



# The Cat Tale



**The Official Publication of the Jaguar Club of Tulsa**

## Breakfast March 7—April 4



The Board is still looking for a new breakfast location and a group of club members has joined in the hunt. While the search is on we are still meeting at Beechwoods in the Wyndham Hotel.

If anyone has a suggestion for a new 1st Saturday breakfast location, please let **Clark Frayser (918-853-7788)** or **Stephen Flach (918-299-3553)** know or e-mail the Editor at [mmra@windstream.net](mailto:mmra@windstream.net). If you would like to be part of the "test group" that tries these places out on a Saturday morning, just let the Editor know and I'll put you on the list.

Here is what we are looking for: good parking area, decent food, prefer ordering from the menu but a good buffet is ok. A private room would be nice but an area that will seat 20-25 people is ok.

## Cowboy Hall of Fame March 28th

Round 'em up and head 'em on down the trail! We're taking a road trip to OKC to the Cowboy Hall of Fame.

Last summer the Central OK Jaguar Association (COJA) made a trip to Tulsa to tour the Aquarium at Jenks and everyone had a great time. This year the Tulsa club will head to OKC and the Cowboy Hall of Fame.



We will start our journey by meeting up at the QT at Harvard and I44 at 8:30 am and leave at 8:45, so don't be late. When we arrive we will be having lunch/brunch at Pearl's Restaurant. Please note: at Pearl's you need to bring cash as they will not use separate checks.

After lunch we will go to the museum where admission is \$9.25 for adults (we got the group rate) and we will meet up with the 3 docent's who will lead our tours.

This museum is a world class facility that contains hundreds of thousands of documents, photos, paintings, sculptures, and artifacts of Western historical importance. In addition to the museum's collections there are traveling exhibits and we will be fortunate to see two of those.



Did you know Andy Warhol was fascinated by cowboys and Indians? He explored the topic in all forms of art ranging from prints to movies, to attire. His work is very recognizable and daring and sometimes confrontational. His work furthers our understanding of how the American West infiltrates the public's imagination through contemporary art and popular

culture. We will see this collection.

Dorothea Lange is famous for photographs of the dust bowl but she took pictures of much more than that. This display shows how people's perceptions can be changed by viewing a topic through pictures.

There are also things to see outdoors so we hope for a good day when we can explore the 7 different types of Indian homes that have been constructed on the museum grounds.

There is so much to see and learn about that our visit will probably be too short, but put this date on your calendar and plan for a fun day visiting with the COJA members.

## Saturday-April 18th Tulsa Icons Drive Lunch at the Tulsa Club

Spring should be springing up everywhere by the middle of April so it is time to take a drive around Tulsa and see what is going on. Since "Icons" is in the title, we will certainly see a few of them.

We have not quite decided what form this little jaunt will take, a rally? A mystery tour? A trivia tour? We'll let you know later, but one thing already for sure is we are going to have lunch at the newly refurbished Tulsa Club.

You will be receiving more information via e-mail as we get closer to the date but in the mean time mark this date on your calendar as a "Must Do!" event!

## Euro Expo Extravaganza June 26—27

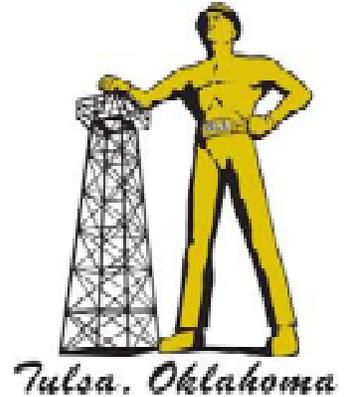
By now you should have received the first notice about the annual club car show. Be sure to mark this date on your calendar or electronic reminder so you do not miss this weekend.

The fun will kick off with the free barbeque tailgate party at the host hotel for all club members and show entrants. On Saturday the car show will be on the Triangle in downtown Sand Springs.

Because we are celebrating our clubs

## 50th anniversary

we want to make this show special, so take note of the date and plan to be there to take part in the festivities.



## Visit to a Hot Rod Shop

When someone says the words "hot rod shop" images that spring to mind are usually a T-bucket, or something chopped and channeled, low to the ground and loaded with chrome. Well if that is what you want, the skilled workers at The Hot Rod Shop in Sand Springs can do it, but they are by no means limited to hot rods.

