



THE Cat Fancier

February 2022

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member

HAPPY GROUND HOG DAY!



JOCO TECH SESSION
FEBRUARY 12TH 10AM
NORTHWEST AUTO DESIGN

Rex Loquitor



REX GOES ON A RANT

It's the 25th of January (Burns Day) and, while I wait for the Haggis I will be having for dinner, I thought I'd share a little something with you. Something happened recently that brought a level of frustration that only a fellow wrench turner can appreciate. I'm talking about purposeful mechanical complexity.

Have you heard of the Right to Repair movement? We have pending legislation here in Oregon and many other states in the union. The main belief being that when we buy something, it is ours to do with as we wish. This used to be the way of things, but not any more. Manufacturers have purposely kept us from updating or repairing. They are making products that fail prematurely simply to increase the bottom line. We all know this, but it has become quite galling and we are not going to take it any more. Excuse me while I pull myself together here,

The most vocal of the right to repair groups are the ones around electronics. Who can blame them? When Apple comes out with a new phone, they purposely slow down the older phones. I had a Samsung Galaxy 7 and by the time the Galaxy 9s came out, they purposely wrote software that made my phone glitchy. When I asked them how to update it, they told me they no longer supported such an old phone.

This is not the area that affects me much though. I doubt I would ever tear into my phone to fix something. However, appliances are a different thing. I have repaired many a fridge, washer and dryer and other such devices. Usually it takes basic tools. Why would I do this you ask? Well, for one, when I was younger simply to save money. But more importantly I don't believe in the throw-away society. But now even the appliances are getting ridiculous. In our new house we have one of the three oven, fancy schmancy things that's all built in. When the microwave portion went on the fritz, I decided to call someone in to get it fixed because I don't have the time to go at it. After a couple hours of some blue language even the certified professional couldn't fix it. His complaint was overly complex design and he needed more parts.

Even that which is closest to my heart, the Car has done it to us. Now manufacturers have put in so many ways to block us from taking care of our own vehicles. Most folks who are fine wrenching on a car from the 60s wont go near their modern car. Modern cars really are not as hard to work on as the old cars. The problem is they have put so many special tools and diagnostics in our way that most people are afraid to tackle them.

Car manuals today don't even want you to change a tire. Heaven forbid you need something as complex as an oil change. All most manuals today will do is tell you how to contact the dealership. On the other hand, my 1958 Jag came with a tool box that had the specific tools so the owner could adjust valve clearance. In the 50s it was expected you would do some maintenance. If we go fur-

Rex Loquitor continued on page 3

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www.joco.org

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

ther back the manual that came with my 1920 Model T walked you through the process of how to rebuild the whole engine. When you bought a car back then, it was expected that you would do most of the repairs yourself.

What has brought on this tirade you might ask? What is it that has sent our president off the edge? Do we need to sign him up for professional counseling? Well dear reader, let me tell you, it's my wife's car. The dreaded BMW 7 series.

I know that these cars are bought by people who never see the inside of an engine compartment. However, I take pride in keeping all my cars running. Simply replacing spark plugs on this beast has brought me to curse the name of Bavarian MotorWerks. Everything is so obviously designed to overcomplicate the process of repair. It all came to a head last week with a problem that should have been so simple that it should not even be mentioned.

On one of the few times I drive my wife's car, I noticed that the blinker was flashing fast. I got out of the car to check the problem and I saw water in the tail light shorting out the blinker. No problem, I said to myself, this is an easy fix. Pull the tail light, drain it, check the seal, maybe replace the bulb. Piece of cake.

Once home I went to pull the light. The only access was behind the trunk's decorative interior. No problem. I pulled the trim around the trunk and then realized that there were three rigid panels to get to the light. No problem. I just had to take them off in order and then I should be able to get to the light. The third panel runs under the aluminum strip for the bottom of the trunk hasp. No problem. Till I realized that this was all tied together with specific mounting hardware that needs a specific BMW wrench! I decided that I would get to this when I have a bit more time. At the moment that I write this, the taillight is still not fixed.

If this was my old model T It would be fixed by pulling two screws and drying it off with a rag. If the inside was corroded I could probably build a replacement part in 10 minutes with what I have around the shop. If this happened in the '58 I would have cursed Lucas for their electronics, got out some sandpaper and had it fixed in no time. My 2004 Boxster would need a special tool, but it came in the tool kit and would be out in a jiffy. Even my 2011 Jag would let me get at the part with regular tools. Is it no wonder we all like to work on the older cars.

