



THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member

JOCO's November Issue



We found a 1947 Studebaker Champion Starlight Coupe

As the Rank Turns

AH! The delights of winter. Less sun glare, that swishing sound when your tires push the rain water off the surface of the street. The leaves and pine needles that find their way into every - single - crack - and - crevice in your car!! Thank the lucky stars that most of our treasured Jaguars are now safely tucked away in a climate-controlled garage. Of course, by now they now have a healthy dose of "Stabil" in the tank, a battery tender hooked up properly, it is up on jack stands so the tires won't flat-spot, and there's a bit of "Marvel Mystery Oil" in the cylinders to keep them from scoring when the engine comes to life next spring. And some of us will also likely have a dollop of "Lead Plate" or "Copper Plate" on the threads of the spark plugs to make sure that they don't become one with the cylinder head. Some ambitious types may even reset the valve lash and re-gap the points - just to possibly save some time on the shoulder of a road somewhere or in the parking lot of what was supposed to be a brief stop-over before continuing your trip. For the really ambitious, why not take off the exhaust header and recondition the bolts/studs so the header will be easier to remove when it is time to R & R the engine? (Just kidding about the last part... .)



"Herding Cats"

November brings us Rex's "Pinball Wizard" event on the 15th of this month. Hopefully you have signed up - this is going to be a fun event. One admission price to have all day fun for almost every game. No more putting your quarter on the machine to play the next round - just find what tickles your fancy, from vintage (or "classic" if you prefer) to

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Terms Expire January 2026

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Mandy Ashcroft
Wynne Wakkila

Portland
Portland
Tigard

Terms Expire January 2027

Ashley McKay
Curt McKay
Mike Scott

Portland
Portland
West Linn

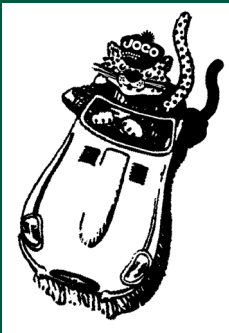
Terms Expire January 2028

Clint Percival
Rex Schneider
Matt Nowak

West Linn
Forest Grove
Sandy

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Find us at: www.joco.org

Cover Photo: Mandy Ashcroft

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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the latest machines with all their bedazzling wizardry.

Beyond that, our December 8th Christmas party at Jakes is filling up fast - as I write this missive, the event is a bit over 50 percent subscribed. Better get your registration in now. (Special note to procrastinators - there will be a wait list to accommodate last-minute cancellations so we can "backfill" the attendance.) Not far behind are registrations for the AGM currently set for January 18th. It would be nice to have a large turnout for both events. Especially since the AGM will bring the opportunity for members to vote on new board members, and be introduced to the (slightly) new executive team for 2026.

Currently there is a lot of positive momentum with the board and with the "changing of the guard." That momentum will continue to move the club in positive directions for 2026 and beyond.

Of course there were several challenges that presented themselves in 2025, but that's just part of life in general. The great thing is that JOCO is truly like "family" as opposed to being just "conveniently friendly." Like our Jaguars, the whole of JOCO is definitely greater than the sum of the parts. To this end I am humbled by the many people in this club that are willing to step forward to pitch in. Whether it's helping make the Jaguar portion of the ABFM operate as well as it does every year, to simply enjoying the camaraderie of good friends enjoying a great time together.

We will have some "must do" events on next year's calendar, so be prepared to put a final coat of "speed shine" on your car and head out for a fantastic day of driving with friends to some very interesting venues and activities. I am hoping that our turnout for each month's events will be stellar. AND if you, gentle reader, have some ideas of things to do, places to go, people to see, then by all means communicate those ideas to the board so we can do our best to make it happen. After all, everyone is up for a good time and a great drive. See you at the Next level Pinball Museum event in a few weeks, and if you haven't signed up yet, please point your computer browser to the club's webpage, sign up, and be prepared for a whacking great time. £

All the best! Carl

UPCOMING EVENTS: REX'S NOVEMBER "PINBALL WIZARD CHALLENGE"

by Carl Foleen, image ©: Next Level Pinball Museum Website

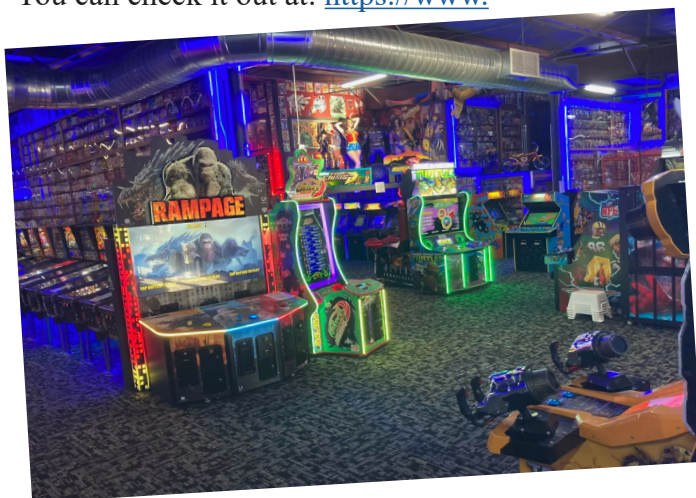
November: Release Your Inner Pinball Wizard

Time to grease your hair back, roll up a pack of "Camel Straights" in your T-shirt sleeve, put on a pair of black jeans and a black leather jacket. Saturday, November 15th, 2025, meet other gang - um - JOCO members at the Next Level Pinball Museum in Hillsboro at 10 AM for an unforgettable day of playing all sorts of interesting arcade games...pinball included! (According to Rex Schneider, the vintage games are definitely the ones to get some playing time on.)

