



The Cat Tale



The Official Publication of the Jaguar Club of Tulsa

First Saturday Breakfast March 5th & April 2nd

Spring is in the air and it will be a good Saturday to get together for our "first Saturday" monthly breakfast at the Daybreak Café on S Lewis just east of 81st St.

The action starts at 9:00 am and you don't want to be late because we seem to fill up that room pretty quickly! The menu has a great variety of breakfast and brunch choices and the coffee will be ready.

Fortunately the parking lot is large so there is plenty of room for your Jaguar. See you on Saturday!



Saturday - March 19th Pecan Creek Winery Drive, Wine Tasting & Dinner

Time to get those Jaguars out for a springtime drive and some food and libations.



The Pecan Creek Winery located on the Arkansas River roughly 5 miles from Muskogee, was started with the first planting in 2012 of three acres of Chambourcin, Vignoles and Riesling by a retired pediatrician and an Episcopal Priest. Just finding out more about that should be worth the drive.

The winery is noted for using their locally grown grapes and grapes purchased within the Ozark Mountain American Viticulture Area (AVA). The wine tastings are \$5 per person for 5 samples. The club will be providing some cheese plates to go with the wine.

We will start our adventure by meeting in the parking lot of the Bass Pro Shops in Broken Arrow at 2:00 pm for a leisurely drive to the winery.

Once we have completed our visit to the winery we will continue on to a soon to be announced location for dinner.

Yes we will need reservations and you can RSVP by e mailing Scott Young at etypes@windstream.net or call him at 918-998-1054.

Weekend Get Away! April 29-May 1

We are going to take a spring road trip to Missouri/ Arkansas and this time of year the weather should be perfect and spring should be out in all it's glory.

This event will start on Friday afternoon with a caravan leaving from the Bass Pro Shops parking lot at 1:00 pm for the approximately 4 hour drive to Devils Dive Resort that is right on Table Rock Lake. That evening we will indulge in a BBQ dinner cooked lakeside.

Saturday morning we will have a light breakfast then be joined by members from the British Iron club for a drive on the

scenic back roads to Jasper, Arkansas where we will have lunch at the Ozark Café, a well known spot for great food and plenty of it!

The drive, including lunch will take approximately 6 hours so we will return to the resort in the late afternoon. That evening we will have some hamburgers and hot dogs and left overs from the BBQ dinner on Friday. If things go right, there might be some time for a sunset boat ride on the lake.

We will have a leisurely Sunday morning with pancakes on the grill and folks can start their trip home when they are ready

There are 4 cabins available at the resort so there is room for 8 couples. It is first come first served. There is a \$20 cleaning fee for each cabin. If we run out of room at the resort, Eureka Springs and the Roaring River Inn are both within a 30 minute drive. You need to call Ada Jean West to make a reservation at 918-232-0960.

Gone Phishing!

Well, looks like some bad guys are at it again. In the past 30 days we have had reports of e mails being sent out in the names of club officers asking for gift cards to be sent or for money to be transferred to an account.

BE AWARE! THESE ARE SCAM E-MAILS. You will not receive e mails from anyone in the club asking for gift cards or any other type of banking transfer.

The only time the club collects money is when annual dues are due and that is announced in the November/December newsletter. If you receive a suspicious e mail and are not sure what to do, you can always contact any of the officers listed on the back page of the newsletter or on our web site at www.jaguarcluboftulsa.com.



Oklahoma Introduces Bill to Create New Antique License Plate

Oklahoma has introduced SAN-supported legislation (H.B. 4372) to create a new "antique" license plate specifically for vehicles at least 45 years old. This bill would add the new plate offering while continuing to allow the current "classic" vehicle license plate option for vehicles 25-44 years of age. Currently, only classic vehicle plates are produced and shared by both designations—they are available to all vehicles that are at least 25 years old and used primarily for historical or exhibition purposes. This bill currently awaits consideration in the House Transportation Committee.

Request support for this legislation by using the following SAN website link for an overview and lawmaker contact.

