



THE Cat Fancier

January 2022

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member

HAPPY
NEW
YEAR

JOCO AGM BRUNCH
JANUARY 8TH 10AM
STOCK POT BROILER

Nonsequitor



It was the best of times, it was the worst of times, it was the age of wisdom, it was the age of foolishness, it was the epoch of belief, it was the epoch of incredulity, it was the season of Light, it was the season of Darkness, it was the spring of hope, it was the winter of despair, we had everything before us, we had nothing before us, we were all going direct to Heaven, we were all

going direct the other way-in short, the period was so far like the present period, that some of its noisiest authorities insisted on its being received, for good or for evil, in the superlative degree of comparison only.

There were a king with a large jaw and a queen with a plain face, on the throne of England; there were a king with a large jaw and a queen with a fair face, on the throne of France. In both countries it was clearer than crystal to the lords of the State preserves of loaves and fishes, that things in general were settled for ever.

It was the year of Our Lord two thousand twenty-two. Spiritual revelations were conceded to England at that favoured period, as at this. Even the Cock-lane ghost had been laid only a round dozen of years, after rapping out its messages, as the spirits of this very year last past (supernaturally deficient in originality) rapped out theirs. Mere messages in the earthly order of events had lately come to the English Crown and People, from a congress of British subjects in America: which, strange to relate, have proved more important to the human race than any communications yet received through any of the chickens of the Cock-lane brood.

France, less favoured on the whole as to matters spiritual than her sister of the shield and trident, rolled with exceeding smoothness down hill, making paper money and spending it. Under the guidance of her Christian pastors, she entertained herself, besides, with such humane achievements as sentencing a youth to have his hands cut off, his tongue torn out with pincers, and his body burned alive, because he had not kneeled down in the rain to do honour to a dirty procession of monks which passed within his view, at a distance of some fifty or sixty yards. It is likely enough that, rooted in the woods of France and Norway, there were growing trees, when that sufferer was put to death, already marked by the Woodman, Fate, to come down and be sawn into boards, to make a certain movable framework with a sack and a knife in it, terrible in history. It is likely enough that in the rough outhouses of some tillers of the heavy lands adjacent to Paris, there were sheltered from the weather that very day, rude carts, bespattered with rustic mire, snuffed about by pigs, and roosted in by poultry, which the Farmer, Death, had already set apart to be his tumbrils of the Revolution. But that Woodman and that Farmer, though they work unceasingly, work silently, and no one heard them as they went about with muffled tread: the rather, forasmuch as to entertain any suspicion that they were awake, was to be atheistical and traitorous.

Nonsequitor continued on page 3

Board of Directors

TERMS EXPIRE JANUARY 2022

Carl Foleen,	Portland
Rex Schneider,	Forest Grove
Mike Scott,	West Linn

TERMS EXPIRE JANUARY 2023

Tomas Bromander,	Portland
Sue Kornahrens,	Portland
Fred Nuttall,	Portland

TERMS EXPIRE JANUARY 2024

Don Compton,	Gaston
Mathew Nowak,	Sandy
Clint Percival,	Milwaukie

Officers and Chairs

President:	Rex Schneider, Forest Grove
Vice President:	Seth Shenker, Eugene
Secretary:	Open
Treasurer:	Mark Hull, North Albany
Historian:	Stuart Trenholme, Portland
JOCO Roster:	Barbara Grayson, Portland
JCNA Regional Liason:	Barbara Grayson, Portland
Membership:	Sue Kornahrens, Portland
Partnerships & JOCO Marketplace:	Open
ABFM Liason:	Mike Scott, West Linn
ABFM Liason:	Rex Schneider, Forest Grove
JCNA Concours Chair:	Mike Scott, West Linn
JCNA Concours Chief Judge:	Rex Schneider, Forest Grove
Newsletter Editor:	Glen Enright, Hillsboro
Webmaster:	Seth Shenker, Eugene