Do you agree with me? Will you stand with me my mechanical brethren? We need to have a right to repair. Things were better in the old days! I want to bring it all back. Now, if you will excuse me, I need to go yell at the neighbor kids to get off my lawn.

Rex

Have You Paid Your Dues?

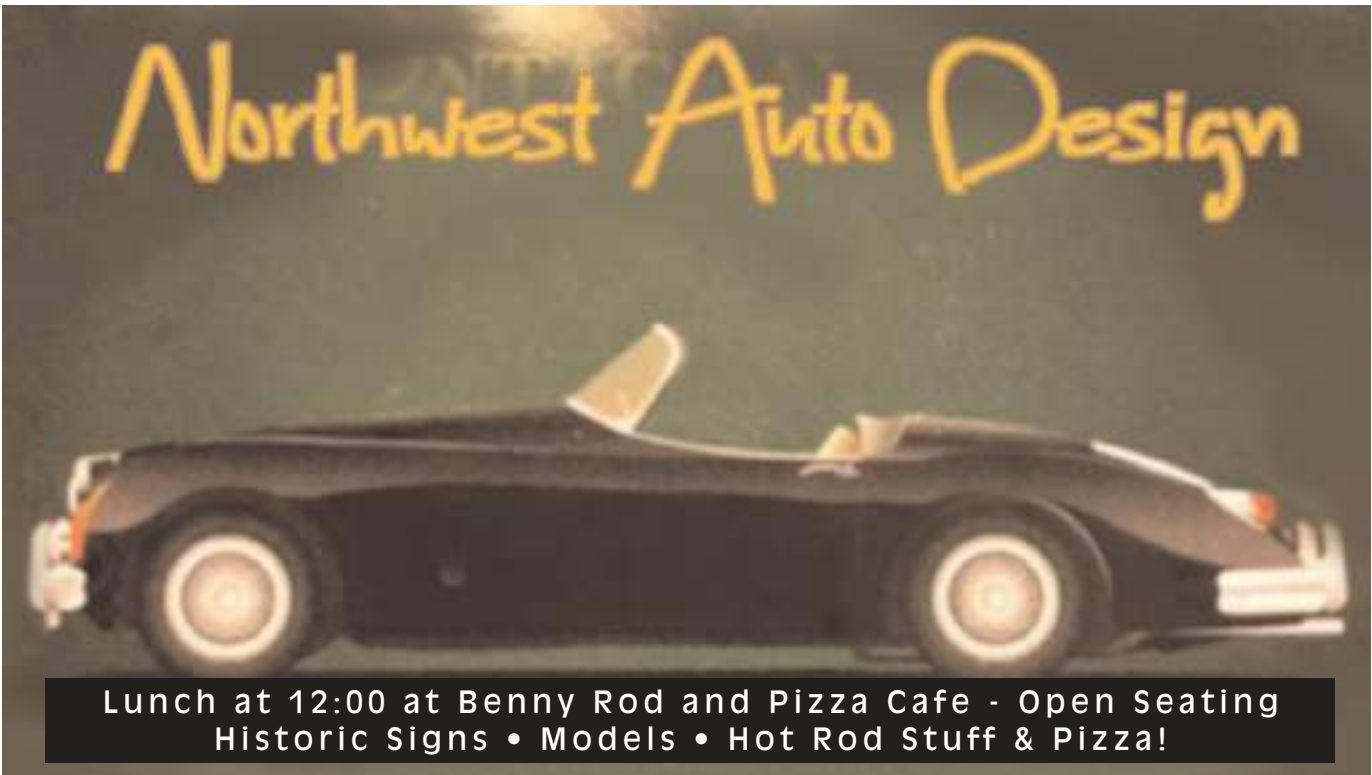
We have some F-U-N times planned for 2022. But before that, a gentle reminder.

It's time again for Dues.

JCNA has raised dues \$10 this year, but the board has decided the club will absorb this added cost.

So, if you act now, YOU can enjoy the wonders of JOCO for the low, low price of only \$70.

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



It's time for the February JOCO Tech Outing!

We want to see you there. Gary Jackson and his crew will show you what it takes to do the best in automotive restorations. This is the first of many great events in store this year for us as a club!

