

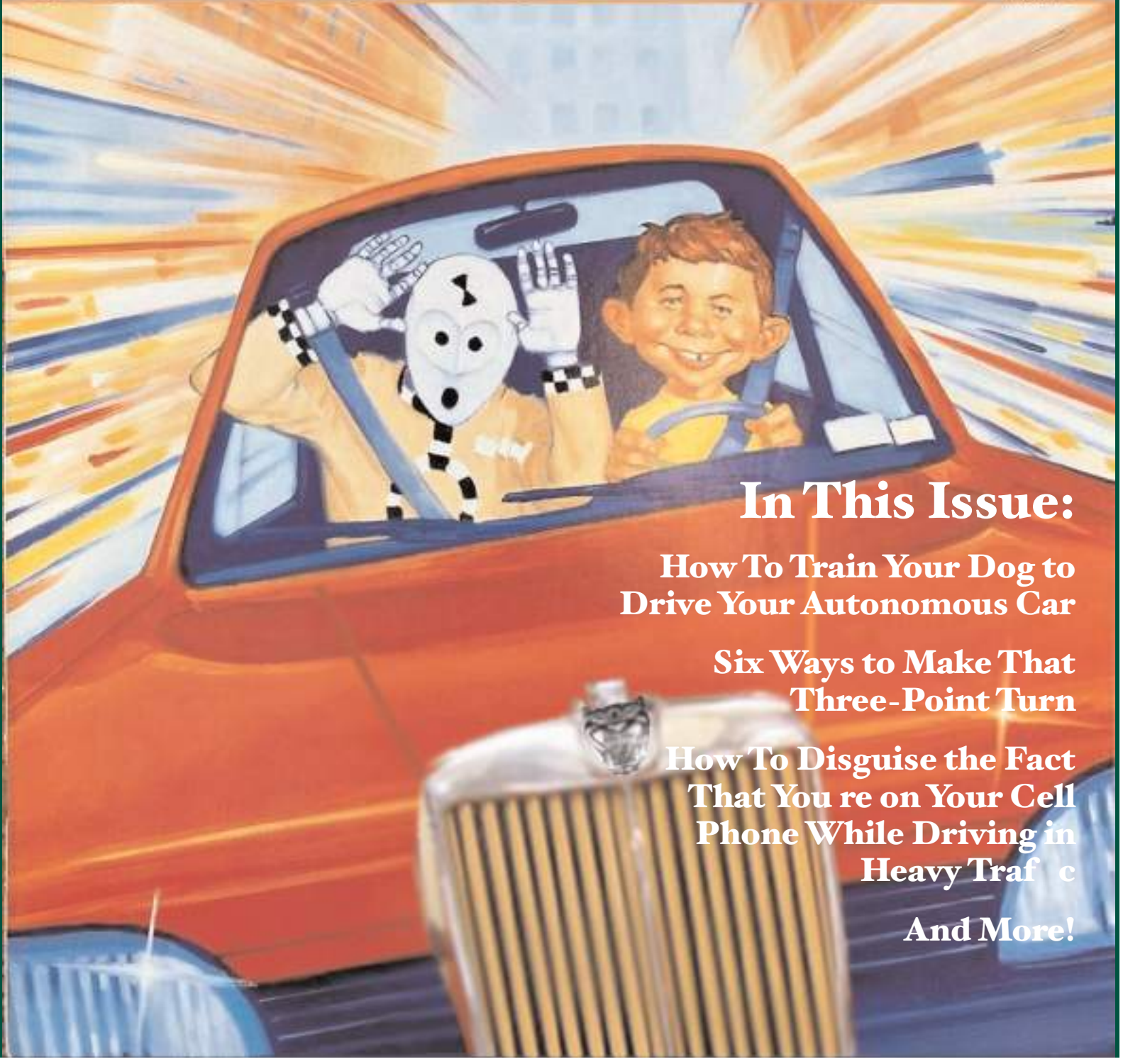
HEY DUMMIES! TEST DRIVE THIS ISSUE OF...

April 2022



THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



In This Issue:

How To Train Your Dog to Drive Your Autonomous Car

Six Ways to Make That Three-Point Turn

How To Disguise the Fact That You're on Your Cell Phone While Driving in Heavy Traffic

And More!

Rex Loquitor

It's Spring!



The time of new life. The daffodils and croci are popping up all over. Robins are showing off their red breasts and the grass is threatening to create more work for us all.

