



# THE Cat Fancier

March 2022

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member



LACEY LADY SALEM  
MARCH 12TH 9:15 AM  
B-17 ALLIANCE

# Rex Loquitor

## Reminiscences



I grew up in the middle of America's love affair with the automobile. Some might even say the high point of the amateur racing craze and the last hurrah of car design for design's sake. Did you know that there was a time when auto manufacturers just built what they wanted without regulations demand-

ing that they limit their vision for the sake of safety?

'California Car Culture' was everywhere. From songs by the Beach Boys and Jan and Dean. I could sing about Deuce Coupes, Little Old Ladies from Pasadena, Drag City and more. On all my

favorite shows I could see the great Barris/Jeffries Creations: The Batmobile, Munster T wagon, the Black Hornet and more.

Once a year these and other great cars would come to the Rod and Custom show in my home town where my dad and I would

drink in their wild glory. I will never forget the impact that seeing the Red Baron had on me.

My uncle would take me out in his brand-new Road Runner and show me what fast was. Of course, he told me not to tell my mother.

The horn even sounded like my Saturday morning cartoon character. To my eight-year-old self what could have been cooler? He also introduced me to the wonders of Rat Fink and Unk and the Varmints.



There was CarToons magazine geared right at me. I read voraciously. This was my entry into greater literary works like Hot Rod magazine and even the car parts of Mechanix Illustrated. I actually sent away to get the plans for the Tri-muter. I was determined to build this in High School.

Rex Loquitor continued on page 3

## Board of Directors

### TERMS EXPIRE JANUARY 2023

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Fred Nuttall,	Portland

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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](http://www.joco.org).



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### Rex Loquitor continued from page 2

Unfortunately a lack of funds ultimately stopped me.

My grandmother would watch racing with me, and was there racing to watch! This was the hey day of drag racing for every one, with Big Daddy Garlits and Cha Cha Muldowney the sport had heros. Evil Knievel introduced me to wild stunt racing and jumps, but the 'King' in my mind was Jackie Stewart. He was the one I wanted to see tear around a track at high speed. Jackie gave me a love for FI that lasts today.



And there were always the Jags. The E-types were too exotic. I never knew anyone with one. Other British cars were in my consciousness and there was something about the Brits that attracted me. I knew some folks with MGs and Triumphs but one of the doctors at church bought one of the first XJS's. I was in love! It was elegant with sweeping lines and beautiful to behold! I dreamed of having one. I'm 59 and that dream still has not been fulfilled

What got me into cars? Was it the 'Car Culture' that I grew up in? No, it was my dad, my uncle and my grandmother who did car things with me. It was my friends in high school who all worked on cars together. It was neighbors and friends who shared their cool cars with me. It was PEOPLE.

Our hobby is not a cheap one. Getting access to the cars is getting harder and harder. No one is going to find a beat-up E-type that needs love for \$4,000.00 anymore. We need future gear heads. What are you doing to introduce younger folk to this great hobby? You could invite some youth to go for a ride. Have your grandkids help when you buff and polish or maybe get greasy doing an oil change together.

Let's share the dream and keep the future full of 'Car Culture.'

*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, dues are just \$70.

The 2022 Club Roster will be published soon. So, get your payments to Barbara, now, to be included.

Mail check to: JOCO 1641 SW Multnomah Blvd., Portland OR.

97219 or Call Barbara to use your card. 503-246-8477.





Lunch at 1:00. Place Still to be determined!

It's time for the March JOCO Aeronautical Outing! We want to see you there. This is an exclusive tour for us as a club! A chance to see history in the re-making!

LACEY LADY  
SALEM  
MARCH 12TH  
9:15AM  
B-17 ALLIANCE

**When:** March 12th at 9:15am

**Where:** Meet at RAM Pub in Wilsonville (exit 283)  
29800 SW Wilsonville Rd.

**Leave at 9:45 SHARP** on scenic roads.

**Arrive:** McNary Field, Salem Airport  
3278 SE 25th Street, Hangar "C," at 10:45ish.

**What:** JOCO ONLY tour of the restoration facility of the B-17 Alliance starting at 11:00. Get up close and personal to one of the few existing B-17 bombers from WWII. The volunteers' goal is to get it restored and air-worthy!

