



# THE Cat Fancier

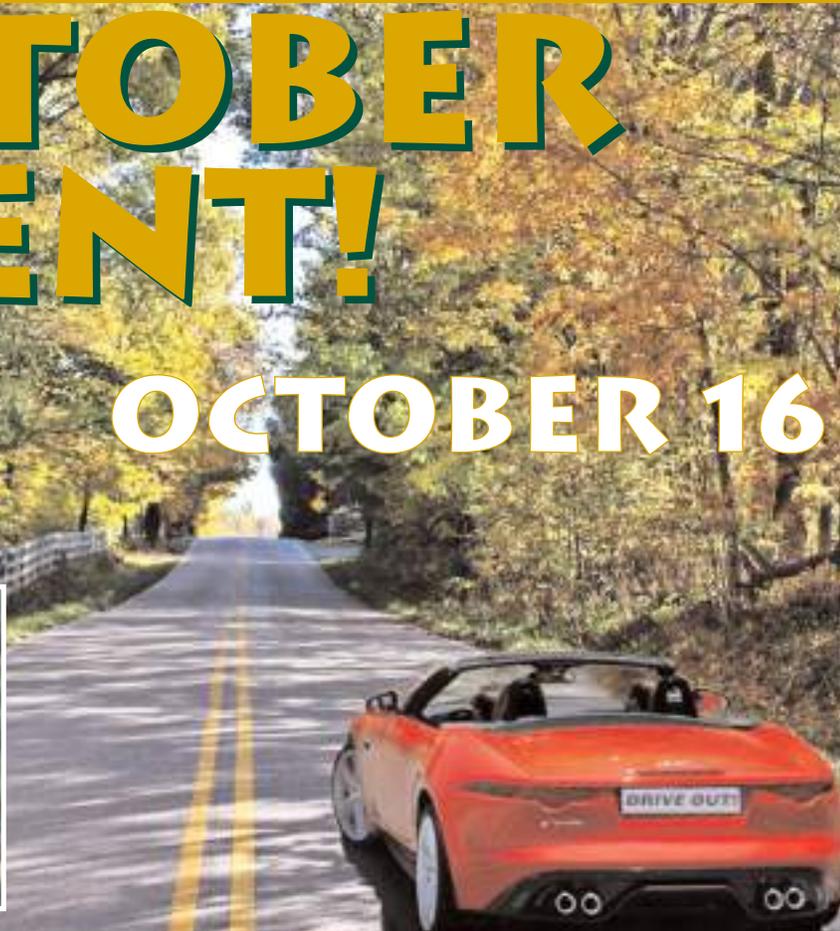
October 2021

Official Newsletter of the Jaguar Owners Club of Oregon



# OCTOBER EVENT!

## OCTOBER 16



Oregon Covered Bridge Drive Out! A "Local Knowledge" tour along the Sandy River, with three crossings, ending with lunch at the Red Shed BBQ in Sandy.

**We will meet at 9:30 in Lewis and Clark State Park in Troutdale and depart at 10:15.**

The tour will head up-stream, at a leisurely pace, following mostly winding, sometimes narrow, country roads with beautiful vistas! All marques are welcome!

Please **RSVP** to Matt Nowak at: [crops45@yahoo.com](mailto:crops45@yahoo.com), or text:

**503 936 5684.**

# Rex Loquitor



## Let's Dream!

**0-60 MPH**

1.65SEC3

A thoroughbred Jaguar sports car from a standing start.

**MAX SPEED**

255MPH3

Numbers that reflect the ultimate electric

endurance racer.

**INSTANT TORQUE**

2,478lb-ft

Intelligent All-Wheel Drive and torque vectoring ensure even greater agility and control.

**MAX POWER**

1,400kW

Four electric motors are powered by a state-of-the-art 100 kWh lithium-ion battery pack and provide the equivalent of 1,877 hp.



Jaguar performance straight from the Special Vehicles department of Jag. The SV Vision GT Coupe could get anyone excited. This is what electric cars could be. How would you like to drive this to the JOCO Christmas party? I know that would definitely be on my Christmas list, but I think it would break Santa's bank.

But you can't.

You can't drive it at all. Even if you are amazingly wealthy. Even if you were the son of Sir William Lyons himself. This is one of those concept cars that Jag builds to prove that they can make way better cars than we are allowed to buy.