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

Disclaimer: Any technical information published here is without claim for accuracy, and is to be used with caution unless and until verified by another source as true and accurate. Any information published is intended to be for educational purposes, and not for use by the reader for at-home repair and/or maintenance. JOCO recommends that our readers use the services of a well-qualified mechanic/shop for any and all service to your motorcar. £

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



Legal Stuff: The Cat Fancier and JOCO's website content are publications of the Jaguar Owners Club of Oregon, 1641 SW Multnomah Blvd., Portland, OR 97219. All images and descriptions therein are copyright Jaguar Owners Club of Oregon, or their respective owners if a corporate logo, or other image, is noted as copyrighted or registered. Except for use in The Jaguar Journal, or a sister JCNA club publication, no item, image, or description therein may be reproduced in any form without expressed written permission. £

Nonsequitor continued from page 2

In England, there was scarcely an amount of order and protection to justify much national boasting. Daring burglaries by armed men, and highway robberies, took place in the capital itself every night; families were publicly cautioned not to go out of town without removing their furniture to upholsterers' warehouses for security; the highwayman in the dark was a City tradesman in the light, and, being recognised and challenged by his fellow-tradesman whom he stopped in his character of "the Captain," gallantly shot him through the head and rode away; the mail was waylaid by seven robbers, and the guard shot three dead, and then got shot dead himself by the other four; "in consequence of the failure of his ammunition:" after which the mail was robbed in peace; that magnificent potentate, the Lord Mayor of London, was made to stand and deliver on Turnham Green, by one highwayman, who despoiled the illustrious creature in sight of all his retinue; prisoners in London gaols fought battles with their turnkeys, and the majesty of the law fired blunderbusses in among them, loaded with rounds of shot and ball; thieves snipped off diamond crosses from the necks of noble lords at Court drawing-rooms; musketeers went into St. Giles's, to search for contraband

goods, and the mob fired on the musketeers, and the musketeers fired on the mob, and nobody thought any of these occurrences much out of the common way. In the midst of them, the hangman, ever busy and ever worse than useless, was in constant requisition; now, stringing up long rows of miscellaneous criminals; now, hanging a housebreaker on Saturday who had been taken on Tuesday; now, burning people in the hand at Newgate by the dozen, and now burning pamphlets at the door of Westminster Hall; to-day, taking the life of an atrocious murderer, and to-morrow of a wretched pilferer who had robbed a farmer's boy of sixpence.

All these things, and a thousand like them, came to pass in and close upon the dear old year one thousand seven hundred and seventy-five. Environed by them, while the Woodman and the Farmer worked unheeded, those two of the large jaws, and those other two of the plain and the fair faces, trod with stir enough, and carried their divine rights with a high hand. Thus did the year two thousand twenty-two conduct their Greatnesses, and myriads of small creatures-the creatures of this chronicle among the rest-along the roads that lay before them.

Happy New Year, Everyone!

I'm excited for our club and I hope you are as well because...
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 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.

Just wanted to let you know that Dues are Due, Old Chap!



AGM Election Brunch 2022!



It's Almost time for the JOCO Annual General Meeting!

We want to see you there. Don't miss the opportunity to have a voice in the club's direction. Vote for our new Board and officers. Find out what the next year will have in store for us as a club!

When: Jan 8th at 10:00am

Where: The Stockpot Restaurant 8200 Southwest Scholls Ferry Road, Beaverton, OR 970089

Cost: \$20.00 a head

What: A great Brunch where we, as a club, say adieu to 2021 and plan for a great 2022!

We will be voting for new Board Members William (Bill) Relyea and Carl Foleen.

We still have a position open for Secretary and another Board position. Have a recommendation? Call Rex and let him know.

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

Rob Enderle Tells All:

Read it Here

In 2021 we had a lot of impressive announcements including Jaguar's plan to move to an entirely electric car line and a number of impressive new car releases from old companies like Ford and GM, and new companies like Rivian. But 2022 will be no slouch either and as we begin the year let us look ahead at some of the product releases, we are expecting this year.

