



THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member



Get Steamed in April



April showers bring cleaner streets in May (or so we hope). Which could possibly lead to other thoughts about showering, but for the purposes of this missive, it's better to think about accessories in the vein of wash mitts, wheel brushes, and a dose of "Dawn" dish washing soap in your wash pail. It will help cut through the built-up "road grease," powdered tyre rubber, brake dust, and the wonderful variety of oils and miscellaneous lubricants that so insidiously accumulate on road surfaces. That stuff is distributed all over our motor vehicles while we drive through the road spray and standing water on every paved surface we travel. (A shout-out goes to Neil D'Autremont of "Sidedraught City" for the car care tip on basic surface prep for best results while cleaning and polishing your motor vehicles.)



Please note that there are some updates to our event calendar for the coming months. For example: April's trip to the Rice Museum has now been "recycled" into a Noon lunch at the Tilikum Station Brew Pub. After lunch there will be a short perambulation across the street to the Oregon Rail Heritage Museum to soak up some history regarding the famous SP&S "4449." It is the storied "Freedom Train" locomotive from the American Bicentennial celebration of 1976. Along the same lines, the May visit to the WAAAM (Western

Board of Directors

Terms Expire January 2026

Mandy Ashcroft	Portland
Rick Martin	Portland
Wynne Wakkila	Tigard

Terms Expire January 2027

Ashley McKay	Portland
Curt McKay	Portland
Mike Scott	West Linn

Terms Expire January 2028

Clint Percival	West Linn
Rex Schneider	Forest Grove
Matt Nowak	Sandy

Officers and Chairs

President:	Carl Foleen, Portland
Vice President:	Tim Ashcroft, Portland
Secretary:	Seth Shenker, Eugene
Treasurer:	Mark Hull, Albany
Activities:	Rick Martin, Portland
Historian:	Gene Owens, Hillsboro
JOCO Roster:	Barbara Grayson
JCNA Regional Liaison:	Carole Borgens, Vancouver, B. C. Brian Case, Seattle, Wa.
Membership:	Sue Kornahrens, Portland
Partnership & JOCO Marketplace:	Gene Owens, Hillsboro
ABFM Liaison:	Rex Schneider, Forest Grove
ABFM Liaison:	Mark Hull, Albany
JCNA Concours Chair:	Gene Owens, Hillsboro
JCNA Concours Chief Judge:	Rex Schneider
Newsletter Editor:	Glen Enright, Hillsboro / Alt: Carl Foleen, Portland
Webmaster:	Tomas Bromander, Portland



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

Disclaimer: Any technical information published here is without claim for accuracy, and is to be used with caution unless and until verified by another source as true and accurate. Any information published is intended to be for educational purposes, and not for use by the reader for at-home repair and/or maintenance. JOCO recommends that our readers use the services of a well-qualified mechanic/shop for any and all service to your motorcar. £

Find us on the Internet: www.joco.org.



Legal Stuff: The Cat Fancier and JOCO's website content are publications of the Jaguar Owners Club of Oregon, 1641 SW Multnomah Blvd., Portland, OR 97219. All images and descriptions therein are copyright Jaguar Owners Club of Oregon, or their respective owners if a corporate logo, or other image, is noted as copyrighted or registered. Except for use in The Jaguar Journal, or a sister JCNA club publication, no item, image, or description therein may be reproduced in any form without expressed written permission. £

Antique Aeroplane and Automotive Museum) in Hood River has now morphed into a May 31st visit to the Vintage Underground restoration shop in Eugene, a lunch stop, and a visit to the eclectic (and seemingly ever-expanding) Haugland Collection, hosted by the always gracious Alex and Amy Haugland.

A note of thanks goes out to those that have recently joined in on the camaraderie of the Monday Lunch at the Clubhouse Grill. It's great to see members getting together for an hour or two of jovial and/or serious (or at least semi-serious) discussions about restoration, mechanical vexations, or clarifications about something Jaguar. (Other motorcar related subjects are entertained as well.) Recently there were 17 people at the table, and everyone seemed to have a grand time.

