



THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member

Petroleum Museum Participants Were... Agast





The calendar has March-ed on toward Spring and we find ourselves thinking about: (A) Washing the winter road grime off our daily drivers, (B) When will ODOT clear the gravel from Oregon's highways and by-ways (so we don't have to worry about rock chips on our cars), and (C) How soon we can get an appointment with our tax accountant.



Dear readers, I find that I must repeat myself. It is absolutely imperative that we find understudies for some very critical jobs within the club. The positions of Concours Chief Judge, Webmaster, and newsletter editor are in the most urgent need of an understudy. As for the newsletter editor position, I will gladly spend all of the time necessary to help the understudy Cat Fancier to help the understudy become familiar with the tasks necessary to produce the newsletter. Please note that a lot of written components for the newsletter can (and should) be written by others, so that lightens the burden quite a bit.

Of course, there are some distractions available this time of year as well. Feet up by the fireplace, a fresh batch of popcorn, and a glass of wine to accompany a favorite movie on the DVD player. Or there are two events of which you may wish to partake this month. First is a tour of the Leatherman Tool factory right here in Portland on Thursday, March 6th. Second is an excursion to

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Terms Expire January 2026

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Mandy Ashcroft	Portland
Wynne Wakkila	Tigard

Terms Expire January 2027

Ashley McKay	Portland
Curt McKay	Portland
Mike Scott	West Linn

Terms Expire January 2028

Clint Newell	West Linn
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Find us at: www.joco.org

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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the Brothers Collection on Sunday, March 16th. Participants will meet at the event locations (no drive outs are planned). There is no cost for the Leatherman tour (unless you want to go out to lunch afterwards). The Brothers collection is priced at \$30.00/person for advance registration, or \$45.00/person at the door. Admission is a 100% charitable donation (details in the event information). By the way - bring your walking shoes! Please sign up for these events on the club's website. And here;s some late-breaking news: Check the events calendar for an update for April's event.

Of recent note is that the JOCO Lunch Group is gaining notoriety within the JOCO community and new faces are appearing to enjoy some additional JOCO camaraderie at lunch time on Monday. Perhaps there is a misconception amongst members at large that this is some sort of exclusive "invitation only" group. Nothing could be further from the truth. If you would like to participate, all that's necessary is to find a parking place at the Clubhouse Bar and Grill (arriving early is recommended because of the small parking lot), walk to the "back room" and pull up a tall chair. We do leave the pool table to other patrons, however.

I would be remiss for not thanking Rick Martin for organizing the Petroleum Museum event. Everyone that went - even those that had been on a previous tour - were greeted with a much different collection than had been seen in previous years. It is always fascinating. Some of the exhibits border on mechanical sculpture, and the porcelain sign collection is surely one-of-a-kind. There are many unique pieces that are either "one of a few" or in at least one case "one of one." Due to the request of the museum's owner, the photos will not be posted on the club's Facebook page. Instead, we have permission to publish them on our web page only. £

All the best!
Carl

MARCH IS A “TWO-FER” MONTH AT JOCO



The “Big Events” for March are a tour of the Leatherman Tool factory in Portland, and JOCO’s visit to the Brother’s Collection in Salem.

Ten JOCO members will have a first-hand look at how their Leatherman tool is made. (Everyone has one, don’t you?) The event is Thursday, March 6th at 10 AM, so please sign up promptly.

The Brothers Collection is one of the most significant motorcar collections in the world, but it is not open to the general public. Viewing the collection is through a

private event only, so don’t miss this opportunity. Sign up on our website.

The collection features both “domestic” and “foreign” cars, but what is most unique is that each car is one of the finest in its class anywhere in the world - bar none. The astounding part is that oftentimes there are several examples of a particular car in a given model year - in every color that the factory offered for that particular model (Road Runners, for example). \$30 in advance or \$45 at the door £

Rob Enderle Tells All:

Read it Here

The Jaguar E-Type EV Conversion: Still Not Time

I've been looking hard at converting my 1970 E-Type into an electric car. Since it sits idle for much of the year, it's kind of a pain to maintain the drivetrain. Kits are still running upwards of \$120K with the promise of around 160 HP, 160-200 miles of range, and a 0-60 time of 6 seconds. This is substantially slower and less powerful than my car which was converted to a dragster in the 1970s before I got it, and I swapped that engine and transmission out for a modern 569 HP crate LS3 and automatic.