As usual, we appreciate an **RSVP** from the members, especially those who plan to attend. Give Carl Foleen a shout(text) at 503-778-0969 or p47\_fan@yahoo.com

**NOTE:** This event may be limited in the number of participants due to the host's Coronavirus policies. Don't delay registering!

**NOTE:** They will be working on the restoration as we tour. Wear ear protection!

We are looking for a lunch place that can accommodate our group. Look for an E-mail blast or ask when you RSVP to Carl.



Rob Enderle Tells All:

# Read it Here

## Jaguar Plans 2026 Panthera Electric Car Line With NVIDIA And Qualcomm Tech

This past month there were several interesting announcements surrounding Jaguar's big pivot to electric cars. Perhaps the most interesting thing is that they are going to create a line of electric cars wholly designed by Jaguar called Panthera, a name that reminds me a bit of the old Thundercat TV show. Anticipated in the 2026 model year, these cars will be capable of Level 4+ autonomous driving and likely have the next generation of Pivi-Pro which is based on Qualcomm technology. Prior to that, Jaguar has been using an Intel-based system that, while capable, was slow and a bit buggy.

Since I work closely with Qualcomm, NVIDIA, and Intel, I should be able to point out what to look forward to in 2025 when the 2026 models hit the market.

### Entertainment

In 2026, 6G is expected to be just getting off the ground. Typically, car makers lock in on whatever the older technology is so, if Jaguar follows this trend, the 2026 model year will have a 5G connected system. Qualcomm has advanced its Bluetooth and music capability by leaps and bounds over the last several years. Advancements in music depth and quality have been highlighted annually for several years and both Qualcomm and Jaguar have embraced Alexa support. Jaguar has started to roll out Amazon Alexa on some of its newer cars this year.

However, there's a conflict between NVIDIA and Qualcomm on the use of a digital assistant with Qualcomm mostly focusing on the voice experience and NVIDIA showcasing a 3D implementation that kind of looks like a baby in an egg. I'd expect Jaguar to choose an avatar image far more consistent with its brand which, if I got my choice, would be a talking jaguar or panther.

For now, though, it looks like Qualcomm has the lead on the entertainment system, but NVIDIA has the inside track on automotive control.

### Self-Driving

This is even more interesting because, after getting a ton of grief (and Jaguar is hardly alone) on the performance of its in-car software [my own car had to be towed to the dealer the second day I had it because an update bricked the car.] Jaguar has decided to take NVIDIA's entire hardware and software stack. Of the companies building AI solutions for cars and robotics, NVIDIA is years ahead of anyone else, including Tesla.

The prior separation between the firms creating the advanced software and the automotive company using the software has created problems for virtually every car company. Companies have used Intel, Microsoft, Qualcomm and others for solutions. But they tend to decouple the solution from the hardware and then wonder why the result doesn't work well. The worst was Microsoft's old Auto-PC platform where the OEMs would try to save money on the processor only to find that this made the result so slow and annoying no one wanted to use it.

Jaguar is being smart and taking the entire stack which was designed, tested and built from the ground up to work together, which should avoid what has been an ineffective system in the past. NVIDIA's system is supposed to be Level 5-capable, but liability issues are expected to slow the implementation of Level 5 capability until after 2030. But that means these cars should be upgraded through a software patch once the regulatory agencies sign off on the technology and insurance companies get comfortable with the risk. Level 5, by the way, means the car is fully capable of self-driving.

### Jaguar's likely approach

There are two paths for autonomous vehicles: *Chauffer* where the car drives itself without driver input and, *Guardian Angel* where the car just makes sure you don't do something stupid. Jaguar is expected to implement the second option because its brand is a driver's brand. With Level 4 likely to be cleared at that time, the car will be capable of driving itself most places, but someone will still need to be behind the steering wheel in case of an issue.

Jaguar has been experimenting with active windshields which double as a display for navigation, but in self-driving mode, it is possible the windshield could become a display on which to watch movies or play games. It could also show the ideal line through corners for a track day and provide far better navigation cues if you are driving the car yourself. Even though every new electric car after 2025 will have self-driving technology installed, the current plan is to make it a subscription offering so, if you don't want it, you don't have to pay for it. I expect insurance companies to provide strong financial incentives to turn the technology on at that time.