In ABFM related news, the JOCO board has authorized securing the paddock at PIR for the purpose of holding a JCNA slalom this year. Get ready to sign up and accept the challenge! Join the fun! Long time and well-connected JOCO members: Please contact your friends in the other clubs of our Northwest Region to come join the fun. This is a great excuse to exercise your car and, perhaps, even indulge in a new set of sticky tyres to help improve your runs through the timing gates!

Thank you to all who participated in the Leatherman factory tour. I wrote a thank-you note to Tim Leatherman, and his reply included this comment: "I hope the club members enjoyed the tour." Methinks that may be an understatement. A supplemental note to members who were not able to join the Leatherman factory tour: It is very encouraging that so many wanted to join in. There were almost double the number of potential participants than available spaces for the tour. Most encouraging, I will see if another tour can be scheduled for later in the year, perhaps when "driving season" is over. £

All the best! Carl

APRIL AT THE O.R.H.F. (OREGON RAIL HERITAGE FOUNDATION)



Our Event Coordinator, the inestimable Rick Martin, has discovered that there were some difficulties with setting up our scheduled event at the Rice Museum. As a consequence of this unanticipated difficulty, the April event has been moved to the Oregon Rail Heritage Foundation (the caretakers of the 4449 "Bicentennial Freedom Train" locomotive that was, for many years, a derelict on a siding at Oaks Amusement Park here in Portland).

There are three attractive points

about this event: 1) Historic steam locomotives that actually work; 2) Free admission - "free is a very good price"; and 3) Free parking (the above quote applies here as well).

We are slated to meet at 12 Noon Saturday, April 12th at the "Tilikum Station" brew pub (401 SE Caruthers St.) just south of OMSI, so it will be easy to find. Another piece of good news is that it's relatively easy to access freeways and bridges. See you there! £

(Photo this page: OHRF Website)

Rob Enderle Tells All:

AI image courtesy of author

Read it Here

It's Nearly Summer. Time to Talk Paint Protection

I use both Paint Protection Film (PPF) and ceramic coating on my daily driver and PPF protection on my E-Type bonnet (which was a PITA to put on given how thick PPF is). As summer is around the corner, it is time to talk about paint protection because getting a respray can be wicked expensive if you do it right.



Protecting your car's paint is essential. It's like giving your vehicle a suit of armor against the daily grind, the elements and occasional airborne debris. Let's explore the various levels of defense, from the most basic to the most robust.

Wax: The Entry-Level Enthusiast

Waxing is the most traditional method of car paint protection. It involves applying a thin layer of a waxy substance to the car's surface. Think of it as giving your car a temporary, shiny raincoat.

• Benefits:

- o **Affordability:** Wax is relatively inexpensive. You can get a good quality wax for \$40-\$100.
- o **Ease of Application:** It's a DIY-friendly process. You can apply it yourself with some elbow grease and a soft cloth.
- o **Enhanced Shine:** Wax gives your car a beautiful, glossy finish.

• Shortcomings:

- o **Durability:** Wax is the least durable protection method. It typically lasts only a few weeks to a couple of months.

o **Limited Protection:** It offers minimal protection against scratches, chips, and harsh chemicals. It's more about shine than serious defense. Imagine trying to stop a rock chip with butter. That's the extent of wax protection.

Ceramic Coatings: The Modern Shield

Ceramic coatings are a step up from wax. They are liquid polymers that bond chemically with the car's paint, creating a semi-permanent layer of protection.

• Benefits:

- o **Durability:** Ceramic coatings last much longer than wax, often for several years.
- o **Enhanced Protection:** They provide better resistance to scratches, chemical etching (like from bird droppings), and UV damage.
- o **Hydrophobic Properties:** They make your car easier to clean by repelling water and dirt. Water beads up and rolls off, taking grime with it.

