



THE Cat Fancier

May 2021

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member



JAGUAR CLUB DRIVE TO EUGENE, OR

**MAY
15th**

- TOUR VINTAGE UNDERGROUND
- TOUR THE SPORTS CAR SHOP
- TOUR A PRIVATE COLLECTION OF 2000+ 1/43 SCALE MODEL CARS

Meet at French Prairie Rest Area Southbound and plan on a prompt **8:15 am** departure

Tour of Vintage Underground begins at **10:00 am**

RSVP TO MIKE SCOTT: OSWEGOMICHAEL@YAHOO.COM



SPORTS CAR SHOP

Vintage Sports Cars
Sales, Service & Restoration

www.sportscarshop.com

Eugene, Oregon

Rex Loquitor



I have Car problems...

Don't get me wrong, there is nothing wrong with any of my cars. And if anything does go wrong, then I have a great excuse to get greasy. No, I

have car problems like an alcoholic has drinking problems. I think I need help. But I haven't seen a 12-step program for car addiction. Here are the symptoms:

Number 1. I have unrealistic expectations. I want Jay Leno's Garage, but I have his mechanic's money. I have already filled up my garage and driveway and I have another car on order. I really don't know where I am going to put that one. Susie and I have talked about some garage alternatives, but we get back to the inequity of desire and assets. It also means I look more at Minis and 80s Jags then at the rarified air of Auburns and McLarens I'd like to collect.

Number 2. I want to spend too much time on windy country roads. I live in the right area. I have the perfect cars for it. From the performance cars for road hugging, to the clatter of the old model T for lazily wandering in the back country or through my little town. I tell myself that I am sharing these cars with everyone, kind of like an ambassador for old car culture. While I get lots of smiles and waves as I drive by and people really enjoy seeing the car, I could spend way too much time doing this. I'm a bit obsessed.

Number 3. If I'm not driving them, then I'm working on them. There is nothing as satisfying as taking something apart, cleaning it up, and replacing the worn bits so that it hums and shines. I have been known to tear down a perfectly good engine just to be sure that when I put it back together it will still be perfectly good. You know, just for peace of mind. OK, I just re-read the last two sentences and even I can see there is a problem.

Number 4. Vacations are an excuse for car madness. Susie and I were looking at a Rhine river cruise. One of those perfect trips through the beautiful countryside and culture of old Black Forest Germany. My immediate thought was we could visit the Porsche factory and I

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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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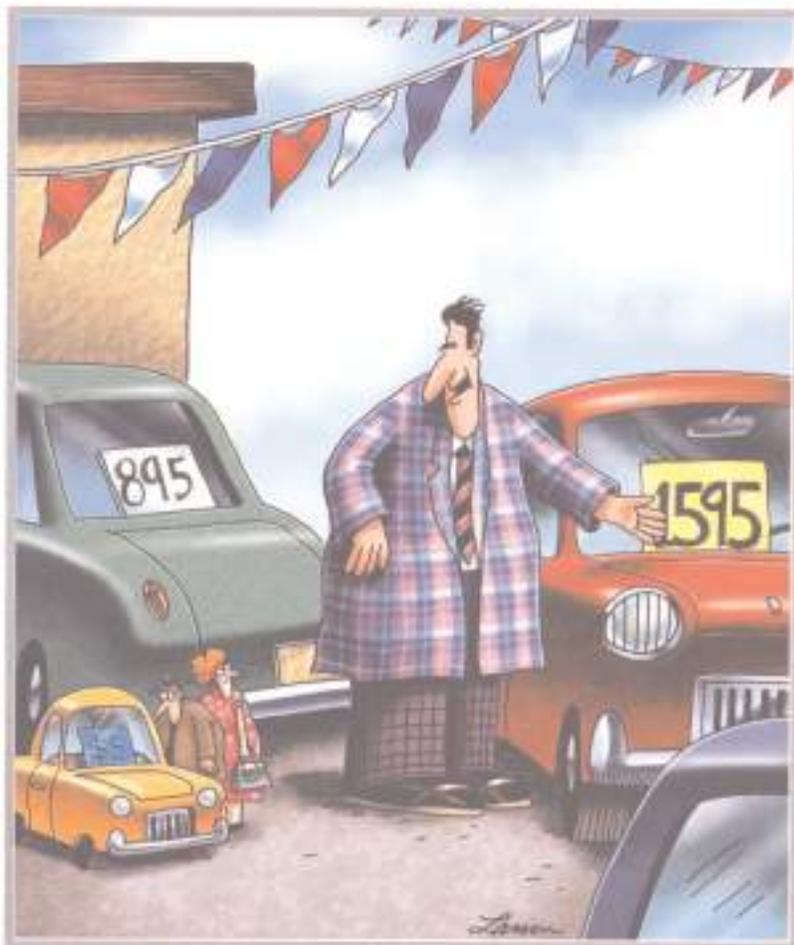
Rex Loquitor from page 2