I am sure you are all going through your spring routines. Some of you are probably starting your spring cleaning or at least you are thinking about. Many of you are starting to think about working in the garden if you haven't already planted some early flowers. I have been watching the skies for enough dry weather to finish plowing my fields. The last time I tried it, it got a little too exciting. I need to get my seeds in the ground in the next two weeks or we won't have a place for Jags on the Farm. But the most important tasks of spring for many of us are car related. In countless garages all over the country, cars are being prepared to come outdoors when the weather gets a bit sunnier. As I write this there is a part for the Porsche staring at me from my desk begging to be put in the car. I need to get the old Ford fixed so the wife and I can do the rounds. It's warming up enough that you can work in the shop without the heater, and I find more is getting done. I know a few of you are just about ready to show us cars that you have been working on. You should see Don Compton's E-type! He is getting awfully close to bringing it out and showing the world. I'm hoping to see at some of our events this year. Racing is getting in full swing as FI has begun. I just put my fantasy race team together. If anyone else would like to join me in this time-honored tradition. I'm pleased with my picks. Now we just need to watch the races. Of course, we don't need to just watch. April 16th you can join us at SkyKart for some friendly competition among your fellow Jag lovers. If you have never done this before, it is more fun than a barrel of grease monkeys. The track is indoors so we don't have to worry about the questionable April weather. I hope to see a lot of you there

Rex Loquitor continued on page 3

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NOTICE:

JOCO Board Meetings are held the second Thursday of every month unless otherwise noted (please consult the JOCO website for the most current updates). JOCO events are in Bold face type on the Club Calendar, other Jaguar club and local events of interest are in regular type.

YOU are welcome and encouraged to submit ideas/comments to the JOCO board. The editor is actively seeking articles / photos. Send submissions by e-mail

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Find us on the Internet: www.joco.org.



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Rex Loquitor continued from page 2

and thanks to Gene Owens for making the arrangements.

After this event we get into the weather that we have been preparing our cars for. We have quite a bit on the calendar. In May we have the Scale Steam train rides and exhibition. These are little machining marvels made in people's workshops and they will share the thrill of the steam engine with us. June is our big St. Helens over-nighter with our sister club from Seattle. If you stay at the hotel, there will be some great evening events for those of us who all hang out together. What I am saying is we have some great outdoor events this year and I can't wait to share them with you. I think we might be able to do things the way we did before Covid. We are starting to breathe the unadulterated Covid-free air of freedom!

I really hope that you start the spring cleaning on your Cat and get ready to join us all out in the world this year. Let's get together and have some fun with our cars.

Rex

Your 2022 Roster is Now Here!

Keep it near you at all times. You never know when you might need it to contact a fellow club member to find that certain part that you need to finish your latest Jaguar project. Or to call them to see if they finished their latest Jaguar project. Or to ask them where they got that certain part with which they finished their Jaguar project and which YOU need to finish your project.

Or maybe you're going into withdrawal because you've finished all your Jaguar projects and you need solace and reassurance that that soon there will be another Jaguar project on the horizon in which you can get involved.

But you don't have your 2022 Roster, yet! That's because you've not paid your 2022 dues, yet. You need to rectify that omission immediately!

Dues are just \$70. So, get your payments to Barbara, now, to receive your Roster by return mail.

Don't delay! Registration form is on page 10. Fill it out with all pertinent data, and ...

Mail check to: JOCO 1641 SW Multnomah Blvd., Portland OR. 97219 **or Call Barbara to use your card. 503-246-8477.**



JOCO KARTING!

APRIL 16TH 11:30 — 2PM

What: Sykart Indoor Racing. First heat **STARTS** at noon!

When: April 16, from 11:30 until about 2pm.

Where: 8205 SW Hunziker St, Tigard, OR 97223.

How much: \$30 per person. (2 races)

Lunch after at Buster's Barbecue in Tigard.

RSVP: Gene Owens at gene61jag@gmail.com
503-680-8805

Fun for the entire family — bring the kids and grandkids!



RSVP BY APRIL 13 • SPACE IS LIMITED, DON'T DELAY!

Rob Enderle Tells All:

Read it Here

NVIDIA and Jaguar: When our Electric Cars Get Smart

In March NVIDIA held its GTC (GPU Technology Conference), and a great deal of the content was focused on electric self-driving cars. It amazes me that everyone, including NVIDIA, focuses on having the car take over driving for you given there is little demand for that outside of car services like Lyft and Uber. Instead, most car makers will, at least initially, implement this technology in Guardian Angel mode so that the car can help you avoid an accident, and you can drive if you want to. You will still have the option of having the car drive itself if you choose. Jaguar Land Rover, Mercedes, and a host of others (including BYD which is just behind Tesla in worldwide electric car sales) are all on an aggressive path towards implementing this technology. BYD is slated to roll it out as early as 2023, while Mercedes and Jaguar Land Rover's release looks to be closer to 2025 with a major enhancement in 2026. Let's talk about the future of Autonomous Cars in the context of NVIDIA's GTC this month.

Electrics only

While there still may be some ICE (Internal Combustion Engine) cars that will have self-driving capability, the vast majority in the pipeline are electric only, not even hybrids now. As I mentioned above, Level 4 functionality should appear in Jaguar Land Rover cars in 2025 models, but will get a significant enhancement in 2026. You would think that would make the 2026 cars Level 5 cars and it might. (Level 5 is when a car or truck never needs a driver.) However getting to Level 5 requires a lot of regulatory approvals, but last month, rules allowing self-driving were approved by the U.S. Government. We are making progress towards a Level 5 vehicle.