Several members took the short drive to Sand Springs to check out what they do. Their facility actually encompasses several buildings. We started where car bodies are disassembled, repaired, modified, then prepped for painting. This is the dustiest, dirtiest part of the job so keeping the cars in a separate shop keeps everything else clean.

Next stop was the paint shop where everything is squeaky clean including this engine all chromed and polished and ready to go into a freshly painted car.



**Steve and Berneal** check out the sparkling engine, but it won't fit in their Jag.

Some of our club member have had had touch up work and crash repair fixed. Their work is top quality. Les Neidell had some crash damage on his '33 Plymouth fixed here plus they put in a new roll bar to bring the car up to Vintage Race Car safety specs.

**Todd Coady** took daughter Megan's E-type here to have some touch up work done and to have the bonnet fitted

correctly. The car certainly does look nice.



The next time you find yourself in need of some fine craftsmanship on your Jag, you may want to check with the nice folks at the Hot Rod Shop in Sand Springs.

## Installation Dinner Jan 25th

This group is always up for the chance to have a good dinner along with a lot of conversation. We did just that on a Saturday evening at Charleston's when gathered for our annual Installation Dinner to pass the gavel to the new President and introduce the new board members.

**Stephen Flach** was introduced as the new President and the newest board members are **Doug Harris, Les Neidell,** and **John Wallis** who will serve on the activities and events committee. The new officer line up is; **Scott Young, VP, Mike Webb, Secretary, Treasurer, AJ West.** The remaining board members, **Gary Grover, Don Wright, and Clark Frayser** will continue to serve on the activities and events committee.

The club did present outgoing President Clark Frayser with a plaque commemorating his 2 years of service as club president.

The list of board members and their contact information is always printed on the last page of the newsletter and members are encouraged to contact any one of them if they have an idea for an event or they want to help out with a club event. The more the members are involved, the better the club is for everyone.



## Dealership Visit Feb 22

As no doubt all club members are aware, our local Jaguar Land Rover dealership underwent a huge transformation last year. The entire inventory of cars along with the sales staff moved across the street to continue doing business while the old showroom was completely torn down and replaced with a beautiful spacious new showroom.

We paid a visit and looked over the Jaguars that were on display, including the electric I PACE HSE which is a really nice car! It is obvious that Jaguar is serious about the EV market.



(Cont'd on page 3)

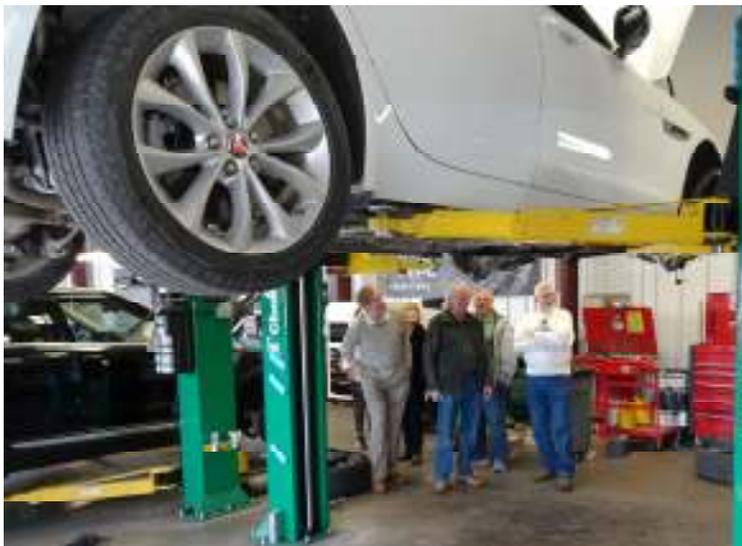


**Scott Young, Greg Timo and Mike Webb**

Honestly, these guys could spend the entire day kicking tires! But we had to move on.



First stop was the Land Rover shop where nearly every lift was full of Rovers getting their regular service. Next we went around the corner and down a few steps to the Jaguar service area.



As usual the Jaguar shop was clean and orderly. The service is top notch as I can attest to from having my F-Pace service here.

Well, it was getting close to lunch time so we wanted to

head to the Tropical. Someone tipped us off to drive through the service area parking lot to see the Jag with the 'special' paint job. The dispensary business must be pretty good.



At the Tropical it took a bit to make decisions about the extensive menu of Asian Fusion food available. Mike had to study the menu for a while.

We had about 14 members for lunch and the food was great. This might be a place we want to go to again.