could take a high-speed run on the Nürburgring. By the way, if anyone is interested, I can put you in touch with the folks who will rent you a car and get you on that famous old track.

We are going to see our adorable granddaughter in Ohio in a few weeks. She is 9 months old and starting to really interact. However, what does Grandpa do? He plans a 2-day getaway for the whole family to see where Henry Ford started it all. Dearborn, Michigan can't be that far from Dayton, Ohio can it? Got to make sure I start the grandkids early on the love of cars.

There are other symptoms, but I think we can safely say that this patient suffers from car problems. I guess I really don't want to get better. I really want to share it with other folks who have car problems. Do you have car problems? Would you like to have car problems? Soon we will be having a car problems training. You could become one of those judges that evaluates other peoples' cars at our Concourse at the All British Field Meet this Labor Day weekend. Judge's training will begin in the next month or so and we would love to have you on the team. Let me know if you're interested. Join the team! After all, the more folks involved, the more we can support each other through our obsession.

Rex



"Hey, hey, hey! Are you folks nuts? I'm telling you, this is the car for you!"

Bridges Unabridged

El Jefe took us over (thru?) some great structures



Another wonderful spring properly greeted!! I don't mean the obligatory put-the-top-down and drive-the-back roads to McMinnville, which we did on Friday. I mean take the E-type out with other enthusiasts and tour uniquely Oregon landmarks. This year the Covered Bridges were the recipients of our Spring drive. (I am reluctant to count Seth's drive around Mt. St. Helens, as we drove in snow!)

And the bridges are a wonder! We have done a version of this drive five or six times with various car clubs and I never tire. We met in the parking lot of the Woodburn Taco Bell with 25 other drivers plus passengers. The large number told me that others were inclined to greet spring in the appropriate way. I can't begin to list everyone as I will omit some through sheer feeble-mindedness and could not stand the embarrassment.

We took off at 10:30 and wended our way through vale and hill and around more than one farm for our first stop:

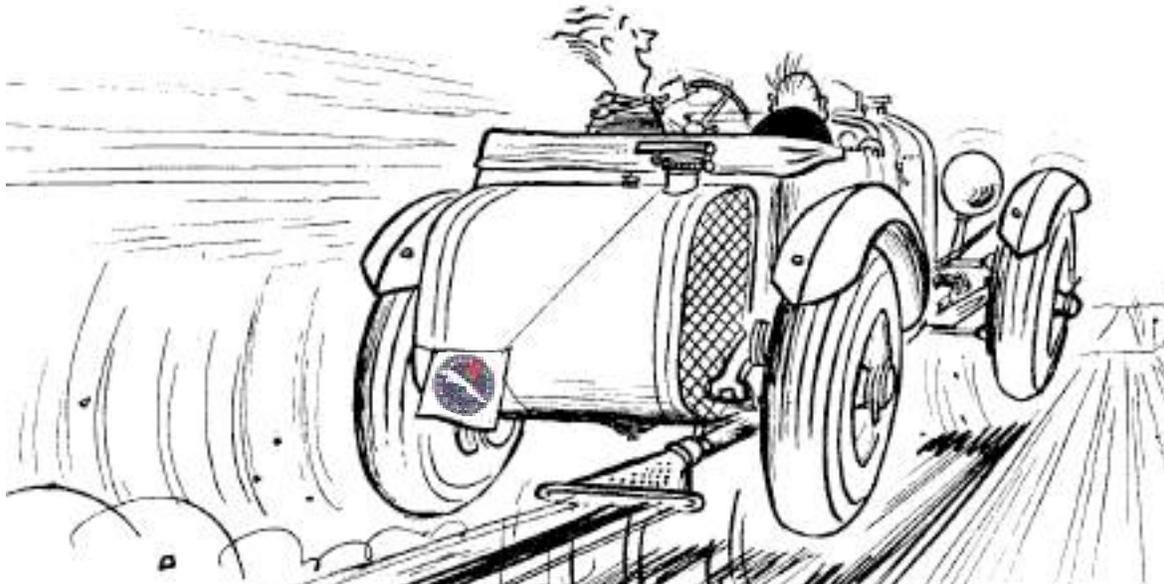
Stayton Pioneer Bridge. This one is a walk through and around where we able to enjoy the flowering cherry trees which were spectacular! Lots of nattering ensued.