<https://www.semasan.com/legislative-alerts/oklahoma/oklahoma-introduces-bill-create-new-antique-license-plate?>

Editor's Note: While involved in some JCNA zoom communications, Scott Young recently had the pleasure of renewing an old friendship with Eric Overland, who was for many years a member of the Tulsa club. Eric moved to Connecticut and we had lost contact but all these years later we are happy to know Eric is still driving a Jaguar EVERY DAY and is involved with the local New Haven club. He was kind enough to send this article he had previously written for their club's publication, "Spotted Cat".

How I was seduced by my first Jaguar and other tales

By Eric Overland

My first Jaguar was also my first car: a 1958 3.4L (Mk I) sedan, purchased in the summer of 1969 as I was about to begin my final year of college. Except for a handful of years after moving to Connecticut when I also had a Jeep to take the abuse of the weekday commute, four Jaguars have provided my transportation for going-on 49 years.

The hike to my summer job that fateful year took me past a car lot in Tulsa, OK, whose owner dealt primarily in used Cadillacs. There in the front row, surrounded by a field of tail-finned behemoths, was a small sedan with sensuous curves, protruding headlights, oval grille, leaping cat ornament, faded woodwork, worn but still-aromatic leather, and any number of quirks that over time would become endearing. It began to wink at me as I passed by. I was soon smitten and finally did what I knew I had to do: I took the money saved for my final year of college and bought the car, taking out a low-interest student loan to pay for school. I suspect this was far from the first or last time a Jaguar has been creatively financed.

The car was originally grey, but had since been painted blue. I later learned from Jaguar USA Archives that the car's original sale and owner were in Fort Worth, TX. The steering wheel was huge and the windscreen wipers tiny, and they did a sort of dance upon being turned off. When the gas tank became low on fuel, the needle on the gage would begin to quickly flip back-and-forth between E and F, and eventually the pins that stopped it at either end would nearly wear through the needle. To start the car, I would turn the ignition key and then wait until the fuel pump in the tank finished clicking, then press the starter button, and it would fire instantly. I didn't realize that was remarkable until a mechanic I would later meet demonstrated with several other Jaguars in his shop. They would all crank for a second or two, while the Mk I would fire instantaneously.

The Mk I was cleverly designed to adapt to left- or right-hand steering with minimal alteration. The controls and gages were in the center of the dashboard, but favoring the right-hand driver position. Thus, the tachometer was near me while the speedometer was on the passenger side, and I would need to reach in front of the passenger to insert the ignition key. There were recessed shelves in the dash, one in front of both the driver and passenger, with the one at the passenger covered with a hinged door to create a locking glove box. The car's heater controls consisted of two small spring-hinged flaps under the dashboard that put heat down onto your feet. If you wanted to demist the windscreen, you closed them to direct the heat up. I recall reading a review of the car where its heating system was described as being as effective as a cocker spaniel panting on your lap.



The car had an automatic transmission, controlled by a horizontally-sliding lever mounted at the bottom center of the dashboard. The positions were: PNDLR. An owner's manual I had stated that L

and R were adjacent in order to assist the driver in rocking the car out of the "muck". It is from that manual that I also learned the terms: windscreen, boot, bonnet, fascia, and other Britishisms.

It would be a couple of years before I would discover a couple of remarkable independent Jaguar mechanics. In the meantime, and not being mechanically inclined myself, help was always hit or miss. I was especially concerned about the transmission. Parking gear was a problem, and the parking brake, no matter how often it was adjusted, wouldn't hold. When parking on level ground, I had to give the car a slight push forward for it to lock into Park, and because it would not go into Reverse from Park, the car had to be situated such that I could leave the space by driving forward. If parking on an incline, I had to be sure to turn the wheels to lock against the curb; but I could only park that way facing up, because if facing down, the car would not go into Reverse and I'd be stuck in place.

After graduating from college, I worked for several years in Tulsa, OK, in an office located not far from the local Jaguar dealer. They had one mechanic who was willing to take on the older cars, but getting parts could be an adventure. The dealer would only order from Jaguar, and many parts were either unavailable or could take weeks to arrive, so I would often round up the parts myself through sources found in Hemmings Motor News.