So far, the LS3 is holding up fine, it is scary quick, and it starts and runs like a champ. The downside is that it is a bit noisy. While I have seat heaters, the cabin heater was deleted as part of the build (and to clean up the really chewed up firewall, the guys that did that dragster build did a lot of unnecessary damage to the car).

Disadvantages to Going Electric

At \$120K plus and about 10 days of labor, this isn't a cheap build. That cost doesn't include updating the rest of the car. You'll likely want to replace the rubber hoses, weather strip, repaint the car, and update the brakes and master cylinder as part of this process. You'll also want to either replace and update all of the instruments or get a conversion kit that will allow them to work with the EV powertrain. In some kits this is included, but in others, not so much. The build isn't that difficult, but you'll be dealing with a lot of weight and high voltage wiring so it is likely better done by a shop that has done this before and there is at least

one of them here in Oregon.

Resale is going to suffer, as well, particularly if you have a numbers-matching car. It'll suffer a lot unless you can find the right buyer who wants an EV Jaguar. Recall that the one Jaguar was selling was around \$500K out the door, so there is a chance you could find a buyer that would see a well-done car for less money as a value, but I wouldn't bet on that.

The ones I know of are single motor conversions, while most shipping EVs have two, three, or even four electric motors. This means a lot of the EV performance advantages won't appear in an EV conversion.

As an investment move for a decent Jaguar, this conversion makes no sense whatsoever even though there are a number of advantages to going electric.

Advantages to an EV Conversion

Now if you have a car like mine that is a long way from stock and that will already need a ton of work, the EV

conversion may turn out to be less of an extra expense than a full drivetrain rebuild. Both the EV and the gas version of this car will still use the same Jaguar rear end, but everything else will likely need to be rebuilt or replaced.

You end up with an appliance that goes when you turn it on and stops when you turn it off. You'll feel the extra torque from the start and the car will be extremely quiet (though you'll hear any rattles far more annoyingly because the engine noise doesn't cover them up).

You end up with almost zero maintenance (mostly brakes and bearings, which will be mostly modern as a result of the conversion.) So, no stalling out at lights, no gummed-up carburetors, no aged-out fuel, and none of the gas leaks or electrical problems that older cars are infamous for.

My conclusion is that for almost all of us, it is still way too early for an EV E-Type conversion as they just don't make that much sense yet.

However ...

Wrapping Up: What's Coming

So, there are some things that are coming that could change my mind about an EV conversion. The first is hub motors. These are electric motors that will sit in a wheel hub and can contribute upwards of 250 HP each. This would give the car the potential for 1,000+ HP and open up a lot of room for more batteries. On the battery front, safer, denser batteries are coming. We already

E-type EV cont'd from pg. 7

have EVs on the market out of China with over 500 miles of range (some approaching 1,000 miles) which suggests we could get to over 400 miles of range on a converted E-Type.

Four hub motors would make the cars far more stable and potentially faster than most supercars due to the ability to apply power uniquely to each individual wheel (a lot of power does you no good if you can't put it down) and the labor time to do the conversion should be far less because you don't need to deal with the differential (you could simply remove

it), though you'd likely have to rework the inboard breaks.

Future kits may also get a shifting option, this has been something interesting in Hyundai Ionic EVs that have the feature. Even though shifting is simulated, testers indicated the feel was just like a regular stick shift (though it does slow the car down if the feature is used). In addition, I'm expecting better sound emulation packages so you could still get a simulated Jaguar engine sound (or the sound of anything else you fancied) as part of the build. Currently, the Dodge

Charger EV is doing this the best, but even that system could use more work.

I expect much of this will be sorted by 2030, but I'd be leery of doing a conversion before these features and updates are available. Not only is the conversion likely to cost a lot more, but it will also likely be far less performance than it will be in the future. I'm also expecting renewed EV incentives around that time as governments move more aggressively to get gas cars off the road. £



Hear De!



Hear De!

