



Compiled &
Edited by
Harry
Frantz

Cat Tracks

Central Oklahoma Jaguar Association
June 2022

Message from the President

By Susan Frantz

We've celebrated another month with fun group activities. Dick Russ arranged a fascinating visit to the Stafford Air & Space Museum in Weatherford which you can read about in the next pages. It was a great day for a drive, too! And the always fun bi-monthly ladies' gathering for lunch was held last Saturday.

There are more things still to come so be sure to check the updated calendar of events at the end of this newsletter that Sarah Baxter makes available to us for new confirmation of things to do, places to be, etc. I understand that plans are now underway for several special activities.

I'm happy to learn that some of our members who have been under the weather are now in recovery and back home again. I hope to see their familiar faces at next month's activities.

Wishing everyone good health, good times, and safe travels for those who brave the high gasoline prices!!

Thomas Stafford Air and Space Museum

By Richard Russ

Hello my friends,
Whenever any of us plan a get together or trip it sometimes can be a disappointment. Fortunately our trip to the Thomas Stafford Space Museum in Weatherford was not one

of those times. It had been several years since I had visited the Museum. This time it was a great adventure.

We started our trip by meeting at Braum's in Yukon. We had 20 members and friends join us for the scenic drive on old route 66 from Yukon to Weatherford. The road was not for those looking for a smooth ride. It was still old and narrow and pretty rough in many spots but the countryside made up for any discomfort. I sometimes wonder how the truckers managed. A unique feature of route 66 is that it had curbs which makes me wonder why.



When we arrived at the Museum we were there exactly as planned and were greeted out in the parking lot by our tour guide. I wish I could remember his name because he was great and extremely knowledgeable. He personally knew General Stafford and his talk brought back many memories of when I was an engineer on the Apollo Space program and had the opportunity to meet General Stafford who was one of the Astronauts on Apollo 8 which was the first of the launches I was part of..

Our group was given a wonderful tour of the museum which started basically at the beginning of aviation as we know it. The museum had a replica of the first Wright Brothers flying machine which was for its



time, a marvelous invention. We progressed to some of the planes and engines that were developed during the time, taking us into planes used in WW1 and WW2 to some of the latest jets developed by Germany.



We then were shown the rocket development by Dr Werner Von Braun who was in reality the father of rocketry beginning with the VI and V2 rockets used during WW2 (which they had one for us to see) on England.





As we progressed in time we entered into the world of Space travel. We saw the beginning of the Atlas rocket propelled Gemini to the Saturn I and finally the Saturn



Soviet rocket engine of which 30 were used (unsuccessfully) on their moon rocket



U.S. Saturn V rocket engine in which only 5 were used for the successful moon landing.

V used to propel the Apollo Space craft used to land on the moon July 20, 1969. As we continued our tour we had the opportunity to see the working of the cockpit of the Space Shuttle which was mind blowing to say the least. We then finished our tour with the latest jet that Tom Stafford trained in as a pilot.



We had our luncheon planned for Lucille's Roadhouse which we almost didn't get in to due to there being a High School graduation party. Fortunately we made our reservation early so they reserved a private room for lunch.

They have a regular menu with some strange entrée's as well. For me the apple turnover

was out of this world to say the least. I think everyone had a great lunch following a wonderful tour. If you missed our club outing, you owe it to yourself to visit the museum which it is growing all the time with relics from our time in aviation.

Ladies Lunch

By Susan Frantz

While we missed the actual Cinco de Mayo, we still had a nice Mexican-style lunch at the Latin restaurant 1492 in Casady Square. As always, we had a fun group of ladies who were able to gather on a busy Memorial Day weekend. It was wonderful to see Geleeta York, after she's had to miss several of our activities due to health issues.

Susan Laurence and I will be looking into possibilities for our next get-together in July. Watch your emails and *Cat Tracks* for more information. We'll try to select a date as soon as possible so you can get it on your calendars, but it will likely be the 23rd or 30th, giving everyone time to celebrate the 4th with family and participate in the official July Club activity earlier in the month.

Stay tuned!!!



Upcoming Events

Fall Fling

By Harry Frantz

Goin' to Kansas City, Kansas City here we come (sung to the song "Kansas City" By Wilbert Harrison).

Susan and I recently made a shakedown trip up there to scope out Westport. We went there a few years ago and had such a good time, and there has been a lot of interest in going back, that we thought it was time to do it again.