The tour took us to FIVE more bridges, which we could drive through. We loitered our way through each to admire the size of the beams and the excellent workmanship. The roads continued to delight with many twisty bits and 90° corners. The trees were just starting to bud out and the sun was warm. (Though I do regret not wearing my SPF50 shirt!)

Glenn and I are still in the discomfort stage of going into a restaurant, so elected to turn around after the last bridge and head home.

Thanks to Rex and Susie Schneider for organizing this delightful outing! Stay tuned for this month's outing to Eugene and cars, cars, cars! (see page 1.)

Combined Fun-Run With Seattle Jag Club All Day Tour to Mt St. Hellens, Cougar, Carson and Kalama



**June 19, 2021
Organized by Seattle
Jaguar Club as an inter-
club event with Jaguar
Owners Club of Oregon
(JOCO).**

This adventure drive will take about 6.5 hours to complete the 186 miles around Mt. St. Helens. Meet at 10AM at the Country House Restaurant (404 State Rte 506, Toledo, WA 98591) or neighboring Chevron station on west side of I-5 at exit Exit 59.

Adventure starts at Toledo and finishes at McMenamins Restaurant for dinner and optional overnight stay at Kalama Harbor Lodge (215 Hendrickson Dr, Kalama, WA 98625) 360.673.6970 <https://www.mcmenamins.com/kalama-harbor-lodge> Availability of rooms is limited. Book ASAP.

It's called an adventure for some good reasons

For vintage Jaguars, tow trucks are not even close and cell phone reception is probably non-existent for much of the drive. "Heaves" and "sinks", some hidden in the shadows, require continuous attention and instant braking or dodging to avoid scraping or bottoming. Think of hard-to-spot speed bumps that jump out of the ground 20 feet in front of you. If your attention wanders and your underside is pristine, this might not be worth it. Same for your car. But if you pay close attention to what is happening to the car ahead, and you are cautious, then any passenger car can drive the road. There are also about a dozen 250-foot sections of compact dirt and gravel that you can usually drive around, or drive slowly, or pussy-foot in Cat parlance.

Plan on five hours of driving time, plus the time to arrive at the start. We are allowing an additional 1.5 hours for a few stops, including Windy Ridge lunch break (bring your own picnic lunch). Sunshine and a view of the cone aren't guaranteed, although it is only 3-4 miles from the Windy Ridge viewpoint.

Enough of the "I-told-you-s." All the fast two-lane highways are rural and attractive. The road between Randle and Cougar continually twists and turns through the trees with speeds varying from 25 to occasionally 45 mph. The road from Cougar to Woodland is faster, curvy and definitely out in the country. If it's not raining, top-down in a convertible is the best! Getting together at McMenamins Kalama at the end will be F - U - N !

RSVP for the drive and if you are staying for dinner on Saturday evening. **When RSVPing**, please include the names of both driver and passenger, and include a photo of the car you intend to bring.

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Club member, Lynne Rowe, passed along this article written by her late-husband, Jim, which was recently printed in the Porsche Club's newsletter, but talked of his beloved E-type. Seemed appropriate to reprise it here in our beloved E-Cat! [ed.]

Jaguars are Keepers!

Editor's note: Lynne Roe sent me this article from 2003, as an example of a new column we could add. Enjoy her late husband's story of his Jag which was garaged at the time, side by side with his 356 Porsche Speedster. If you have an "Other Favorite Car" get us a picture and a short story about it!