• Shortcomings:

- o **Cost:** Ceramic coatings are more expensive than wax. Professional application can range from \$500 to

\$2000, depending on the size of the vehicle and the quality of the coating.

o **Application Complexity:** Proper application requires meticulous preparation and sometimes professional expertise. If you mess it up, you've essentially glued a hard-to-remove layer of... something... to your car.

o **Not Invincible:** While they offer great protection, they are not completely resistant to heavy scratches or rock chips.

Vinyl Car Wraps: The Customizable Cocoon

Vinyl wraps are thin, adhesive films that are applied to the car's exterior. They offer both protection and a way to change the car's appearance.

• Benefits:

- o **Customization:** Wraps come in a wide variety of colors and finishes, allowing you to change your car's look without a permanent paint job. Want a matte black finish for a while? No problem.
- o **Paint Protection:** They protect the original paint from scratches, UV damage, and minor abrasions.
- o **Removable:** Wraps can be removed, allowing you to go back to your original paint or change the look again.

• Shortcomings:

- o **Durability:** Wraps are more susceptible to damage than PPF. They can tear, peel and fade over time, especially in harsh weather conditions.

Protection cont'd from pg. 7

o **Application Quality:** A poor wrap job can look terrible, with bubbles, wrinkles and peeling edges. It's an art form, really.

o **Cost:** Quality wraps and professional installation can range from \$2,000 to \$5,000.

Paint Protection Film (PPF): The Ultimate Defense

PPF, also known as clear bra, is a transparent polyurethane film that is applied to the car's paint. It offers the highest level of protection against damage.

• Benefits:

o **Superior Protection:** PPF provides the best protection against rock chips, scratches, and other road debris. It's like giving your car an invisible shield.

o **Self-Healing Properties:** Some PPF films have self-healing properties,

meaning minor scratches can disappear with heat.

o **Long-Lasting:** PPF can last for many years, providing durable protection.

• Shortcomings:

o **Cost:** PPF is the most expensive paint protection option. Professional installation can cost \$3,000 to over \$10,000, depending on the coverage and the film quality.

o **Installation Complexity:** Proper installation requires skilled technicians. A bad install can lead to visible edges and trapped dirt.

The Cost of Neglect: Respraying Your Car

If you don't protect your car's paint, you may eventually need to have it resprayed. This is a much more expensive option than any of the protection methods. A quality respray

can cost anywhere from \$5,000 to \$20,000, and it can also affect your car's resale value if not done perfectly. Plus, it's a hassle to be without your car for days or weeks. Oh, and if you have a Tesla, you'll find it particularly difficult to get it into a body shop because Tesla is hoarding parts, so body shops where I live won't touch them as a result.

Wrapping Up: Better to Be Protected

Investing in paint protection is a wise decision. It not only keeps your car looking its best but also helps to maintain its value. While the initial cost may seem high, it's much cheaper than the cost of a respray. So, choose your armor wisely, and keep your car looking showroom-fresh for years to come. £

**Hear
De!**



**Hear
De!**

The next scheduled meeting of your JOCO Board will be held at 6:30 PM on Thursday, April 10th, 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 Glen Enright Contributing Photographer: Carl Foleen

“Absolutely Fascinating!” A Tour of the Leatherman Factory

The trip to Leatherman's Multitool factory is an example of serendipity. Our fearless leader, one Carl Foleen, was attending what many of us might dread not long ago. Namely his high school class reunion. Ol' Carl was a graduate of Wilson High back in the Jurassic and as you might well imagine, after the meteor struck there weren't too many graduates around to make much of a reunion. So, wisely, the powers that be teamed up with previous and subsequent classes to share in the reunionizing.

To cut to the chase, at said reunion, Carl was chit chatting with a divergent group and fell to talking with one person in particular. When Carl asked him what he had been up to since graduation, the fellow said that he had gone into business for himself, namely making Leatherman Multitools.