The idea of the concept car is nothing new. Every

**Rex Loquitor continued on page 3**

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TERMS EXPIRE JANUARY 2022

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TERMS EXPIRE JANUARY 2023

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TERMS EXPIRE JANUARY 2024

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## 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 from page 2

car company builds them to show us what the new cars will be like. To get us excited for what the future of the marque holds. Yet while the tail fins of the 50s did make it to production, these days new cars have almost no resemblance to the concept cars that they supposedly sprout from.

In the old days of Jaguar, there were no concept cars. Sir William Lyons designed the Mark I after hours, at his home. The 2.4 - 3.4 and her younger sister the Mark II became the most popular saloons available, dramatically out selling the larger Jags. The world found out without any preliminaries that the early XKs were the world's fastest production cars. Mostly, this news came through the crucible of fire that is motor sport. The idea that you could own a racing legend increased Jaguar's fame and production.

The E-Type burst on the world stage at the Geneva car show with no hint that it was coming, except for the D-types chewing up the track at the 24 hours of LeMans. Jaguar focused on providing the customer with the best Jag they could build.

Recently, however, Jaguar has teased us with concepts and the next great thing. In fact, they have a whole department called the Special Vehicles Department which looks very futuristic and space age. The walls are covered in white, and it looks like a cross between an apple computer store and an FI constructor's garage. What do they create in this palace of power do you say? Well, gentle reader, let me tell you. Cars we will never drive. Take the SV Vision GT that I mentioned at the beginning of this article; They built One. They built it to prove they could, and it is beautiful. However, it was never meant to be driven, at least not in the real world. This was designed and built so that the virtual version of it would be accurately driven in the video game by Sony: Gran Turismo. The only way you will get to drive this is in the video game.

Now, I know there are a lot of reasons why concept cars don't make it to production. Industry and government auto regulations limit what can be done. Cars have to be affordable and somewhat practical. The consumer is also holding us back. America's love affair with the car has waned. The mantra used to be Win on Sunday sell on Monday. The American public wanted style, power and something more. Now, though, when the basic SUV and F150 outsell everything, it's not hard to see why manufacturers don't want to take a risk on providing something more.

I know all this and yet I long for the days when Pontiac knew they offered 'Driving Excitement,' when Volkswagen said drivers wanted 'Fahrvergnügen' and Mercury encouraged me to 'Live Life in My Own Lane.' Jaguar, can we get back to 'Grace... Space... Pace...' What I'm saying is: I want to get excited in the showroom again.

*Rex*

## Rob Enderle Spills All: Jaguars and Quality

Quality is a fascinating subject because it is subjective, and our perception of quality may have little to do with reality. This disconnect from reality comes mainly because very few of us, even professional reviewers, review cars consistently, if at all against their competitors over time. This result means our perception of whether a car has good or bad quality has a great deal more to do with our expectations of the car and who supports it than it does about the relative quality of the vehicle.

I got interested in quality years ago when the father of my step-sister introduced me to the book "Zen And The Art Of Motorcycle Maintenance." This book uses the framework of a father-son motorcycle trip to flesh out why

quality is so subjective and often depends more on us than the product we are assessing.

### PC And I-Pace Example

For example, late last century, I surveyed Dell vs. Sony concerning PCs. Objectively Sony PCs were far more reliable and had far fewer issues than Dell computers at the time. On the other hand, Sony's support was crap, and Dell did a great job with support. People expected Sony to be unbreakable; their expectations for Dell were significantly lower. Dell fixed their problems faster and engaged better with their customers resulted in Dell being ranked higher in quality than Sony even though Sony's quality, subjectively, was significantly higher.

The same disconnect exists between car brands; premium car brands come with high-quality expectations and often hold up better. Still, premium brands often

have fewer dealerships and tend to use more advanced technology, which initially may have issues, making any problem far more painful to resolve. That pain is connected to both the lack of support and the lack of appropriate training for the dealership. For instance, while the I-Pace



is a rolling appliance, initial teething problems that could have been fixed in minutes often took days, if not months, because of the lack of knowledge on how to fix them.

This perceived quality problem has been a significant issue with the first electric cars because mechanics weren't trained on electrics. This lack of knowledge made any repair, which often just required a software patch that could have been done remotely, far more challenging to get done quickly. Jaguar, and other car companies, were reticent to do online software updates because if there were a problem with the update that disabled the car, the cost of fixing that problem would be astronomical. The apparent mistake was not realizing that electric cars are rolling computers. In addition, the skills needed to build them and crafting support were closer to the skills companies like Dell need than companies like Jaguar.

