



November 2021

THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member

IT'S FALL!



Rex Loquitor



Celebrate!

By the time you read this, you will have been overrun by trick or treaters and are now preparing for your Thanksgiving festivities.

That's right, we are in the midst of the Holidays. The leaves are turning, you're probably craving Pumpkin Lattes or spiced Cider and most of our classic cars are getting tucked away for the season. It all just gets one into the holiday spirit. This year even Dr. Fauci is letting us know that we can get together with our families to celebrate. I hope you don't forget your JOCO Family. We want to celebrate with you too.

We just wrapped up a brilliant drive out around the Sandy River that Matt put together for our October event. If you missed it, just know that fun was had by all. But that's not your only chance to get out on the road with your fellow cat enthusiasts. In November, Seth will take us on a trip out to the Western Antique Aeroplane & Automobile Museum. If you haven't been, I can heartily recommend it. Not only will we be able to take a nice drive along the Gorge, but you will see a unique collection of antique cars and planes. Plus, they let you ride in some of those classic cars!

December 4th, the JOCO Christmas Party will once again be held at the Chart House. We have the lower floor for our exclusive use. The food and fellowship will prove to be spectacular! We will mix and mingle at 7:30 with a no host bar, then dinner will start at 8:00. This is one of our truly highlight events of the year. Join us as we put the year behind

Rex Loquitor continued on page 3

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TERMS EXPIRE JANUARY 2022

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Rex Schneider,	Forest Grove
Mike Scott,	West Linn

TERMS EXPIRE JANUARY 2023

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TERMS EXPIRE JANUARY 2024

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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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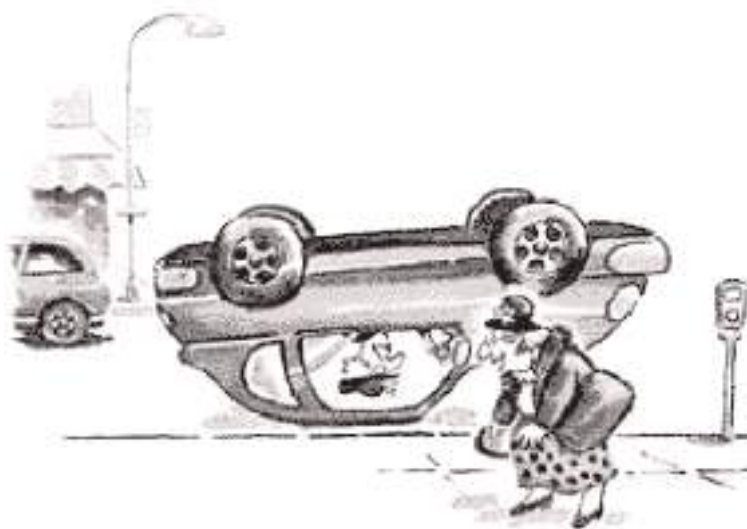
Rex Loquitor from page 2

us. The registration will go out for this shortly, check your email and look on the website.

Now, in order to give you time to recoup from your New Year's celebrations, we are holding the Annual General Meeting Brunch on Jan the 8th. Once again we will be meeting at the Stock Pot Restaurant at Red Tail golf course. This is the kick off to our year as a club and it will be so good to get together again in person. Last year we had to do this virtually and I know we all missed the face to face. This is the meeting at which we meet to discuss the up-coming activities for 2022 and vote for three new board members. I would like you to consider being one of those leaders. We are always looking for folks with fresh ideas to help guide us as a club into the future. The only thing that is missing is you. What we have in our club is a wonderful bunch that make for great times together. You make the club, and I would love to hear from you. Perhaps we could be presenting you to the club as a future board member on the 8th.

Covid may have made last year's holidays hard, but this year we have the green light. Lets make this year a celebration.

Rex



Marie?! Are you still driving?