Jaguar

The most anticipated announcements from Jaguar anticipated in 2022 is not only the facelifted I-Pace but the electric F-Type. Jaguar has been rumored to be working with Williams Advanced Engineering (WAE.) This company is on tap to supply the Formula E series with batteries starting in 2022. They also helped develop the stunning C-X75 stunt cars that were used in the James Bond movie "Spectre."

Williams has recently announced a set of purpose-built technologies which they have named the EVX platform. This EVX platform is impressive, and it is supposed to form the base of the next generation of electric cars from a number of vendors and there is some speculation that one of those vendors, thanks to William's relationship with Jaguar, is Jaguar.

The specs on the EVX platform are drool worthy. They potentially would take the top end 575HP F-Type R and boost it to 1,360 hp with a dual motor implementation. You would need 4-wheel drive because even with 495 HP the first-generation F-Type V8 S (which I have) is incredibly tail happy and had a nasty tendency to chase that tail into guard rails.

That massive horsepower boost, assuming the car could hook up (which will not be easy) could give the F-Type R electric a 0-60 time under 2 seconds. A two second 0-60 would put that future car in supercar performance range and finally give Jaguar an electric that could compete with the amazing acceleration demonstrated by the Tesla Plaid.

While I doubt the car will appear much before 2024, we should see Jaguar begin

to tease it this year as they advance on their aggressive plan to go electric.

Airless Tires

Goodyear is expected to finally announce the date their airless tires will be available for the road. These tires have an unusual look that people tend to like or hate, but they also promise a far better experience than the old run-flat tires did. Using a rubber internal structure rather than air the tires would remain viable even if punctured given they do not use air for support. Deployed in cars it would not only mean no more spares, but no more of these questionable sealer and air pump solutions which were easier to use than changing the tire but nowhere near as reliable.

Individual Wheel Drive

Electric cars provide an option that ICE (Internal Combustion Engine) cars did not. That option is a motor for each wheel which promises a number of unique benefits. In a typical 4-wheel-drive ICE car, brakes are typically applied sometimes with special anti-lock differentials which sometimes also lock to give the best traction. This is not ideal because the locking differentials can be stressed as the car is driven on surface that does not slip, causing the axles to twist. You still must have the ICE engine in its power band which often causes the wheels to break traction when you try to apply power.

With an Individual Wheel Drive system, each wheel not only just gets the power it needs, but each engine also has 100% torque immediately. This allows you to ease on the power while still getting maximum torque applied as needed to each of those individual wheels.

For snow, ice, water, or hill climbing, these new drive systems should be a game changer. The next generation of electric cars should begin to favor this Individual Wheel Drive option this year, led by Rivian which shipped with it in 2021.

Level 4 Autonomous Driving

Level 4 may be as close as we get to autonomous driving before the 2030s, but we should see Level 4 trials roll out in 2022. Currently shipping autonomous

drive systems are only Level 2+. (There is one Level 3 system on the road, but it has been partially disabled so it only performs at Level 2+ right now.) Level 4 allows the car to drive by itself unattended for much of the time, but still requires a human driver occasionally for areas that are offroad, not well mapped, or are experiencing a heavy weather event (snow etc.) Tesla continues to mess things up a bit as they prematurely announced the availability of video games in the front seat of their cars, which understandably freaked out the regulators and set things back a year or so. We should get a better sense this year of just how soon, and how well, some of these new Level 4 autonomous systems will function.

Demand for these systems is not where it needs to be, so I am also anticipating several of the car companies to begin marketing their advantages before year end. Shame Knight Rider is not still on the air as that should help this effort immensely.

Wrapping Up

2022 should be a fascinating year for automotive advancements. We should, before year end, have a feel for just how aggressive Jaguar is going to be with performance with their F-Type sports car and we should also see the next generation I-Pace get announced. Airless tires should finally begin to show up in broad trials and the first Level 4 road tests should give us an idea just how far we can go before the Level 5 systems arrive around 2030.