When: Feb 12th at 10:00am

**Where: Northwest AutoDesign
6311 NE 63rd St.
Vancouver, WA 98661**

What: Northwest Auto Design is a turn-key auto restoration shop. The shop provides all aspects of sheet-metal and frame fabrication, and they offer award winning painting and upholstery to concours standards. Owners and drivers agree that the quality and fit/finish are of the highest caliber.

On display will be:

- 1. 1938 SS Jaguar 3.5L DHC
- 2. 1938 SS Cars Engine and gearbox

- 3. 1949 Jaguar MKV 3.5L DHC
- 4. Several E-Types
- 5. Austin Healey
- 6. Lucas electrical products and the restoration process.
- 7. Modern Starter and Alternator retrofits from Powerlite/Dynalite and WOSP Performance
- 8. Girling and Luvax - Rotary and Lever style shocks and Links
- 9. Radiomobile Radio System and Components
- 10. Upholstery and Seat types along with track systems used on SS and Jaguar cars.

As usual, we appreciate an **RSVP** from the members, especially those who plan to attend.



Give Bill Relyea a shout at 503-

363-1292 or
wrelyea@comcast.net

Rob Enderle Tells All:

Read it Here

Three Technologies that May Show up in Future Jaguars

There are three technologies I've been made aware of that I expect to show up in future Jaguars. The first began as a joint project between Jaguar and Intel that I ran into at Intel Labs around a decade ago; the second Jaguar has been getting feedback on for several years; and the third has been showcased by NVIDIA, but is expected to appear in many, if not most, high-end autonomous cars due out in the second half of the decade.

Let's take each in turn.

Snow and rain piercing headlights.

This started out purely as a science experiment in Intel Labs, but Jaguar apparently got wind of it and began looking to see if it could put it in cars. They used a front-mounted camera to tell the car's computer system about the density of rain or snow in the car's path. Then the computer modulates the headlights faster than you can see to minimize the number of raindrops and snowflakes reflecting the light.

The demonstration was very much like suddenly having super vision because, with the system off, most of the rain and snow simply seemed to vanish immediately showing the road ahead. What I found interesting at the time was that most of the developers initially believed the technology wouldn't work on snow because snowflakes move more erratically than rain, but they were able to get it to work with snow with amazing results. The feature does require a great deal of processing power and will likely be delayed because of that, but I expect it will come with autonomous driving features. In addition, it should be particularly beneficial to autonomous driving systems based on cameras (which will eventually also get integrated washers and wipers to keep them functioning in inclement weather) to assure those cameras can see to drive the car.

AR windshield.

Jaguar was one of the first vehicle manu-

facturers to look at using AR (augmented reality) to enhance the driving experience. By extending the heads-up feature to the entire windshield, they discovered they could do a better job with directions, pointing out oncoming hazards (like a deer, pet, adult, or child about to run in front of the car) better than the more limited heads-up displays we have now. BMW also looked at this, but it went the route of trying to integrate a VR headset which entailed huge regulatory and driver usage issues. Those using the prototype system really didn't like wearing the headset even though you could take it out of the car and use it for foot navigation to your destination.

Jaguar's approach tested far better because you don't need the headset. We've known since the failure of 3D TVs that consumers really don't like the glasses, and Jaguar's solution correction ascertained that a headset approach was a non-starter. I believe BMW has abandoned the headset approach and is looking at the larger windshield offering, as well.

In-car smart digital assistant

It is no secret that several car makers, including Jaguar, are looking at putting Alexa in the car. However, what NVIDIA has showcased is more of a true AI rather than just a front end to Google search with some additional car control capabilities. What NVIDIA envisioned, and the automakers seem to want is a true conversational AI that can better understand what you want and become more of a companion than the current group of assistants can currently do. Imagine being able to talk to your car and have it talk to you like it was another person. It could suggest charging stations, places to eat and entertainment to enjoy while you, or the car, is driving. But most important would be its ability to automatically recognize threats and both help you avoid them, or help you respond to them safely and effectively. If the car has a problem, rather than just telling you there is a

problem, it would provide you with choices based on where you are and your skills on how best to address that problem. And if you are having a health or safety issue, it would call the best responders to address that issue while taking control of the car when needed to keep you safe.