Jaguar had been talking about using someone else's electric car platform, but recently announced that Panthera would be a ground-up Jaguar design. Given the timing, this suggests a 4-motor solution with 400+ miles of range and optimized for electric power like Jaguar's I-Pace. The Rivian is an example of a similar design focused more on utility than performance. I'm looking forward to seeing what they come up with.

### Wrapping up: Waiting for 2025

Currently I have a 2019 I-Pace and was looking to move to something else, but now that I've heard about this new Jaguar

# JOCO KARTING!

APRIL 16TH NOON — 2PM

**What:** Sykart Indoor Racing

**When:** April 16, from Noon until about 2pm

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

**Why:** Fun for the entire family - invite the kids and grandkids!

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



We'll look for a late lunch after in downtown Tigard!

**RSVP:** Gene Owens at [gene6ljag@gmail.com](mailto:gene6ljag@gmail.com)

**AVAILABILITY LIMITED, DON'T DELAY!**

# Choo Chew Chew

MOLLALA TRAIN PARK  
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-tiful 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.

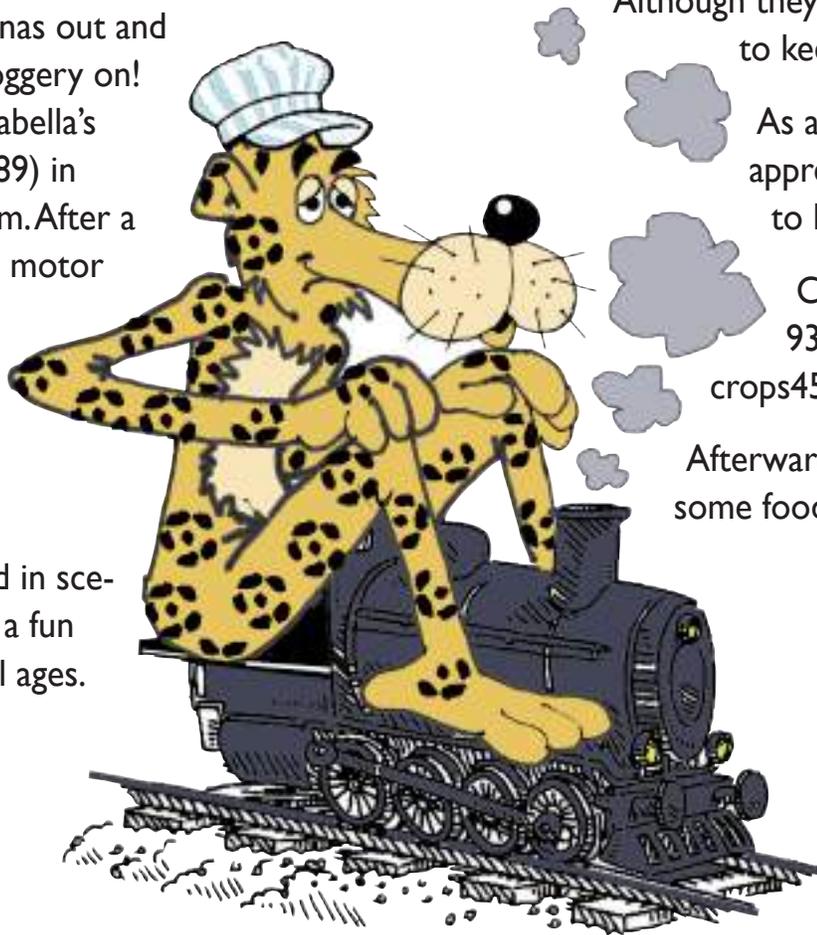
They have, steam, Diesel-electric and electric engines running on 4200 feet of track. Each ride is between 7 and 10 minutes over 4 acres of picturesque grounds. Each train is run by a skilled engineer. And the best part is, it's FREE!

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](mailto:crops45@yahoo.com)

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



# Lucas Dynamos for Jaguar Engines

## C45 Series part 2: Lucas C45PVS-6 and beyond.

by William Relyea  
March, 2022

### 6. Lucas C45PVS-6 models

#### 6.1. Lucas 22496B to D (Jaguar C15255)

The model C45PVS-6 is an improved version of the 22462 (which was model



Lucas C45PVS6 22496D (Courtesy Gary Seraphinoff)



C45PVS-5.) Most parts remained the same, apart from a new armature (now part number 239511), a new commutator end-bracket (now 54210072) and brushes with their springs (54210090 and 54210091 respectively). Output is now 25 Amps. The C45PVS-6 was used on the later XK 150s and on the 3.4 and 3.8 Mk II saloons in the 22496D version (not USA & Canada for which markets the C48 model was used.)