With gas prices at historic highs as I write this, it's not hard to see why the market is excited about electric cars and not so excited about gas cars. Since we can't get either timely, due to supply chain shortages tied to both the pandemic and the Russia/Ukraine war, right now is not a great time to buy a car anyway. There's no discounting, a lot of dealers are charging premiums, and many of the new electric cars are already sold out for the year anyway. Most of the cars have delivery dates in the mid-2023 timeframe due to the shortages, and that time will move out as the war continues and the new Covid variant spreads.

Timing for a Jaguar Electric

In short, you may be wise to wait to buy an electric car, or any car, until after these shortages ease and you can again get what you want. I know with the Jaguar I-Pace you can no longer get the heads-up display or automatic shock absorbers due to shortages. Since Ukraine supplies 50% of the world's neon used in semiconductor manufacturing. This suggests, at least for the short term, that this supply problem will get worse instead of better. Given another Covid variant is spreading in China and has shut down a number of critical factories and there is no apparent end to the Russia/Ukraine war, it does not look like the supply problems will ease any time soon. So, coupled with the roll out of advanced self-driving technology, which should also arrive about the same time as higher-capacity batteries; the best next time to buy a new electric car will be after 2026 cars become available. I am picking 2026 over 2025 because it will take the car makers at least a year to understand the initial problems with technology and the 2026 cars get the second

generation of that tech. It should be noted that NVIDIA's solution is potentially upgradeable, but that upgrade capability must be implemented by the car company and car companies have not been great about allowing upgrades on older cars. This is a practice, given how fast autonomous car technology is advancing, that will have to change if these companies are to be successful with this technology.

It is interesting to note that the plan is to charge for autonomous driving technology by the month as a service, but we'll see how many buyers opt into those nominal, monthly charges.

Wrapping up

If you need an electric car before 2026, you may want to consider a used one. Typical problems with an electric car crop up two times: in the first year and when the 12-volt battery needs to be replaced. And, based on Jaguar's guidance on how to replace that battery, (which drives the cars electrical systems but does not power the car) it is best you have the dealer replace it before it goes bad. The process requires you also to fully disconnect the drive battery, and I gave up working with high voltage when I was installing a power meter and accidentally grounded my screwdriver, causing it to disintegrate in my hand. The process, while involved looks easy, but I do not want "looked easy" on my grave marker so I will pass. Otherwise, the I-Pace, once any initial problems are resolved and you are assured it has a new 12-volt battery, you should get plenty of years from the car. (Mine had some software issues at the start and had a recall for one of the seatbelts, otherwise it has been bulletproof.) I'd hold off buying new until 2026 to be at the front end of the next technology

Boom Times for Classic Car Auctions Conducted Online

WHEELS

By Robert C. Yeager
Jan. 17, 2022

Yrs Trly recently had an experience with Bring a Trailer and found this article of some interest. If you are or were thinking of participating in an on-line auction, you, too, might find this of interest.

Bring a Trailer had a huge year, but rivals big and small are planning to grab a piece of this market, which the pandemic has accelerated at a breakneck pace.

Joe Sackey figures that over the past three decades he has privately sold cars worth \$200 million. But last year, as Bring a Trailer, the fast-growing auction site for collectible cars was booming, Mr. Sackey and his son Sterling sensed opportunity.

“Now, the world was changing,” said the elder Mr. Sackey, 60, a former financial planner. “People had gotten more and more comfortable with shopping, buying and selling online.”

Their niche is supercars, which they loosely define as high-performance vehicles built in limited numbers by marques like Ferrari, Lamborghini, McLaren and Bugatti. Most of the automobiles are less than 15 years old. In November, the father and son, in Laguna Niguel, Calif., started their Sackey and Company website to auction off these premium vehicles.

Their first transaction was a whopper: a one-off silver and red liveried 2003 Ferrari Enzo, which went for \$3.7 million. The site soon followed in December with the \$1.7 million sale of a 1967 Lamborghini Miura.

Meanwhile, Bring a Trailer was setting records of its own. With gross sales of \$828 million, the firm more than doubled its previous high revenue of \$398 million, in 2020.

Randy Nonnenberg, the Bring a Trailer co-founder and president, said Covid restrictions were fueling online activity.



Begun as an online auction business just seven years ago, Bring a Trailer has grown to become the world's largest public platform for the sale of enthusiast vehicles, said Brian Rabold, vice president for automotive intelligence at Hagerty, an insurer of collectible cars and specialty vehicles that also tracks market data.

“The very biggest sales are still mostly conducted privately,” Mr. Rabold said, “and eBay isn't really comparable. They sell used cars of all types as well as parts and accessories.” Even though live public auctions recovered somewhat from the 2020 impact of the pandemic, he noted, Bring a Trailer notched a remarkable 2021.

“Five years ago, BaT cars were still mostly going in the twenty thousands,” he added. You wouldn't think of selling a \$1 million car there. That's clearly not the case anymore.”