Ideally, this would be part of the guardian angel protocol that will be available in cars you can still drive yourself, as well as part of the driver protection for cars that are only self-driven. Personally, I'm having a hard time seeing Jaguar go the full self-driving route and removing the steering wheel because it would lose the performance driving and personal engagement aspects so closely tied to the brand.

Wrapping up:

By the end of the decade, I expect Jaguar to release cars with three new features. The first allows the car and the driver to better see in rain and snow; the second turns the entire windshield into a display to improve your driving and to potentially show entertainment content when the car is driving itself; and finally, to implement an intelligent digital assistant that would be a godsend, particularly for those of us who anthropomorphize our vehicles by naming and talking to them. When that last technology shows up, our cars will begin to talk back to us and become the companion that many of us even now imagine them to be.

As a result, by around 2030, I expect we'll be better able to safely drive in rain and snow, be far more able to avoid accidents when we are driving, and to develop a relationship with our cars that is far deeper, and I hope, not at all creepy. Maybe it'll be something like KITT in that old Knight Rider show and not at all like Stephen King's homicidal car, Christine. Fingers crossed on that last one.

£864,000 - 2015 Jaguar C-X75. 1 of 7 Spectre film cars, chassis 007

Andover, United Kingdom

Description

2015 Jaguar C-X75 1/7 Spectre film cars chassis 007

Originally produced as a hybrid-electric,

2-seat, concept car by Jaguar Cars in partnership with the derivative of the Formula One team, Williams Advanced Engineering which debuted at the 2010 Paris Motor Show. Initially

a 250 car run was planned and then in 2012 Jaguar took the crazy decision to cancel the production citing the economic climate wasn't right - all that is wrong with JLR encapsulated in one decision! Famously a Jaguar C-X75 (painted in dark orange) appears in the 24th James Bond film Spectre as Mr. Hinx's car (licensed ROMA 860K). It takes part in a car chase around Rome against James Bond, who drives an Aston Martin DB10. Jaguar supplied seven examples to the filmmakers. Although the cars are visually faithful to the original C-X75 concept, they are mechanically unrelated.

According to JLR Special Vehicle Operations chief John Edwards, the film cars were "constructed around a space-frame built to World Rally Championship

007, is one of the seven Jaguar C-X75's used as stunt cars in Spectre, starring Daniel Craig. While 007 is at the wheel of an Aston Martin DB10, Mr. Hinx, the

assassin for the Spectre organization, chases him in a 2015 Jaguar C-X75. Post film production, the car was sold by JLR to our client and in his ownership the car has just been serviced by



spec" and powered by a dry sump V8 Jaguar supercharged engine. Although the new appearance of the C-X75 led to speculation that production plans for the car were being revived, Edwards was quoted as saying "the film was an opportunity to showcase C-X75 and the fantastic capabilities of the Special Operations team, but it doesn't mean a change in strategy."

As with the original concept car shown at the Paris Motor Show, the seven cars built for the film were in collaboration with Williams Advanced Engineering. Our car, with the iconic chassis number

JLR Classic division.

This is not only a part of James Bond history but both Williams F1 and Jaguar heritage.



JOCO AGM Re-Cap

by Yrs Trly

Lots of eager JOCO members made an appearance at the January Annual General Meeting held at the Stock Pot Broiler in be-you-ti-ful downtown Progress. The restaurant provided us with large round tables in the largest meeting room, so there was plenty of space for social distancing and conversation.

As usual, the Stock Pot provided us with a delicious brunch buffet which included the usual eggs, meats and veggies, nicely displayed. Folks were able to mix and mingle to their comfort level.

After eats, President Rex Schneider presented a Power Point (assisted by Carl Foleen on projector.) Rex recapped for us the past year's activities, our bank balance and raised for discussion what we should do with our CD investment, which came due. On that point, it was decided that the Board would come up

with some possible scenarios, which will be put to the vote by the membership at a future date.

He then handed round a paper on which had the board's suggestions for activities for 2022. You will find that list elsewhere in this issue. It was noted that there was still room for events suggested by the rank and file. If you have some ideas, be sure to contact Rex or any of the board members.

On that note, the three new board members for 2022 are: Carl Foleen, Bill Relyea and Stuart Trenholme. Stuart has taken on the job of Club Historian. Carl Foleen continues to assist Ye Olde Ed. with providing photos for the newsletter and Bill Relyea has organized the February outing and will supply, from time to time, technicle articles to the E-Cat.



