



November 2022

THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member

JAGUARS Road Trip!

November 12th!

The November mystery garage tour is revealed! Join us on Saturday, November 12 at 10:00 a.m. for a very special tour of the Haugland Collection in Eugene, OR.

Exact garage address in Eugene will be released a week before the event date to those who **RSVP**. We will have lunch following the tour.

Please **RSVP** to Seth Shenker **before November 8** at: seth.p.shenker@gmail.com so we can have an accurate head count.

Alex is looking forward to sharing his eclectic group of cars with JOCO. Here is some more information about our host's collection: www.hauglandcollection.com

See you then! Seth P. Shenker 541-801-9553

Rex Loquitor



Putting away the Toys

It's that time of year when we put our toys away for the winter. Sure we may get a few more nice days when we can go for a drive and

look at the leaves turning. There are still places to go and things to do, but we probably won't be doing that in the collector car. As things get nasty we just don't want to put them at risk or deal with the mess of road grime and sludge.

Some of you have a ritual about this. The cars in question might get their fuel tanks drained or filled to the brim. Some will even get an additive like Stabil, but nothing in my garage will get that treatment. There are so many disagreements on the proper way to winterize. Do you pull the battery or put it on a tender? Should one use wheel cradles or lift the car off the ground to avoid flat spots on the wheels? Remember; "Motion is Lotion and Rest is Rust." But how do you do this when you don't want to take that beauty out?

It's also the perfect time to clean them up or fix those niggles that you were putting up with until you got through the summer. I have a few projects for this winter that will hopefully get another classic ready to join our drive outs next year. For those of us who are garage rats, we are starting one of our favorite seasons. Hours of restoration with nothing pressing in the garden or all the other things that keep us out of the garage in summer.

But, before you crawl into the garage and hibernate

Rex Loquitor continued on page 3

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TERMS EXPIRE JANUARY 2023

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TERMS EXPIRE JANUARY 2024

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TERMS EXPIRE JANUARY 2025

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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 continued from page 2

automotively, may I suggest some things that we have coming up that hopefully will get you out with your fellow JOCO enthusiasts. The first is on Nov 12th. We are going to drive out and see the private Haugland collection. You do not want to miss this. Alex has been putting together quite a nice collection. The third garage won't be done quite yet, so we will have to settle for the two garages that he already has filled. (That was said with my tongue firmly in my cheek in case you missed it.)

Of course no one should miss our Christmas party the first Saturday in December. What better way is there to start the season than a celebration with your fellow British petrol heads. We will be having the festivities at the Chart House once again. I look forward to getting together with friends, party games and more fun than you should legally be allowed to have.

The cars may be going into storage but the fun and fellowship continues. I look forward to sharing the celebrations with all of you.

Rex



Yes, I know, this is a repeat column

ATTENTION ALL JOCO MEMBERS!

As the 2022 year comes to the end, it occurs to the editorial staff that some of the JOCO board members' terms are about to expire. While some may wish to continue for another three years, others may feel the need to step down and let someone new experience leadership in the club.

Serving on the Board is both a service and an enjoyable and rewarding experience. Seeing how the club is run, getting to add one's two cents and to work along side fellow club members for the benefit of all the membership is a gratifying part of being a club participant.

The Board meets once a month and it has been both in person at a member's home, or virtually by Zoom, or some such similar on-web experience. All of the business of the club is conducted at these meetings: activities, by-law



revisions, financial decisions, and so forth. The

time commitment is not arduous, even if you still are a working person, and the self rewards are plentiful.

In the next several weeks members of the Board may be reaching out to you to become more firmly vested in your club. Give it deep consideration and I, for one, hope you choose to step up.

If you don't hear from someone, but feel you would like to work more closely with fellow club members to make this Jaguar club (one of the oldest in JCNA history,) the best club it can be, then call, text or email any of the Board members or officers and let them know.

2023 is looking to be an even better and more activity-filled year. Wouldn't you like to get involved?

Elections are on the Horizon

If you couldn't tell by the previous column (above, same page, Just LOOK!) nominations and election of new club Board members and Club officers is nigh. Look in the back of your roster to find the by-laws. Specifically Article V and Article VI pertain to elections and duties of electees.

Note: NONE of these jobs take a lot of time to do, but are so critical in the smooth running of the club. The names of the members who are standing for the various offices will appear in the newsletter and on the website. They will be voted on at the AGM (Annual General Meeting) which will be held in January. Look in these two places, so that when the time comes, you will know who you want to vote for.

I want to mention one more time, this is YOUR club, to fully enjoy and benefit from club membership, there is no better way than to get involved by holding office or serving on the board. Think seriously about it.