The Jaguar dealer was part of a large multi-brand dealership. When taking a car in for service, you'd drive into a multi-lane bay where a guy in a white coat would write up your ticket, and then one of several young people who worked there would drive your car away, onto their lot. When you went to pick it up, you'd pay the cashier and then one of the kids would bring your car around. One time, I arrived close to closing time to pick up my car. After paying, I waited and waited, but my car never came. Eventually I walked out and looked through the fence to where the customer cars were parked, and saw a group of the kids with a tow truck adjacent to my car, bonnet up, with jumper cables between. I walked out to where they were and was told the car wouldn't start and that all the mechanics had left for the day. They demonstrated by turning the key and nothing happened. I pushed the starter button, located adjacent to the key, and it started instantly. The kids went slack-jaw.

Another time, after leaving it at a tire store, I arrived at the office to find a message to call, and was told they couldn't find the transmission shift. I explained it was that small lever at the bottom of the dash. In their defense, the plastic housing with the gear designations was absent.

One day I ran into a guy driving a red Mk I, who turned out to be a student home on break from a college in Texas. When I mentioned my fears about the transmission, he thought I should have a spare that could be swapped out. He knew of a salvage yard in Dallas that had one, which he then arranged to have shipped to me. I was living in a 2nd floor apartment at the time, so had nowhere to put it. When it arrived, the guys at the

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shipping company's dock uncrated it for me and put it in the trunk. And that is where it would remain for the 15 or so years that I would continue to own and drive the car. Following a minor accident when I needed a replacement for the driver's door, I was able to get one from the same Texas salvage yard. It came with four bullet holes.

One day while pumping gas, I met someone from the local Jaguar Club, which I joined, and through them met a couple of amazing mechanics. One lived and worked not far from where I lived, and the other had a shop near where I worked; so if I was ever in immediate need, one was always close by.

Walt Carlton had worked at a dealership in Florida, and now worked primarily on Jaguars out of the garage behind his house (he had tolerant neighbors!). His personal car was a 1940-something Ford coupe in which he had installed an XK engine. He called it his "Ford-uar". He had designed the mechanicals for the Cord replicas that Glenn Pray was building in Broken Arrow, OK, on Corvair platforms. When parts weren't readily available, Walt was a master at creating or adapting others to suit. Ken Sykes was an Englishman, complete with accent. He had worked at the dealership in San Francisco when this model was new and said that my transmission problem had been a problem on the cars from the start; that he was frequently sent out to rescue drivers stuck in Park on the city's hills.

Over the years, the hot Oklahoma summers split the leather and faded the paint. Frequent waxing kept it somewhat presentable. A Mark 2 in similar condition, driven by Charles Bronson in one of his movies, was described by a film reviewer as "grittily chic". One day I returned to my car to find a small card, the size of a business card, tucked under a wiper blade, printed with the words: THIS IS ART. I later learned there was an art student at the University of Tulsa who had those cards printed up to place on objects he saw around town of which he approved.

Because summers there could be hot and humid, often well over 100 degrees during the day and only down into the 90s at night, it was too much trouble to keep opening and closing the car's four windows and 4 vent windows. So I'd go all summer leaving the car wide open, only closing the windows when it rained. If I needed to secure anything, I would need to lock it in the trunk, tucked behind the spare transmission, which, with its torque converter, pretty much took up all the space. One Saturday, after exiting the mall with a package, I had opened the trunk to try and fit it in somewhere, when a fellow passing in a pickup truck stopped and asked, "Isn't that a Jaguar?" When I replied that it was, he said, "I didn't know they had the engine in the rear," and he was off before I had a chance to explain.

By 1986 I was living in Denver, CO. The Mk I was 28 years old and I had been driving it daily for 17 years. I was intending to restore it and had collected paint, leather, and carpet samples. But then fate (lust?) struck again. On the outskirts of downtown, there was a fellow who sold special interest cars on consignment. One day an XJ sedan, a few years old, turned up in his showroom window. I stopped in out of curiosity, and while chatting, mentioned that my favorite XJ was still the Series I, which by now was a 16-year-old model and most were pretty worn. He said he knew of someone who had recently restored one that might be for sale.