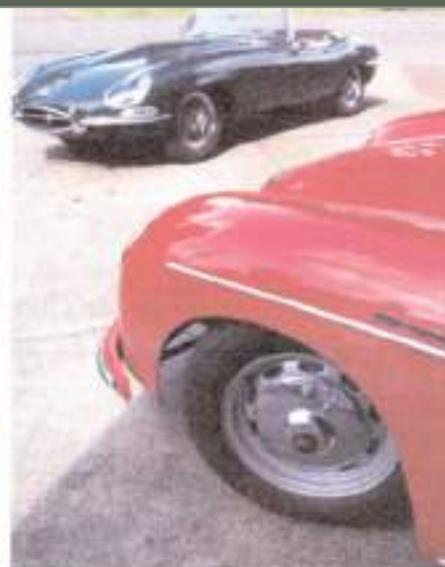
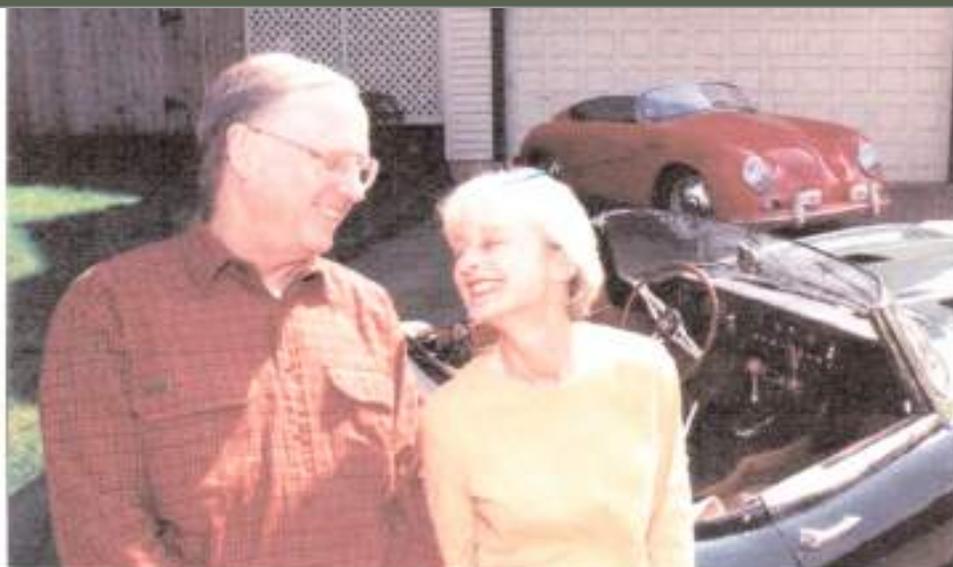
Porsches are pretty, but Jaguars are for keeps. I bought my 1964 E-Type roadster brand new in the spring of 1964 while a student at Stanford-in-Germany near Stuttgart. I know, I know, buying a 356 would seem more logical, given the location, but I was Jag crazy. Ever since seeing the first photos in "Road & Track" down at

my dad's downtown Chicago men's club, I was hooked. That was 1961.

In those days when you went to Meadowdale and Elkhart Lake you saw Scarabs, birdcage Maseratis, 120's, Elvas, Ferrari barchettas and the occasional E-Type and Aston Martin. I guess there were Porsches too, but not on my radar screen. I had the car in Europe for six months. Looking back, it's a wonder we both survived. You could buy laps at the Nürburgring, the whole 17 miles, the day before the real race; after becoming briefly airborne on the long straight (there is a little hump) I almost got religion. We went to Le Mans too, where the major danger was a multitude

Below left: The Jag's interior. Below right: 1964, when Jim met up with Hans Ernst before their trip to Turkey.





of French nationals in yellow head lighted Citroens who took offense at our very existence. Not that the yellow lights were on much; they were saving on electricity, I understand.

Hans-Ernst, an Austrian buddy, and I took a drive to Istanbul and came across Pamir, a Turk, who had raced Corvettes in the States. He was in the Turkish military then and had the only E-Type in Turkey. He wanted to play; so, we raced about, up and down the Bosphorus to his place on the Black Sea and back. The Jag never missed a beat, even though you couldn't get ethyl anywhere in the entire country.

Back at school the Jag was instrumental in attracting my future (and current by 36 years) wife Lynne. She was looking for rides home from Monday night Physics Lab and rides to San Francisco Symphony concerts. I came along with the deal. Swept her off her feet, I guess. I told Lynne no matter how many kids showed up, the Jag would always stay. She is a keeper too, even after she backed the 911 (another story) into the Jag, a black day.

Oh yeah, I also owe the Speedster to the Jag. It was in for "routine maintenance" one time for about eight months, during which time I got "roadster fever" again and went out and got the '56 Speedster. That was in 1971. The Jag is "completely original." Black with a red interior and leaky top as new; now after seven generators, 18 Lucas anti-voltage regulators, conversion to all-synchro gearbox, 1000+ quarts of oil and a down-to-the-monocoque restoration it is BRG with a tan interior and leaky top. See, a keeper. ■

Above: Jim and Lynne and their two great cars. Below: A recent photo of the 356!