Indeed, all 10 of Bring a Trailer's highest individual sales topped a million dollars in 2021, with a 1961 Mercedes 300 SL

roadster nabbing the No. 1 spot at \$1.4 million. All told, the site sold 17,846 vehicles last year - more than 300 a week, on average, and nearly 64 percent higher than the year before.

“There's a lot of money in the marketplace right now, and people are investing in diversified ways,” said Randy Nonnenberg, the site's co-founder and president. (Bring a Trailer was acquired by the Hearst in 2020.)

Two strong trends are driving results, he added: Covid-19 restrictions, which resulted in an overall increase in online activity, and what Mr. Nonnenberg termed “a freedom narrative.”

“One category that really emerged last year was the increased demand for classic trucks and four-wheel drives — Scouts, Broncos, Blazers, Land Cruisers and old farm pickup trucks,” he said. “Folks seemed to have a dream of getting out into the country, away from the confined spaces that Covid imposed on us. Even if they were in an urban area, they wanted to have a foothold in that dream.”

Another distinct trend, Mr. Nonnenberg said, is the changing definition of a collector vehicle. “There is a continuing evolution in what is highly prized and highly collectible and nostalgic,” he said. “Twenty-five-year-old cars from the 1990s are becoming 'old' classics, and cars from the early 2000s are highly sought after.”

In fact, eight of the top 10 million-dollar sellers for Bring a Trailer last year were high-end, post-2000 cars. The cars were six 2018 and 2019 Ford GTs, whose original list prices were around \$400,000-plus; a 2004 Porsche Carrera GT; and a 2019 McLaren Senna Merlin.

Choo Chew Chew

PACIFIC NORTHWEST LIVE STEAMERS
MAY 15TH 11AM
31803 S SHADY DELL RD. MOLLALA 97038

Matt Nowak has come up with another fine and F-U-N time!

We're off to the be-you-ti-ful Mollala countryside to look at and ride scaled down model railroad trains.

So, get your bandanas out and your railroading toggery on! Let's all meet at Cabella's Parking lot (exit 289) in Tualatin at 10:00 am. After a bit of chatter, we'll motor up and take some scenic back roads to Pacific Northwest Live Steamers.

The park is nestled in scenic grounds and is a fun place for kids of all ages.

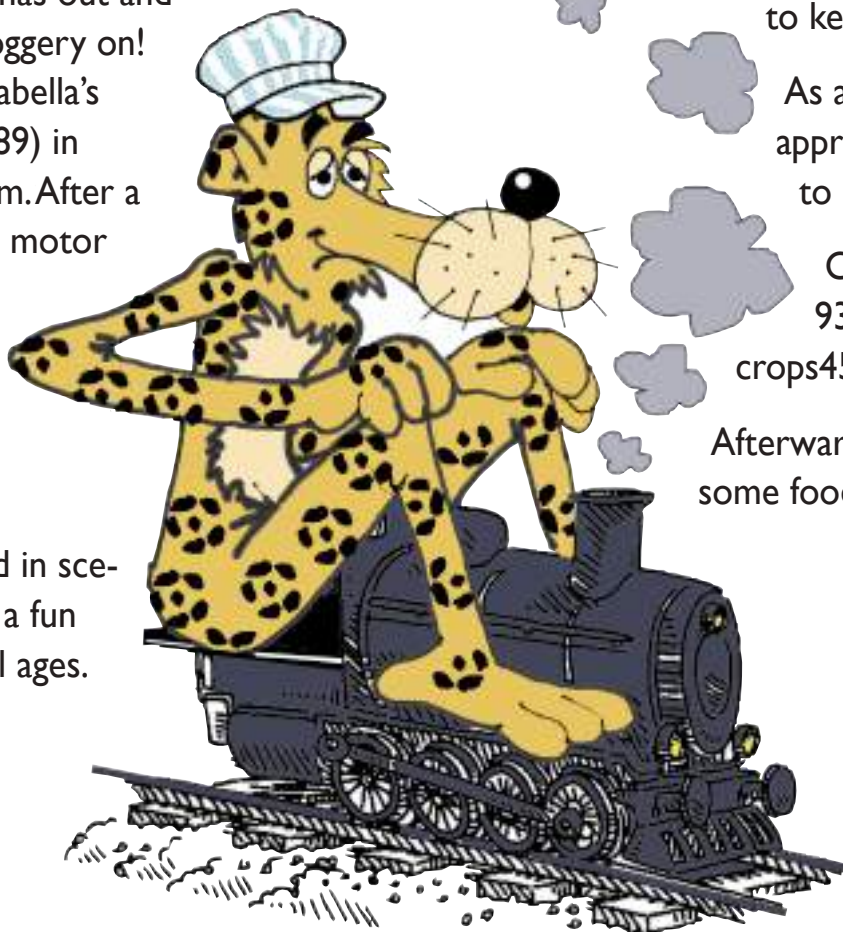
They have, steam, Diesel-electric and electric engines running on 4200 feet of track. Each ride is between 7 and 10 minutes over 4 acres of picturesque grounds. Each train is run by a skilled engineer. And the best part is, it's FREE!

Although they do accept donations to keep the lines running.