I learned that the present owner had found the car on a Denver car lot, where its previous owner had brought it in from Wyoming to sell. The current owner, after restoring it to showroom condition, drove it to Palm Springs, where a sand storm had left thousands (millions?) of tiny pin-prick sized marks on the paint surface. He was heartsick over it, and though he had originally intended to drive the car daily, was now reluctant to subjecting a vehicle that nice to further risk of dings and scrapes. I didn't really mind the state of the paint --- it gave the finish a sort of opalescent sparkle. The car was dark blue with dark blue leather, and had authentic Jaguar knock-off wire wheels, which I under-

stand was not a factory option. Jaguar USA Archives had no information on the car other than its June 1970 production date.



Similar to the Mk I, the XJ's controls and instruments were placed in the center of the dash, but by now the tach and speedometer were located in front of the driver. The row of rocker switches was often criticized, but I thought it was elegant ---

and not unlike the rows of push-button switches in current models. When starting or turning off the ignition, the radio antenna would rise from, or descend into, the end of the rear fender. The dual gas tanks, with separate filler caps on the trunk deck behind the rear window, made it feel like I was fueling a racecar, and the gas pump could be approached from either side. A switch on the dashboard would switch between tanks, so it was always fun to unnerve an unsuspecting passenger. The gas gage was located toward their side, where they could watch the needle slowly creep toward EMPTY. When they would eventually comment, I'd reply that I liked to see how far I could go between fill-ups. Just when they would start to panic and the engine would begin to sputter, I'd flip the switch to the other tank and the needle would swing back to FULL.

One evening, while parked on a side street in downtown Denver, I returned to find it had been broken into. For some reason I had locked the glove box, even though I had nothing worthwhile within. So, of course, the glove box door had been ripped off, damaging the adjacent wood fascia, as well. Insurance paid for the replacement of the entire wood dashboard, which I found via Hemmings from a source in Louisiana. It was made from a beautiful piece of burl wood and had a high-gloss finish, more Bentley than Jaguar. For the 15 or so years that I would continue to own the car, it remained just as spectacular, never fading or becoming crazed.

Another time, upon pulling into a parking space in a suburban lot, a middle-aged woman approached and asked what kind of car it was. She then took a pad and pen from her purse and made a notation, explaining that her husband had told her she was due for a new car and to look around.

While I still intended to someday getting around to restoring the Mk I and keeping it as a second car, I finally sold it to a suburban Denver car dealer just before moving to Connecticut in 1987. He was purchasing it for a customer of his in New Mexico. While the XJ's air conditioning may have been adequate for the mild English climate, it couldn't satisfy the extreme temperatures here in the states. After the AC ran for a while, it would freeze up. The owner's manual actually stated that would happen, and instructs you to turn off the AC, roll down the windows, and wait awhile before turning the AC back on. You then had to be careful rounding corners, or water would slosh out of the vents onto your knee. A member of the Jaguar Club back in Tulsa had an early XJ that had been owned briefly by Oral Roberts. After taking it back to the dealer repeatedly with air conditioning issues, Roberts finally gave up and traded it in for a Mercedes. So the joke that went around the club was that Oral Roberts had finally found something that even he couldn't heal.

One Saturday morning while running errands on the Post Road, I heard the tell-tell sound of an exhaust leak. This was no more than 6 months after having had the entire exhaust system replaced by Motorcars in Plainville. I stopped in at Midas Muffler in West Haven where, through the window in the waiting lounge, I watched as the technician poked around. Then the manager joined him and made notations on his clipboard before going into his office and running numbers on his adding machine. He then

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invited me into the office and declared that I needed a completely new exhaust system, to the tune of \$800. I left and drove down the street to Monro Muffler in Orange. They returned the car to me in a matter of minutes, reporting that they had tightened a loose clamp. They said there was no charge, but asked me to remember them the next time I needed work. I've never forgotten.

Then there was the time the radio needed to be replaced. One of the speakers was going bad and the tape player had started eating tapes, so when an ad appeared in the Saturday newspaper, where one of the big box stores was offering a radio and pair of speakers for \$129, I took it as a sign. Everything went well until the salesman asked what kind of car it was for. He then excused himself while he went into the office "to check on something". When he returned, he said that, just as he suspected, there were only a few radios that would work in the car, and walked me down to the premium end of their display wall where prices started at \$500.