Rob Enderle Tells All:

Read it Here The Next Big Thing in Automotive Technology: Wireless Power

While we acknowledge that Tesla is currently the dominant electric car company, it's not at all aligned with Nicola Tesla's vision. He envisioned a future of wireless power, not batteries. His view was that if we could eliminate the need for power lines, we could create amazing things, like personal flying vehicles that would never run out of power (which is an important feature for something that flies).

Our current attempt to move from gas to electric vehicles has huge problems: batteries and capacitors that leak power.

Capacitors should be our predominant energy storage technology, but aren't because we can't get the damn things to stop leaking energy. They do charge faster and last longer than batteries, but much like you wouldn't accept a car with a leaky gas tank, people won't buy a leaky energy storage technology.

Wireless power can make up for the

leaky capacitors, but it has other limits that make wireless cars unlikely in the near-term. However, wireless components in cars could be a game changer for those of us that want to upgrade our aging cars rather than replace them.

Let's talk about wireless power this month

Two Predominant Forms of Wireless Power.

The two forms of wireless power in the market now are inductive and broadcast. Inductive wireless charging is what you may use to charge your cell phone. Many new and coming vehicles (including Jaguar) either have an inductive charger built in (My wife's Volvo has one.) or will have shortly. While inductive technology has advantages in terms of the amount of power that can be transferred (It can be used to charge an electric car as WiTricity has.) and

can be built into roads and parking spaces, it's wicked expensive, making it unlikely it will be more than a point solution at automotive scale. Plus, it doesn't really solve the battery vs. gas problem.

Broadcast power is being championed by companies like Powercast. With this technology, power can be broadcast up to 120 feet from a dedicated transmitter, or it can pull power from any RF transmitting device, but the power levels are incredibly low. They can keep

is running with one or two well placed transmitters. One issue with cars is that they use a lot of metal which can be a problem when trying to send both power and data signals to and from the devices.

But imagine how much easier it would be to install something that did not need to be wired. Now, the initial market for these devices will be new cars which should reduce both the number of related accidents (more sensors and driver warning) and repairs

because the related labor costs would drop as well. I do not expect the aftermarket to pick this up until after it is more widely adopted in new cars. Hopefully this will be an option for us in new cars around 2024/5, but later in the decade for older cars.

Wrapping Up: The Future

While Nicola Tesla's vision has not been realized yet, there is increasing hope that it will be given the advancements in broadcast power technology. However, the ability to power a car wirelessly (outside of inductive charging) is more than a decade to come. Still, it sug-

gests that at some point in the future, our electric cars will not ever need to be plugged in, they will just work. Well before then we will have inductive charging options for those cars (which will help make up for those of us that regularly forget to plug our cars in to charge at night), and we will have wirelessly powered sensors and accessories that will be far easier to install and service than the wired devices we have today.

It would be fascinating if the electric car that displaced Tesla was wirelessly powered, making it more of a Nicola Tesla solution than one from Tesla the company. So, the next big thing, after autonomous driving, will be some form of wireless power. It isn't a question of if so much as when, and it appears to be coming surprisingly quickly until you realize that Nicola Tesla was talking about this decades ago.



a smartphone topped off for instance, but there's not enough power to charge it in a reasonable period, making it way too low to power a car.

However, where wireless power from Powercast does work is for sensors. Now imagine being able to add or replace a sensor, lighting unit, or other either low-powered or infrequently used device without having to plug it into power or the car's network. For a lot of us with older, exotic or rare cars (like our E-Types), having parking sensors could help prevent some of the avoidable damage we do when we do not see an overly high-speed bump or curb.

With these smaller devices, you can use capacitors if they pull too much power over a short period and keep them topped off while the car

Cara Amica

These Italian Beauties Are Really Jaguars!

by Richard Heseltine
February 3, 2022
Via Hagerty UK

Many of Jaguars' designs are routinely honored as classics. However, their sultry sheetmetal didn't stop Italian coach-builders and styling houses from attempting to improve upon British perfection.

The movement began as far back as the early 1950s. The 1960s and '70s, in particular, witnessed the release of several memorable makeovers, some of which had arbiters of beauty championing their cause far and wide. Others, by contrast, were poorly received—often with good reason. Yet none were boring, which gives car enthusiasts like us plenty to talk about.

What follows is a rundown of the better-known *Giaguari Latini*, and a few that have long since been forgotten by history. The real shame is that Italian coachbuilding is now facing extinction, so there may never be another masterpiece of this kind. The cars featured here serve as a reminder of how good, or, at the very least, memorable, it was while it lasted.