We will also get broad improvements in the charging network for electric cars that will charge even more quickly, and some impressive car lines out of China of all places. And we should also see an increase in the shops and technology to convert old classics to electric power so as to keep them on the road longer, but I still think it will be at least 5 years before that trend truly kicks off.

Happy New Year everyone and here is hoping your 2022 is a ton better than 2021. Given that that is a low bar, I think we will make it.

World's Most Expensive Speeding Ticket: \$1 Million Fine

by Mark Putzer
December 16, 2021

While many drivers that buy expensive high-performance sports cars never actually push those vehicles remotely close to their top speed, some drivers do. They drive them to the maximum capabilities, and not just on a racetrack but on public roadways as well. Some drivers just feel the need for speed. In the case of one speeding driver, it came at an immense cost: a \$1 million fine, which is the world's most expensive speeding ticket.

What is the most expensive speeding ticket fine in the world?

The world record for the most expensive speeding ticket fine ever goes to a Swedish driver in Switzerland in 2010. The unnamed man drove his Mercedes SLS AMG sports car at a speed of 180 mph (290 kph).

The reason why the speeding ticket was so expensive is that, unlike in the United States, the amount of a speeding ticket fine in Switzerland is determined by a combination of a driver's income and the speed recorded. Many other countries in Europe follow a similar system for speeding ticket fines. The driver's excuse for the very high speed was that "the speedometer must have been on the blink." Of course, the police did not buy this excuse.

When asked to comment about the

speeding incident, local police spokesman Benoit Dumas said that "nothing can justify a speed of 290 kph." He followed that by saying, "It is not controllable. It must have taken 500 meters to stop." Along with the \$1 speeding ticket fine, authorities in



Switzerland impounded the Mercedes SLS AMG.

Australian insurance company Budget Direct recently did an assessment of speeding ticket fines around the world. At the top of the range is the aforementioned \$1 million in Switzerland. The rest of the world's most expensive speeding ticket fines were in Europe. This includes two other speeding tickets in Switzerland (\$327,000 and \$320,000), as well as Belgium (\$226,560) and Finland (\$217,000, \$141,661, \$141,600, and \$130,00). For Australia, the most expensive ticket fine was \$1,742.

What's the cheapest speeding ticket fine in the world?

The title of the world's cheapest speeding ticket fine goes to Sudan, with a speeder-friendly cost of only 7 cents. Other countries with low speeding ticket fines include Syria (\$0.08), Paraguay (\$0.13), Angola (\$0.47), Zimbabwe (\$1.93), and Cuba (\$2.50).

What are the most and least expensive speeding ticket fines in the United States?

Speeding ticket fines in the U.S. are small compared to Switzerland and other countries in Europe. The penalties

also vary from state to state. However, the United States has the most expensive speeding ticket fine in North America. This is in Oregon, which levies a \$2,000 speeding ticket fine for drivers that go 100 mph or faster. The title of the cheapest speeding ticket in the U.S. goes to North Dakota, with fines as low as \$5.

Many people may view the costly speeding ticket fines in Switzerland and other countries in Europe as excessive. However, the income-based speeding ticket fine system might be worth a closer look, especially if it improves road safety and reduces car accidents, traffic injuries, and deaths.

JOCO Xmas Re-Cap in Pix

by Yrs Trly

We had a very nice turnout for the 2021 JOCO Christmas Dinner at the Chart House Restaurant. Prez and Mrs Prez put a lot of effort into making everyone feel festive and welcome. Each table had Xmas Crackers and each attendee got an ornament for the tree. There was plenty of time prior to the meal for drinks and conversation. All in attendance, or at least the one's Yrs Trly talked with, were fully vaccinated, so everyone could relax a bit and truly enjoy themselves. After the meal, where the conversations paused occasionally to enjoy the delicious foods

prepared for us by the staff at the C.H., Rex and Suzie organized a Christmas/Holiday Trivia contest. The basis for the game involved each group of tables thinking up and writing down as many Holiday songs as they could remember in a given amount of time. Our table and another had the most names. After elimination round, the other table, which will remain nameless, ended up having more than ours. No prizes were awarded for the winners, except bragging rights. Sorry you missed it, if you weren't there. And if you were, you had a great time!