As always, Matt would appreciate an RSVP, just to keep things in order.

Call / Text him at 503-936-5684 or email at crops45@yahoo.com

Afterwards, we'll search out some food, for a late lunch.



A Brief History of “Radiomobile”

by William Relyea
April, 2022

After the war, Jaguar offered Radiomobile car radio systems as an “Optional Extra.” This article gives the history of the Radiomobile company and describes the radio systems fitted on Jaguar XKs. As this survey started in the pre-semiconductor era, radio equipment used valves requiring a separate high voltage supply (over 200V!) placed in a box that was normally larger in size than the receiver unit itself. From about 1958 the first “transistorized” car radios appeared and miniaturization of equipment was about to start. We have to understand that these first transistor radios were in fact “hybrids” using a combination of valves and semi-conductors using a “semi-conductor” rectifier system and later some transistors.

Radiomobile did not start in a garage, nor behind a pub, nor in the horseless carriage era. There was no “Eureka!” moment by an inventor that changed the world. Instead, its story reads like that of many modern companies. With an eye on market demand ready to explode following World War II, two big-name manufacturers in different fields got together to form Radiomobile.

Smiths Industries was no stranger to the automotive market. The industrial conglomerate making clocks and watches in England from 1851 before becoming the primary British supplier of speedometers, odometers and related gauges. No stranger to consumer audio equipment, EMI (Electrical and Musical Industries, Ltd.) was formed with the merger of The Gramophone Company and the Columbia Graphophone Company in the 1930s. The two companies, each investing £5,000, formed Radiomobile, Ltd. in 1945, and introduced their first car radios the following year. The corporate logo even featured both The Gramophone Company



and
Smiths Motor Accessories names
on it.

At first manufactured by the Gramophone subsidiary of EMI, some of the radio sets carried the classic Gramophone logo featuring Nipper, the terrier, with his head leaning into the horn of a gramophone record player, listening intently. They also carried the accompanying famous “His Master’s Voice” label, the trademarked moniker associated with Nipper that had been in use since the early 20th century. The HMV record label was known worldwide and, indeed, during the first few years, the products were marketed as HMV Radiomobile, His Master’s Voice or simply Radiomobile.

For the Americas, the company used the Emitron brand name.

With their first model, the pre-transistor Radiomobile 100 released in 1946, a power supply generating as much as 200 volts and an amplifier had to be mounted separately in addition to the receiver and speaker itself. With the advent of transistorized electronics in the 1950s (the transistor having been invented at Bell Labs in the U.S. in 1947,) car radios could be manufactured to operate on 12 volts directly, obviating the need for the separate power supply and making installation much more straightforward.

High-end marques like Bentley, Rolls-Royce and Bristol soon made Radiomobile receivers standard kit. Just about every other British car of note carried them as either standard or optional equipment; including Jaguar, Riley, MG, Rover, Wolseley, Standard, Sunbeam-Talbot and so on. A burgeoning aftermarket boosted Radiomobile’s sales figures ever higher in the 1950s. The company manufactured special systems for limousines and even buses, a.k.a. motor coaches, in the U.K. Those special sets included a microphone for the driver or a tour guide on the bus along with customized speakers and appropriate amplifier.

Like any modern industrial corporate story, mergers and acquisitions are a part of this one. In 1956, Smiths bought out EMI’s share of the partnership and the HMV part of the name began to fade away. By this time, production had shifted to Smiths’ factory at Goodwood Works, London, a facility previously used for clock making.

Radiomobile continued on page 13

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MEMBERSHIP APPLICATION

We look forward to having you as a member of the Jaguar Owners Club of Oregon. Since our founding in 1968, JOCO has been dedicated to the care, preservation and exercise of Jaguar automobiles, and we have lots of fun together. Upon receipt of the completed application we will be contacting you with everything you'll need to head down the road with us.

Date _____

Name(s) _____

Address _____

City, State, Zip _____

Home Phone _____ Business Phone _____

Cell Phone _____ Fax _____ Email _____

Jaguar(s) owned _____

Profession _____

Hobbies _____

Did you see a great Jag?
Give this to the owner.
The more the merrier!

MEMBERSHIP Please select one of the following membership options	Amount	Paid
Annual Membership renewal - (\$30 for JCNA dues)	\$70	\$ _____
NEW Annual Membership - (Includes \$10 initiation fee and \$30 for JCNA dues)	\$80	\$ _____

MEMBERSHIP ACCESSORIES (the following are available, if requested)

JOCO Member Car Badge(s) Please specify how many you would like	\$20 ea.	\$ _____
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Make check payable to the **Jaguar Owners Club of Oregon**

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The patches are also embroidered and are suitable for attaching to coats, skirts, shirts, coveralls, blankets or what have you.

Hats are \$15.00
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New this year are Club hats and patches. As you can see the hats are one color fits all, beige with a full color club

Contact Sue Kornahrens
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For Sale: Front seats from a broken XJ6. Tan, recently reupholstered and in virtually new shape. 4 door cards to match, original to car in great shape. Seats: \$200 for the pair, door cards \$50 for all 4. Call Glen 503-341-2906 or britcar69@hevanet.com

SAVE THE DATES!