It is interesting how designers go out of the way to make something unique and make customers brand conscious. Those who own a late model Jaguar have no doubt noticed that there are Jaguar logos everywhere on the outside of the car and all over the interior, even in the curtesy lights to name a



few. It is sort of like a game of "where's Waldo" and while at the dealership we spotted the latest in this "find the logo" cleverness.

I will tell you it is on the windshield of one of the new Jags but if you want to



see it, you will have to go into the showroom and look for yourself.

## Looking Back 2019 Vintage Racing Season Les Neidell

My primary car is a 1933 Plymouth, an old dirt tracker with a custom Indy-style body shell constructed during WW II by a Milwaukee aircraft factory worker. Regrettably fewer and fewer true Pre-War cars are competing on the vintage circuit. While there are a myriad of contributing reasons for me two seem primary: 1) Many of the cars have become too valuable to risk in a race and 2) Younger drivers don't seem to be interested in this class of car.

Where Pre-War classes still appear on the race grid they are often augmented with MG TCs, TDs and TFs, as well as 4 cylinder Morgans and other low-powered early Post-WW II orphans that might appear. There ARE two venues that have enough entries to fill a Pre-War field: (1) Rolex Monterey Reunion at Laguna Seca track, usually mid-August; and (2) Lime Rock Historic Festival which runs Labor Day Weekend. Both tracks are relatively short. Since these events are almost back-to-back I can compete in only one each year.

The limited competition situation for the Plymouth encouraged me to refit the 1959 Kellison with up-to-date safety equipment and use it where the Plymouth was not invited. But with 1956-59 sports car prices skyrocketing and the Kellison's competitors: Ferraris, Maseratis, Jaguars and Corvettes in the hands of collectors, I discovered there's no suitable race class for the Kellison.



### The 1959 Kellison

The 2019 season began with two events for the Kellison: Hallett in April and Road America in May under SVRA auspices. At Hallett I achieved my best time ever (and I've raced there since 1978.) Road America was a different situation; previously I've been there only with the Plymouth. Road America is long, slightly over 4 miles, and fast. Top speed of the Kellison is 120 mph, which I achieve halfway up the main straight. SVRA combined Groups 1, 3 and 4, yet only had 20 entries in the combined group. I've sporadically raced with this group previously and typically had a top third finish. While the Kellison has remained as it was built (Scott Young did re-install front disc brakes, my 80th birthday gift to myself) SVRA loosened its rules to permit substantial modifications. It's not "sour grapes," but I never before experienced "flat out" and being passed by a Mercedes Benz 190 SL.

The Plymouth was entered for the remaining three 2019 events. First up was mid-June at Road America, the Weather-tech International Challenge. About 230 entries, of which 25 were Pre-War (& Selected Post-War.) VSCDA is the sponsoring organization, and the Pre-Wars have a very explicit understanding – no passing in the turns. Since Road America has three long straights, and mostly unchallenging turns that favor high

horsepower, there's not much interaction among the Pre-Wars after the initial couple of laps. I typically finish mid-pack; speed cameras caught me at 87 mph coming downhill on the second straight heading into turn 5, which for me is the most complex corner. I simply don't trust the Plymouth's brakes; the drums have a tendency to warp when they heat up, and turn 5, unlike most of Road America's other corners, has little room for misjudgment.



### 1933 Plymouth

But it wasn't turn 5 that proved my downfall. After a rain I waffled on a session. I watched the previous race with big bores, and they didn't seem to have any issues, so at last moment I entered the grid – late. For some crazy reason the starter called a standing start, three abreast, and for my lateness I was rewarded with an outside position. As soon as the flag dropped I realized I shouldn't be there and I pulled way to the left to let folks pass me. But entering turn 1 I hit a puddle, hydroplaned, and backed into a tire wall. Weekend over! No injuries except to my pride and my poor Plymouth.

Luckily the Kellison was ready for the last two events on my calendar: Lime Rock (Labor Day weekend) and Road America's Elkhart Lake Vintage Festival (ELVF) mid-September. Both events feature drives on the local streets where racing once occurred, and both are truly premier vintage "happenings." They differ in scope and concept: Lime Rock tries to emulate the Monterey Historics, while the ELVF has a huge field (over 300 entries) that favor big-bore racing from the sixties and seventies. Each event also featured Formula Fords, celebrating 50 years of Formula Ford competition.