Rare Garage Find - 1 Of 4 Ever Built: The Jaguar XK140 By Ghia

Written by Ben Branch
September 29th 2021



It's believed that just four examples of the Jaguar XK140 were bodied by Ghia, an Italian coachbuilding firm responsible for some of the most beautiful cars of the era.

ing firm responsible for some of the most beautiful cars of the era.

Of the four cars that had bodies built by Ghia this one is the most unique as it features modernizations applied by Ghia after it was initially built - the grille was changed in 1956 and then in 1959 after some front end damage the front of the car was redesigned - leaving it looking distinctly different from its siblings.

Fast Facts - The Jaguar XK140 By Ghia

The Jaguar XK140 was introduced in 1954 as a replacement for the outgoing Jaguar XK120, a difficult task due to the popularity of the earlier Jaguar. Jaguar engineers were careful to keep the much-loved styling very similar to the XK120, they added a series of refinements including more room for taller drivers, improved suspension, a more powerful engine, rack and pinion steering, and improved brakes.

Power is provided by a 3.4 liter Jaguar XK straight-six engine with double overhead cams and either 190 or 210 bhp depending on final specification.

As the XK140 could be ordered as a powered rolling chassis a small number had custom bodies fitted built by coachbuilders, including four that were

made by Carrozzeria Ghia of Italy with design work completed by Giovanni Michelotti.

The Jaguar XK140 - Origins

The Jaguar XK140 had big shoes to fill when it was introduced in 1954, the earlier Jaguar XK120 had been the fastest production car in the world when it was first offered to the public in 1948, and it boasted celebrity owners including Clark Gable - arguably the biggest movie star in the world at the time.

Rather than attempting to reinvent the wheel with the development of the XK140, Jaguar engineers and designers instead focussed on improving the minor flaws in the XK120. The suspension and

brakes were improved, the engine was tweaked for a little additional power, and the body was slightly modified to make room for taller drivers.

Perhaps the only downside to the XK140 was this conservative approach to modifying the design, the automotive world had moved a long way since the 1940s when the XK120 was designed, the XK140 did appear a little dated to some.

As is always the case, the car looked fantastic to many others and the model proved to be such a success for Jaguar that they would release another model in the series with similar design later, the XK150 first released in 1957 and sold until 1961 when it was replaced by the E-Type.



Ordering A New XK140
In the 1950s you could order your new XK140 as either a roadster, a drop-head coupe, or a fixed head coupe. The roadster has a simple folding roof, the drophead has a more substantial folding roof offering better weather protection, and the fixed head is a tin-top coupe.



This is how the car looked originally, before the front was redesigned in 1959.

Both manual and automatic transmissions were offered, this was a first for a Jaguar sports car and helped make the car more approachable for people who typically shied away from dealing with clutches and manual shifting.

The XK140 is capable of a top speed in the region of 125 mph and the 0 to 60 mph time is 8.4 seconds, both highly respectable figures for the mid-1950s - as

Steve Mackley
 Owner/General Manager
 5465 SW Western Ave
 Suite G
 Beaverton, Oregon
 97005
 503-626-2123
 503-643-5808 fax



Beavertonautoupholstery.com

RESTORATION | PRESERVATION | SERVICE
 COACH BUILDING | PAINT REFINISHING | BODY & PAINT | MECHANICAL | MACHINE | ENGINE



VINTAGE
 UNDERGROUND

541.510.5296
 WWW.VINTAGEUNDERGROUND.US

KINGS CROSS
 AUTOMOTIVE



315 E RESERVE ST | VANCOUVER, WA
360 | 695 | 3353
 YOUR DEALERSHIP ALTERNATIVE!

- Jaguar Experts
- Manufacturer Trained
- Factory Diagnostic Tools and Equipment
- Conveniently located
- ASE Certified

www.kingscrossauto.com

Welcome JOCO Partners

Our special Partnerships are with organizations dedicated to the highest level of Jaguar preservation and care. They are supporters of our Club who understand our appreciation and pride that comes from owning one of the finest automobiles ever made, one with a Royal heritage.