I left and went down the street to one of their competitors, who was running a similar deal. This time I was ready. When asked about the car, I said it was a 1979 Chevy. I bought a radio and speakers for \$129, was charged \$55 for installation, and given an appointment at their installation facility for the following Saturday. When I arrived at the appointed time, the technician took a quick look at the receipt and said, "They gave you a good deal on the installation. They usually get \$125 for Jaguars."

By 2001, the XJ was 31 years old and I still loved everything about it except the lack of adequate air conditioning. So when Jaguar introduced the X-Type sedan, I took it as a sign to move on. I placed my order with Crest Jaguar in September, and the car arrived in February 2002. The XJ reluctantly went to a new home in Vermont.

After decades of evolutionary up-sizing, it was good to have a truly small sedan back in the Jaguar lineup. The X-Type's dimensions were very close to those of my original Mk I. Twelve years later, with 89,000 miles and following a minor accident, I gave up the grey X-Type for a black 2008 model that Crest had recently taken in trade.

By now, due to modernization and the need to appeal to a worldwide market, the cars have lost much of their British-ness, so it always brings a smile to see the message appear on the instrument panel: BOOT OPEN; or on the first really cold morning of the year: CHECK TYRE PRESSURE.

Having had the Mk I for 17 years, the Series I XJ for 16, and now the pair of X-Types for 16, there seems to a pattern to my attention span and I'm starting to feel the itch again. Now, however, Jaguar provides so many options; but because the cars' styling has evolved with the times and the traditional has given way to contemporary refinements, it appears that my next one will be my first without a full wood fascia or chrome leaper at the end of the bonnet. Still, after nearly five decades, the marque's seductive power endures.



Installation Dinner

Time to announce the annual changing of club officers and welcome new members to the Board.

On Saturday, January 29th, we met for dinner at the Shanghai Dinner Buffet in Broken Arrow to partake of a delightful spread of Chinese food.



Steve Flach had been our President for 2 years as he had graciously consented to remain in office through the pandemic when the club's activities were greatly curtailed. Now he was happy to pass responsibilities off to **Scott Young** as the new President.

Mike Webb is the new Vice-President, while **AJ West** remains Treasurer and membership chair, making sure our roster is kept up to date.

Steve Flach will assume the duties of Secretary and continue on as the club webmaster. **Clark Frayser** is the chairman of the upcoming EuMoEx car show that will be held this year on June 10th and 11th on the Triangle in downtown Sand Springs. Clark and his committee are already hard at work on this show to make it better than it has ever been. Be sure to mark those dates on your calendar so you don't miss out.



Board members in their second year are Don Wright, Gary Grover, and Glenn Larson, and Les

Neidell Newly elected to the board for a two year term, is **Ken Snoke**.



A plaque to thank Steve for his term as President was presented to him from the club.



A full list of all club officers and their contact information is on the last page of this newsletter. Contact them with your comments or suggestions.

London Bridge Down

What will happen when the Queen dies? It seems a lot of people have been thinking about that, including the Queen herself, judging by a few things coming out of Buckingham Palace lately. Well, the British, ever prepared, have thought a lot about it and they are ready with plan "London Bridge". This plan was described in great detail by the British publication "British National Heritage Travel". Here are some of the highlights written by their staff.

There's nothing in life as sure as death and taxes, and so we must face the fact that Queen Elizabeth II will eventually die. But, as the world's longest-reigning monarch, there's an entire generation of people who have never known life without her. But what will actually happen when she dies? What protocol is followed when a reigning monarch dies?



Once the Queen has passed, Operation London Bridge begins and the Queen's private secretary Sir Christopher Geidt will be responsible for informing the Prime Minister before the information is released to the 15 other countries where the Queen is head of state and the rest of the 36 Commonwealth nations. This is done by the Foreign Office's Global Response Centre which is housed at an unknown location in London.

The first the public becomes aware of her death is when a notice is placed on the gates of Buckingham Palace.

A statement will then be released to the Press Association and other news outlets. At which stage main TV channels will pull regular programs and newsreaders will wear black suits and ties. DJs on-air will see a blue light flash, which means to cut to news ASAP. And blanket coverage will begin.