### 7. Additional Service information

#### 7.1. Old and new brush types

As mentioned above, the C45 PVS-6 used a new brush type (Lucas part 54210090) about 1" thick whereas the brushes for the older versions (part 238240) are 5/16". They are not interchangeable. The width of the brush is 1" and the height 3/4". A similar

brush set (Lucas part 238061) is used on the older C45 types and has identical dimensions as per 238240. The length of the electrical connection wire, however, is only 58 mm (instead of 63 mm for the 238240) but still this older type might fit pre-C45PVS/6 generators .



Lucas brush set 238240



Lucas brush set 54210090

#### 7.2. Sundry Parts Set Lucas 239024

For a total overhaul of the C45 generator, Lucas provided a "Sundry Parts Set" containing all the smaller parts required. This kit (Lucas part number 239024) was used for the complete "Special Equipment" range covering 22429, 22462 and 22496 series generators. Occasionally these kits are offered (e.g. on eBay), but as an alternative the description below provides input about what is required for a total overhaul.

The SundryParts Set contains the following items:

- o CSK screws (2) holding the field coils in the yoke
- o Long rivets (3) for mounting the bearing plate over a new Drive End bearing

- o Short rivets (4) securing the brush holders to the Commutator end plate.
- o Small rivets for positioning the end-plates to the yoke.
- o Woodruff keys (2); see special chapter below.
- o Brass nuts 0BA (or M6) and washers for the D-terminal post (2 of each.)
- o Steel nuts 2BA and washers for the F-terminal post (2 of each.)
- o Screws 4BA and lock washers (2 of each) for connecting the brush wires
- o Felt washers (Ø35 and Ø40) for the (original "open") bearings (see also chapter 7.3.)



Content of Lucas Sundry Parts Set 239024

#### 7.3. Original bearings:

The original bearings for Lucas C45PVS generators were supplied by Hoffmann which are made in England.

- o Bearing 189237 Hoffmann 115P Fully enclosed.
- o Bearing 189307 Hoffmann 115 Rubber sealed.
- o Bearing 189308 Hoffmann 117 Rubber sealed.

**Note:** the "Lucas 400-e catalogue" describes Bearing 189237 as Ø17 x Ø40 x 12, but this is incorrect and should read Ø15 x Ø35 x 11 (given the correct Hoffmann's code 115P.)



Period Original Equipment bearings by Hoffmann, England

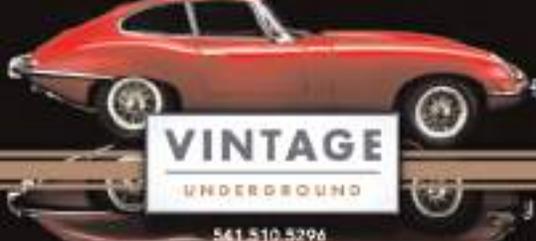
Dynamos continued on page 13

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

### 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.	\$ _____
<b>Total Amount enclosed \$</b>		_____

### 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

# 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 503-708-9936.

**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!

**Mar 12th** Tour the restoration of the B-17 Bomber and lunch.

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

**May 15th** 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.



Close enough



Thanks to Matt Nowak

# Smart Headlights Are Finally on Their Way

The infrastructure law passed last year set a 2023 deadline for so-called adaptive driving beam headlights to be approved for American roads.

**New York Times  
Wheels**

**By Eric A. Taub  
Published Jan. 13, 2022  
Updated Jan. 18, 2022**

I am driving in the California hills high above Malibu, in a deep-blue electric Audi E-tron, and I turn onto a pitch-black winding road. Instinctively, I reach to turn on the high beams. But before I have a chance to do so, the low beams automatically rise and spread out like a hand fan, filling the entire roadway with light and projecting it far into the distance.

A few seconds later, the headlights of an approaching vehicle set my headlights in motion; the high beams angle down as the light continually shape-shifts, changing patterns to avoid illuminating the oncoming car.