Lucas Dynamos for Jaguar Engines C45 Series

by William Relyea
February, 2022

1. Generators (dynamos) in the pre-XK era

Very early SS Cars had Lucas C45/YV.1 generators until 1937. In 1938 SS Jaguar started using Lucas C45/PV.3 generators for the 2- and later 3-Litre cars. These dynamos were available as "Special Equipment" version (in addition to the more common "Standard" version.) Many illustrations and photos from 1934 onwards, show Jaguar engines with the "Special Equipment" generators having a nickel-plated yoke, black strap over the inspection holes for the brushes and the "Special Equipment" badge.

The pre-war C45/PV.3 dynamos for the larger engines had Type LI/1 and Lucas part number 238186. Note that pre-war Lucas part numbers consisted of 6 digits. The Jaguar Spare Parts Catalogue of December 1947 indicates that 3-Litre models from 1938 - 1947 used Lucas C45/PV.3 generator (Jaguar Code No. C.1075) and Lucas Part No. 238186 having a cast iron pulley with integral fan (Jaguar Code No. C.1076.) The Lucas Car Equipment and Spare Parts Catalog (Publication No. CE502, Dated: December, 1949) lists the following Nomenclature for the Jaguar 3-1/2L and 2-1/2L model MARK V cars: **Dynamo: Lucas - Model & Type: C45PV/4 G86.**

Service Notes and Test Data for 12V Equipment - Positive Earth Return

DYNAMO

- Two pole ventilated design; compensated voltage control; clock-wise rotation viewed from driving end.
- Crossed connection will cause serious damage to the regulator. Connect YELLOW LEAD to main terminal and YELLOW LEAD WITH GREEN TRACER to field terminal.

TEST DATA

- Dynamo Cold:
- Cutting in speed 900-1050 rpm at 13.0 dynamo volts
- Output 20amps at 1600-1700 rpm at 13.0 dynamo volts taken on 0.6 ohm resistance load without regulator. (Resistance must be able to carry 25 amps. Without overheating.)

- Brush tension 30-40 ozs.
 - Field resistance 6.7 - 6.9 ohms.
- ## 2. The Special Equipment version of the C45 generator series.

From 1948 onwards Jaguar choose the "Special Equipment" version of the C45/PV.4 model range with model number C45/PVS, followed by C45/PVS.5 and C45/PVS.6, for the XK 120, 140 and 150. This generator is part of the C45 range, but there are (major) differences within the total range and parts are not always inter-



Example early nickel-plated yoke with black strap.

changeable.

The Lucas coding for the C45/PVS generator model is composed of: Generator with concentrically mounted armature with 4.5" diameter yoke; Voltage control, 2-Pole system with long type yoke; Ventilating; optional special finish, followed by an indication of design update (-4 or -5 or -6.)

It is unclear whether the "Special Equipment" version of the C45/PV.3 generator was ever coded PVS.3. There are reasons to believe that the "S" was only added when the C45/PV.4 dynamo was introduced in 1948. Lucas emphasizes the higher position of the "Special Equipment" version by stating in their brochures that these "have generally been applied to High Speed Sports and other special cars." They further supported the use of "Special Equipment" versions by giving it a unique, generic type number C45/PVS (instead of C45/PVS.4.) Only with the introduction of its improved successor in 1953 did the nomenclature change

C45/PVS.5.

From 1945 onwards four main groups of C45 generators can be distinguished where-by the first 2 groups have been mentioned here for reference only:

C45/P.4 and P.5 series: this is a fully closed, non-ventilated version with a cutting-in speed of 900 to 1050 rpm and a maximum output of 13 Amps at 1350 rpm. Mostly applied for agricultural use and used in combination with Control Boxes RF97 or RB107.

C45/PV.4 series: this is an open, ventilated version with a maximum output of 20 Amps at 1650 rpm. Applied for automotive use where a load is not exceeding 17 Amps and to be used in combination with Control Boxes RF95 or RB106.

C45/PV.5 and PVS.5 series: is basically similar to the C45/PV.4, but with the ventilation considerably improved by increasing the size and shapes of the apertures in the commutator and driving end-brackets for all suffix 5 versions. "S" versions have ball-bearings at both shaft ends. These generators have a maximum output of 20 Amps at 1650 rpm. Applied for automotive use where the continuous load does not exceed 17 Amps and to be used in combination with Control Boxes RF95, RB106 or RB310.