The press scrambles and once the death of the Queen is public, news outlets will release ready-made stories about her life, reign, and legacy and all the while the scramble for space at all main locations will begin.

King Charles III

As soon as Queen Elizabeth dies, Prince Charles will become king. He is permitted to choose his own name and is expected to become King Charles III. At this stage, a meeting of the Accession Council will take place at St James' Palace and all formalities will take place. He will be named King one day after the Queen's death after his siblings have ceremoniously kissed his hand. Proclamations will be made and while the Queen lies in state, Charles will visit Scotland, Northern Ireland, and Wales. His first words as monarch will take place at St James's Palace.

King Charles will then decide what happens to the line of succession and whether he'll be succeeded by Prince Phillip or Prince William.

The coronation of King Charles III will be planned for months after the funeral, and the title of Prince of Wales will move to Prince William, although not immediately.

Before the funeral

There will be an expected 10 days between the Queen's death and her funeral during this time her body will remain at Buckingham Palace so the family can spend time together. She will then be moved to Westminster Hall where she will lie in state for a number of days so the public can pay their respects. More than 200,000 people visited the Queen Mother's body in 2002. And then, on the 10th day, the Queen's body will be moved to Westminster Abbey for a state funeral. The



funeral will be attended by state officials from all over the world and will be coordinated by the armed forces and Government.

On the day of the funeral

The country will be given a national day of mourning, (including the stock market) and Big Ben will chime at 9am on the day. Depending on renovations of course.

The crown jewels will be cleaned that morning. Before the coffin arrives at Westminster Abbey at 11am, and the country will fall silent.

God Save the Queen



Bad Day for Sailing

A cargo ship carrying luxury vehicles from the VW Auto conglomerate, including Audis, Porsche, Lamborghini and Bentley and Volkswagens sank after a fire broke out on board in The ship was enroute to Rhode Island. All 22 crew members on board safely abandoned ship after the fire began to spread.

The 656 ft cargo ship began to burn 90 nautical miles southwest of Portugal's Azores islands The Felicity Ace sank about 400 kilometers (250 miles) off Portugal's Azores Islands as it was being towed, MOL Ship Management in Singapore said in a statement. A salvage team had put out the fire. The vessel listed to starboard before going under, the ship's manager said.

The Portuguese navy confirmed the sinking, saying it occurred outside Portuguese waters. A Portuguese Air Force helicopter evacuated the 22 crew members when the fire first broke out, setting the ship adrift.

Ocean-going tugboats with firefighting equipment had been hosing down the ship's hull to cool it.

It wasn't clear how many cars were onboard the ship, but vessels of the Felicity Ace's size can carry at least 4,000 vehicles.

European carmakers declined to discuss how many vehicles and what models were on board, but Porsche customers in the United States were being contacted by their dealers, the company said.

There is speculation that the fire was caused by a battery in one of the cars, but now that the whole thing is at the bottom of the ocean, how will anyone investigate? Imagine the discussions between Volkswagen AG and their insurance carriers and the cargo company!



Spartan Trailer Round Up October 16

By Linda Young

If you have lived in Tulsa for any length of time you have heard of the Spartan School of Aeronautics. A quick history; WG Skelly bought the floundering Mid Continent Aircraft Manufacturing Company of Tulsa in January, 1928. He renamed the company Spartan Aircraft Company, reorganized it financially and began the Spartan School of Aeronautics. Skelly continued to support the venture during the early years of the Great Depression, while it began producing a line of airplanes. The economic depression strained Skelly's personal finances and in 1935, J. Paul Getty purchased a controlling interest in the company from Skelly.

At the beginning of World War II, Getty assumed direct control of the company operations. He expanded manufacturing by making sub-assemblies for warplanes and opened branches of the Spartan School of Aeronautics in Miami, Muskogee and Ponca City, Oklahoma.

After the war and the increased competition in the aircraft business following World War II, owner J. Paul Getty and Spartan upper-management redirected production to focus on the demand for housing and leisure.