While I had contacted both events with the Kellison substitution for the Plymouth the folks at Lime Rock were utterly confused when the Kellison appeared. They had made no provision for it, and I flitted among several classes over the weekend. I belonged with the fifties/sixties sports cars but they banned me.

So I moved among various big bore classes in which my competitors all were of the winning mindset. Unlike many of my competitors I escaped with no contact. I noted that an apt label for Lime Rock 2019 was "Chaos Reigned!" I was much more comfortable with Road America's placement. For example, ELVF features inter-class races. One such event was the Kimberly Cup, where I placed 14<sup>th</sup> of 33 original entries.

I'm well into planning the 2020 racing season and I am looking for some crew to travel with me and enjoy the vintage racing spectacle. If you are interested call me at 918-706-3917 or e-mail me at [gtvalfa@sbcglobal.net](mailto:gtvalfa@sbcglobal.net) or talk to me at one of the club events.

March 20-22, at Hallett- First race of the season and right here at home! I still need a crew member or two to help out at the track. If you have never done this before, here is your chance to get up close and personal with the race cars.

(cont'd on page 5)

May 15-17, at Road America, Elkhart Lake, WI. Approximately 16 hours driving time. **Leave May 13, return late May 18.** When traveling up and back I pay and share a motel room with 1 person. While at Road America I ordinarily stay at a B&B priced at \$70/night. I do not pay for crew at the B&B. If more than 1 crew is attending I will rent a house, the cost is shared equally among me and the crew. This is a pure racing event; no car shows. Typically 150-175 entrants, many fairly recent cars (Porsche GT, Spec Miata, etc.). I will make B&B reservations mid-March so please contact me ASAP.

June 19-21, at Blackhawk Farms, S. Beloit, IL. Approximately 12 hours driving time. **Leave June 17, return June 22.** While traveling I share motel room with 1 person. At Blackhawk if only 1 crew I pay motel expenses. While a pure racing event (no shows, downtown drives, etc) the entrants here are principally race cars from the 50s, 60s and 70s. Lots of early British iron. Same number of entrants as previous Road America, but vastly different mix.

July 23-26, at Road America. At the moment I do not plan to attend this. The dates conflict with the national Alfa Romeo Owner's Club convention, featuring Callaway Alfas. After much badgering from Reeves Callaway I agreed to bring my 1985 GTV-6 Callaway. However, the car is "for sale" and if sold prior to the convention I will race at Road America. Stay tuned!

August 13-16, at Mazda Raceway, Laguna Seca, CA. **Pebble Beach, Aug 16.** Unquestionably the premier Vintage event in the US (as well as the most expensive per minute of track time.) I have a sponsor for this event, so all overnight travel costs the responsibility of additional crew. However there is space available at our rental house at no cost to crew. Be advised that the admission fee to Pebble Beach will run at least \$375. **Leave Aug 10, return Aug 18.** At the moment I will be racing the 1933 Plymouth, but Pebble Beach is considering a "plastic car" class. If that occurs I will bring the 1959 Kellison.

September 4-7, Lime Rock, CT, Sept 10-13, Watkins Glen, NY, Sept 18-20, Road America. I will be at all 3 consecutive events. **Leave Sept 1, return Sept 21.** These are all premier events. Lime Rock is second to Laguna Seca in terms of fantastic cars, Road America will have approximately 600 entrants. All events feature shows, downtown drives, etc. If interested in 1 or more please contact me directly for costs, accommodations, and other details.

October 22-25, Savannah, GA. Approximately 18 hours driving time. **Leave Oct 20, return Oct 27.** A recent addition to the vintage racing calendar – only it's 3<sup>rd</sup> year. Many events in addition to racing. Details open, please contact me directly if interested.

### **Jaguar's Mitch Evans Wins Crash-Filled Mexico E-Prix**

Sunday February 16, 2020

Electric cars are the wave of the future even in racing and Jaguar is leading the way as they won in Mexico and now lead the points race

Taking a risk paid off for Jaguar driver Mitch Evans as he overtook Andre

Lotterer -- who had secured a first pole for Porsche -- squeezing his car between the wall and Lotterer, before a packed Autodromo Hermanos Rodriguez circuit, Evans went on unchallenged to win the fourth race of the season.



In trying to defend his position, Lotterer was pushed out on to the grass and, consequently, to fifth. The Porsche driver failed to finish the race, smashing into the wall on the exit of Turn 3 with the corner of the car then catching fire.