C45/PVS.6 series: an improved version of model C45/PVS.5) with a new armature, commutator end-bracket and brushes. Output was now 25 Amps; to be used in combination with Control Boxes RB310 (updated version 37297A with higher Amps setting.)

3. Survey and timeline of C45 "Special Equipment" generator versions per XK type



Dynamos continued on page 13

Steve Mackley
 Owner/General Manager
 5465 SW Western Ave
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Each of our Partners stand ready to address your needs with absolute professionalism and as a fellow enthusiast. They will appreciate your support as much as we appreciate theirs. And your Cat will carry on with a purr.

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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 <small>Please select one of the following membership options</small>	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.	\$ _____
JOCO Member Name Badge(s) Please specify how many you would like and the name(s)	\$18 ea.	\$ _____
Total Amount enclosed \$		\$ _____

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Make check payable to the **Jaguar Owners Club of Oregon**

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You can also fax your application with credit card information directly to JOCO at 503-246-8478

Hats Off To You! **JOCO MARKET PLACE**



logo embroidered on the front. Adjustable, it will fit most.

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

Hats are \$15.00
Patches are \$5.00

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 503-297-2060

With the New Year, Yrs Trly has emptied the Market Place basket. If you wish to continue, you will need to re-submit your offerings with new copy and any photos you wish to use. Photos should be in either hi-res .jpg, or .tif format, since Ye Olde computer only recognizes those. I can't use .pdf, sorry.

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!

Feb 12th Visit to NW Auto Designs.

Mar 12th Tour the restoration of the Bomber and lunch.

Apr 16th JOCO A GOGO. karting with your fellow Jag lovers.

May 14th Scale Steam Train rides and exhibition.

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

Jul 16th Jags on the Farm.

Aug 13th Astoria Rogue Drive.

Sep 3rd-4th The All-British Field Meet.

Oct 15th Jaguar Wine Tour.

Nov 12th Private Collection Tour, TBA.

Dec 3rd JOCO Christmas Party.

Mike Scott Receives Fox Bagley Award



(TOP) Board member, Gene Owens presents Mike Scott with the Fox-Bagley Award for Service to the Club.

(ABOVE) Mike and Sandi admire the trophy and read the names of the previous recipients.

Mike Scott is the 2021 recipient of the Fox-Bagley Service Award. This award is given to the club member who selflessly gives of himself for the benefit of the club.

Mike has served two terms as President, has been JCNA Concours Chair, Hosted the 'Jaguars on the Lawn' event, headed up the ABFM Friday night feed and spear-headed the arrangements in the tent, has been co-representative of the AABFM committee, among other tasks.

We wish to congratulate Mike and Sandi, both, for winning this prestigious award. Thank you for all your contributions to JOCO.

Hagerty Predicts the Future

Hagerty Insider

by John Wiley
23 December 2021

The past two years have been tough on folks who forecast for a living. Even if we'd predicted that a fast-mutating virus would infect hundreds of millions of people, we'd be hard pressed to foresee the ways it would impact everything from supply chains and government policy to personal spending habits.

Nevertheless, I'm here to stick my neck out once again and predict what 2022 has in store for the classic car market.

Whereas predicting specific events can be a crapshoot, one doesn't need a crystal ball to see the broader trends. In 2021 we saw explosive growth of online auctions, an ever-expanding definition of what counts as collectible, and the emergence of cryptocurrency as a way to pay for cars. Those trends will continue to act on the market in 2022 and beyond.

1. Sales at online auctions will double (again)

Online auctions have managed to pull off the seemingly impossible combination of both selling more cars and selling them for bigger money. At some point, supply should catch up with demand, at which time prices should level off. That's what happened to in-person auctions after the boom of 2014-15; more cars were packed into the tents each year until circa 2018/2019, when the quality of consignments slipped and buyers got picky.

That said, we don't expect that to happen in 2022. To the contrary, we bet the online platforms will continue to offer more cars while also attracting an ever-bigger audience. Based on existing growth trends in volume and price, online auctions should sell over \$2 billion worth of vehicles in 2022.