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.

"I know my clients and the markets."




Ben E. Schmitt, CFP®
 Financial Advisor
 Director of Retirement Planning Consultant
 503.444.0807

Member Ameriprise Financial Group
 1. Financial solutions and services for retirement
 2. Investment Services, LLC
 3. 200 N. 6th Ave., 3rd Floor
 Portland, OR 97208
 www.ameriprise.com


Contact me today!

JAGUAR PORTLAND
THIS IS NOT BUSINESS AS USUAL




Jaguar Portland
 A JAGUAR EXPERIENCE COMPANY
 503.340.4200 | JaguarPortland.com

SPORTS CAR SHOP
 ESTABLISHED 1985



SPECIALIZING IN EUROPEAN SERVICE & RESTORATION

Complete Service for Modern & Vintage Autos


BMW • MERCEDES • VOLKSWAGEN • AUDI
 PORSCHE • MINI • LAND ROVER • JAGUAR
 AUSTIN HEALEY • MG • TRIUMPH

288 W. 6th Avenue, Eugene, Oregon 97401

We Buy, Sell, and Consign Vintage Cars
 SPORTSCARSHOP.COM 541-342-1520



Artistic
 AUTO BODY
 Factory Certified



JAGUAR
 COLLISION REPAIR SPECIALISTS
 and Aluminum Body Repair Specialists

Dealership recommended
 30 Year Reputation of Excellence
 Craftsmanship That Exceeds Expectations
 Two Factory Certified Jaguar Technicians
 Factory Certified Structural and Non-structural Repairs
 The Highest Level of Jaguar Service and Personal Attention

503.639.9200
 www.Artistic-Autobody.com

7585 SW HUNZIKER ST
 TIGARD, OR 97223



J a g u a r O w n e r s C l u b o f O r e g o n

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 \$		_____

Pay by Check or Credit Card

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

If you would rather pay by credit card, please fill out the following information

Visa MasterCard

Card Number

Expires on / Security code

Name as it appears on card _____

Signature _____

Mail this completed application with your check or credit card information to

Jaguar Owners Club of Oregon • 1641 S.W. Multnomah Blvd. • Portland, Oregon 97219

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

Rare Ghia Bodied Jaguar continued from page 8

you may expect from an automaker who already had a slew of Le Mans wins under its belt in the 1950s, all using a modified version of the same straight-six 3.5 liter



From 1969 onwards the car was raced extensively in vintage competition, turning in good results in part due to the light body and high-performance 3.8 liter XK engine.

XK engine.

The Coachbuilt XK140s

One benefit of the body-on-chassis design of the XK140 was the fact that it could be ordered as a powered rolling chassis and sent off to a coachbuilder for a custom body - typically in Italy. Ghia and Zagato both built their own bodies for the model, and both were vastly different from the body offered by Jaguar.

The Ghia bodies were designed by Giovanni Michelotti, a man who would become one of the most influential automobile designers of his age. Interestingly he would design dozens of British cars over subsequent years.

Unlike the original Jaguar XK design, the

Michelotti body was distinctly Italian, looking perhaps more like a Maserati from the era than anything made in the British Isles.

The car you see here is one of these four Ghia-bodied vehicles but unlike the other three, this one returned to Ghia after a minor accident in 1959, as mentioned above, and received a new more modern front end.



This is how the car looks now, after spending the better part of 40 years in a garage and only coming to light recently.



The car's interior looks a bit shop worn, as would you, after 40 years of neglect.