Rob Enderle Spills All:

It is that time of year again when I see folks trying to avoid the pain of changing their summer to winter tires and start asking about all-season tires in the forums. My answer is generally

no. You see, when we first bought our home in Oregon, I picked up a used Audi A3 as the car I'd keep with the house and put all-season tires on it. I'd been told that was stupid because of the shortcomings with all-season tires, but as long as the roads were plowed and shoveled and used the snow blower to remove the snow off my driveway, they worked fine. I gave that car to an old friend and went back to winter tires for our SUV, and then we got heavy snow. A woman visiting our neighbor in an Audi A4 got stuck solidly in 3" of snow, and I thought she must be an idiot given this was also an all-wheel-drive Audi. I got in the car, and it would not move. I couldn't rock it out; I couldn't dig it out; the damn thing felt anchored in place. I felt pretty stupid as I'd been arguing against all-season tires for years, but I believed that 3" of snow and all wheel powered would have worked, but it didn't. We finally got the car out with a truck using snow tires and a tow rope.

Summer Tires

Summer Tires like the heat; the hotter it is, the better they tend to stick and, unless they are summer track tires, Summer Tires work well in the rain. But they don't work well in freezing weather, and they suck in the snow. I have the Michelin Sport 4s on my Jaguar F-Type S V8, and in the cold, it feels like I'm driving on ice. The tires are complex. They have almost no grip, and when I forgot that and pulled out of a shopping center driveway at 20 and got sidewise, the F-Type went back into the garage until it got warmer. So in 50 degrees or warmer weather in rain or shine, summer tires are best, but as temperatures drop or snow falls, they



can get dangerous fast.

All-Season Tires

All-Season Tires suck. I mentioned I bought a set for my A3, but that car was only used when we flew rather than drove up from California to Bend. Every winter, I watch people with All-Season tires get stuck in parking lots, in streets, see pictures of the cars sliding down slick driveways and going off the road.

All-Season Tires try to do too much and, as a result, don't do anything well. They aren't as good as summer tires in warm weather, and they aren't as good as snow tires when it gets cold. Yes, you save the trouble of changing the tires out, but even when I lived in California, I wouldn't use them because you can put chains on summer tires, and with chains, summer tires will outperform All-Season tires.

Winter Tires

If you look at winter tires, they have a very different tread pattern that digs into the snow. They look a bit like tires for driving off-road but have a rubber formulation that stays soft in cold weather. They aren't as good on dry pavement or in the rain as summer tires or All-Season tires. Now, if you get ice, you might want to consider studded tires as studded tires and chains work best on ice. But I don't recommend studded tires because they tear up the roads, and if you have a painted garage floor (particularly a painted floor using epoxy paint) the studs will tear up the finish.

There is a workaround, and the prior owner of our Bend house had studded tires, but to protect the garage floor,

she laid down outdoor carpet to protect the finish, and while I thought the result looked awful, it did protect the floor's finish which wasn't cracked or badly scratched by the studs. Winter

tires will wear out quickly in the summer, so you don't want to use them all year long.

Wrapping Up

Guidance is that if you have snow and warm weather, it is better to use Summer and Winter Tires (studded or unstudded) than All-Season tires, but if you live in an area with a mild winter, then All-Season is fine. I'm afraid I disagree because All-Season tires don't stick as well in summer, which means longer braking distances and less grip in the corner. While you may not need the cornering, an extra few feet of stopping distance can be the difference between no accident and a costly one. I do not recommend All-Season tires as a result, and I don't use them anymore myself. If you've never driven on winter tires in the cold or snow, it is a treat. Our SUVs drive like tractors with Winter Tires on them in the winter and summer tires in the summer. Yes, it's a bit more aggravating, but I'd rather have some tire store aggravation. Our local tires shop stores the tires we aren't using for a nominal annual fee, which saves me storing them.

Here is a list of the top-ranked tires from Consumer Reports. I'm pulling from the performance classes because Jaguars tend to be performance cars.