2. SUVs and analog supercars will continue to appreciate, but older American and British cars will tread water

Vintage SUVs led the charge in 2021. We predict they'll grow in value even more in 2022. (Photo by Aaron McKenzie)
More vehicles gained value in the latest release of the Hagerty Price Guide—56.2 percent—than at any point since 2014. Expect appreciation to persist in 2022 but be more narrow in scope. That means higher—maybe much higher—prices paid for analog supercars, vintage trucks, and SUVs, but stagnating values for both production American cars from the 1950s (excluding tri-5 Chevs) and budget British sports cars from the same period.

3. We'll see the return of eight-figure classics

A 1995 McLaren F1 and 1959 Ferrari 250 GT LWB Spider, both

offered by Gooding & Co. in Monterey, were the only eight-figure sales at auction in 2021. They will likely get more company in 2022. Conspicuously absent in the recent market surge have been the eight-figure classics that appeared at premier auctions quite regularly in the middle of the last decade. Only two cars sold for more than \$10 million in 2021. Even before the pandemic, the ultra-rich had become less inclined to bring their most valuable cars to auction and risk an embarrassing no-sale (think: Pebble Beach, 2019). That continued in 2021, with the growth coming mostly from newer, relatively attainable classics. But we suspect the broader appreciation in the market will draw more of these back to live auctions in 2022. That said, most eight-figure transactions will continue to be conducted privately.



4. A Japanese car will sell for more than \$2 million

It could be a 007-worthy Toyota 2000GT convertible, or a winning Mazda (or Toyota) Le Mans prototype. Or, a Nissan Skyline R34 GTR NISMO Z-Tune and Lexus LFA Nürburgring might also break this threshold.

More broadly, we expect the momentum in the market for Japanese classics of all prices to continue building. Surely, values for a few of these cars will cool, as that's bound to happen in a fast-expanding, immature market. But longterm demographic trends all but assure that an ever broader swathe of Japanese enthusiast cars from Miatas on up will only increase in value.

5. Project cars will stay shelved

As much as we love a great barn find, the "ran-when-parked" segment of the classic car market has been declining for some time and will, we suspect, continue to do so. There are some generational trends at work; aging Baby Boomers may be less inclined to take on a restoration that will carry into their 80s, and many younger enthusiasts are after vehicles they can use and enjoy with their families. Meantime, the skilled craftspeople who can execute big restorations are themselves aging and leaving the industry faster than they're being replaced, and shops are facing the same labor and parts shortages as everyone else. This slows down projects and drives up costs, but the biggest factor is simple math. It's rather tricky to bring a rough car back to life without winding up financially underwater. As such, cars with minimal needs will continue to be the most sought after.

If that sounds depressing to you, take solace in the fact that my predictions don't always come true.

Dynamos continued from page 8

4. Lucas C45/PVS models

This generation of Lucas generators was introduced in 1947. Although the Lucas part number was 22429A from the beginning, the commercial Lucas type number was C45 ZV or C45 ZVH. This was a Special Equipment model, but with a different commutator end-bracket, here shown with a square housing for the roller bearing. Also note the different electrical connection with two plug type connectors instead of the later terminals. The examples shown below have date code I 48 and 9 48 respectively. The model changed to C45



PVS when a modified commutator end bracket was introduced (probably 1949) with part number 22429D.



Lucas 22429A had a separate square bearing housing and was never used on XK120

4.1. Lucas 22429D & E (Jaguar C2527/1)

Early XK 120s up to W5275 (1952) used Lucas generator model C45PVS, part number 22429D and 22429E. The same version was applied on early Mk 7s up to engine # A8126. The C45PVS is a specially finished product with ball-bearings at both ends, a machined (non-passivated) nickel-plated yoke, a black painted band or strap for access to the brushes, commutator end-bracket in natural aluminum and drive end-bracket in cast iron painted black.

The "Special Equipment" tag is made of steel and nickel-plated with black-enamel depressed fields. It is secured by two bright steel solid rivets with hemi-sphere head; later 22429F and H versions had gloss-black rivets.



Later 22429F plate

This generator initially consisted of an armature part number 238806 with (metri-

cal!) ball bearings at both ends. In the aluminum commutator end (C.E.) bracket (Lucas part 238845) a rubber sealed Hoffmann type 115 ball bearing was placed (dimensions Ø15 x Ø35 x 11 and Lucas part 189307.) This ball bearing is generally known as 6202. At the driving end a cast iron bracket (Lucas part 238796) is used with a rubber sealed Hoffmann type 117 ball bearing (dimensions Ø17 x Ø40 x 12 and Lucas part 189308; also known as 6203.)