Horsepower, Torque and Watts

Part 2

Paul Rollins

Torque

Horsepower gets most of the attention when folks are bragging about their engines, but the other output, torque, doesn't get nearly the respect it deserves. It's torque that produces horsepower.

Torque is twisting force, with two components: force and lever-arm length. It is expressed as foot-pounds in the US and meter-kilograms in metric countries, same units as work. A force of ten pounds pushing against a lever arm of five feet produces fifty foot-pounds (or pounds-feet) of torque.

Expanding gas in the combustion chamber pushes on the piston, which pushes on the connecting rod, which pushes against the lever arm of the crankshaft throw, which twists (torques) the crankshaft.

The speed of producing torque is horsepower: $HP = \text{torque} \times \text{RPM} / 5252$.

In internal combustion engines, peak torque is produced at lower RPM than peak horsepower. Typical British engine designs of our vintage era usually develop peak torque in the 2,500 - 3,500 RPM range and peak horsepower around 5,000 - 5,500 RPM. Higher-performance engines'

peak numbers are often produced outside this range. Internal combustion engines with stroke measurement longer than the bore-diameter measurement tend to produce peak numbers at lower RPM than



engines with larger bore than stroke.

A reason steam continued to power railroad locomotives long after the internal-combustion engine was well developed is that steam produces maximum torque at zero RPM. Steam was replaced by diesel electric power in locomotives because electric motors also produce maximum torque at zero RPM.

Now to the really important matter: What do horsepower and torque do for your car? In simple terms, horsepower produces speed by overcoming resistances, and torque produces acceleration by

twisting the axles. Jay Leno said it best: "Horsepower sells cars, but torque wins races."

Watts up for the future?

As Abbot would say to Costello, yes, they are. The rating system for automobile engines is changing. Horsepower is so yesterday. Internationally, internal combustion engines are rated in kilowatts (KW.) We're back to honoring the guy who started this power-rating system in the first place.

But, we still have measuring system differences.

Although the watt has a common definition, it translates to SAE (US) horsepower slightly differently from metric horsepower. One SAE HP is 745.7 watts. One metric HP is 735.5 watts.

Therefore a 95 BHP MGB engine is now, only 71 KW. Just doesn't look right does it? Sounds more like a Chevy Volt.

But, disregarding all the above, when driving a vintage British car the most significant measurement is *Fun Power*. There are no scientific units of measure for **FP**. You just know it when you feel it.

Prince Philip Passes, 99

As we all know by now, the Queen's Consort, Prince Philip has passed away. He, for the most part, kept quietly out of the limelight during his lifetime, seemingly happy to let his wife, children and grandchildren be the faces of England and the Empire. However, as noted below, he was always his own man:

Philip is a curmudgeon's curmudgeon. Here are of his more well known 'quotations':

On a Royal visit to Canada, "We don't come to Canada for our health. We can think of other ways of enjoying ourselves".

"I don't think a prostitute is more immoral than a wife, but they are doing the same thing".

"When a man opens a car door for his wife, it's either a new car or a new wife".

On being asked on a Canadian tour whether he knew the Scilly Isles Philip replied "Yes. My son...er...owns them."

"People think there's a rigid class system here, but dukes have even been known to marry chorus girls. Some have even married Americans."

"Where's the Southern Comfort?" On being presented with a hamper of southern goods by the American ambassador in London in 1999.

"And what exotic part of the world do

you come from?" Asked in 1999 of Tory politician Lord Taylor of Warwick, whose parents are Jamaican. He replied: "Birmingham."



Johnny Depp would be perfect to take over Prince Philip's designated role of royal curmudgeon.

And on his horse and carriage racing ...

Per the Telegraph newspaper: Philip was the main driving

force in establishing the official rules for the sport of carriage driving. Perfecting his skills was tricky, though - Philip later confessed he'd "smashed up" numerous carriages, and even had an "indestructible" one created for him by the workshops at Sandringham.

"Get me a beer. I don't care what kind it is, just get me a beer!" On being offered the finest Italian wines by PM Giuliano Amato at a dinner in Rome in 2000.

"A pissometer?" The Prince sees and renames the piezometer water gauge demonstrated by Australian farmer Steve Filetti in 2000.