Current top-ranked performance tires for summer are:

Michelin Pilot Sport 4s tires with the top score of 76 with a price of \$184 (I have these on my F-Type and like them better than the stock P-Zeros, which get

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a score of 73.) the General G-Max RS, which got a score of 75 are the best bargain and rank 3rd from the top as they only cost \$104.

Current top-ranked performance All-Season tires (for an SUV) are:

The top-ranked SUV tire is the Michelin CrossClimate SUV tire with a score of 74; after that, the scores drop sharply with a cost of around \$205 a tire. Michelin is ranked at the top with their CrossClimate Two tire for cars with a score of 74 and an estimated price of \$179; the rest of the pack scores substantially less. Given the shortcomings of an All-Season-Tire, buying the best could be a life saver if you intend to use them.

Current top-ranked Performance Winter tires:

This year the Vredestein Wintrac Pro leads the pack with an impressive score of 78 and a price of \$180. The deal is the Nexen Winguard Sport 2 with a score of 71, but a price of \$129. However, if it is my life or the life of a loved one, I'll pay the extra money, thinking that a little extra safety is worth it.

The Oregon Department of Agriculture is forecasting an unusually wet (read snowy) winter, and we can use it, but it won't be any fun if you have the wrong tires and get stuck. And if you don't want to hassle with snow tires, consider picking up a set of chains for every drive wheel just in case you get caught in a snowstorm. Having put on chains myself over the years, I'll stay with my snow tires, thank you very much. Also, if those chains aren't on tight, they can do an impressive amount of damage to your car, particularly if you exceed 30 mph. I saw one car where the chains coupled with driving too

fast had destroyed one of the fenders. An alternative to chains that are far easier to put on in the cold is tire socks, but be aware they wear out quickly, so they are for emergency use only.

If we get that heavy snow this year, you'll appreciate having a great set of snow tires.

By the way, there is no set date to change your tires from Winter to summer. Generally, if the temps are steady below 45 degrees, you want Winter Tires, steady above 45 degrees, you want summer tires. Stay safe out there!



SAVE THE DATES!

Things are a little 'lffy,' but we're pretty sure of the dates, so write 'em in NOW!



December 4th, 2021

Once again, the JOCO faithful will meet at the Chart House@ 7:30: JOCO Christmas Dinner and Holiday frivolity.

Look for more specifics as we get closer to the event on the website or in the Cat Fancier. With Covid issues we are still negotiating, but we can save the date. **RSVP.** Questions: Call Rex 503-206-1391.

More details to follow. Check the website and look in your email. www.joco.com

JOCO AGM Right now we're looking at returning to the Stock Pot Broiler for Brunch and our only member-wide business meeting of the year! Because of this darned Covid thing, a date has not been confirmed, but look on the website, check your email and read the December issue of the Cat Fancier for the latest news. In the mean-time get vaccinated, social distance and stay well. And that's an order!



NOVEMBER EVENT!

NOVEMBER 13



JOCO Drive Out to WAAAM

There will be a special display of military vehicles for this WAAAM Second Saturday Demonstration Day.

Museum admission is \$19 for adults. We'll meet at **8:30am** at the **Lewis and Clark State Recreation Site** parking lot. Restrooms will be available.

Departure at 8:45am sharp and arrive at 9:30am or so. Lunch will follow at the Full Sail Brewery in Hood River over looking the Gorge!

RSVP

seth.p.shenker@gmail.com **or**
541-801-9553 **NLT 11/6!**

This will give **WAAAM** and **Full Sail** time to prepare for our group.