Using the same internally braced and space-saving monocoque design of the Spartan Executive 7W airplane, the company produced its first all-metal travel trailer. The company followed previous design strategies, offering lavish and full-featured trailers.

Through the 1940s and 1950s, Spartan produced what some referred to as the "Cadillac" of trailers, commanding prices higher than \$4000. Spartan produced over 40,000 trailer homes before ending production in 1961. Given an average home cost in the United States at the time of \$8000, Spartan trailers were a discretionary purchase for the wealthy.



These trailers have not lost their appeal and when the Spartan Trailer Round-Up came to Tulsa last October we decided to go take a look.

The show was held on the grounds of the Tulsa Air and Space Museum and featured a car show and military vehicles along with the trailers. Since the admission to the show was \$20 or to enter your car was \$20, we decided we might as well enter Nice 1, our 1974 XJL sedan. We got a much better parking place if we did.

The trailers were amazing and they were in all kinds of condition. Everything from pristine and accurate restoration to "down to the ribs" project. For something that was built in the 40's and 50's the engineering was very progressive. The trailers had front and back doors (on opposite



For something that was built in the 40's and 50's the engineering was very progressive. The trailers had front and back doors (on opposite

sides) so you could walk through the trailer and also have great ventilation. Some of the walls could be moved so you could re-configure your space. The wood paneling and cabinets were finely done. They were actually quite roomy.

I don't know whether this gathering involved any judging or awarding of prizes but I do know the owners had no qualms about personalizing their trailers. A few of the larger models had even added bathrooms, which were not available in the originals. Some were adorned with pin stripes and other painted details. The original Spartans had no paint on the exterior as they are all aluminum.

We met one friendly fellow from Florida who brought one of his trailers that had large pin stripes painted on it that matched the car that he had designed and specially built just to tow this trailer. The car was amazing. It started out as 2 Lincolns that he put together to make a very large station wagon. It had a luxury interior that was more like a limousine and was beautifully done. We were certain it was factory built but it was his own creation.

We had thought we would spend about an hour or so there but we spent the major part of the day wandering around the field looking at all the trailers.



The car show was not to large and comprised mostly of jeeps and larger troop moving military trucks and a few other cars. We were very surprised when we got back to find we had won a trophy "Best Paint in Show"! How about that! And we hadn't even washed the car!



It turned out to be a fun afternoon and we learned a lot more about the manufacturing history of Tulsa. We also learned that Spartan trailer owners are a lot like Jaguar owners; they love their trailers and they just want to enjoy them.

A blue classic car with a trophy on the hood, parked on a grassy field.



Porsche in Space

Jackie Wattles contributing reporter

London (CNN Business) Porsche SE, the family holding company that controls Volkswagen Group, is the latest big investor to bet on space's crucial role in developing future technologies.

The company, controlled by the related Porsche and Piëch families that turned Volkswagen into a global powerhouse, on Wednesday unveiled an investment into Germany's Isar Aerospace, a space startup attempting to rival Jeff Bezos' Blue Origin and Elon Musk's SpaceX with rocket production and satellite launch services.

While Blue Origin and SpaceX are backed by billionaires and already racing ahead with manned space mis-

sions, Isar Aerospace believes it can compete in the growing market for launching small satellites into Earth's orbit. It's planning its first test flight for next year.

Porsche SE is investing alongside venture capital company HV Capital and Swiss bank Lombard Odier to inject \$75 million into the company, as part of a \$165 million funding round that includes existing investors. Porsche SE said it would receive a "a low single-digit percentage stake."

"The funding will allow Isar Aerospace to further invest in its launch, testing, and manufacturing infrastructure for its largely automated rocket production and commercial operations," Isar Aerospace said in a statement on Wednesday.

Commercial demand for the launch of small satellites is expected to grow significantly in the coming years, as companies in traditional and emerging industries come to rely more heavily on satellite technology to run software applications.

Last month, SpaceX carried 88 satellites into orbit in a single rocket launch on behalf of a variety of customers. On the same day, Virgin Orbit — which was spun out of Richard Branson's Virgin Galactic in 2017 — sent satellites into space belonging to the US Defense Department, a Polish startup called SatRevolution and the Royal Netherlands Air Force.