Please note (and change your calendar) that the dates have changed to Sept. 30th thru Oct. 2nd. To get guaranteed rooms at a special rate we had to pick dates that the Chiefs were not in town, thus the change. We will be staying at the AC Hotel located at 560 Westport Road, Kansas City, Missouri 64111. We have a special group rate of \$169.00/night. Be sure to call the hotel at 816-931-0001 and mention that you are with the Jaguar Club.

The AC Hotel is a nice, newly remodeled Euro-Modern hotel with off street parking for your classic Jag. Parking is usually \$10.00 per night but I'm trying to get that comped. There is a bar that opens at 5:00 pm but if you can't wait that long, you can walk one block to the left to Kelly's Westport Inn Bar for some cold, frosty, adult beverages. Kelly's is in the oldest building in KC and the ambiance is evidence of that.

The hotel does have breakfast but we recommend going to the Big Biscuit instead. It's just around the corner and is an easy walk. Take a left out of the hotel door and another left at the first street you come to. The address is 4039 Mill St., KC., Mo

64111. I am providing addresses to all the places we will go to because the hotel shuttle is cost prohibitive and we will need to drive. You can put the addresses in your car or phone GPS.

You will be free to caravan with us or go at your own pace. If I remember right, there were several people that stopped at an aviation and/or car museum on the way up last time. We will meet at the Cracker Barrel at 4901 N.E.122nd St and I-35 in Edmond at 9:00 am on September 30th. Lunch will be on your own. You can eat on the Kansas Turnpike or stop at one of several towns along the way such as Eldorado or Emporia in Kansas.

There is much more to report concerning our eating establishments and places to visit but that will come in subsequent issues of *Cat Tracks*.

Brunch at Rococo on N. Western

By Sarah Baxter

Mark your calendars!!!

Our June outing will be Brunch at Rococo on N Western on June 25th. It was changed from the 18th because that weekend is Father's Day and a time for families to be together.

We have reservations for 11:00 when they first open for the day. I will need to call them on Monday, June 20th, so they have an accurate count for seating. **Please let me know no later than Sunday, June 19th**, as to how many will be attending: phone - 405.408.8878 or e-mail at slbaxter3@outlook.com.

WHAT: Brunch at Rococo on N Western

ADDRESS: 4308 N. Western, OKC

DATE: June 25th

TIME: 11:00 am

COST: Whatever you order to eat.

Miscellany

AN INTERESTING READ ON ELECTRIC VEHICLES AND THE "ACTUAL COST" TO OWN AND OPERATE

Submitted by Dick Heiderich

Whether you are a proponent of electric vehicles or not, this is very interesting information. This is an unusual and thought-provoking article by Bruce Haedrich.

When I saw the title of this lecture, especially with the picture of the scantily clad model, I couldn't resist attending. The packed auditorium was abuzz with questions about the address; nobody seemed to know what to expect. The only hint was a large aluminum block sitting on a sturdy table on the stage.

When the crowd settled down, a scholarly-looking man walked out and put his hand on the shiny block, "Good evening," he said, "I am here to introduce NMC532-X," and he patted the block, "we call him NM for short," and the man smiled proudly. "NM is a typical electric vehicle (EV) car battery in every way except one; we programmed him to send signals of the internal movements of his electrons when charging, discharging, and in several other conditions. We wanted to know what it feels like to be a battery. We don't know how it happened, but NM began to talk after we downloaded the program.

Despite this ability, we put him in a car for a year and then asked him if he'd like to do presentations about batteries. He readily agreed on the condition he could say whatever he wanted. We thought that was fine, and so, without further ado, I'll turn the floor over to NM," the man turned and walked off the stage.

"Good evening," NM said. He had a slightly affected accent, and when he spoke, he lit up in different colors. "That cheeky woman on the marquee was my idea," he said. "Were she not there, along with 'naked' in the title, I'd likely be speaking to an empty auditorium! I also had them add 'shocking' because it's a favorite word amongst us batteries." He flashed a light blue color as he laughed.

"Sorry," NM giggled then continued, "three days ago, at the start of my last lecture, three people walked out. I suppose they were disappointed there would be no dancing girls. But here is what I noticed about them. One was wearing a battery-powered hearing aid, one tapped on his battery-powered cell phone as he left, and a third got into his car, which would not start without a battery. So, I'd like you to think about your day for a moment; how many batteries do you rely on?"