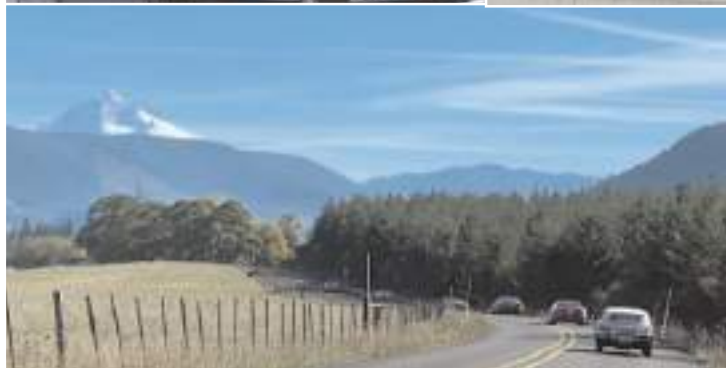
CRUISIN' THE SANDY

by R. Martin, "the Cruiser"

WOW! What a great day for a drive! Brother Matt Nowak is to be commended for putting together such a fine event. We met at Lewis and Clark State Park on the Sandy River, just east of Troutdale. Yes, it was a bit cool, but the sun was out and the fall foliage was beautiful. We had between 15 and 17 cars and folks gathered to gab and enjoy a good visit before we hit the road. Most people brought their Jags and I was pleased to see so many E-types.

Matt and his son set a nice casual pace that allowed for viewing the great farms, fields and colorful woods. We also saw a couple

of deer and several hawks. We wove our way through the countryside popping out in Sandy for a break at the Sandy Museum. From there we cruised more great roads to the east up toward Zig-Zag and Rhododendron. Eventually, the route circled back into Sandy for lunch at *The Red Shed*. We took advantage of the fine sunshine to have perhaps our last outdoor dining of the year. The food was fine and the conversation even better. I think many of us were reluctant to call it a day, but all good things must come to an end, they say. Thanks to all of the members who turned out for the good times and, again, to Matt for making it possible.



The Masked Mechanic Solves an E-Type Mystery

He works by night so others may drive by day

— Paul Rollins

Least-known of all the super heroes - even-less-well known than Wonder Wrench, Super Socket or the Lone Luber - is the Masked Mechanic. A defrocked, new-car-dealer service manager, who refused to overbill unsuspecting customers for the full flat rate on jobs done in half the time. Because of his excessive honesty and competence, his Snap-On account has been closed with extreme prejudice. He must buy parts under assumed names in back-alley parts stores, disguised and under cover of darkness. Now, he anonymously helps those cruelly victimized by incompetent and dishonest mechanics. For reasons only known to himself, this fearless master of motorcar maladies carries on, fixing the seemingly unfixable.

This night he rings the doorbell of the owner of a 1964, blue, XKE. The owner had just gotten a tuneup at a garage known to the Masked Mechanic for its shoddy and careless work, as well as use of cheap parts. Yet for this substandard service, the prices are outrageous. He had stalked out the shop knowing that soon his service would be needed. As the Jag owner drove his freshly-tuned treasure out of the shop and toward home, the masked man followed at a discreet distance. The blue E started running very roughly, backfiring and bucking. It was losing power, and the owner was lucky to get all the way home.

Mr. Jag owner called the shop and described the problem to the owner/head mechanic. The discussion got more heated with each phrase. The shop owner denied any responsibility since the car made it out of his shop under its own power. Mr. Jag slammed down the phone receiver.

The door opens, and the E owner stares at the tool-box-carrying form on his doorstep. It is wearing grease-stained, red coveralls with a large, gold, "MM" on the front. The stranger's eyes are hidden by over-sized, heavily-tinted safety goggles.

"Who are you?. What do you want? Are you here to rob me?" The short, round, thin-haired man asks.

"I'm the Masked Mechanic. I'm here to fix your Jag. You've already been robbed by that bum wrench that did your tune-up!"

"Don't I know it, now. I thought he knew what he was doing. After all, he had a British accent and it's a British car."

"The accent is phony. He learned it at the Foreign Car Mechanic Accent School on Division. They teach British, Italian, German, Swedish and even French accents. It's in the basement of the mail-order-law-degree school."