DS Techeetah's Antonio Felix da Costa finished 4.271 seconds behind in second, while Nissan e.dams' Sebastien Buemi came third as he took advantage of the rear of Nyck de Vries' car snapping.

Sam Bird looked set for second but the Envision Virgin Racing driver crashed out with four minutes to go when under pressure from De Costa.

Evans leads the overall standings by a point. BMW iAndretti's Alexander Sims moves to second, while De Costa is third.

Fourteen drivers failed to finish the race. Mercedes' Stoffel Vandoorne was one, hitting the wall at the exit of Turn 3, which meant he failed to score for the first time this season and drops to fourth in the championship.

### **Where does Lithium Come From?**

The word "batteries" crops up in our daily conversation more and more. Everything seems to take a battery these days. From the tiniest in a pacemaker to the big slab that is running your car.

Battery life is another hot topic. How many hours can you talk, compute, game or miles can you drive?

All rechargeable batteries need lithium to store and release energy. One of the largest sources of lithium is in the Atacama desert in northern Chile. Utterly barren and desolate, a salty brine is pumped from wells 100 feet below the desert surface.

It is pumped into man made lakes to evaporate and secondary minerals are extracted. The evaporation process takes 18 months to leave a lithium rich sludge. A chemical process then dries and mills it into a fine powder which is then used in lithium batteries to make the energy flow efficiently when charging and discharging.

### **The I-TYPE Battery**

The Generation 2 lithium ion battery (848 lbs, 52 kW) is housed in a carbon fiber safety cell. The battery's usable energy is the equivalent of fully charging 5,000 mobile phones. The Rechargeable Energy Storage System (RESS) is charged prior to the race and the regeneration braking during the race converts energy back into the battery. This rare element is powering the electronic age we are experiencing.

Now you know why Lithium Ion batteries are so expensive!

### **Signs of the Times**

"Click it or ticket," once upon a time, was a snappy way for traffic officials to encourage motorists to buckle up. But in the age of snark, those words are so last century. So the Georgia Department of Transportation (GDOT) will instead start telling drivers "Drive like your momma is watchin'," and "If you miss your exit, it's okay, we made more up ahead. Those slogans were among the winners of a contest challenging residents to make up their own lighthearted safety signs. The only rules were that the messages couldn't exceed 63 characters, including spaces, and no profanity was allowed. GDOT received hundreds of submissions, and here are a few winners.

#### **General safety:**

**Second place:** Better late than never.

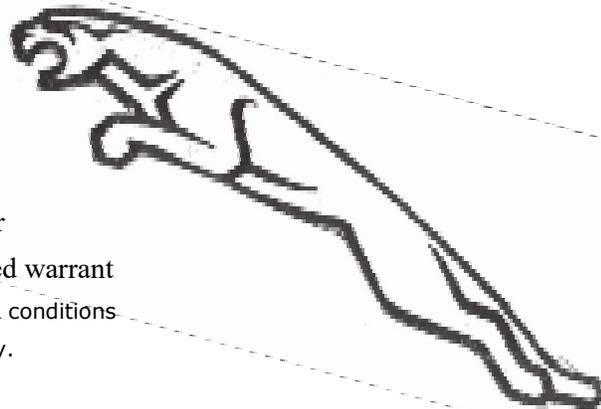
**Third place (tie):** You are allowed to use turn signals. We checked.

**Third place (tie):** Drive safely or we call your mother.

(cont'd on page 7)

# Jaguar Land Rover Tulsa

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## Impaired Driving

**First place:** Driving half lit is not very bright.

**Third place:** Don't be a turkey and drive basted.

## Seat Belt

**First place:** If you don't wear a seat belt, please be an organ donor.

**Second place:** Wearing a seat belt makes you look thinner.

## Work zone safety

**Third place:** Avoid destruction, mind the construction.

GDOT says winners may start seeing their messages displayed on highway boards soon.

## Stuart, The Car Cleaning Expert

Usually in this spot there is an article from Stuart Barrett with some tips for keeping your car in sparkling, better-than-it's - ever- looked - before, clean.

However, this month Stuart was kept very busy at the Daryl Starbird show where 3 of his customers had cars entered. As a testament to the excellence of his work, those three cars did very well!

In the 1965-70 Restored Truck class the Diamond Aqua 1969 Ford F100 Ranger Explorer took 1st place.

In the 1961-64 Original Restored Car was the Prairie Bronze 1965 Ford Thunderbird convertible which took 1st place.