He paused for a full minute which gave us time to count our batteries. Then he went on, "Now, it is not elementary to ask, 'what is a battery?' I think Tesla said it best when they called us Energy Storage Systems. That's important. We do not make electricity – we store electricity produced elsewhere, primarily by coal, uranium, natural gas-powered plants, or diesel-fueled generators. So, to say an EV is a zero-emission vehicle

is not at all valid. Also, since forty percent of the electricity generated in the U.S. is from coal-fired plants, it follows that forty percent of the EVs on the road are coal-powered, n'est-ce pas?"

He flashed blue again. "Einstein's formula, $E=MC^2$, tells us it takes the same amount of energy to move a five-thousand-pound gasoline-driven automobile a mile as it does an electric one. The only question again is what produces the power? To reiterate, it does not come from the battery; the battery is only the storage device, like a gas tank in a car."

He lit up red when he said that, and I sensed he was smiling. Then he continued in blue and orange. "Mr. Elkay introduced me as NMC532. If I were the battery from your computer mouse, Elkay would introduce me as double-A, if from your cell phone as CR2032, and so on. We batteries all have the same name depending on our design. By the way, the 'X' in my name stands for 'experimental.'

There are two orders of batteries, rechargeable, and single use. The most common single-use batteries are A, AA, AAA, C, D, 9V, and lantern types. Those dry-cell species use zinc, manganese, lithium, silver oxide, or zinc and carbon to store electricity chemically. Please note they all contain toxic, heavy metals.

Rechargeable batteries only differ in their internal materials, usually lithium-ion, nickel-metal oxide, and nickel-cadmium.

The United States uses three billion of these two battery types a year, and most are not recycled; they end up in landfills. California is the only state which requires all batteries

be recycled. If you throw your small, used batteries in the trash, here is what happens to them.

All batteries are self-discharging. That means even when not in use, they leak tiny amounts of energy. You have likely ruined a flashlight or two from an old, ruptured battery. When a battery runs down and can no longer power a toy or light, you think of it as dead; well, it is not. It continues to leak small amounts of electricity. As the chemicals inside it run out, pressure builds inside the battery's metal casing, and eventually, it cracks. The metals left inside then ooze out. The ooze in your ruined flashlight is toxic, and so is the ooze that will inevitably leak from every battery in a landfill. All batteries eventually rupture; it just takes rechargeable batteries longer to end up in the landfill.

In addition to dry cell batteries, there are also wet cell ones used in automobiles, boats, and motorcycles. The good thing about those is, ninety percent of them are recycled. Unfortunately, we do not yet know how to recycle batteries like we care to dispose of single-use ones properly.

But that is not half of it. For those of you excited about electric cars and a green revolution, I want you to take a closer look at batteries and windmills and solar panels. These three technologies share what we call environmentally destructive embedded costs.”

NM got redder as he spoke. “Everything manufactured has two costs associated with it, embedded costs and operating costs. I will explain embedded costs using a can of baked beans as my subject.

In this scenario, baked beans are on sale, so you jump in your car and head for the grocery store. Sure enough, there they are on the shelf for \$1.75 a can. As you head to the checkout, you begin to think about the embedded costs in the can of beans.

The first cost is the diesel fuel the farmer used to plow the field, till the ground, harvest the beans, and transport them to the food processor. Not only is his diesel fuel an embedded cost, so are the costs to build the tractors, combines, and trucks. In addition, the farmer might use a nitrogen fertilizer made from natural gas.

Next is the energy costs of cooking the beans, heating the building, transporting the workers, and paying for the vast amounts of electricity used to run the plant. The steel can holding the beans is also an embedded cost. Making the steel can requires mining taconite, shipping it by boat, extracting the iron, placing it in a coal-fired blast furnace, and adding carbon. Then it's back on another truck to take the beans to the grocery store. Finally, add in the cost of the gasoline for your car.

But wait - can you guess one of the highest but rarely acknowledged embedded costs?” NM said, then gave us about thirty seconds to make our guesses. Then he flashed his lights and said, “It's the depreciation on the 5000-pound car you used to transport one pound of canned beans!”

NM took on a golden glow, and I thought he might have winked. He said, “But that can of beans is nothing compared to me! I am hundreds of times more complicated. My embedded costs not only come in the form of energy use; they come as environmental

destruction, pollution, disease, child labor, and the inability to be recycled.”

He paused, “I weigh one thousand pounds, and as you see, I am about the size of a travel trunk.” NM’s lights showed he was serious. “I contain twenty-five pounds of lithium, sixty pounds of nickel, 44 pounds of manganese, 30 pounds cobalt, 200 pounds of copper, and 400 pounds of aluminum, steel, and plastic. Inside me are 6,831 individual lithium-ion cells.