### A Common Problem

I'm not picking on Jaguar, only using them because that is my current car, and this is a Jaguar-focused publication. My first experience with this was with GM when I was called in to take a look at their

OnStar effort. In talking to one of the engineers, it was clear GM, early on, didn't get that the service was more Tech than automotive, and the people that understood the technology were being subordinated to those that understood cars. The result was a service that didn't work as promised.

For example, a close friend of

mine bought a GM truck shortly after OnStar launched and went shopping in San Diego at Costco, where the car was stolen. Assuming OnStar would protect the truck, he called in only to be told he needed a police report before they would disable the car. Then, when police responded, and he called in again, he was told they had to receive a FAX of that report before they would disable the car. When he finally got them the FAX, they tracked the car entering Mexico, where they lost contact with it. Sadly for him, his sister, who was supposed to have arranged to insure the car, did not. Making this a costly mistake and likely having him avoid the GM brand in the future.

### Jaguar's Mixed Quality History

With Jaguars early cars going into the 70s when I worked at a Jaguar

**Quality continued from page 4**

shop had two endemic problems. Lucas Electrics were famous for being unreliable but often had more to do with improper wiring than the component itself and lousy maintenance. They used oil for both lubrication and cooling, which was far rarer with US cars, and the cars were hand-built mainly by people that didn't understand the need to isolate and secure wiring properly so it didn't rub away the insulation.

**A**fter about 1972 and well after Jaguar became part of British Leyland, quality took a huge hit. Part of the problem was US Regulations which forced a plumbing nightmare of anti-smog equipment on the cars. The part was due to financial problems, which resulted in sub-standard components (like the V-12 Jaguar getting four hard-to-balance carburetors rather than the Fuel Injection system that the engine was designed to use.)

**W**hen Ford bought Jaguar, base quality improved, but the mix of Ford

and Jaguar technology created other problems resulting from company dysfunction. And when Tata bought Jaguar, quality improved mainly due to their initial employment of German automotive experts in their newer automotive factories. It is interesting to note that Tesla has done far worse with similar technology as their quality has been embarrassingly bad to date. This quality issue is often due to cash flow problems that result in suppliers refusing to supply components. I've had several friends receive Tesla's that were incomplete or had parts that were falling off the car.

**Wrapping Up: How To Avoid Being Disappointed**

**I**'ll leave you with three rules to follow to avoid being upset with the quality of your car. First, set reasonable expectations: before buying the car, join a car forum for that car and read up on the

problems people have to set your expectations. Second, avoid buying the first run of any new car as these are, in effect, beta products and will break a lot more than later versions. Third, look for complaints on the dealer as, most often, the dealer experience defines how you feel about the car more than the car itself. This third recommendation is for a new car; in the case of a used car, your experience will be better if you find someone knowledgeable about the car that you can use to repair it and have them look at that before you buy it. If they miss something, they are likely to discount the fix due to their mistake if they are a good shop (obviously you'll want to check with others to assure the shop is one of the good ones).

**I**f you do your homework on the car, on the dealer, and assure strong support, you'll even like owning an Italian car which, for many, can be its unique kind of nightmare.

**SAVE THE DATES!**

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



**November Date - TBD?**

No luck with our chosen venues, this darned Covid thing!

If you have an idea for an event, please call: Carl Foleen 503-778-0969.

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



## Jaguar News from the Web

# Jaguar Land Rover To Provide All-Electric Vehicles for COP26

*Jaguar Land Rover is partnering with COP26 ahead of the vital climate change summit in Glasgow in November*

Jaguar Land Rover will be providing a fleet of electrified vehicles to world leaders and delegates attending the summit, including the multi-award-winning all-electric performance SUV Jaguar I-PACE, as leaders and their teams travel to and from the venue.

As part of its new global strategy Reimagine, Jaguar Land Rover aims to achieve zero tailpipe emissions by 2036, and net-zero carbon emissions across its supply chain, products, and operations by 2039.

### Jaguar Land Rover To Provide Fleet Of All Electric Vehicles For World Leaders At COP26

The company has committed to a 1.5 degree aligned science-based target to reduce emissions in line with the Paris Agreement and supporting the UNFCCC Race to Zero.