"He said his name was Nigel and he was from Birmingham."

"His real name is Jim Bob, and he is from Birmingham. The one in Alabama."

"Are you sure you can fix my car?"

"Yes, or my name isn't 'The Masked Mechanic'"

"Is that really your name?"

"Of course not, but it's a lot better than Umberdink Herkemier"

"So your real name is Umberdink Herkemier?"

"No, no, no, I'm just saying The Masked Mechanic is a better name than something like

Umberdink Herkemier. Particularly for what I do. Anyhow, how would it look to have 'UH' in gold on the front of my coveralls?"

"So what's your real name?"

"Can we get on with fixing your car? I need to get to my cooking class."



Out in the driveway, MM opens the bonnet and pokes the beam of his LED flashlight into the dark pit of the engine bay. All the right wires seem to be hooked to the right places. He asks the owner to put the gear lever in neutral, parking brake on, then to try to start the engine. It starts with difficulty, the idle is very rough, and at speeds above idle, the firing is even rougher. The plugs look good. Superficially, Nigel/Jim Bob does appear to have replaced the ignition parts that would be normal in a standard tune-up; points, cap, rotor, condenser, spark plugs. But, every expense had been spared. Most parts were very poor quality. They were made in one of those emerging industrial-wonder countries where household running water is still considered science fiction. MM replaces the junk cap and rotor with good quality parts. Still rough. A closer look shows that even though the points look new, there's some burning of the contacts. Maybe a typical shortcut by Nigel, trying to save a buck using cleaned-up old points. These get replaced and properly gapped. Timing is checked. Still no improvement when running. With the engine reluctantly idling, he has the owner turn on the radio and tune an AM station. There's the telltale symptom - heavy static on the radio. It could be KRUD, the local, heavy-metal station. But no, this cacophony is too rhythmic. It is definitely coming from the ignition system.

A very important, but very inexpensive piece of the ignition system is the condenser. The small sealed cylinder is impossible to evaluate by sight, unless it has obvious, physical damage, like being run over by a Hummer. When it fails, it allows sparking across the

MM continued on page 10

Election 2022!

As you learned in typing class in high school: does not seriously impact your free time.

“Now is the time for all good (wo)men to come to the aid of their party.” In our case it’s not the party or a PARTY, but the aid of the club.



Three current board members’ terms are up this January. Now is your opportunity to serve the club.

So good friends, it falls to one of you to raise his/her hand and volunteer for this position. Or, if you feel so compelled, you could also voice your desire for anyone of the other officer positions.

Serving on the board

During the active part of the year, you can expect one meeting per month to conduct club business. Meeting times are kept to a minimum and it provides you the opportunity to get to know other club members better.

Contact Rex Schneider, or any one of the current officers to let them know you’d love to help and do your bit for the “Good of the Party!”



All of us are connected by our common interest in the jaguar.

We are deeply grateful for the Northern Jaguar Project’s ever-widening circle of supporters and your contributions to protect these cats.

Over the last year, we have recorded 11 jaguars in 150 photos on the 270 square miles of uninterrupted habitat under our care on the Northern Jaguar Reserve and Viviendo con Felinos ranches. This includes new jaguars and old friends. They have provided a much-needed antidote to the events of this year.

ON THE RESERVE: For our field team, the remote, rugged nature of the reserve makes it easy to social distance. They spend each day in a place that is as full of life as ever - evidenced by the vibrant plant communities, animal encounters, and the images retrieved from motion-triggered cameras. We explored and relocated cameras to some hard-to-reach areas this year. Our most important results extend to the smaller cats.

ON THE RANCHES: The cats and the reach of Viviendo con Felinos have grown in tandem with one another. We enrolled a new ranch this year and have plans to incorporate another ranch that had a depredation, thereby reducing tensions toward jaguars. We have provided economic incentives for more than 1,100 feline photos, making this the highest single-year result for Viviendo con Felinos - with jaguars on 10 ranches. One ranch, after a handful of years with no jaguar sightings, had photos of three individuals in three months.