The next scheduled meeting of your JOCO Board will be held at 6:30 PM on Thursday, March 13th, 2025 at Sue Kornahrens, 8835 S W Bomar Ct., Portland, Oregon 97223. The Board's agenda will include: 1) Review of previous meeting's minutes; 2) Treasurer's Update; 3) ABFM Update; 4) Membership Update; 5) Historian's Update; 6) Webmaster's update; 7) Events / Calendar Update; 8) Old Business (this is not related to age discrimination); 9) New Business. Followed by any further discussion prior to the meeting's adjournment. £

EVENT REVIEW

Words by Rick Martin Contributing Photographer: Carl Foleen

It Was A Gas at the Western Petroleum Museum

“Immersed in Petroleum”

Back on Saturday, February 8th, about twenty JOCO club members met up at WSCO Petroleum Co. down in the industrial part of NW Portland for a guided tour of the WSCO Petroleum Museum. WSCO is a fully operating independent petroleum company and the museum is housed in a couple of large rooms there plus all of the wall space in the entire building. Our host and tour guide, Glenn Zerkle is the creator (and curator) of the collection. He has been collecting signs, gas pumps, tire inflators and almost everything related to the petroleum industry for over 40 years. For Glenn, the search and bargaining for the piece is the real joy. That’s why he has sold most of three collections and the one we saw was his fourth!

Things have changed quite a bit since he started. Back in the beginning people would say “What do you want that old pump for. It doesn’t even work?” He

could get signs and such for very little and sometimes for free if he would haul it away. Some years later a lot more people have gotten interested in these old nostalgic pieces—especially from companies that are long gone. Prices have steadily climbed. Good pieces can still be found in old buildings, small towns, and country barns



– handed out with your purchase of merchandise from their station back “in the day”. If you collected enough books of stamps, you could trade them in for a set of towels or a casserole dish or all kinds of other stuff from the gas company’s catalogue. Which reminds me, we didn’t see any of those. Humph, guess Glenn’s collection is not as complete as I thought.

Well, cutting him a little slack for that oversight, we had a great time there and his knowledge of all these pieces is remarkable. £



from time to time but most pieces are in the hands of collectors. That makes bargains hard to come by. Glenn’s most valuable sign is now worth over one million. That’s a lot of Green Stamps for one that hung on a post outside a gas station! Yeah, my mom and grandmother were avid collectors of green stamps



You could have been there...



You should have been there.



The Olde JOCO Event Calendar

Where are you likely to meet other JOCO members and their cars this summer? Here is a list of the events that are currently on the JOCO calendar. If you have an event(s) to add or want to tell others about, please notify JOCO's Event Coordinator, Rick Martin. With that in mind:



§ **March 6th, 2025** Thursday. Tour the Leatherman Tool factory, 12106 NE Ainsworth Circle, Portland. Time: Meet at 9:50 AM. (No cost unless you go out to lunch afterwards.)

§ **March 16th, 2025** Sunday. Tour the fabulous Brother's Collection. Salem, Oregon. Sign up on the club's website. Early Registration: \$30.00/person or \$45.00/person at the door.

§ **April 12th**, Oregon Rail Heritage Center 2250 SE Water Ave. (south of OMSI) event starts at 1:30 PM (after lunch)

§ **May 17th**, WAAAM Driveout and museum tour in Hood River.

§ **June 21st**, Driveout & Jags on the Farm at Mark & Rhonda's (Albany, Oregon).

§ **July 12th**, Timberline Lodge Driveout & Lunch on Mt. Hood.