Frua E-Type, 1966

Frua's best-known Jaguar remodeling was more of a restyle than a complete over-



haul. It was completed at the behest of well-known dealer John Coombs. The sometime-race entrant envisioned selling specially tailored Jaguars to a discerning clientele, the prototype being displayed at the 1966 British International Motor Show at Earls Court.

Some 250 mm (9.8 in) was removed from the nose, while the power bulge was replaced with an air scoop. A new grille was also substituted. The rear end was similarly truncated. Perhaps unsurprisingly, given the popularity of the standard E-

Type, there were no takers and accordingly the car remained unique, much like the *Frua S-Type* (below). It was later lightly modified by *Italsuisse*, a firm with whom Frua collaborated closely, which added a rather boxy, full-width rear bumper. The car was offered recently on the auction platform *Collecting Cars*, but the auction ended with the car unsold.

Frua S-Type, 1966

Pietro Frua's bulging resumé included several landmark classics. Milan Jaguar concessionaire, *Faltori and Monanti*, commissioned the build of a custom-bodied S-



Type in 1965. A rolling chassis was dispatched to Turin in December of that year, and remarkably the prototype was completed in time for its big reveal at the March 1966 Geneva motor show.

Whether it was always going to be a one-off, or if Frua's intention was to create replicas, is a source of debate among historians. What is beyond doubt is that the car remained unique. The *Frua S-Type* remained unsold for several months until it was acquired by the Italian gentleman *Francesco Respono*. He, in turn, moved it on to former motorcycle racer *Hans Haldemann*.

Bertone FT, 1966

Following up a XK150 rebody was no easy task, and Bertone's next "boutique" Jaguar was surprisingly sober-looking by comparison. The marque's Italian concessionaire, *Ferruccio Tarchini*, commissioned



the Turinese styling house to construct a four-seater *Gran Turismo* based on the 3.8-liter S-Type saloon in time for the 1966 Geneva motor show.

Marcello Gandini was tasked with creating an all-new outline, the intention being to create a car for the Italian market only. *Tarchini* would be the sole distributor for this coachbuilt strain that was to be dubbed "FT" in his honor. However, it wasn't warmly received following its unveiling. Nevertheless, *Tarchini* pressed ahead and commissioned a second car, this time based on a 420 platform.

Bertone Pirana, 1967

The next Bertone Jaguar was infinitely sexier and well-publicized in period. That is understandable given that it was conceived by *The Weekend Telegraph's* editor, *John Anstey*, and his staff. It presented their idea of the perfect GT car. *Nuccio Bertone* was quick to come onboard,



agreeing to complete the coachwork in time for the *Pirana's* debut at the October 1967 British International Motor Show.

Bodied in steel save for the aluminum bonnet, and styled by *Gandini*, the resultant creation cost a rumored £20,000 to build—nearly £400,000 today (over \$500,000). There was never any intention of building even a small run of replicas. The *Pirana's* outline proved influential, however, in that it provided reference points for the *Lamborghini Espada*.

Bertone Ascot, 1977

Gandini's follow-up was diametrically opposed in terms of styling. The shy artiste was at the height of his "folding paper" powers when he styled the brutally angular *Ascot*. Based on a shortened XJ-

Italian Jaguars continued on page 7

Italian Jaguars continued from page 6

S platform, complete with 5.3-liter V-12, it was created at a time when Bertone was pitching to shape mainstream production cars for Jaguar.

What the creative types in Browns Lane made of the Ascot remains unrecorded, but this most serrated of big cats was nothing if not noticeable. Sharing styling cues with another Gandini creation, the Ferrari-based Rainbow, it was unveiled at the 1977 Turin motor show. The public greeted it with muted praise, which would explain why the Ascot remained a one-off.

Bertone B99, 2011

Scroll back to 2011 and Bertone had been in a precarious state for much of the previous decade. The arrival of this beautiful concept car at that year's 2011 Geneva Motor Show proved that this hardy legend still had the ability to surprise. What's more, it was styled by a Brit—the talented Adrian Griffiths.



While Jaguar was keen to distance itself from anything remotely retro, here was a styling masterclass that appeared classic without being clichéd. The B99 concept was also touted as a hybrid, with both a combustion engine and electric motors. Not only that, it was displayed next to a mocked-up racing version, complete with the mother of all rear spoilers. However, it came to nothing.

Italdesign Kensington, 1990

Styling great Giorgetto Giugiaro had high hopes for the Kensington when it was released in 1990. The Italdesign principal

opined in period that Jaguar was too rooted in the past, and that he was keen to move the marque's design language forward.