"Space will become a key technological platform for many industries worldwide — from the automotive to the telecoms sector — bringing advances and new capabilities of [Internet of Things], data encryption and storage, as well as smart farming applications and surveillance for tackling climate change," Isar Aerospace said.

According to the company, the global space launch services market is expected to increase to over €30 billion (\$35.4 billion) by 2027, almost a third of which will stem from the deployment of small and medium-sized satellites.

Although a relatively small deal for Porsche SE, it's a notable move for a business that's invested overwhelmingly in automotive businesses and is the latest example of the space race taking hold between private companies and their billionaire backers. Volkswagen Group owns brands including Porsche, Audi and Skoda.

"We are convinced that cost efficient and flexible access to space will be an enabler of innovation in many industry sectors," Lutz Meschke, the Porsche SE executive in charge of investment management, said in a statement.

"With Isar Aerospace, we are investing in a company that is well positioned to establish itself as a leading European manufacturer of launch vehicles," he added.

Isar Aerospace has now raised \$180 million since 2018, including from Airbus's venture capital arm and former SpaceX executive Bülent Altan. It claims to be the fastest growing private launch service company in the European Union and counts Airbus (EADS) as one of its first paying customers.

In May, Germany's space agency awarded the company a contract to launch two satellites into orbit on behalf of the German government.

Hmmmmmm, With the German penchant to over engineer, will they get off the ground?

And Speaking of Space, Where is that Tesla...?

An Update from CNN: Four years ago this past February, the most powerful operational rocket in the world, SpaceX's Falcon Heavy, made its inaugural launch from Florida and tore into outer space carrying nothing other than Elon Musk's personal Tesla roadster.

The cherry red sports car — which is occupied by a space-suit-clad mannequin nicknamed "Starman" — is still out there, taking a lonely, oblong orbital path around the sun, traveling as far away as Mars' orbit and, at other times, as close as Earth's orbit.

The car is not on some scientific voyage. This was a test launch, so SpaceX needed a dummy payload — and Musk previously said he wanted it to be the "silliest thing we can imagine." So he picked his own luxurious Tesla roadster. The roadster is now about 234 million miles from Earth and about 200 million miles from Mars, passing through a no-man's land of outer space, according to the tracking website whereisroadster.com, which uses NASA's data to keep tabs on the car.

The roadster is more than likely still in one piece, says Jonathan McDowell, an astronomer at the Harvard Smithsonian Center for Astrophysics, but it's likely been dinged by some meteoroids during its jaunt through the cosmos. Over the past four years, the roadster has traveled nearly 2 billion miles and completed about 2.6 loops around the sun, mostly through a barren, empty vacuum.

The ultimate fate of the roadster likely won't be known for many millions of years. But for his part, Musk said in 2018 that he hopes that humans will have already established settlements on other planets in the solar system, and Musk's "descendants will be able to drag [the roadster] back to a museum."



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**2022
EVENTS CALENDAR****

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

There will be club events in 2021. Board members are following CDC recommendations so gatherings can be fun and safe for all our members.

- Mar 5th - Breakfast - DayBreak Café - 81st and S Lewis Ave - 9:00 am.**
- Mar 19th - Drive to a winery**
- April 2nd - Breakfast - DayBreak Café - 81st and S. Lewis Ave - 9:00 am.**
- April 23-24 - overnight drive to Table Rock Lake resort**
- May 7 - Breakfast - Daybreak Café - 81st and S Lewis Ave - 9:00 am.**
- June 4 - Breakfast - Daybreak Café - 81st and S Lewis Ave - 9:00 am.**
- June 10-11 - Euromotor Extravaganza Car Show - Sand Springs.**

We hold these truths to be self-evident; All men could be cremated equal.

Vern Partlow

American reporter blacklisted during the McCarthy era

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 :



Jaguar Club of Tulsa, Inc
PO 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 \$65.00 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 \$40.00 per year and **does NOT** include membership in the National organization, JCNA and it's benefits.

Associate renewal _____

**Weekend Get Away to Arkansas
April 29, 30 and May 1**

Winery Drive March 19th

Jaguar Club of Tulsa
205 E. Knoxville St
Broken Arrow OK 74012