Jaguar Land Rover is an iconic British brand with a proven track record. They are showing climate leadership in their field with award winning electric vehicles, and I am delighted these will be used

by world leaders in Glasgow. I look forward to working with Jaguar Land Rover and all our Partners ahead of the summit as we ensure a successful and inclusive COP26

Jaguar Land Rover has a successful history in similar events including the recent G7 summit in the UK. The vehicles have all been sourced from existing fleets in the UK, helping ensure the carbon footprint remains low.

We are delighted to partner with COP26 and provide a fleet of all-electric vehicles, including Jaguar I-PACE performance SUVs, to deliver zero-emission transport at the summit. Sustainability is at the core of our business strategy, Reimagine, which enables us to focus on becoming net carbon zero by 2039, as the creator of the world's most desirable modern luxury vehicles.

Thierry Bolloré - Chief Executive Officer

**Note:** Press release courtesy of Jaguar Land Rover.  
September 20, 2021 Staff Corporate Business

# 1966 JAGUAR E-TYPE REVIEW: POWER AND POISE WORTHY OF AN ICON

NOT JUST BEAUTIFUL, BUT FAST, COMFORTABLE, STYLISH, AND NIMBLE: BRITAIN'S FINEST SPORTS CAR TRULY DOES IT ALL.

By Victoria Scott  
September 20, 2021  
TEST DRIVES

Cars are unique as consumer goods. The speed at which the industry moves, combined with its need to blend mass-market appeal with niche specialization, means that they can embody an era and a style unlike any other consumer product. They become characterized by their owners

and heritage. But with certain rare models, they take on an almost indefinable quality. The 1966 Jaguar E-Type is an excellent example of a car that seems to defy categorization.

Despite permeating pop culture since its inception, it has always had a vague definition of what it was for.

With a 14-year production run and popular praise lavished upon it, the E-Type was widely beloved, of course. But what exactly is it? Is it a sports car? Is it rolling art? Is it a boulevard cruiser? I've never found a satisfactory answer. So when I had the chance to drive one, I was determined to find out for myself.

1966 Jaguar E-Type 4.2: By the Numbers  
Powertrain: 4.2-liter naturally aspirated inline-six | 4-speed manual | rear-wheel drive

Price (when new): \$5,620

Horsepower: 261 @ 5,600 rpm

Torque: 283 lb-ft @ 4,000 rpm

0-60: 7.0 seconds

Top speed: 150 mph

Quick take: The E-Type is a stunning work

of art that also happens to be one of the best driving classics at any price.

Jaguar's Extraordinary E

The E-Type is legendarily pretty. Calling it rolling art might be a bit of an understatement. Enzo Ferrari famously said it was



"the most beautiful car in the world," and the influence of the E-Type in later Ferrari two-seaters is plain to see, with its taut, teardrop cabin looking out over a vast expanse of bulging hood in a way that's more graceful than menacing. The Jaguar universally appealed to those with style that sought to make an entrance in the way only a stunning sports coupe could: Frank Sinatra, Brigitte Bardot, Tony Curtis, and Steve McQueen all drove E-Types in the '60s. Despite the car not being quite the ostentatious statement of wealth that many modern celebrities cruising the boulevard flock towards—a 1961 E-Type started at \$5,620, roughly equivalent to \$50,000 today—it was so sleek and forward-looking that it had no parallels priced above or below it.

And this specific example, a 1966 4.2-liter straight-six hardtop, is the spec to own. The E-Type went through several varia-

tions. The first, from the car's inception in 1961 to 1967, is known as the Series 1. In 1965, the infamously long-lived Jaguar XK straight-six (which debuted in 1949 and was not retired until 1992) got a bump in displacement, increasing it from 3.8-liters to 4.2-liters, and raised horsepower and

torque at the same time. Additionally, it received synchromeshes for each gear (earlier 3.8-liter cars had an unsynchronized first gear), more comfortable seats,

an upgraded electrical system, and a more reliable brake package.

Shortly after, in 1968, the Series 2 E-Type debuted, where the pure vision of the Jaguar design was changed in concessions to new NHTSA safety regulations. The unrestrained power of the inline-six was held back with new EPA constraints that saw it lose a carb and gain a more restrictive exhaust. So it was only for the 1966 and 1967 model years, then, that Jaguar offered the most powerful and purest vision of what the E-Type could be. This is one of those few cars.

Stunned at First Sight

Upon first contact with the E-Type, it's easy to see why it was so favored by anyone who could afford one: It is, truly, stunning.