Your Board has been hard at work devising fun activities for 2022. Below find the tentative scheduled dates and save them on your calendar. Although the Board has come up with these ideas, there is still room for your input. If you have an activity, but don't see it here, contact any of the Officers or Board members to let them know what and when you would like to do it. They will be happy to assist you in making it happen!

Apr 16th JOCO A GOGO. Karting with your fellow Jag lovers. See page 4.

May 15th Scale Steam Train rides and exhibition.

Jun 25th-26th Mt. St. Helens' drive out with the Seattle Jag Club.

Jul 16th Jags on the Farm.

Aug 13th Astoria Rogue Drive.

Sep 9th-11th The All-British Field Meet.

Oct 15th Jaguar Wine Tour.

Nov 12th Private Collection Tour, TBA.

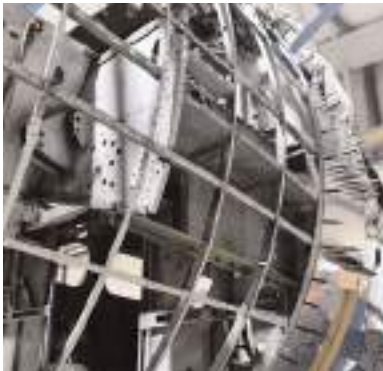
Dec 3rd JOCO Christmas Party.



Not much more to say about this, except:

Congratulations, Tyler!

B-17 Lacey Lady Revue



Our turnout was especially gratifying on a superbly beautiful March day. The crowd was large enough that we were divided into two groups to tour the restoration of the B-17. The restoration crew were, for the most part, in a planning session, so the noise of the riveting that we expected did not occur. This made the tour even more delightful as we could hear our docent and get up close and, in some cases, very personal, with parts of the aircraft.

In addition to the plane herself, the B-17 Alliance has a small military museum associated with it in the hangar and we were able to look at the exhibits there, as well as admire the restoration work on the 'Lacey Lady.'

Thanks to Carl Foleen for organizing the outing.



NVIDIA continued from page 5

wave, but not too close to that front end. On a personal note, I have looked at several existing and coming electric cars in the market, and I am still driving my I-Pace as it remains, for me, the best balance of performance and looks. (I should not share this, but I was braced by a new Dodge Challenger at the light the other day, and by the time he hit the

gas, I had three car lengths on him, and my wife was screaming in my ear. Good times!) The car remains one of the most fun cars I have ever owned, and if you have never driven one, it is worth the time to test drive assuming the dealer will let you. Which, right now, is anything but given.

Radiomobile continued from page 8

Not too far from this plant stood World Radio, a licensee producing Motorola-designed and -branded car radios for the U.K. Radiomobile management noted that World Radio was doing more with less and with better quality. Once again, the parent company took out their checkbook and purchased World Radio outright. For a time, Radiomobile made sets with their own name and those with Motorola on them in the same factory, until the American company canceled the licensing agreement.

Despite an overwhelming market share in the U.K., Radiomobile did not sit idly by. Beyond developing transistorized radios, the company manufactured stereo and, later, quadraphonic sets, followed by eight-track and cassette-tape systems. Despite these innovations, the onslaught of reasonably priced, high-quality and high-tech sound systems from Japan in the 1970s became simply too tough to compete against. Many European consumer electronics makers either folded or shifted production to Asian partners. Smiths closed the Radiomobile factory in 1982.

Today, Smiths Industries continues to thrive, though they have long since left the automotive field. EMI, too, is gone, its assets now part of Sony and Universal Music Group. But just as the Smiths gauges name survives with an independent company, so, too, does Radiomobile, today part of Armour Automotive, a company associated with other mobile electronics names. Fortunately, with so many sets made, vintage Radiomobile units remain available, with original electronics or modified to accommodate modern technologies.

Northwest Regional Rep: Carole Borgens Reports

The recent Board of Directors meeting revealed many new ideas being investigated and changes to come to JCNA. As membership demographics shift and younger members with modern Jaguar cars enter the picture, clubs must look at what they offer, how they are structured, and if it's likely to attract and retain this newer category of member. Living in the past is the way for many, but new ideas must be entertained for overall success. To assist with this evaluation, the JCNA Membership Committee has actively presented ideas and shared experiences through 2021 quarterly Zoom gatherings of club representatives across North America. Much has been gained by sharing experiences and taking away ideas, so it's good news that these meetings will continue in 2022. They are open to any JCNA members and all input is welcomed.

New for this year is the JCNA Marketing Committee, led by Kurt Jacobson from the Seattle club. Working in collaboration with the Membership Committee, this group is tasked with identifying ways to respond to needs of new members as well as affiliate clubs experiencing change. Supporting new ways and being proactive in growing club membership and retention is the purpose. Recent studies have shown a significant difference between under and over 40s in their expectation of car club membership. JCNA has identified this difference and is stepping up to provide needed support for change. Strong Membership Committee activity and outreach has proven a most valuable tool for most clubs.