These Ghia-bodied cars were made from aluminum alloy rather than the stamped steel used by Jaguar, alloy being a common coachbuilding material as it's easier to work by hand and it results in lighter vehicles. In this case the Ghia XK140 weighs 100 kilograms or 220 lbs less than the equivalent XK140 production car.

In 1969 the car was bought by a new owner who wanted to take full advantage of this slightly lower weight and the racing heritage of 1950s Jaguars. He had a high-performance 3.8 liter Jaguar XK engine fitted, with a D-Type head and triple twin-choke Weber carburetors offering notably increased performance.

He then raced the car extensively from 1969 onwards in historic events, winning races at circuits like Monza, and even beating a Ferrari 250 TDF on one occasion.

The car was parked up in 1979 and it's remained garaged ever since and unused, it now requires a full restoration as you can tell by the images.

JOCO MARKET PLACE



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.

Maintaining Your Jaguar Yourself

What You Can Do In Your Own Garage



Reasons to Perform Regular Maintenance

There are a few different reasons why you should stick to a regular maintenance schedule. First, it is a great way to keep your vehicle running reliably. The last thing you want is to be stuck in the middle of nowhere with an overheating engine. Regular maintenance decreases the chances that your car will break down. It also keeps your Jag running safely for a longer period. There will be a decreased chance that something will go wrong while you are driving, leading to an accident.

Maintaining your car also lowers future costs. If you notice anything unusual, take your car to your Jaguar mechanic. He can potentially locate minor issues before they develop into more serious and more costly ones. Lastly, neglecting your vehicle's maintenance schedule can actually invalidate the warranty on a new Jaguar. This means you may end up paying more for repairs in the future, just by failing to take care of your car now.

Standard Maintenance

Jaguar maintenance is never done. There are certain maintenance tasks that you must complete every month, every three months, every six months, and every twelve months. Read on to see the standard care schedule.



Every Month: To keep your car in top shape, every month you should check the tire pressure and tread, ensure all the interior and exterior lights work, check the windshield wiper fluid levels, and make sure the check engine light is not on. By completing these basic tasks, you can keep your running efficiently.

Every Three Months or 3,000 Miles: After you hit the 3,000-mile mark or after three months, you should inspect the engine oil, wiper fluid, automatic transmission, and power steering fluids. You should also inspect the lights, air filter, fuel filter, belts, exhaust, and hoses, as well as the tire pressure and tread.

Every Six Months or 6,000 Miles: In addition to the preventative maintenance listed above, every six months you should also check the windshield wipers, car battery and cables, and the chassis lubrication. You should polish your Jaguar, too.

Every 12 Months or 12,000 Miles:

Along with the three-month and six-month maintenance checks, you should also perform these checks annually. Inspect the coolant levels, steering and suspension, transmission fluid levels, and the brake system. Checking oil on dipstick

Cosmetic Maintenance

Though it's not as crucial as maintaining the inner working of your Jaguar, you should still take some time to focus on your car's appearance. Every month, or when you notice it getting dirty, clean your car's exterior and interior. Wash your car by hand, or head to the car wash. Vacuum the interior carpeting and use specialty cleaners to take care of the wood trim and leather surfaces.



HOW TO IDENTIFY BATTERY CORROSION

Most drivers won't notice car battery corrosion until they start to experience problems while driving through Fort Lee or New York City. However, any driver who's interested in being proactive can learn the signs quickly and easily. Here's how:

Let your vehicle cool for at least 30 minutes before you try to get close to the battery. It's a good idea to put on safety glasses and thick rubber gloves, too. Take a look at the battery terminals. If one or both of these is caked in white, green, blue, or teal residue, you're dealing with corrosion.

REMOVE CORROSION FROM YOUR CAR BATTERY

Maintaining Your Jaguar continued on page 13

Maintaining Your Jaguar continued from page 12

Before you start to remove corrosion from your car battery, make sure that you have exactly what you'll need on hand. Make sure that you have the proper safety gear, and think about picking up a respirator, too. Although you can pick up a recommended battery cleaning solution from our parts department, a little bit of baking soda and water can do the trick, too.