Unlike the last bright red sports car I

**1966 E-type continued from page 7**

reviewed, there is no intimidation built into the design; the Jaguar epitomizes British class and restraint, despite its outlandish proportions. The beltline running seamlessly from the clamshell hood to the rear taper of the trunk looks good at every angle possible. The covered headlights, ostensibly to help with aerodynamics, make the profile of the car uninterrupted and streamlined. Even the delicate-looking taillights and centered twin-exhaust pipes look like they each had a design team dedicated to them; there is no detail forgotten on the entire car. It is still breathtaking to behold today. In 1961, well before the Corvette had found its footing and the Japanese automakers were still a decade away from producing heavy-hitting sports cars, this truly had no rival except in well-established Italian tourers that cost orders of magnitude more.

And it's not like the E-Type gained a following just for good looks, either. It was based heavily on the earlier Jaguar D-Type, a Le Mans prototype race car campaigned by the factory race team in the '50s. It was one of the first to forgo ladder-frame construction in favor of a monocoque with subframes. This dropped weight significantly and helped the D-Type win three straight 24 Hours of Le Mans races, in fields stacked with some of the most legendary postwar racers ever built.

The E-Type carried forward this heritage with a unibody design combined with independent suspension and power-assist disc brakes at all four wheels. Throw triple SU carburetors on the already well-proven XK straight-six with a four-speed manual behind it, and the Jaguar promised top speeds of up to 150 miles an hour and a zero-to-60 in the seven-second range, specs that were completely unheard of from any car in the early '60s—much less from a production sports coupe that started under \$6,000.

So I was pleased when I stepped into the cockpit of the Jag and the racing-style ignition greeted me. The key goes into the middle of the dash and turns to prime the fuel pump and a simple button-press fires the starter and awakens the straight-six. Toggle switches control the main auxiliary

features, and even the heater vents are controlled with very nonsensical chromed sliders; the interior makes no attempt to portray excessive wealth or luxury and instead emphasizes its racing heritage. The steering wheel is a delicately carved wooden one, with weight-reduction holes drilled through the aluminum spokes, and it frames a gorgeously '60s-looking pair of gauges: road speed and engine speed. Everything here means business. The only flair for excess the interior exhibits is the steering wheel centerpiece, which is a superb glass-encapsulated Jaguar emblem.

And it's all business for damn-good reason: This car truly had no parallel in the '60s from a performance standpoint. The triple-carbed XK motor has one of the most linear-feeling torque curves of any car I've ever felt, and because it's an inherently balanced inline-six, it pulled all the way to redline with shocking ease and smoothness. It was easy to forget it was carbureted because it ran so, so smoothly, without any of the ill-mannered cold behavior of most classic cars. The transmission was one of the best ones I've felt in a car, era or cost be damned. The gates were so easy to find and yet so precise that I legitimately had a hard time believing this car is older than my parents.

The manual steering rack communicates through the exquisite wood wheel with perfect clarity, so despite the fact the E-Type has a reputation to be a little tricky to handle in tight corners, I felt no concerns. Even the long hood, which had worried me a bit before I took off driving, became a non-issue—the seating position made it easy to see out over the vast expanse of flowing red clamshell, and the accurate steering-feel made it easy to aim. The length helped to determine—very early on—if the rear was sliding or the front was plowing. In short, the Jag would tell me if I was pushing too hard, and it felt shockingly easy to have fun in as a result.

So with its sportscar provenance proved, it was time for a jaunt on the 101. And somehow, this car did what, 50 years later, most mid-range sports cars struggle to do: It cruised comfortably. The post-1965 revision of the car came with more plush

seats, and it was easy to find a position that allowed me to lean back, arm on the sill, and feel like the queen of Hollywood as I purred down the freeway. Those incredibly well-mannered carbs and the smooth inline-six did more than just make it easy to floor it out of hairpins in the hills, they made it cruise on the freeway with more poise and silkiness than some modern tourers I've driven. And suddenly, I realized why the E-Type had such an outsize reputation for literally decades and how it became an icon larger than its racing successes or flowing lines.

Building or purchasing a car is like constructing an ideal character in a video game: It forces a min-max mentality. We exchange comfort for sharpness or power for response. But the E-Type somehow eschews all of this. Despite having a pedigree that most performance manufacturers dream of and the driving characteristics to back it up, it somehow manages to be thoroughly pleasant to drive around in. Despite being stunningly pretty with dimensions that look more conceptual than production, it accommodated my tall body with comfort. And underneath all of this was some of the finest technology the era could offer at a price that was downright reasonable.