In our North West Region, which covers B.C., Washington, Oregon, Alberta, and Saskatchewan, we have a newly affiliated

JCNA member club. It is the Canadian Prairies Jaguar Club, designated NW69, and has members in Alberta and Saskatchewan. The founder has been a Jaguar Car Club of Victoria member, who often wondered why Alberta couldn't host a concours such as Jaguars on the Island. He set about learning if a club could be formed in his area of Calgary, and the rest is history. They are a welcome addition to our North West Region.

The 2022 Concours Rule Book is now available for download on the JCNA website, www.jcna.com. It is found under the Events, Concours tab.

And speaking of Concours, the Victoria club is hosting Jaguars on the Island July 22 - 24 at Windsor Park in Oak Bay. Host hotel is the Delta Ocean Pointe by Marriott. Also tentatively scheduled is a JCNA slalom, pending site approval. The Seattle Jaguar Club is repeating Jaguars on the Green at their new venue, Swinomish Casino and Lodge in Anacortes, WA on August 6 and 7. September 10 (to be confirmed) is the Oregon club Concours at the Portland ABFM.

October 12 - 16: International Jaguar Festival (dates to be confirmed) Dallas, TX.

In 2023 the AGM will be in San Francisco on March 11 and the International Jaguar Festival October/November in Santa Barbara.

You are welcome to contact me with any questions or concerns you may have about JCNA, caroleborgens@shaw.ca.

Happy Motoring!

Bring a Trailer continued from page 6

Last year, Bring a Trailer auctions drew nearly two million comments, and the site registered more than 200,000 new users. An active legion of commenters pepper each auction entry with informed dialogue. “Watchers” track the bidding via email and may jump in at any time with bids of their own. In 2020, for example, a tiny - and rare - Austin Mini beach car attracted more than 500 comments and 1,000 “watchers” before selling for \$230,000 to a collector in Germany.

Besides smallish competitors like the Sackeys' site and Marqued, a recent venture by Porsche Digital, Bring a Trailer can expect bigger challenges in the year ahead. One looming rival: Bonhams, the British auctioneer founded in 1793.

After acquiring The Market in Britain, an established auction platform, Bonhams unveiled its own auction site last year. (Established auction houses like RM Sotheby's and Gooding & Company already offered online events and public sales.) A European website was added last fall, and on Jan. 24 the firm plans to introduce a U.S. site.

“We'll be the first traditional auction house to offer a continuous global online platform,” said Caroline Cassini, general manager of the U.S. website. “We'll be 'live' 24 hours a day, seven days a week, worldwide.”

Users enter at the main Bonhams site and then select their location for auctions.

“We've got so much heritage and the massive Bonhams database, so we're not starting from zero,” Ms. Cassini said. “But we're also not going to begin by trying to sell 500 cars a day. We want to grow organically and provide a premier service.”

Like



Bring a Trailer, the Bonhams site promises to curate each car up for auction, verifying accident reports, originality claims, and engine and mileage numbers. The site will also help in writing vehicle descriptions, providing photographic services and arranging transport after cars are sold.

Initially at least, Bonhams plans to include informed commentary from regular contributors. “We'll see how it goes,” Ms. Cassini said. “We want to make sure the section features serious discussion.”

Bonhams' site will focus on cars in the \$100,000 range and below, according to Ms. Cassini. “Premium cars still do better at live auctions,” she said. “We don't see tent-pole sales, like those at Scottsdale, Amelia Island and during Monterey Car Week, going away anytime soon.”

The Sackeys don't plan on featuring outside commentary with their offerings. Like Mark

Hyman, who runs a high-end brick-and-mortar dealership, they believe their clients prefer to operate out of the limelight.

“I think Bring a Trailer is fantastic,” said Mr. Hyman, proprietor of Hyman Limited in St. Louis. “It's done an amazing job of bringing the collector car hobby into everybody's home. It keeps sellers honest, and the comments educate buyers about what they're getting.

“But ours is basically a concierge business,” he went on. “We deal in the top of the top. And our buyers and sellers like to keep things discreet.”

Mr. Hyman credits Covid (“It convinced people with disposable income that the future is now.”) and the specter of inflation (“physical assets like collector cars and real estate became a good idea”) with making 2021 “our best year ever times three.”

With collectible car values continuing to climb, Mr. Nonnenberg expects that Bring a Trailer “for sure has the coming year to run, barring a major macroeconomic correction.” In the past two years the staff has expanded to 100 employees, from 20. All are based in the United States and all, including himself, are working virtually.

“Our ability to grow our team means everybody still gets a human to deal with when they sell on Bring a Trailer,” Mr. Nonnenberg said. “And as of the beginning of January, there's still a long line of folks who want to use our service.”

Spring Cleaning-Jaguar Style

Stuart Trenmolme
Historian

It's that time of year when one begins to sort out all the stuff that has accumulated and needs to be gone through and dealt with. I am no exception. When I became the club historian I received five large storage bins full of loose material and some well-preserved photo albums.