Since Carl is an avid collector of all things sharp and shiny, Tim Leatherman had Carl's full attention for most of the rest of the discussion. The

bottom line being that Carl asked Tim if Tim gave tours of the facilities, to which Tim replied in the affirmative. And, so they say, the rest is history. Or in this case, JOCO was scheduled for a tour. Only a small number could go. Because of the nature of the manufacturing process and with that process including sharp objects, a large group would, or could, be problematic.



Moving right along . . . We were first taken upstairs to the offices and donned eye protection and headsets. It became evident when we got into the manufacturing part of the plant why these were needed. Upstairs were a series of displays that chronicled the development of the multitool. There were photos from the early times and Tim recited the tale of how the first tool came into being. Seems he and his wife were doing a car trip through Eastern Europe in the late '70s in a somewhat less than totally reliable FIAT 600.



In any event, Yrs Trly, Mrs Yrs Trly and eight other folks were signed up. We met at 10 and our tour guide turned out to be Tim himself! I'd be willing to bet had our tour been Boeing Aircraft, Mr Boeing wouldn't have been our personal guide. But that's for another time.



Tim carried a Swiss Army knife, but found more often than not that what he really needed was a



Leatherman cont'd on pg .8

Leatherman cont'd from pg. 7

wrench and pliers and thought his knife should have them along with the various screwdrivers and such that were part of its make-up.

Needless to say they survived the journey, but immediately back in the good ol' US of A, Tim set out to design himself just such a tool for his own use. Thinking it would take at most 6 months, 3 years later he finally had something approximating what he wanted, He then realized that MAYBE others might want a tool like this too and decided to go into production. Not until 1984 when he finally secured an order from Cabellas' for 500 did it look like maybe

he had struck on a good idea.

Going down into the manufacturing area we realized how noisy the production could be. All of the workers were wearing ear and eye protection and there was evidence of first aid stations scattered about.

Tim is no longer involved with the actual making of the tools, but it was evident as we moved along, that he is still up on all the stations and is a hands- on kind of guy. The tools have multiplied over the years from the basic first tool. He gets suggestions on new uses for the tools and designs to make them more useful.

Although Leatherman's employs over 500 workers (including about 50 in a fulfillment center in Germany) the workers are not taken for granted. There are recreational areas for them to use on their breaks and lunch times, including a pickle ball court in the shipping building! Many motivational signs are posted throughout and they are encourage to join together in after work activities. I noticed an in-house sign encouraging participation in a "Gambler 500" road rally.

Thanks to Carl for putting this together. Rumor has it that if continuing interest is shown, he is planning for another outing to Leatherman's. £



Lower right: This surface polisher is 40-plus years old, purchased as surplus by Tim, and still going strong.

Everyone had a fantastic time...



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:



§ **April 12th**, Oregon Rail Heritage Center 2250 SE Water Ave. (south of OMSI). *Meet for lunch at Mt. Hood Brewing's Tillikum Station* 401 SE Caaruthers St. at Noon - event starts at 1:30 PM (after lunch)

§ **May 31st**, Drive to Eugene - Tour of Vintage Underground restoration shop, lunch, then tour the Haugland Collection.

§ **June 1st, 2025** Gathering for "British Car Week" Noon, Place: Harvester Tap Room, 20260 Main St. NE, St. Paul, OR No-host lunch with other British Car enthusiasts

§ **June 13th, 2025** Show & Shine 6:00 PM to 8:00 PM at the Edwards Center, 4375 SW Edwards Pl., Aloha. Sue Kornahrens is asking us to help make some wonderful memories for these special people on their "Prom Night"

§ **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 CXXJR (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:

1970 Jaguar E-type 2+2 Coupe Contact: Don Chilton (non-member) 4 Knoll Ridge Rd., Lyle, WA. 98625; Email: janddchilton@gorge.net. Phone: (360) 931-4824 "49K+ miles, New Indigo Red paint, body was stripped to bare metal, never wrecked nor rusted body, new stainless-steel exhaust, new gas tank, chrome spokes with radials, loaded car with auto transmission and A/C. Car in storage mode so bring trailer, needs final assembly of parts since sprayed. I have all parts for that. Health issues and wish to sell. \$27,500 or best offer. Please contact me initially at: janddchilton@gorge.net