The most controversial part of the XJ12-based Kensington was the high-sited rear three-quarter treatment, but it proved influential. Many well-known designers freely admit to having been inspired by this one-off, but Jaguar, which didn't sanction the build, was snuffy about it. Giugiaro has rarely been one to let things go to waste: He subsequently reworked the outline for several Italdesign-shaped cars wearing Lexus and Daewoo nameplates, among others.

Pininfarina XJ Spider, 1978

Of the many 1970s concept cars, few tugged on the heartstrings quite like this exquisite XJ-S-based creation. This shapely machine was strictly a standalone gig with no official factory involvement save for the contribution of a well-used XJ-S test hack which acted as a donor car. By the time the Turinese artisans were finished, all that remained was the bare floorplan, the new body being fashioned in metal and aluminum under the direction of Lorenzo Ramaciotti.

First seen publicly at the 1978 British International Motor Show, it caused a furor, but sadly, tragically even, it remained only a prototype. Pininfarina was responsible for the third-generation XJ6/12 makeover, though.

Pininfarina XJ220

The most recent Pininfarina Jaguar remains shrouded in mystery. It wasn't publicized by the firm in period, that's for



sure, nor does it appear in most books on the subject. The Sultan of Brunei was once a highly valued customer, and in 1995 he requested a customized XJ220.

The regular car's outline, the work of Keith Helfet, remained, only with fixed headlights in place of the concealed items, the rear end being reworked to accommodate different light clusters and a larger spoiler. The interior was also altered. However, the task of building the car was subcontracted to Sergio Coggiola's eponymous carrozzeria. Whether the Italian reinterpretation was an improvement over the Coventry original depends on your artistic bent. [Ed: You know the drill ... Let us know in the comments below.]

**Zagato Jaguar XK140/XK150**

Milanese coachbuilder Zagato created several significant designs during the 1950s, but its take on the XK-series remains a subject of confusion and conjecture. It was once widely held that three cars were made, but some historians have adopted the view that only two were so bodied.

The first example was built on an XK140 platform at the behest of Italian playing card manufacturer, Guido Modiano, who had crashed the donor car. The finished article was displayed at the 1957 Paris motor show. A second example, based on XK150 running gear, was then fashioned for a Swiss Jaguar dealer and exhibited at the 1958 Geneva Motor Show. A third car was purportedly built, based on an XK150 SE.

SHARING *the future*

Northwest Regional Reps: Carole Borgens & Kurt Jacobson

Carole Borgens and I are on the Board of Jaguar Clubs of North America (JCNA). We oversee the actions of JCNA. We also have a high-level view of what the 60-some clubs in six regions are doing. Some have struggled and even disbanded. Others have thrived.

Like people, each club has a different personality. I would characterize our five Northwest Region clubs as being enthusiastic. I believe that enthusiasm is the key to club success. It's not just the shared passion for Jaguars or cars in general, or for monthly meetings, concours, drive-outs, newsletters or slalom.

Because the members and volunteers of our Northwest clubs tend to participate with each other and enjoy each other's company, we are all thriving. The clubs outside our region that struggle seem to have lost some of their enthusiasm and don't reach out to their neighboring clubs as much as we do.

Good events and enthusiasm seem to drive participation. Our belief in inter-club events remains strong and invitations to other Regional clubs continue. The photos included here are from the recent Seattle Club's Fall Colours Tour along the famous Chuckanut Drive in Bellingham, Washington, pausing for lunch at Chuckanut Manor.

Pictured are the two JCNA Northwest Region

Directors, Kurt Jacobson from Seattle and myself, Carole Borgens from Vancouver, along with Seattle member Sharon Case, in front of a Seattle member's beautiful Mk IV. The drive continued through Deception Pass to Whidbey Island to enjoy a marimba band playing in a Seattle club member's outdoor amphitheater.

Sharing newsletters and website links throughout regional clubs helps to inform members of activities they may participate in, as well as suppliers and advertisers previously unknown. As we continue finding ways to improve and energize our clubs, sharing remains a continuing thread in all discussions.

Member input and ideas to share are welcomed always. We can be reached at caroleborgens@shaw.ca and kurtgjacobson@gmail.com.

Happy Motoring to All,

Carole Borgens

Carole

Kurt Jacobson

Kurt



Bill and Claudia Relyea opened their home to a group of pizza hungry JOCOites for a delicious and relaxing evening.

Seems that besides working on restoring several pre and post-war Jaguar drop heads, Bill is also an excellent pizza chef. He and Claudia built a wood-fired pizza oven on their backyard patio which is big enough to cook three large sized pizzas at one time in about three minutes!