INTOWN: We engage youth to foster an appreciation for living wildlife. This year we created at-home activities for those Eco-Guardians with internet access. We distributed free activity books to connect kids with the outdoors. Jaguar-themed murals were painted in four Sonoran towns to increase visibility among a wider audience. One is on a cattlegrowers association building, a visual metaphor for coexistence.

We want to thank you for making our work possible. We are primarily funded by individual donations, and your contributions are essential to protect jaguars and this dazzling habitat.

IMPORTANT WAYS WE WILL USE YOUR DONATIONS: We will be replacing two worn-out trucks. Our photo database technician needs to be permanent, and we are hiring another vaquero. The feline photo awards program helps the Viviendo con Felinos ranchers maintain their livelihoods in times of drought.

We have established a permanent headquarters in Sahuaripa, our home base, but still need to raise \$20,000 to make this lasting investment happen.

Please consider a year-end donation today and help create a resilient future for these endangered cats. We are inspired by and grateful for each and every one of you.

To learn more about this worthwhile non-profit go to:

www.northernjaguarproject.org

(Ed. Note: JOCO by-laws provide for matching funds for worthy causes which promote Jaguars, both the cars and the animals. Contact Glen Enright britcar69@hevanet.com to find out how.)

JOCO MARKET PLACE



1967 E Type 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

XBeautiful 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@jlrportland.com or call 503.265.5124

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

JXS 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

MM continued from page 8

points. This diminishes the energy build-up in the coil, weakening the spark, and eventually burns the points. The excessive sparking across the points as they open creates electromagnetic radiation a radio tuned to AM can "hear." The masked one replaces the condenser with one he knows is good. The engine fires and runs smoothly.

Ignition condensers are very simple devices. A person could make one in their kitchen with some aluminum foil and waxed paper, plus a bit of wire and a 35mm film can. This is about the way they are made in the factories. Strips of foil are separated by a strip of insulating material. This is wrapped like a very-thinly-layered jelly roll cake. One strip of foil is connected to ground through the case. The other is connected by wire to the points. Particularly where there is no quality process control, it is not impossible to make bad ones. A very, very small number of condensers don't work from the start. There is a flaw built-in. Even more irritatingly, a very small number will work for a few miles, then they fail.

Nigel/JB's use of the absolute-cheapest parts was short-sighted. His profit was higher, but he probably will never learn the meaning of the phrase "repeat customer."

Mr. Jag man has been wise enough to watch closely as MM does his work, and is a quick learner. In the future he can do his own basic tuneups and not be at that crook's mercy. The masked man gives him a few tips. First, it isn't necessary to change a working

condenser every time the points are changed. It's just a medieval ritual carried over from the first draft of the Haynes manual the British Museum found stapled to the back of the Magna Carta. Next, MM advises the XKE owner to keep new points, rotor and cap plus a good condenser (used and proven) in the car. He will have known good components as backup in case of a component failure. MM suggests replacing the points and condenser system with a simple, no maintenance, electronic device, which takes about thirty minutes. Last, he gives the XKE owner the name of a reliable shop.

As the mechanic quickly packs up his tools, the Jag owner asks, "How much do I owe you?"
 "Nothing," is the reply.
 "But surely..."
 He is interrupted by, "No, I really can't take money for this. And my real name isn't Shirley, either."
 "Is this your community service? Are you on parole or something? I didn't mean I thought your name is Shirley."
 "No, I do it for the good of mankind. Now, I must be going. We're learning to make Beef Wellington tonight."

As the gray Hillman Husky shrinks away into the foggy night, the owner of the happily repaired, blue XKE asks himself, "Who is that masked man? Are those his real initials?"

And, "What's in Beef Wellington?"

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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.

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