It's obvious why so many celebrities chose it and it was plain to see why it dominated Le Mans within the span of an hour behind the wheel. This was the bedroom-wall car before car culture had the concept of a bedroom-wall car. It could appeal to anyone for any of a myriad of reasons and they would all be equally valid. It is a beautiful piece of rolling art. It is an unparalleled sports car. It is a highway-eater and boulevard-cruiser.

A fun theoretical exercise in car enthusiasm is to build a perfect two-car garage, and frequently, when asked this question, I choose one absurd sports car and one comfortable cruiser or one stylish luxury car and one homologation race machine—always two cars diametrically opposed to cover all my bases for what I could want. With the E-Type, there is a perfect one-car garage and this is it—because there are no more bases to cover. Fifty-five years ago, Jaguar, somehow, did it all.

## Wheels

# Embracing Vintage Cars in the Catskills

**New York Times**  
By Brett Berk  
July 29, 2021

Jared Lamanna opened Churchill Classics in 2016, in a former hardware store in Eldred, N.Y. At first, it was a vintage car repair shop and sales showroom. The driving season in the Catskills is quite short, abbreviated by snow and salt in the long winters and a spring rainy season that can sometimes feel endless.

But now that it's the heart of summer, and people can mingle again, Jared Lamanna wants to provide a place for them to gather - and bring their cars.

His coffee-shop-slash-garage-slash-vintage-dealership, Churchill Classics Coffee, is intended to be that, with colorful indoor and outdoor seating, a food truck in the side yard and a half-dozen cars for sale in the showroom. Down the line, Mr. Lamanna plans a weekend rental business for vintage trucks, outfitted for overlanding - rugged back-country camping - and featuring downloadable guides to take advantage of the area's bounteous trails and growing restaurant and performance scene.

"We'll also host monthly art openings with local artists, drives on our awesome local roads, cars-and-coffee gatherings where the coffee doesn't suck," Mr. Lamanna said. "And the fact that it's a functioning shop adds to the allure. You can hear a real mechanic swearing in the background."

The new cafe, set to open next month, already has a cappuccino maker set out, a 1960s Faema E61. Mr. Lamanna stares at the device, a standard-setter of midcentury Italian design and engineering, as if it were one of the marvels from Alfa Romeo, Fiat and Lancia that fill the remainder of his space.

"I may get something new and efficient," he said, smiling. "So it's more reliable than a 1960s Italian car."

Mr. Lamanna, 35, opened Churchill Classics in 2016, in a former hardware store in Eldred, N.Y., a town in western Sullivan County about a two-hour drive northwest of New York City. At first, it was a vintage car repair shop and sales showroom. Mr. Lamanna and Simon

example, find an ingenious, lower-cost workaround to fix your (my) 1990 Range Rover's clattering differentials.

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In 2020, Mr. Arscott sold his stake in the business to Mr. Lamanna, who decided to expand the enterprise's reach to become more community-oriented. He organized weekend drives for local enthusiasts; he staged events at the space. Traction was starting to develop.

When the pandemic hit, the events had to stop, but business exploded. Given its proximity to New York City, the area experienced a minor population boom, as weekenders became full-timers and newcomers arrived seeking access to nature and reasonably priced homes.

Mr. Lamanna found a niche. "People called wanting help with project cars they now had time to work on," he said. "Or

they moved up here and bought an Outback, but they wanted to get closer to something less sense-numbing, since new cars practically drive themselves, so an old truck became their refuge."

He sold dozens of vintage Toyota Land Cruisers and Land Rover Range Rovers, in the low- to mid-five figures. He just hired a third mechanic.

The car scene is growing elsewhere, too. In a former Ford dealership in nearby Narrowsburg, Fred Twomey is on the verge of opening the eighth restaurant in his transportation-adjacent New York City group, Bar Veloce. (Veloce is Italian for fast.) Vintage Vespa scooters are lined up outside, decoratively, as at his other locations. But a mid-60s Mustang parked out front hints at a further automotive secret in the basement.