This was a good thing since those in attendance



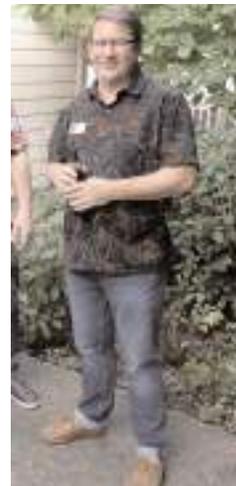
Pizza Night in Pix

seemed to be devouring them at that same speed. The Relyea's provided the makings for the pizzas and you could specify what you wanted on the dough and in almost less time than it takes to tell, your selection would be on your plate piping hot.

Of course things other than pizzas were discussed. Bill is working on restoring early Jaguars and several were on display in various forms of completion. In addition to the Cats, they also have quite a selection of motorcycles for one's perusal.

All in all, those in attendance were seen by Yrs Trly to be having a grand time and it looked to me that the Relyeas were enjoying it as much as anyone else.

Many thanks, and I for one hope this becomes a repeat performance for years to come.



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.**

SAVE THE DATES!

If you have an activity you think would be of interest to the other members, but don't see it here, contact any of the Officers or Board members to let them know what it is and when you would like it to happen. They will be happy to assist you in making it a done deal!

Nov 12th Private Collection Tour,
Check out page one!

Dec 10th JOCO Christmas Party. At the Chart House in Portland. Look for more info on the website.

January 2023 - AGM. To be announced.

For Sale:

Set of 4 Dayton wire wheels, with lug nuts. 15 X 7 in. bolt pattern 5 X 4.75 in, or, 5 X 120.6 mm. With growler center caps. Taking up too much space, so, would like



\$150 for the set. Am cleaning them up and installing stainless valves. Also seeking small container, about 500 ml, of Lucas replacement smoke. Have small defect in one circuit, causing one tail lamp assembly to be dimmer than the other. See photos. Contact Matt Nowak: crops45@yahoo.com or call/text 503 936 5684

For Sale: Front seats from a broken XJ6. Tan, recently reupholstered and in virtually new shape. 4 door cards to match, original to car in great shape. Seats: \$200 for the pair, door cards \$50 for all 4. Call Glen 503-341-2906 or britcar69@hevanet.com



Our own Dan Simons found this reprint from Road and Track 1961 on the then, newly released XK-E. We both thought this might be of interest to you. We hope you enjoy it!

JAGUAR XK-E

Sensational is the word for this Coventry cat

PHOTOS BY Internet



XK-E, we can't remember it. And to sum up this car in the third sentence of a report may be unusual for

IF A NEW CAR ever created greater excitement around our office than the new Jaguar

us, but it is easy to do. "The car comes up to, and exceeds, all our great expectations." The car itself was fully described in our May issue, but, briefly, it has a 96-in. wheelbase monocoque chassis, a 3.8-liter double-overhead-camshaft 6-cyl engine developing 265 bhp, and a

(Reprinted from September 1961 Road & Track.)

curb weight of just over 2700 lb. Two body types are available, a coupe and a roadster—the latter being actually a true convertible, also available with a very neat removable hardtop.

This report is a compendium of experiences involving three people, four cars and two countries. However, we must say that the longest time at the wheel (by one driver) was only two hours and in this respect we were at a disadvantage, as cars were made available to the British Press early in March. Our test data, therefore, are limited to a top speed of 100 mph and the fuel consumption range, given as 15 to 21 mpg, must be considered tentative.

As is well known, the genuine top speed of the showroom-stock Jaguar XK-E is 150 mph. Actually, this speed has been slightly exceeded and, though the fast-back coupe looks more aerodynamic than the roadster, there appears to be very little difference in drag, or concomitant top speed. In this connection, our coasting tests from 80 mph were made in a roadster and reference to the performance graph will show that lowering the top shortens the coasting times and distances.

The standard axle ratio specified for the XK-E is 3.31:1. In our opinion this is a perfect choice, completely satisfactory and ideal for 99% of all owners, or prospective purchasers. This ratio gives almost exactly 150 mph at 6000 rpm, with an allowance for tire expansion. However, ratios of 2.94, 3.07 and 3.54 are available and it will be interesting to see what can be done in a speed run with the lowest ratio; we would expect something close to 180 mph under favorable circumstances. The axle ratio in our test car, however, gives a somewhat misleading comparison with the older, heavier XK-150-S. Similar gearing in the two cars should result in a striking performance difference.