I had just experienced adaptive driving beam, or A.D.B., headlights, one of the most important advances in vehicle lighting technology in decades. With A.D.B. lighting, a vehicle's headlights are essentially always on high beam, while cameras and software instruct them to constantly reshape the beam to avoid blinding oncoming drivers or shining in the rearview mirrors of those close ahead.

The bad news is that while widely used in Europe and Asia for over a decade, these smart headlights are illegal in the United States. On my demonstration drive, I was piloting a not-for-sale-here European model of the E-tron equipped with Audi's futuristic digital matrix headlighting system.

The good news is that after years of unsuccessful attempts to allow the technology, A.D.B. lights will soon be on American cars and trucks, thanks to a section in the recently passed Infrastructure Investment and Jobs Act that mandates their use.

According to the infrastructure



act, adaptive beam headlights must be approved for U.S. use within two years. And they will be allowed to meet the standard developed by the Society of Automotive Engineers, which is very similar to the systems already in use in Europe.

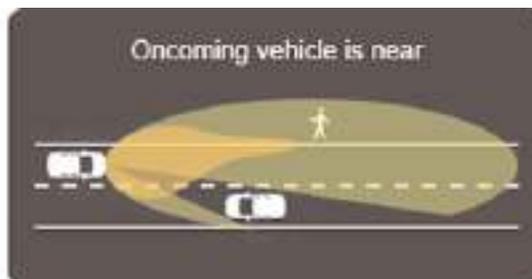
Lives and dollars are stake. Smart headlights are expected to pay off with substantial safety gains, according to a 2019 study from AAA. Widespread adoption would prevent thousands of crashes involving pedestrians and cyclists annually, the report said.

Using federal data from 2015, the study reported about 2,000 pedestrian deaths, and 31,000 injuries, in which alcohol was not a

factor but dark or low-light conditions were. It pointed to about 14,000 such crashes involving cyclists. AAA expects that smart headlights would prevent at least 6 percent of these crashes, resulting in thousands of saved lives and over a billion dollars in reduced economic and societal expense.

The report also predicted 18,000 fewer crashes involving wildlife (it noted there were roughly 290,000 a year), saving a further \$500 million a year.

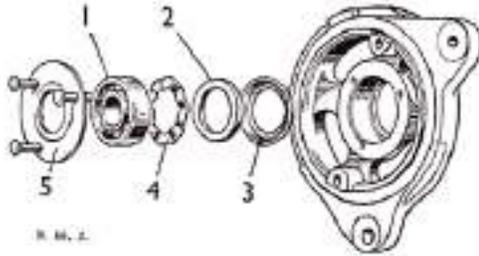
The A.D.B. systems ease nighttime driver strain, according to research conducted by Valeo, a major vehicle lighting technology supplier. The company's study found that driver stress levels, as measured by heart rate variability, declined by 36 percent when A.D.B. systems were used instead of standard low beams.



“Once you drive a vehicle with adaptive beams, you'll see how great

**Headlights continued on page 14**

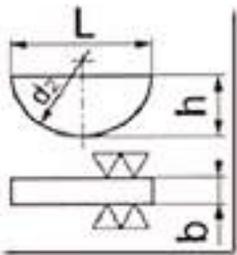
**Dynamos continued from page 8**



**Bearing in end plate. No. 1 is bearing and no. 2 is felt ring.**

**7.4. Woodruff key**

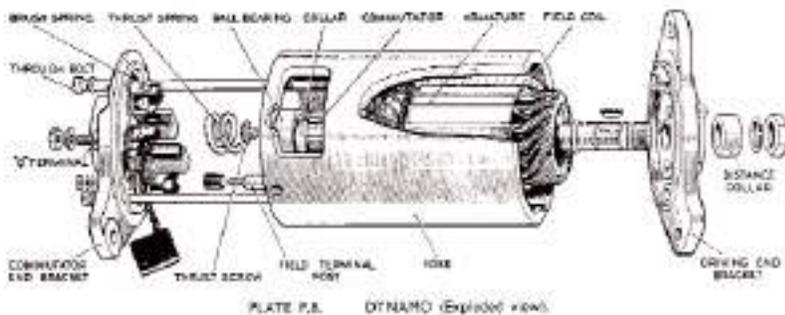
The Woodruff key used by Lucas for the pulley (and fan) has the following dimensions:



**L ≈ 15.72 mm**  
**H = 6.5 mm**  
**B = 3 mm**  
**(or 3.17 mm if 1/8 inch)**  
**d2 = 16 mm**

**7.5. Shaft nut for pulley**

Lucas part number for this special Nut is 160820 and fits only 17 mm shaft generators. It is a special thread often referred to as .668-20 meaning 0.668" (16.97 mm) and 20 TPI (1.27 mm pitch.) Most likely, originally this was a M17 x 1.25 mm thread, but converted to "Imperial."



**Thrust spring Lucas 238954**

**7.6. Thrust spring commutator end**

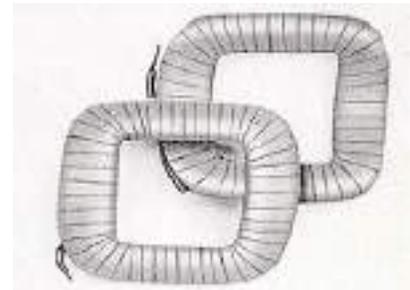
To keep the lateral position of the armature fixed within the generator, Lucas used a (rather heavy) coil spring at the Commutator end bearing. This spring pushes the Ø 35 mm bearing in the direction of the Drive end. It is listed as Lucas part number 238954: very hard (if not impossible) to get, so an old one or a reproduced spring is required in case the old one can no longer be applied. Please note that the intended "lateral movement" of the bearing implies a "finger-press" fit of the bearing in the commutator end plate. If a hand or machine-press is required to install the bearing, the fit will be too tight and movement of the bearing will become impossible.

**Note:** Although this thrust spring is absolutely indispensable and unique to all "Special Equipment" versions, (and is referred to in most illustrations in hand-books and manuals,) it is not listed as a part number in the "Lucas 400-E catalogue" for the versions C45PVS and C45PVS-5, nor in the Jaguar Service Parts lists. It was listed for the first time for the C45PVS-6 models as Lucas part number 238954.

**7.7. Field coils**

All C45PVS, C45PVS-5 and C45PVS-6 use the same Field coil with Lucas part no. 238820 (Jaguar code 2789.) Although this Field Coil has also been used for other C45PV-5 generators of the "non-S" type, they are very difficult to find if at all. The nominal resistance for the set of coils is 6 Ohm, although a value of 5.5 Ohm, or roughly a minus 10% tolerance, doesn't seem to affect the generator output (as I learned.) As the output current of the generator might increase over the years the use of the RB106 or RB310 Control Box (with current control) is required.

**6.8 Terminals**



**Field coils 238820 for all XK generators**

Two brass terminal connections are used for connecting the generator. The F-terminal is the smaller one suited for eyelets with a 3/16" (4.8 mm) inner diameter and is fixed to the yoke by a rivet. The electrical wiring connection is secured by two 2BA nuts, one of them acting as a locking device. Below is a photo of a replacement F-terminal (Lucas part number 227625) as can sometimes still be found.



**F-terminal (Lucas part 227625)**

**Panthera continued from page 5**

platform, I plan to hang on to it until I see what Jaguar has in store for 2026. A lot of us name and talk to our cars, but this should be one of the first times we'll get a car that can talk back and do a decent job of holding a conversation. Since this will be a new line and we don't yet know who the designer will be, I can't speculate on what the car will look like but, given how

much the appearance of the I-pace has been praised over the years, I don't expect the company to drift too far from that cab-forward, low, sleek design motif.

I think Jaguar's Panthera electric line coming in 2026 should be worth waiting for. I'm just not sure I have the patience.

**Headlights continued from page 12**

it is," said Bill Gouse, director of federal program management for SAE International, a standards-setting organization. "With A.D.B., you'll no longer have to look off at a tree to save your vision because someone is coming toward you with their high beams on. This is our chance to stop lagging behind the standards used around the world."

Zdravko Miric, technical manager for vehicle safety standards at BMW of America, echoed that sentiment. "We're really excited to offer A.D.B. lights in the U.S. market," he said. "It's definitely a welcome advance in lighting technology."