And in the Air Cooled Car class was the Guard Red 1965 Porsche 356 Coupe that took 2nd place.

Stewart will be back in the next issue of the "Cat Tale" but in the meantime, if you have any car cleaning questions or need his concierge car service you can call or text 918-857-8606 or e-mail him at [stuartjbarrett@gmail.com](mailto:stuartjbarrett@gmail.com).

## A New Fire Extinguisher

Someone has finally completely re-thought the 7lb, compressed gas, clumsy, needs service, messy to use, fire extinguisher. Element uses a tested and proven technology, created for the space program, that fights fires on the molecular level.

By chemically interrupting the chain of combustion, Element safely and effectively puts out fires without the mess, toxicity, or danger associated with a traditional extinguisher.



None other than Jay Leno has demoed the product and was impressed. There is a you tube video at <https://www.youtube.com/watch?v=oBjXecsF860> that you need to watch. It is roughly the size of a road flare and when ignited it sprays for around 50 seconds. Compared to the 9-11 seconds of a compressed gas extinguisher that is a long time!

Anyone who has used a conventional fire extinguisher knows what a mess they leave, this extinguisher; uses a solid chemical propellant that leaves no messy residue to be cleaned up. It is small and will fit easily under the seat, in a door pocket and in some glove boxes or consoles. It is a one time use and requires no service, ever.

There are 2 sizes available, the Professional that sprays for 50 seconds and the Industrial that activates for 100 seconds. The Professional model is priced at \$79.95 and is prob-

ably more than adequate for your car, home, garage or motorhome.

Element has a web site at <https://elementfire.com/> where you can see all the details about this product. This looks like a really good product, maybe we should see if they give case discounts!

## Kissmobile Retires



Provided by Associated Press FILE - In a Wednesday, Aug. 15, 2007 file photo, youngsters line up to see the Hershey's Kissmobile during its stop in Berlin, Vt. The Hershey Company has confirmed that their small fleet of Kissmobiles won't be hitting the road again in 2020.

The decision, said Hershey Company spokesperson Jeff Beckman, was made due to the aging conditions of the vehicles. One of the vehicles will be taking up permanent residence at the AACA Museum, just down the road from Hershey's main offices in Pennsylvania.

The Hershey Kissmobiles, which are each made up of three massive Kisses candies, have traveled across the country since 1997. The chocolate company has confirmed that the 26-foot-long vehicles won't return in 2020.

The company decided to pull the aging Kissmobiles out of safety concerns for employees and the public, Hershey Co. spokesman Jeff Beckman said. It has also become more difficult to find replacement parts for the custom vehicles. One of the Kissmobiles will be available for public viewing at the AACA Museum in Hershey.

## Weinermobile Gets a Ticket!

What really happened on that fateful day with the Oscar Mayer Weinermobile?

The driver of the #Weinermobile was stopped and given a verbal warning by a Waukesha County Sheriff's Deputy for not following the Move Over Law (2001 WI Act 15, WI Statute 346.072).

When a motorist sees a vehicle on the side of the road with its emergency lights flashing (red, blue and amber), they are required to move out of the lane closest to the vehicle if possible. If a safe lane change is not...

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Wiernmobile drivers -- who are known as Hotdoggers -- get extensive behind-the-wheel training before they can go out on the road, said a spokeswoman for The Kraft Heinz Company, which owns Oscar Mayer.

"Since the inception of the Hotdogger program, we've promoted safety first and ensured all Hotdoggers are up-to-date on all rules of the road," said Lynne Galia.

"We have reinforced the importance of obeying all traffic laws, including the Move Over Law, and will continue to do so to ensure safe roadways for all."

Wisconsin law requires drivers to change lanes to move away from vehicles that are on the side of the road with their emergency lights flashing. If that's not possible, the motorist should slow down to pass the vehicle at a safe speed. "Failure of motorists to move over is one of the reasons that motor vehicle crashes kill more law enforcement officers on duty than any other cause," according to the Wisconsin Department of Transportation.

Drivers can get a \$249 fine and three points on their license for failing to move over.

In this case, the deputy gave the Wiernmobile driver a verbal warning.

### The Things You Learn When You Travel

By Linda Young

Last summer we made a trip to Texas World Speedway for a weekend of racing with the #05 Jaguar XKE. It was a great weekend and we had a lot of fun and the car ran pretty well. Part of the weekend festivities included a parade of race cars to the downtown of Richmond, TX for a "car show". The fun part was getting to and from the downtown site. This was all race cars, remember, so we made this about 8 mile run at high speed with a police escort. Now that was fun!