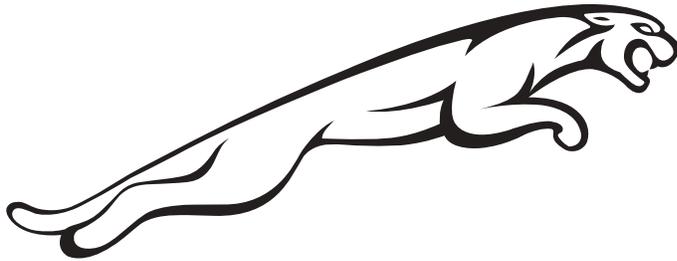
Arscott, a car collector and his business partner, hoped to capitalize on a local market, working on cars driven at the Monticello Motor Club - a high-end, private racetrack nearby, where Mr. Arscott was a member.

That business didn't materialize. "They do everything in house over there," Mr. Lamanna said.

"The fact that it's a functioning shop adds to the allure," Mr. Lamanna said. "You can hear a real mechanic swearing in the background." Credit...Lauren Lancaster for The New York Times

But word of Churchill's oddball existence spread, and it soon became a destination for owners of finicky vintage European cars in the area, myself included. Mr. Lamanna's clients find him a gifted and trustworthy mechanic, willing to delve deep into the online forums to, for

# 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](mailto: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](mailto: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](mailto: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](mailto:steve_varga@yahoo.com)

## Cars and coffee continued from page 9

“We closed all of our locations in the city during the pandemic, and I spent a lot of time up here,” said Mr. Twomey, who owns a weekend home in the Catskills. “And I thought, with the influx of new people in the area, this is the perfect time to pivot.”

In the soaring, skylit bar of the newly built restaurant, Mr. Twomey described the various modular spaces he has created with Karl Wasner, an architect at the Modern Catskills firm, using sliding reclaimed wood walls.

“We’ll have an espresso bar here by the entrance for the morning, before the bar opens,” Mr. Twomey said. “We’ll have two private tasting rooms, a smaller one in the old office and a larger one in the old showroom. And upstairs, on the roof, we have a deck for 60 people.”

For now, the roof deck will open in early August, serving food and drinks Wednesday through Sunday evenings, though the rest of the indoor spaces will hopefully open this fall, pending whatever occurs with the pandemic.

But down a narrow staircase is a three-bay shop that once contained the dealership's service department. Mr. Twomey has a modern

plan for the space. “We want to give new life to old American cars, so we’re going to be converting vintage Mustangs to run on electric power,” he said.

This new venture, Narrowsburg Motor Works, will source non-running, but solid, first-generation Mustangs, and use a bolt-in conversion kit from a reputable Southern California supplier, Electric GT, to swap out Ford’s rumbly internal-combustion engines for silent, battery-powered electric motors.

“We’ll upgrade them to modern safety standards, and add in a little customization, like wood-rimmed steering wheels,” Mr. Twomey said. “And they’ll be the perfect second car at your country house. Luxurious, but not pretentious. Fun, and friendly.”

He hopes to start performing conversions late this year, with the goal of selling the cars for \$75,000 to start. To test out the practice, he’s first converting the shop’s truck, a 1970s Ford F100 pickup.

The mechanics “who worked at the dealership before I bought it were skeptical at first,” Mr. Twomey said. “But they’ve come around to the idea.”

This is true as well for local mechanics with respect to Churchill. “A lot of my business has been from referrals from mom-and-pop repair shops around here,” Mr. Lamanna said. “Finally, after a few years, I called one of them to thank them. They said: ‘No, thank you. You’re doing everybody a service. We don’t want to touch those weird old European cars!’”

Mr. Lamanna, too, has worked his New York City connections to expand his Catskills empire. He has teamed up with another venture, taking his client list and branding to a group of city investors who are transforming an old roller rink in a nearby town, Yulan, into a vintage car storage facility (and co-working space). It will be called Churchill Classics Collective and will open in September.

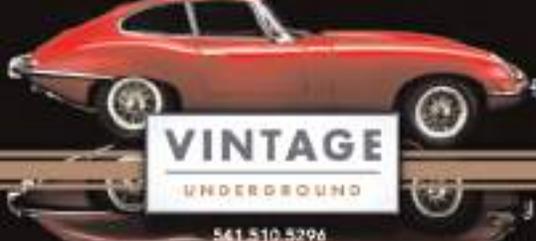
“We’ll have room for 40 cars, a professional detailing station and even a car concierge who can deliver and pick up one of your cars,” Mr. Lamanna said during a tour around the cavernous, concrete-floored space. “Plus, when we sign people up for storage, we’ll also get first rights to broker any sale of their car. So if someone sees something on site they might want to buy, we can help put together a deal.”

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