The number of beam patterns offered by A.D.B. systems differs, based on each carmaker's technology. General Motors autos in China equipped with A.D.B. can create 34 beam patterns, while digital systems from Audi and Mercedes-Benz use millions of micromirrors to create a virtually infinite number of shapes.

Audi's digital matrix headlights, currently available (but deactivated) on the U.S. version of its E-tron, can also create a bright light "carpet" on a highway, illuminating the lane ahead, widening to show the way when the car is changing lanes, then shrinking back once the lane change is complete.

This light carpet "helps drivers to anticipate bends and stay in their lane," said Stephan Berlitz, Audi's head of lighting development. "By visualizing the position of the vehicle in the lane, the lighting function is particularly helpful where the road narrows."

One added attraction that does work in the U.S. version: the ability to project one of five animations when locking and unlocking the vehicle. Radar detects whether there's a wall in front of the vehicle and directs the image to it or to the ground, resolving distortion and height when needed.

The changeover to A.D.B.-capable headlamps could be swift for some drivers who own Audi, BMW or Mercedes models with deactivated units. Once the A.D.B. standard is approved, it's possible that a simple software upgrade will activate them.

Some owners who could not wait for legalization say they have figured out how to activate their matrix headlights, and at least one

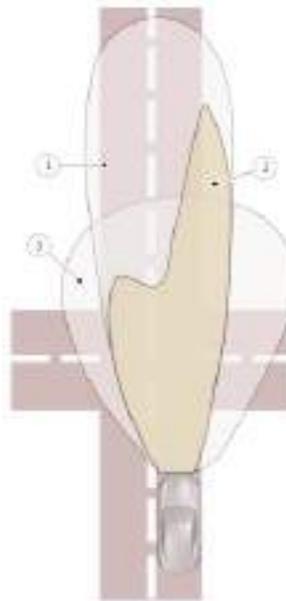
aftermarket service dealer in Southern California will turn them on for \$900.

Adaptive beam headlights could be just the beginning of advanced vehicle lighting developments. In Germany, Audi's digital matrix headlights can already identify and illuminate a pedestrian in the road. In the future, in conjunction with the vehicle's navigation system, the lights could cast a large arrow in front of the vehicle directing the driver where to exit the highway.

Valeo is developing a system that uses artificial intelligence to adapt a vehicle's headlights to the age of the driver, reducing glare, for example, for older drivers who are more sensitive to it.

For automotive lighting experts, the day that A.D.B. systems are approved can't come soon enough. "Once you drive a vehicle with adaptive beam headlights, you won't want to go back," said Michael Larsen, G.M.'s technical fellow for exterior lighting.

"It's really night and day."



The basic LED just has low and high beam modules with their own fixed lenses. The adaptive LEDs are the newer generation JLR AFS123 system which is different to the 'standard' AFS and gives you different 'classes' of AFS based on where/how you are driving:

- 1) City class - operates below 48 km/h (30 mph) - (3) in the image
- 2) Country class - operates between 49 km/h (30.5 mph) and 110 km/h (68 mph) - (2) in the image
- 3) Adverse Weather class - operates below 64 km/h (40 mph) - also (2) in the image
- 4) Motorway class - operates above 110 km/h (68 mph) - (1) in the image

Well, we've come to the end of another Electro-Cat. I want to thank all who contributed to this issue: Carl Foleen and Sue Kornahrens for supplying the pix of the trip to NW Auto Designs; 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 Part two; President Rex for his monthly words of wisdom; and again, Matt Nowak for braving the outdoors and the interweb; Gene Owens for info on Karting, and Mrs Yrs Trly for syntaxing and grammaring the words. Stay safe and stay well.

# NorthWest Auto Designs



A passel of JOCO enthusiasts showed at Gary Jackson's Northwest Auto Design Shop. The tour was arranged by club member Bill Relyea, who had a couple of classic drophead coupes there getting the loving touch of Gary and his crew. Charles and Linda Gephord were there to have a peek at their series I E-type, also undergoing restoration.



The shop is not large, but they are able to squeeze in a number of projects that range from the aforementioned Jags to American iron resto-mods and even a race car or two.

We pretty much had the run of the building and Gary answered as many questions as he could in the two hours we were there. Sorry we didn't see YOU there, maybe next time.



## 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 com-

pact 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***