Additional Jag parts, i.e., rebuilt (3) Weber carbs/intake manifold, linkage/breather assembly, (2) new brake rotors, new alternator, new fan motor, etc. *Photos available at joco.org/marketplace*

1970 Jaguar E type 4.2 liter series 2 coupe 2+2.Contact: Stephen Thomas Chambers (non-member) last driven in 1981 then stored in a garage Prior owner accident – damage repaired at front of drivers door. 88,803 miles. Original exhaust rusted through. Missing drivers side carpet. Price: \$28k Contact Stephen Thomas Chambers, (503) 849-1360 or jaglvr70@gmail.com - *Photos available at joco.org/marketplace*

1953 Jaguar Mk VII Saloon Contact: Don Greenfield (non-member) Car is apart. 302 Ford conversion started. Have original engine/drive train – bottom rebuilt with about 100 miles on it, bored .030 with new pistons. Original automatic transmission. Car has rust in floor, trunk and wheel wells. Price \$5000. Will separate: car with 302 Ford \$3,000, Original engine/drive train \$2,000. Car is in Hines (Burns Oregon) Don Greenfield on (541) 589-0816 or greenfielddebbie21@gmail.com *Photos available at joco.org/marketplace*

1987 Jaguar XJ6 (non-member) Jaguar XJ6 4 Door Saloon, Grey Metallic. Looks new! Power windows, steering, brakes, air, and cruise control. AM-FM radio and AMP; and cassette player. On board electronic monitor, telescopic steering wheel; electronic fuel injection; dual fuel tanks; dual overhead cams; leather interior; original tool kit and owners manual; Toyo Premium Touring Tires; prestigious and classic. Experience the true pleasure of motoring. Asking \$8,900. Please text your name and phone number to (541) 604-6306 (we don't answer unidentified phone numbers) to arrange a viewing or test drive. *Photos available at joco.org/marketplace*

Please Welcome Our New Member(s)!

(Please update your club roster as well)

*** Michael Corey**

8874 Robert Lane SE, Aumsville, OR 97325

(503) 400-8680

michaelcorey6@aol.com; 2016 F-type S AWD

*** Harold Peters**

4803 NE 126th Cir., Vancouver, WA., 98686

(541) 729-1065

milleroffy@comcast.net; 1954 XK120

*** Jackie Solondz**

5100 SW Dogwood Ln., Portland, OR 97225

(971) 888-5466

dksjunk@gmail.com; 2006 XJ6

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



Steve Mackley

Owner/General Manager

5465 SW Western Ave
Suite G
Beaverton, Oregon
97005
503-628-2123
503-643-5888 fax



Beavertonautoupholstery.com

Welcome JOCO Partners

Our special Partnerships are with organizations dedicated to the highest level of Jaguar preservation and care. They are supporters of our Club who understand our appreciation and pride that comes from owning one of the finest automobiles ever made, one with a Royal heritage.

Each of our Partners stand ready to address your needs with absolute professionalism and as a fellow enthusiast. They will appreciate your support as much as we appreciate theirs. And your Cat will carry on with a purr.




Please support our partners whenever possible

From the editor's desk:

It is to be hoped that this issue has reached you in a more timely manner. My thanks to Glen Enright, Rick Martin, and Rob Enderle for their invaluable contributions to this issue. As is usual, any errors in this publication are the sole responsibility of the editor.

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 quite "local" for most folks) venue and tour.

The May event is now going to be a drive to Eugene for an interesting day visiting two different venues. Tim Ashcroft will have more details for us later. £

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

* Please include \$10 for shipping & handling per order (regardless of quantity) *** Price includes prepaid postage - no additional s&h charges are required