for raising taxes to fund infrastructure is an idea that Democrats and Republicans are seriously discussing.

In Oregon, reading the box is how the state calculates a driver's road usage, which in turn is used to figure a tax on miles traveled. This sort of tax, if expanded nationwide, could be a big way governments pay for all those infrastructure improvements that the White House and Congress are striving to fund.

"That's where we're headed in the future," Rep. Peter DeFazio, an Oregon Democrat who chairs the House Transportation and Infrastructure Committee, said of the idea. States all over the country are experimenting with different plans, searching for a way of replacing or at least reducing reliance on the gasoline tax. DeFazio supports a nationwide pilot program, and Rep. Sam Graves of Missouri, top Republican on the committee, likes the idea of a vehicle mileage fee. The gasoline tax is widely seen by economic and transportation experts as a 20th-century anachronism. Vehicles are becoming more fuel efficient, if they're using gasoline at all.

"Everyone understands the gas tax is unsustainable," said Rep. Pramila Jayapal, a Washington Democrat who testified at the committee's infrastructure hearing to urge consideration of a road user fee.

The federal gas tax has been 18.4 cents a gallon and the diesel fuel tax has been 24.4 cents a gallon since 1993. The nonpartisan Congressional Budget Office estimates that revenue from the taxes will drop at a rate of about 1 percent a year over the next decade because of better vehicle fuel efficiency and slower growth in miles traveled.

There is support at the White House and in Congress to raise the gas tax. But even nearly doubling the tax would bring in \$515 billion over the next 10 years, far short of the \$2 trillion President Donald Trump and Democratic congressional leaders are seeking for an infrastructure package.

So lawmakers are looking for new. Out-of-the-box ideas. "we are going to spend a lot of political capital to do whatever we do whether that's a gas tax or whatever," Graves told McClatchy. "So my thought is if we're going to spend all that political capital and the we're going to have to turn right back around and change something because the gas tax is so regressive, let's spend the capital and do something different." he said. Big hurdles remain. To some Republicans, the usage fee is another tax the public does not want.

"Uniformly, they're opposed to it," said Rep. Paul Mitchell, a Michigan Republican and committee member said of his constituents.

Rep. Ben Cline, a Virginia Republican, represents a district that includes Interstate 81, a major north-south route widely used by trucks and tourists. He called the usage fee: "intrusive." Mitchell agreed, saying "It has a Big Brother quality to it." Supporters counter that argument by saying today's electronic devices already can pinpoint where someone is and what they're doing.

"Your car today probably has all of the sensing systems that know exactly where you are at any time," said Rep. John

Garamendi, a California Democrat and committee member. "Your cell phone is doing the same thing."

The more vexing questions involve whether such a program can work on a large scale, whether it would be unfair to people in rural areas who travel long distances, and how much revenue it could generate. DeFazio wants such concerns addressed in a nationwide pilot program.

States have been trying out pilot programs, with some federal help. The most extensive so far has been in Oregon, where by most accounts, the state has successfully implemented its OReGO system. But it's limited to 5,000 vehicles.

Launched in July, 2015, volunteers for the program contact private sector contractors certified by the state's transportation department. The private agencies manage drivers' accounts, provide them with the plug-in devices, and send statements each month for miles driven.

Drivers are charged 1.7 cents a mile. Since they are still paying the state's fuels tax at the pump, the bill includes a credit of 34 cents a gallon.

A 2017 report by the state's transportation department found relying on fuel taxes "is simply not sustainable," though it offered no estimate as to how much more could be raised with the usage tax. What's important at the moment, the report said, is that the OReGO system works, and "since the explosive adoption of smartphones, people are less concerned about privacy and data security."

The Federal Highway Administration in February gave Oregon \$950,000 to study ways to expand the system. The state will work with several others, including California and Washington, to share ideas that several states could also use. The federal government has given a total of \$39.9 million in innovation grants for 22 projects in 10 states since the grant program began in fiscal 2016. Missouri got \$1.78 million in February to look at "innovative strategies," including a vehicle registration fee.

Missouri's gas tax is 17 cents a gallon, and the state also charges owners of electric vehicles \$75 a year and hybrid owners \$37.50 annually. The state considers the gasoline tax a true user fee, since only 3 percent of what's collected goes to administrative costs.

But projections are that gas tax collections will shrink, so state officials are looking at alternatives such as having vehicle owners pay a graduated rate based on the fuel efficiency of the vehicle.

Owners of an electric vehicle, which uses no gasoline or diesel fuel at all, could pay a rate set by the legislature, now estimated to be between \$175 and \$210, to attain parity with the revenues from traditional gasoline- and diesel- powered vehicles. A vehicle that has a miles-per-gallon rating estimated at 29 MPG or less would pay the current flat rate of around \$24.

There are potential obstacles, said Michael DeMers, director of innovative partnerships and alternative funding for the Missouri Department of Transportation. Is it fair to charge people a tax on miles they drove out of state? One answer to all this, said DeMers, is set up a national system to tax road usage.

All these experiments are the way to build support for a gas tax alternative, said Jayapal. "We're not quite at the place where we've gathered all the information to say 'OK, we're ready to expand it,'" she said, "but the first stage has already happened. Now what's the second stage and then the question is, what's the final stage?"

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2019 EVENTS CALENDAR**

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

- Sept 5th, 6th, 7th—Brits in the Ozarks—Fayetteville Show
- 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
- Dec14th - Christmas Party at the Larson’s**—details to follow.

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

Yesterday is a pile of rubble. Today is a pile of opportunity. Life takes a new dump each morning.

Ryan Lily

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 **Eumoex.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:

www.jaguarcluboftulsa.com

Commercial Ad Rates

Business Card—\$75.00 Annual Rate Only

1/4 page-\$225.00 per year

1/4 page- \$90.00 4 months

1/2 page- \$400.00 per year

1 page- \$750.00 per year

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

Name _____ Spouse's Name _____

Address _____ City _____

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 _____

Rally Time! Sept 21st
Hot Dogs! Oct 13th
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