Rick Martin was an early historian and chronicled the club's history in a series of wonderful albums which remain well preserved. There was also a lot of loose material, primarily club rosters and Cat Fanciers from over the years, although many were missing.

I found it interesting that the club was initially incorporated in 1961 as the Jaguar Club of Oregon (9/7/61 - 8/26/81) and more recently as the Jaguar Owners Club of Oregon since 8/26/1981. According to the club historian in 1988, Bob Lamoreaux, the club had an early trial run and then languished for a few years. A group met again at the old Hill Villa restaurant on April 12, 1968. That group included Bob and Eula Fox, Dick and Pebble Hodgson, and several unnamed others. From that point on the rest, as they say, "is history."

The first All British Field Meet was in 1976 at Blue Lake Park and was organized by Jim Singmaster. Club events have occurred on a regular basis since that time.

There are many who have contributed to the success of the club but, as I looked through the material, a few names stick out. Barbara and Ed Grayson have contributed in numerous ways and of course there is Rick Martin and Glen Enright (and many others.) As I perused the pages of the Cat Fancier I was intrigued by the wonderful art work and drawings done by Wayne Bagley during his time as CF editor from March, 1970 until his death in 1986. In addition, Wayne was a commercial artist, a yachtsman and writer.



On top of one of the bins was an inscription "Loose

Photos, ABFM Programs and the 'Presidential Dog.' Inside was a stuffed Snoopy. If anyone can shed light on the "Presidential Dog" please let me know.



The present problem is what to do with all the material that we have accumulated. The initial thoughts, at the Board of Directors meetings, have been to digitalize it and make it available to the club members through the website. I'm certain club members would surely enjoy reviewing the club's history. More on that effort later.

If any of the club members have material to

add to our history during their spring cleaning it would be greatly appreciated. Just forward it to me. I have included a past "mystery photo" to see if you can spot the current club members. We are particularly looking for club rosters between 2003 and 2016.

Good luck with your Jaguar Spring Cleaning.

You're Invited!

Greetings British car club enthusiasts!

We invite you to join our Summer Tour of the Idaho British Car Club to be held in Twin Falls, Idaho, June 23-25. All are welcome. Please use the link below to view the event schedule and register for this event celebrating British cars in our beautiful Idaho environment.

We look forward to having you join us.

With best regards,

IBCC

www.summertour.idahobritishcars.org

From left to right in the back row are: Marge and John Jaksic and Larry and Pat Grayson. Front row Barbara and Ed Grayson. The occasion was the 1978 Western States Meeting at the Ponderosa Ranch, Lake Tahoe, California.

IT'S JUNE!

Seattle/JOCO Combined Tour Mt. St. Helens and Over-Nighter!

June 25, 2022

Organized by Seattle Jaguar Club as an interclub event with Jaguar Owners Club of Oregon.

Meet at 10AM at the Country House Restaurant (404 State Rte 506, Toledo, WA 98591.) If you need gas there is a Chevron station on the West side of I-5 at exit Exit 59.

You do not have to drive a Jaguar, all members are welcome!

The adventure starts at Toledo and finishes in Kelso/Longview for dinner and optional overnight stay at Red Lion Hotel (510 Kelso Dr, Kelso, WA 98626). A block of rooms, at a discounted rate, will be reserved. Details to follow.

It's called an adventure for some good reasons. Mother nature has given drivers a challenge.

"Heaves" and "sinks", some hidden in the shadows, require continuous attention. But if you pay close attention to what is happening to the car ahead and you are cautious, then any car can drive the road. There are also about a dozen 250-foot sections of compact dirt and gravel that you can usually drive

around, or drive slowly, or pussy-foot in Cat parlance.

Plan on five hours of driving time, plus the time to arrive at the start. We are allowing an additional 1.5 hours for a few stops, including Windy Ridge lunch break (**bring your own picnic lunch.**)

Sunshine and a view of the cone aren't guaranteed, although it is only 3-4 miles from the Windy Ridge viewpoint.

Getting together for dinner after will be fun. Details on the restaurant will follow.

For those that want to stay overnight we will reserve a block of rooms at the Red Lion in Kelso.

Details on how to make your reservation will follow soon via an E-mail Blast from Seth. RSVP for the drive and if you are staying for dinner on Saturday evening.

RSVP to:

Seth Shenkier

541.801.9553

Seth.P.Sheker@gmail.com

Well, we've come to the end of yet another Electro-Cat. I want to thank all who contributed to this issue: Carl Foleen and Sue Kornahrens for, again, supplying the pix of the trip to the Lacey Lady; Rob Enderle, our Central Oregon correspondent, for his look into the future of Jaguar and all things automotive; Bill Relyea and his history of Radiomobile; President Rex for his monthly words of wisdom; and again, Gene Owens for organizing the SyKarting, and Mrs Yrs Trly for over seeing my syntax and grammar, otherwise you'd have an even harder time figuring out what I meant. Stay safe and stay well, No Foolin'.