And finally, although there are many, many more ...

"I would like to go to Russia very much - although the bastards murdered half my family." In 1967, asked if he would like to visit the Soviet Union.

Following on my concept of Disney replacing the British 'royals' with actors,



JOCO MARKET PLACE



FOR SALE: 1970 Ser. 2 E-type convertible. Light blue with dark interior. Has hard top. Meticulously restored to a very high standard. Local, regional and national JCNA winner. Maintained with copious records. Asking \$80,000. From Bill

Beatty collection. Call Kay Beatty: 503-837-9189 or kbeatty123@yahoo.com

1967 EType FHC

Started restoration but not completed. Now it's your turn. Many OE and NOS parts included. Numbers matching, 55,000 miles, nearly rust free body and bonnet. Blasted and primed subframe. Five nice wires, complete new interior, tool kit. Color is Golden Sand. Car is located in Edmonds, WA. Asking \$55,000. Call or email Mike Hunsley: 206-795-7938, mikehedmonds@gmail.com

XJS Lamps – Rare and Like New

These lamps are from a Jaguar XJS most likely vintage 1976 to 1991. They are in excellent condition and have complete original wire harness with original plug. I am asking \$75 each for the side markers, \$55 each for the bumper turn signals. We live in West Portland so easy to acquire these – contact me at: steve_varga@yahoo.com

Wanted:

Member of JOCO is looking for an E-type Roadster in great driving condition and prefers to purchase it through our Club. Please call 503.481.2233 or email trends2012@live.com

Beautiful 1995 Jaguar XJ6

We have enjoyed my XJ for several years. This is 100% a Portland car sold new and serviced at Monte Shelton Jaguar and then properly maintained by JLR Portland when acquired by me as second owner. For a 25 year old Jaguar, it shows very well. Colors are Ice Blue with a blue grey leather interior embellished with beautiful wood veneer. We drive it frequently and it runs well, no problems. Tires and brakes are very good. Comes with two keys and Fobs and a new battery installed by JLR as part of a recent service. Mileage is 115,000.

This stand-out classic Jaguar is well-priced at \$4,495. For more details, contact me – Brad – at: bradleys@jlr-portland.com or call 503.265.5124



Wheels (and tires) for Ser. III XJ6

Free for the taking, but in sets of two (3 sets or six, total.) Wheels good, tires bad. Contact Glen

Enrightbritcar69@hevanet.com or 503-341-2906

Seeking winter storage parking for an XK150.

Fred and Bonnie Nuttall are trying to find dry (inside but need not be heated) storage/parking for our '58 XK150.

Location hopefully to be in the Portland/Beaverton greater areas, but all locations to be considered. We have a cover for it and a battery tender (which need not be used if no power is available). Storage is needed from May to May/June (to be retrieved likely before the Vancouver ABFM). We do not need access to the car during those storage months. A reasonable rental fee will gladly be paid.

If you have space or know of some, please contact Fred or Bonnie: 503-616-5510 or <nuttallf@gmail.com>



For Sale 2001 XKR Silverstone Edition convertible.

200 exported from England when Jaguar was reintroduced into formula racing on the Silverstone track in 2001. 139 purported in US now. Like new inside and out. 84,000 miles, wheels are 20s, platinum silver exterior, black interior, maple wood details. Supercharged - with every Silverstone option on the car. New factory brakes. Includes silver car cover. Asking \$16,500. Call JOCO members Mike Scott or Sandi Lesh. 503-636-9303.



"First of all, it didn't malfunction; it broke. Never waste a \$20 word on a \$2 car."



"We're having a little trouble with our hydraulic lift. I guess my question is, do you still want your muffler replaced?"



"It doesn't look good. Leave it with us overnight and hope it gets stolen."

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Jaguar Owners Club of Oregon

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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 _____

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Jaguar(s) owned _____

Profession _____

Hobbies _____

MEMBERSHIP Please select one of the following membership options	Amount	Paid
Annual Membership renewal for 2021 ONLY - \$30 for JCNA dues)	\$30	\$ _____
NEW Annual Membership for 2021 ONLY - (Includes \$10 initiation fee and \$30 for JCNA dues)	\$40	\$ _____

MEMBERSHIP Accessories (the following are available, if requested)

JOCO Member Car Badge(s) Please specify how many you would like \$20 ea. \$ _____

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Total Amount enclosed \$ _____

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Name as it appears on card _____

Signature _____

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

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