While such speeds are largely academic, the acceleration figures are factual and useful. Our test car, which, as we said, was a roadster, had a modest speedometer error, being 3% fast at an indicated 100 mph. Thus, we got 0 to 100 mph in 16.0 sec, but the time to 103 mph was 16.7 sec, achieved, by the way, without using 4th gear. One of the most frequent questions we hear regarding the Jaguar's performance is "Does it outperform the Corvette?" The answer is a qualified no. A showroom stock fuel-injection Corvette will just "nip" the acceleration times of the Jaguar, but it won't go as fast at the top end. This, of course, indicates that a Jaguar with the optional 3.54 ratio might just equal the Corvette and, as the Corvette has a 3.70 axle ratio, a similar ratio (though not available) would give the Jaguar a definite margin. However, here we must remember that the hot Corvettes running in competition have a 4.10 axle and turn 7000 rpm. Thus, the Corvette has a definite advantage "on-paper" over the XK-E, but a well-tuned "E" may produce a few surprises when it

gets into competition in this country, despite its much smaller displacement.

As is well known, the engine is the same unit as used last year in the XK-150-S model. In 13 years of development, the XK engine has remained fundamentally unchanged, except for a larger cylinder bore introduced two years ago. Yet, minor revisions have provided a power increase of 65%, from 160 bhp in 1948 to 265 bhp at present. The three-carburetor version, as applied to the XK-E, seems even smoother and quieter than before, possibly because there is no engine-driven fan. During the test runs for acceleration data the engine temperature never went above 73° C, with the outside temperature at the same reading in Fahrenheit. Because the electric fan comes on only at 80° C, it is obvious that it will seldom run, and when it does it draws only 7 amps, about the same as one headlight.

Despite the three large carburetors (2-in. size), the powerplant is extremely flexible and will accept full throttle at 1500 rpm without hunching. Thus, while 3rd gear would normally be used for cruising through 35-mph zones, it is possible to drive at 15 mph in 4th gear without jerking or back-lashing. The unit doesn't like full throttle at this low speed, but it will accelerate smoothly and briskly if a little initial care is exercised. The tachometer has a caution zone from 5500 to 6000 rpm. While the engine is designed for 6000 rpm, this speed is really a bit harsh for a unit having a stroke of over 4 in. Our test results are all based on a revolution limit of 5500 rpm, though the maximum speeds in the gears are given for 6000 rpm. (See data panel; true speeds will be slightly higher because of tire expansion, particularly in 3rd gear.)

When the XK-E was announced, it was stated that the designer's goal was to achieve family sedan-type comfort with sports car handling qualities. In driving the car for the first time, the superb riding qualities do indeed make an immediate impression. In fact, the ride is so good we will say without equivocation that only one other sports car has a comparable ride, and it also has independent suspension on all four wheels. The Jaguar ride may not equal the soft boulevard characteristics of our prestige-type sedans, but we do not think it should. The XK-E has soft, yet extremely well controlled springing.

But what is even more remarkable is the car's uncanny adhesive characteristics. A car of this power-to-weight ratio can be a real handful, even dangerous, if a heavy foot is used on the accelerator. But this car is very difficult to "break loose." Of course, in 1st gear, which is very low (or high, numerically), it is possible to spin the rear wheels on dry pavement, but even here the limited slip differential (standard equipment) makes all the difference—there is no tendency to go sideways at take-off unless the driver deliberately sets





up wild wheelspin of the type that gets nowhere.

In normal driving 1st gear is seldom used except for a short initial start, because this gear is so low, slightly noisy, and not synchronized. Another reason for this is that 2nd gear is so handy and useful, despite the fact that its synchromesh unit is not very effective. This gear, at 6.16:1 overall, is just a fraction too high for normal starts from a standstill—it can be done, but it's not recommended. But once underway, 2nd gear is a very useful ratio and, with a speed range of from 5 to 76 mph, it can provide magnificent cornering over and around twisting mountain roads. If you get over-exuberant the rear wheels break loose, but control is excellent and you can hold a "tail-out" attitude with very little practice. In general, the steering characteristic is just a trace of understeer at all times, with the possibility of induced oversteer if an indirect gear is engaged and throttle applied.

In this connection, the steering also rates as very close to, if not actually, the best we have experienced. There is just the right amount of road feel, no kick-back, moderate parking effort, and a ratio that is quick without being too sensitive or tricky at high speed. (The number of turns lock to lock, at 2.6, sounds very quick, but the turning circle is not too good.) We might also mention that the Jaguar's weight distribution is somewhat unusual; 50/50 at the curb or 49% front, 51% rear, with driver and full tank. This gives a basically neutral-steering car, in which only very slight compro-

mises in suspension geometry are necessary to give modest understeer and high speed stability. The net result has to be experienced to be believed.