Early C45PVS integrated pulley and fan as one casting (C1076)

Note: Lucas 22429 generators (from D to H) used a cast iron pulley with integral fan (Jaguar part no. C1076). (Note: reproduction versions are made nowadays in cast aluminum.)

In 1952 the C45PVS /5 with Part No. 22462B was introduced and it had a different pulley (Jaguar part number C2579,) while the successor types Lucas part 22462D and E had a separate aluminum pulley and fabricated steel fan (Jaguar part number C7427 and C7428 respectively.)



Early C.E. bracket without Lucas script



Example of C.E. bracket for 22462/D with Lucas script

Note: Early C.E. brackets (both part number 238845 and 239265)

apparently have been cast without any Lucas script. Later brackets from generator part number 22462/D onwards have the word "Lucas" and "Made in England" on the outside. The inside casting numbers (L134), however, are identical for both versions.

Note: The commutator end-bracket for all "S" versions can be easily distinguished by having a larger recess for the ball bearing with an outer diameter of 35 mm; "non S" versions have a (smaller) bronze bush bearing with an outer diameter of 19,2 mm (Lucas part 238567 or 293263.)

4.2. Lucas 22429F & H (Jaguar C2527/1)

XK 120s manufactured in 1951 until mid 1952 used Lucas dynamo model C45PVS with part number 22429F and H. The same version was applied on Mk 7s of that period. Some modifications were made compared to the earlier part 22429E.



Generator C45 PVS was not painted black



Commutator End of Lucas 22429F

A new armature (239190) with ball bearings at both ends was introduced; this armature remained the same for the entire later production, including part number 22462 versions and changed only with the introduction of the C45PVS-6 model in May 1959.



(top) Type plate Lucas 22429F (December 1950)



(above) Pulley and fan combined in one casting

Dynamos continued from page 13

A new aluminum commutator end-bracket (Lucas part 239265) was introduced with a different bearing type: a fully enclosed Hoffmann type 115P bearing was now used (dimensions Ø15 xØ35 x 11 and Lucas part number 189237.) At the driving end nothing changed with bracket part 238796 and bearing part 189308. All other parts remained the same.

The photo below shows the same 22429 generator however with a K suffix as produced in 1957. This may have been a later service-part production run for the aforementioned types.



Lucas 22429K with built date 10 57

sion?) the yoke was painted in a black color and remained black for all following versions of the C45PVS/5 model. Some sources indicate that the 22462B was also applied on the early XK140. The Lucas "Advanced Information" data sheet for 1955 Jaguar Cars (dated February 1955) still mentions the 22462B as correct for the XK 140 (in fact for all 1955 Jaguar models). There is however no evidence that these (grey painted) generators have ever been used on XK 140s.



"Special Equipment" badge on 22462B generator painted grey (Lucas "poly-chromatic" grey?)

5.2. Lucas 22462D & E (Jaguar C5433)
With the introduction of the XK140 in 1954, the C45PVS-5 model was continued under part number 22462D, then later with suffix E. The differences between early 22462B and later versions with suffix D and E appear to relate to modifications in the two long fixing bolts which changed from part number 238521 to 272752 (see photo above right). The Jaguar code C5433 did not change although this modified generator was now painted black (both yoke and cover band) instead of grey.



Note: Some sources mention that the E suffix generators don't have a strap. This statement seems to be incorrect as there exist too many 22462E generators with that strap and the opening beneath (see photo below.)



Lucas 22462E with opening for brushes

Part number 22462E was also applied for the XK 150 until May 1959 (up to engine V1598) when a new generator model C45PVS-6 with part number 22496 B was introduced.

Dynamos Part Two in the March Cat Fancier

Well, we've come to the end of another Electro-Cat. I want to thank all who contributed to this issue: Carl Foleen for supplying the pix of the AGM and continuing his shuttering; Gene and Sarah Owens for the photos of our Fox-Bagley recipient; Rob Enderle, our Central Oregon correspondent, for his look into the future of Jaguar and all things automotive; Bill Relyea and his in-depth coverage of Lucas Dynamos; President Rex for his monthly words of wisdom; and last but not least, Mrs Yrs Trly for syntaxing and grammaring the words. Stay safe and stay well.