It should concern you that all those toxic components come from mining. For instance, to manufacture each auto battery like me, you must process 25,000 pounds of brine for the lithium, 30,000 pounds of ore for the cobalt, 5,000 pounds of ore for the nickel, and 25,000 pounds of ore for copper. All told, you dig up 500,000 pounds of the earth’s crust for just - one - battery.”

He let that one sink in, then added, “I mentioned disease and child labor a moment ago. Here’s why. Sixty-eight percent of the world’s cobalt, a significant part of a battery, comes from the Congo. Their mines have no pollution controls, and they employ children who die from handling this toxic material. Should we factor in these diseased kids as part of the cost of driving an electric car?”

NM’s red and orange light made it look like he was on fire. “Finally,” he said, “I’d like to leave you with these thoughts. California is building the largest battery in the world near San Francisco, and they intend to power it from solar panels and windmills. They claim this is the ultimate in being ‘green,’ but it is not! This construction project is creating an environmental disaster. Let me tell you why.

The main problem with solar arrays is the chemicals needed to process silicate into the silicon used in the panels. To make pure enough silicon requires processing it with hydrochloric acid, sulfuric acid, nitric acid, hydrogen fluoride, trichloroethane, and acetone. In addition, they also need gallium, arsenide, copper-indium-gallium-diselenide, and cadmium-telluride, which also are highly toxic. Silicon dust is a hazard to the workers, and the panels cannot be recycled.

Windmills are the ultimate in embedded costs and environmental destruction. Each weighs 1688 tons (the equivalent of 23 houses) and contains 1300 tons of concrete, 295 tons of steel, 48 tons of iron, 24 tons of fiberglass, and the hard to extract rare earths neodymium, praseodymium, and dysprosium. Each blade weighs 81,000 pounds and will last 15 to 20 years, at which time it must be replaced. We cannot recycle used blades. Sadly, both solar arrays and windmills kill birds, bats, sea life, and migratory insects.

NM lights dimmed, and he quietly said, “There may be a place for these technologies, but you must look beyond the myth of zero emissions. I predict EVs and windmills will be abandoned once the embedded environmental costs of making and replacing them become apparent. I’m trying to do my part with these lectures.

Thank you for your attention, good night, and good luck.” NM’s lights went out, and he was quiet, like a regular battery.

I wonder how many people made it all the way to the end of this piece? And, how many will still buy their 1st EV or buy their 2nd and 3rd one?

Thanks from Steve Houtari

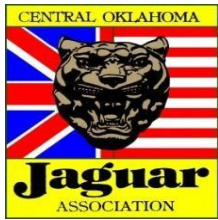
Thanks!

I got well wisher cards and greetings from the club members, helped make my days brighter.

Physical and occupational therapy sessions have helped immensely. When I arrived at Concordia on Valentine's day I could barely stand, much less walk. I hope to be released to go home in a month or two.

Steve Houtari





REMAINDER OF 2022 CALENDAR OF EVENTS



Month	Date	Activity	Coordinator
Jan. – Dec.	1 st Sat.	Coffee & Cars	Chisolm Creek Shopping Center
June	25 th	Brunch at Rococo on N. Western	Sarah Baxter
July	16 th TBD	Oklahoma History Center (Walk thru collection vaults) Ladies Luncheon	Jeff Briley S. Laurence/S. Frantz
August	27 th	“Surprise” Chandler Trip	Jeff & Lynette Hand
September	17 th TBD	Chicken Shack in Luther Ladies Luncheon	Doug & Jenny Somerhalder S. Laurence/S. Frantz
October	9/30, 10/1, 10/2 29 th	Fall Fling – Kansas City, MO Annual Planning Meeting	Harry & Susan Frantz, Susan Laurence Everyone
November	TBD	Ladies’ Luncheon	S. Laurence/S. Frantz
December	9 th	Cattlemen’s	Sandy Ratzlaff, Lynette Hand & Nancy Driver



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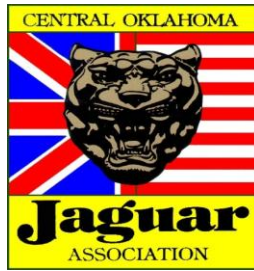
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Membership

Annual membership is \$70. Note, this includes membership in Jaguar Clubs of North America.

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