As with the steering, the disc brakes just can't be criticized. It is virtually impossible to feel the booster come in, and the pedal pressure is moderate without being overly sensitive. These are disc-type brakes, so the problem of fade is non-existent and, incidentally, there was no sign of the squeals or squeaking sometimes encountered with metal-to-metal brake pads.

While there has been some criticism of the interior seating space, we liked the layout very much, particularly the way the steering wheel (which is adjustable over a range of 3 in. in and out) is placed well forward. At the same time, the interior dimensions are not satisfactory for over-6-footers, and the present brake and clutch pedal angles are a little awkward. We understand this is being changed and that the seats are to be redesigned so that they will move farther aft (present adjustment range is only 3 in.).

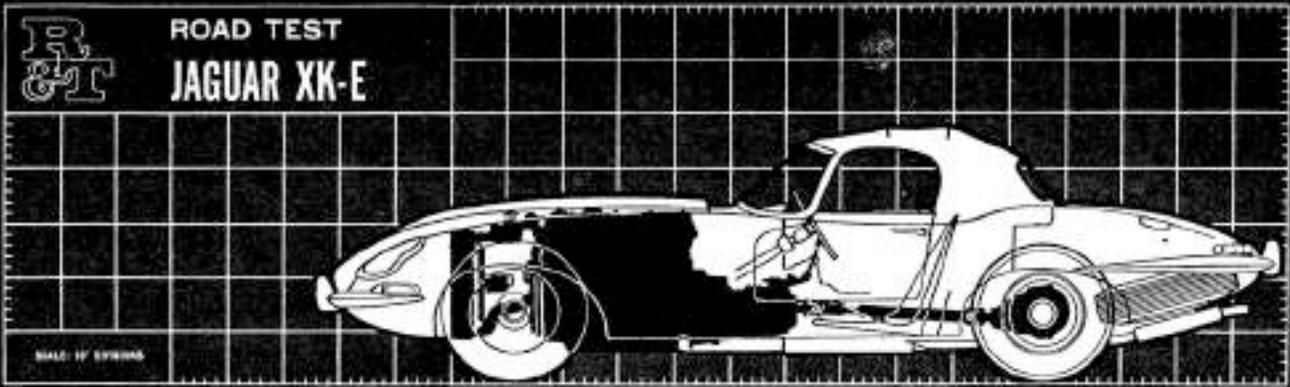
Instrumentation is very complete and the white-on-black numerals are strictly functional, as they should be. A heater and defroster are standard equipment, but we had no opportunity to try them. The heater includes a fresh-air vent, but this appears to let in warm air only and ventilation might be a bit of a problem in a summer rain storm. When the side windows are lowered, a wind-beat noise is very noticeable, and the cockpit is too drafty for long distance touring with top down, at least if speeds of over 80 mph are contemplated for any length of time. The fast-back coupe is better in this respect, for its hinged quarter windows can be used to give an extractor effect.

An unusual feature is the provision of three windshield wiper blades. These are driven by a 2-speed electric motor and are said to be adequate for driving in the rain at slightly over 100 mph.

The over-all appearance is, of course, what attracts most people and we have yet to hear a detractor, though the roadster's soft top isn't as attractive as the optional hard top. Sheet metal protection front and rear is minimal for American parking conditions; the front parking lights, in particular, look vulnerable and the rear bumper is located very high, exactly 6 in. higher than the front bars, in fact. This exposes the twin mufflers and tail pipes. The plastic headlight covers are also vulnerable.

Obviously, the Jaguar XK-E is one of the most exciting sports cars ever produced. While it is unfortunate that a strike at the body plant has delayed production, this lull may prove to be beneficial, in that Jaguar can make the few obvious corrections that are needed before real production commences. 





DIMENSIONS

Wheelbase, in	96.0
Tread, f and r	50.0
Over-all length, in	175.3
width	63.2
height	48.1
equivalent vol, cu ft	318
Frontal area, sq ft	17.5
Ground clearance, in	5.5
Steering ratio, o/a	n.a.
turns, lock to lock	2.6
turning circle, ft	38.4
Hip room, front	2 x 20
Hip room, rear	n.a.
Pedal to seat back, max	41.0
Floor to ground	8.0

CALCULATED DATA

Lb/hp (test wt)	11.3
Cu ft/ton mile	114
Mph/1000 rpm (4th)	23.6
Engine revs/mile	2550
Piston travel, ft/mile	1770
Rpm @ 2500 ft/min	3600
equivalent mph	84.7
R&T wear index	45.1