Since we were going to be in Richmond for several hours we went to eat at Babe's Chicken which was a unique restaurant. The menu consists of chicken in two styles. Fried chicken and chicken fried steak. The family style sides were green beans, mashed potatoes and gravy and corn and rolls. Made ordering real easy. Babe's is a real friendly place and everyone is treated like family. It was here that we encountered the following list printed on the place mat. Enjoy.

#### Texas Health Terms

Artery	Study of Paintings
Bacteria	The back door of a cafeteria
Barium	What doctors do when a patient dies
Bowel	A letter like A, E, I, O, or U
Caesarian Section	A neighborhood in Rome
Cat Scan	Searching for kitty
Cauterize	Make eye contact with her
Dilate	to live long
Enema	Not a friend
Fester	Quicker
Hangnail	Coat Hook
Impotent	Distinguished, well known
Labor Pain	Getting hurt at work
Nitrates	Cheaper than day rates
Node	Was aware of
Outpatient	A person who fainted
Pap Smear	A fatherhood test
Pelvis	A cousin to Elvis
Postoperative	A letter carrier
Rectum	Dang near killed 'em
Seizure	A Roman emperor
Terminal Illness	Getting sick at the airport
Tumor	More than one
Urine	Opposite of you're out
Varicose	Nearby
Vein	Conceited

### GM Kills Holden Brand

Mary Barra CEO of GM has been on a mission to remake the company since becoming chief executive in 2014. She has invested heavily to boost the automaker's presence in China, and shifted its focus to emerging technologies, such as self-driving vehicles and car-sharing.

GM has sold off or restructured its operations in India and South Africa, pulling the Chevrolet brand out of both markets and switching its manufacturing facilities in India to build vehicles for export.

At one time GM had high hopes for Holden but it didn't work out and now the company is reluctant to invest more in a brand that was only sold in two markets, and produced right-hand-drive cars.

At the highest levels of our company we have the deepest respect for Holden's heritage and contribution to our company and to the countries of Australia and New Zealand," GM President Reuss said in a press release statement.

"After considering many possible options — and putting aside our personal desires to accommodate the people and the market — we came to the conclusion that we could not prioritize further investment over all other considerations we have in a rapidly changing global industry," he said.



### Kicking Alexa to the Curb?

or

### Paper Maps and Atlases Make a Comeback

Sales of print maps and road atlases have grown by about 10% a year since 2014 as more people worry about being tracked or given erroneous directions by their phones. Some 666,000 paper maps and road atlases were sold in 2019.

*Take that, Suri!*



Doug Harris & Les Neidell



Retha Browning & Carol Larson

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etypes@windstream.net	
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EuroExpo Chair – Clark Frayser	918-853-7788
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etypes@windstream.net	
Traveler Contact – Don Wright	918-299-2839
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\* Denotes non Board member

**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**

**2020 EVENTS CALENDAR\*\***  
**\*\*Official JCTI events are in BOLD**

- Feb 22—A trip to the Dealer’s new show room and lunch at the Tropical.**
- Mar 7—Breakfast—**
- Mar 28—Joint meeting with OKC club Cowboy Hall of Fame and lunch**
- April 4th Breakfast -**
- April 18th the Icons Drive—going to be fun!**
- May 2nd—Breakfast**
- May 30—Sunday Brunch at Gilcrease**
- June 6—Breakfast**
- June 27—Euro Expo Car Show**
- July 4th—Breakfast**
- July 22—Dinner at El Patron**
- Aug 1st—Breakfast**
- Aug date tba—Road Trip to Ponca City**
- Sept 5th Breakfast**
- Sept— 10-12 Brits in the Ozarks and dinner**
- Oct 3 Breakfast**
- Oct 24-25 Overnight—Ark-Mo and Broken Bow**
- Nov 7 Breakfast**
- Nov 14—Amish Dinner**
- Dec 2—50th Anniversary Dinner Party**
- Dec 5th Breakfast**

Politicians are wedded to the truth, but like many married couples they sometimes live apart.  
H. H. Munro

**CLASSIFIED**

Classified ads are free to club members. To place an ad, e-mail all pertinent information and picture in jpeg format 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 **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:

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 \_\_\_\_\_

Breakfast—March 7—One last time at the  
Wynham  
March 28—Cowboy Hall of Fame