Cleaning Battery Corrosion with Cleaner

Remove the connecting cables (first black, then red). Spray the cleaning product on the battery until you've coated the entire affected area. With thick rubber gloves on, use your wire brush to scrub the area until the corrosion is removed. Make sure to get the battery case as well! Reattach your cables in the reverse order, and close the hood.

Cleaning Battery Corrosion with Baking Soda and Water

Remove the connecting cables (first black, then red). Apply baking soda over the entire area that's affected by corrosion. This will neutralize the battery acid. Add a small amount of water to activate the baking soda and cause a chemical reaction which will remove the corrosion. Clean and dry the area with a paper towel, and clean up any residue using a scrub sponge. Reattach the cables in the reverse order, and close the hood. It's never a bad idea to spray an anti-corrosion solution or apply an anti-corrosion gel to your terminals after you're through. Doing so can help to prevent the issue from recurring!

WHAT CAUSES CAR BATTERY CORROSION?

If you've put all this time into cleaning your battery, you might be wondering what causes car battery corrosion in the first place! Your battery heats up and cools down naturally as you drive, and releases hydrogen gas as part of the ventilation process! When this hydrogen comes into contact with surrounding materials near the terminals, corrosion is bound to occur. All car batteries need to be replaced eventually, but cleaning and managing corrosion can help to extend your battery's life.

HOW TO KNOW IF YOUR CAR BATTERY NEEDS TO BE REPLACED

If you've started to wonder about how often to replace a car battery, chances are high that your battery is nearing the end of its life! Any of the following issues could point to a dying battery:

- **Dim headlights**
- **Frequent need for jump starts**
- **Slow start-ups when you turn the key**
- **Unusual power fluctuations, or trouble charging devices**

In some cases, these issues may simply be the result of extensive battery corrosion. Slow start-up may also be the result of

dying spark plugs! Pop open the hood and take a look before you buy a new battery.

WHAT CAUSES CAR BATTERY DETERIORATION?

Batteries are sensitive components! Any of the following can have a significant impact on your battery's performance or lifespan: Extreme heat can cause evaporation of the liquids inside of your battery. Extreme cold can cause a battery to lose its remaining charge if it's already near the end of its life, so you might want to include battery replacement on your winter safety checklist. Failing to secure your battery can also cause problems. Excessive shake or vibration can wear down the battery's internal parts. A jump start can help you get moving in an emergency, but it will also weaken your battery in the long term. Multiple jump starts could seriously reduce a battery's life. All batteries wear down eventually because the alternator can only charge them back to full power so many times! Frequent short trips give your battery less time to recharge after start-up, accelerating the process.

HOW TO TEST A CAR BATTERY

If you want to maximize the value of your current or future battery, you should know how to test a car battery by hand. There are two main techniques, and one option requires no special equipment at all:

The headlight test is quick and easy. Just turn on the car, keep it in park, and turn the headlights on. Rev the engine. If the brightness changes, your battery is most likely nearing the end of its life. Corrosion could also be weakening its power output. For a more precise test, pick up a digital multimeter at our parts department. Then take the following steps:

Make sure that the voltmeter is set to 20 DC volts. Then open the hood and locate the battery.

Touch the black negative meter probe to the black negative terminal. Do the same with the red probe and the red terminal. Switch on the headlights. The outside temperature may impact your reading, but a reading of 12.5 or higher means that your battery is fully charged.

Readings of 12.3 and 11.8 indicate charges of 75% and 25%, respectively.

HOW MUCH IS A REPLACEMENT CAR BATTERY?

Unless you drive a hybrid car or an all-electric vehicle like the I-PACE, a replacement battery will most likely cost between \$75 and \$200. That's a significant margin, but in general, it's worth it to opt for the most dependable, OEM-recommended battery over unreliable, aftermarket competitors.