§ **July 18 - 20, 2025 JOTI** Jaguars On the Island, Victoria, B.C. Canada. Lodging reservations: Delta Ocean Pointe Resort

§ **July 20th**, Forest Grove Concours

§ **SJC's (Seattle Jaguar Club) "Jaguars on the Green"** August 1 - 3, 2025, Swinomish Casino and Resort, Anacortes, WA. <https://www.seattlejagclub.org/jotg>

§ **August 9th Joint Drive with the Seattle Jaguar Club to the Carriage Museum in Raymond, WA.** Details TBD

§ **August 22nd, 2025 CXKJR (Vancouver, BC) Jaguar Heritage Concours** August 22, 2025

§ **August 23rd**, Jim & Sue's Oregon Trail Drive to Detroit Lake

§ **JOCO/ABFM (Portland International Raceway) September 5th - 7th, 2025**

§ **September 13th**, Tim's End of Summer Drive

§ **October 11th**, Matt's "Fall into October" Drive & short hike

§ **November 13th**, Next Level Pinball & Arcade Games

§ **December, 2025 Christmas Dinner** (Location & Date TBD)



JOCO MARKET PLACE

FOR SALE: 2005 Jaguar XJ8L sedan. BRG with light cashmere interior. Clean CARFAX with only 38,000 miles, and new Michelin tires.. Heavily optioned with Navigation, heated front and rear seats. Always professionally serviced, and stored in a heated garage. Ready for Concours. Needs nothing. \$14,500 503-635-2468 or RLLrollins@comcast.net



[More Photos from Events In This Issue]

Please
Welcome Our
New
Member(s)!

(Please update your club roster as well)

* **Harold Peters**
4803 NE 126th. Cir. Vancouver, WA
98686
(541) 729-1065
milleroffy@comcast.net; 1954 XK120



JOCO REGALIA

Available for the discerning member



Celebrate JOCO with any of the items below. Hats are tan with a full color club logo embroidered on the front. Adjustable size fits most.

Embroidered patches are suitable for attaching to coats, skirts, shirts, coveralls, vests, blankets, or what-have-you. Show your club pride!



Hats: \$35.00 / ea. *

Embroidered Patches:
\$5.00 / ea. *

Self-Adhesive Car Badge(s): \$20.00 / ea. *

Car Badge(s) with mounting hardware: \$25.00 / ea. *

Stemless Wine Glasses: \$7.50 / ea. *

License Plate Frame (pair): \$5.00 *

We have the ability to put our club logo on a variety of regalia items: coffee mugs, cocktail glasses, tumblers, even jackets and other types of hats.

Contact Sue Kornahrens (503) 708-9936 to order club regalia.

* Shipping & Handling: \$10.00 / order



Welcome JOCO Partners

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From the editor's desk:

It is to be hoped that this issue has reached you in a more timely manner. My thanks to Rick Martin and Rob Enderle for their invaluable contributions to this issue.

Please note that there is a significant change for the April 12th event. The time and venue have both changed, please make the appropriate updates to your personal calendar so you don't miss this exciting (and nearby for most folks) venue and tour.

As of this writing, there are still at least five places available for the Leatherman Tour on March 6, so you still have time to get your name on the list. Please sign up on the club's website. £

More Photos from Events In This Issue





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: _____

MEMBERSHIP Please select one of the following membership options

	Amount	Paid
Annual Membership Renewal - (existing membership if paid before December 31 - \$55 for JCNA Dues)	\$95	\$ _____
Annual Membership Renewal - (After December 31 - \$55 for JCNA Dues)	\$100	\$ _____
NEW Annual Membership - (1 yr. December to December Includes \$10 Initiation Fee & \$55 JCNA Dues)	\$105	\$ _____
NEW 15 Month Membership (October to December of following year Includes Initiation Fee & JCNA Dues)	\$117	\$ _____

Membership Accessories (the following are available, if requested)

JOCO Member Stick-on Car Badge(s) - Please specify quantity _____	\$20 ea.*	\$ _____
JOCO Car Badge(s) for mounting bracket - Please specify quantity _____	\$25 ea.*	\$ _____
JOCO Member Name Badge(s) - Please specify quantity & name(s) _____	\$18 ea.***	\$ _____

Total Amount Enclosed \$ _____

Pay by Cheque or Credit Card

Make cheque payable to: **Jaguar Owners Club of Oregon**

If you would rather pay by credit card, please fill out the following information:

(select one) VISA _____ Master Card _____

Card Number

Expiration Date: / CVV:

Name on card: _____ Signature: _____

Mail this completed application with your payment to:

Jaguar Owners Club of Oregon •1641 SW Multnomah Blvd. •Portland, Oregon 97219
You may also fax this application with credit card information to JOCO at 503-246-8478

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