SPECIFICATIONS

List price	\$5585
Curb weight, lb	2720
Test weight	2990
distribution, %	49/51
Tire size	6.40-15
Brake swept area	461
Engine type	8 cyl, dohc
Bore & stroke	3.43 x 4.17
Displacement, cc	3781
cu in	230.6
Compression ratio	9.0
Bhp @ rpm	285 @ 5500
equivalent mph	130
Torque, lb-ft	260 @ 4000
equivalent mph	94.1

GEAR RATIOS

4th (1.00)	3.31
3rd (1.28)	4.25
2nd (1.86)	8.16
1st (3.38)	11.2

SPEEDOMETER ERROR

30 mph	actual, 29.2
60 mph	57.0

PERFORMANCE

Top speed (4th), mph	160
best timed run	n.a.
3rd (6000)	110
2nd (6000)	76
1st (6000)	42

FUEL CONSUMPTION

Normal range, mpg	15/21
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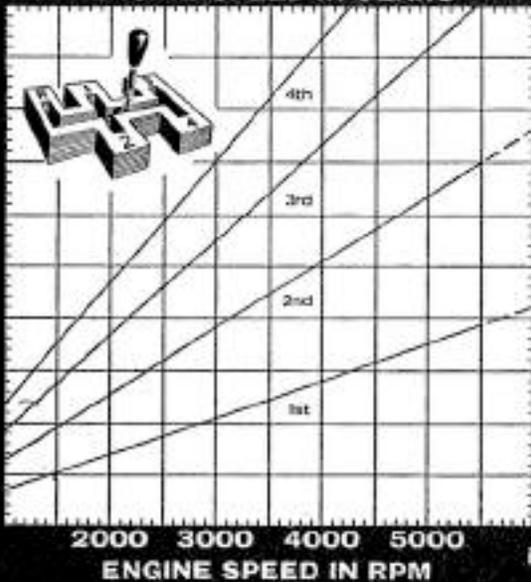
ACCELERATION

0-30 mph, sec	3.1
0-40	4.6
0-50	5.7
0-60	7.4
0-70	9.2
0-80	11.6
0-100	16.7
Standing 1/4 mile	15.2
speed at end	94

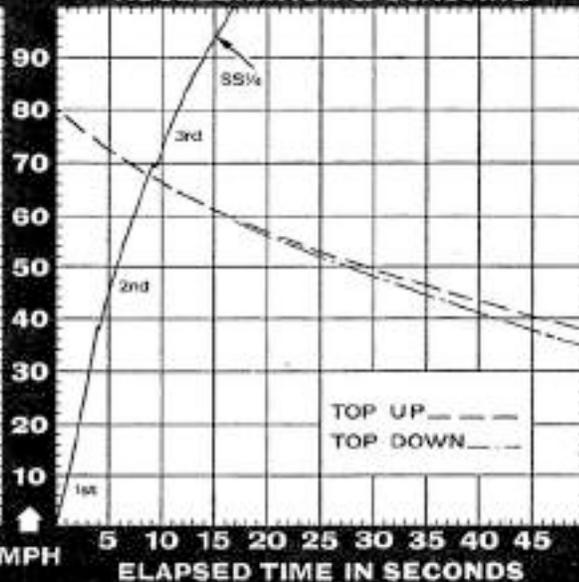
TAPLEY DATA

4th, lb/ton @ mph	330 @ 80
3rd	450 @ 53
2nd	640 @ 40
Total drag at 60 mph, lb	100

ENGINE SPEED IN GEARS



ACCELERATION & COASTING



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Owner/General Manager

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We did it! Another Electro Cat completed and no one was actually harmed in its production, I don't think! I want to thank my stalwarts who keep me supplied with interesting articles and great photos. Thanks to Rob Enderle, who gave us a look at wireless charging of electric vehicles. I had another batch of photos in this issue thanks to Carl Foleen. I am thanking Mrs Yrs Trly for her work in tossing out dangling participles and the like, so nice to have a second pair of eyes. A BIG hand to Bill and Claudia for yummy comestibles (pizza.) Dan Simons found a nostalgic piece on the E-type. I would also like to thank our Northwest Regional Reps, Canadian Carole Borgens and Washingtonian Kurt Jacobson, for keeping us in the know on all things related to JCNA. I urge you in the name of good clubmanship to consider standing for office or a board position. And in the mean time - while the weather is still moderate - get your Jag weatherized, and if possible, drive your Cat whenever you can. After all, our cars are meant to be driven. **Motor On!**



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 _____

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MEMBERSHIP Please select one of the following membership options	Amount	Paid
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JOCO Member Car Badge(s) Please specify how many you would like	\$20 ea.	\$ _____
JOCO Member Name Badge(s) Please specify how many you would like and the name(s)	\$18 ea.	\$ _____
Total Amount enclosed \$		_____

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Signature _____

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