The museum has approximately 620 arcade games, so there is something for everyone. The focus is, of course, on pinball games from classic to ultramodern. (Go figure...)

The address is: 1458 NE 25th Ave, Hillsboro, OR 97124

You can check it out at: [https://www.](https://www.nextlevelpinballmuseum.com/)



[nextlevelpinballmuseum.com/](https://www.nextlevelpinballmuseum.com/)

The museum is in a small "industrial park" right next to the Hillsboro Airport. We will meet when the

museum opens at 10 AM. Admission is \$23/person (as of the time of writing this) for unlimited game play for the day. We will play for a few hours then break for lunch. There are several good restaurants in the area, though some of us may decide to motor over to McMenamins Grand Lodge as our venue of choice. Time will tell.

December and January

December brings the Christmas and New Year holiday season. Come join other JOCO family members at both events. The Christmas Party will be on Sunday, December 7 (wait...didn't FDR once say this is a "date that will live in infamy?") at Jakes in downtown Portland. There is parking immediately adjacent to the venue. Please consider signing up soon, over half of the reservations are already spoken for.

Then on Sunday, January 18th we will have our Annual General Meeting (AGM). Once again, early birds are already signing up for the fun and good food. The venue will once again will be the comfortable space at Langdon Farms clubhouse just south of Wilsonville. This is an important event for JOCO since members will have a chance to join the board and vote for a new slate of Board members that will serve through 2028. We will also meet our new club officers at this time as well.

As usual, please visit JOCO's website and sign up for these

Rob Enderle Tells All:

Image courtesy of author

Read it Here

Winterizing Your Jaguar: A Comprehensive Guide for the Northwest

As the vibrant hues of autumn fade and the crisp air takes on a truly biting edge, those of us here in the Northwest know that winter is just around the corner. For many of us, our Jaguars are more than just vehicles; they are extensions of our passion for exquisite engineering and driving pleasure. Ensuring they are properly prepared for the colder, harsher conditions of winter – whether they're daily drivers or destined for a cozy slumber until spring – is paramount. This guide will delve into the essentials, covering everything from tire selection to unique considerations for both our beloved internal combustion engine (ICE) and electric vehicle (EV) Jaguars.

Tires: Your Foundation for Winter Safety

The single most critical decision for winter driving preparedness is your tire choice. It's where your Jaguar meets the road, and in winter, that road can be a very unforgiving place.

- **Dedicated Winter Tires:** For those who live in areas of the Northwest that experience significant snowfall, frequent ice or prolonged periods of temperatures consistently below 7°C (45°F), dedicated winter tires are not just a recommendation, they are an essential safety investment
 - **Why they're superior:** Winter tires are engineered with a distinct rubber compound that remains pliable in cold temperatures, unlike all-season or summer tires which stiffen and lose grip. Their tread patterns feature deeper, wider grooves to evacuate slush and snow, and thousands of tiny, intricate slits called sipes. These sipes act like tiny claws, biting into ice and



packed snow, providing dramatically improved traction for acceleration, braking and cornering

- **Where they're best:** Ideal for members living in mountainous regions, rural areas prone to heavy snow, or anyone who frequently drives during severe winter weather. The increase in confidence and safety they provide is invaluable

- **All-Season Tires:** For members in urban or suburban areas of the Northwest that experience milder winters with occasional cold snaps, light snow or mostly wet conditions, a high-quality set of all-season tires can be a viable option.

- **Why they're a compromise:** All-season tires are designed to offer acceptable performance across a wide range of conditions, but they excel in none. Their rubber compound is a middle ground, meaning it won't be as soft as a winter tire in the cold or as firm as a summer tire in the heat. While they can handle light snow, their traction on ice or in deep snow is significantly less than a dedicated winter tire.

- **Where they're best:** Suitable for drivers who rarely encounter severe winter weather and prioritize convenience over absolute peak performance in extreme cold. However, be aware of their limitations and adjust your driving style

accordingly.

Regardless of your choice, ensure your tire pressure is regularly checked, as it decreases with falling temperatures, impacting handling and fuel efficiency.

Essential Checks for All Jaguars (ICE & EV)

Once your tires are sorted, a few other vital checks apply to all models:

- **Battery Health:** Cold weather is brutal on batteries.

For ICE Jaguars, ensure your 12V battery is fully charged and in good condition. Consider having it tested by a professional. For EV Jaguars, the 12V battery still powers accessories and critical systems, so its health is equally important. While the main traction battery is robust, a failing 12V can still leave you stranded.

- **Wiper Blades & Washer Fluid:** Replace worn wiper blades for optimal visibility. Stock up on winter-specific windshield washer fluid that contains de-icing agents and has a low freezing point.

- **Emergency Kit:** Assemble a winter emergency kit: jumper cables (or a portable jump starter for the 12V battery), a flashlight, a blanket, non-perishable food, a small shovel, traction aids (sand/cat litter), and a fully charged mobile phone.

- **Exterior Protection:** Give your Jaguar thorough wash and apply a good quality wax or sealant. This protective layer helps guard against road salt, grime and environmental damage. Pay attention to wheel wells and undercarriage.

Specific Considerations for ICE Jaguars

- **Coolant (Antifreeze):** Verify your coolant levels and ensure the mixture

Winterizing cont'd from pg. 5 provides adequate freeze protection for the lowest anticipated temperatures. This prevents engine damage from freezing.

- **Engine Oil:** Consult your owner's manual. In some cases, a lighter weight "winter" grade engine oil might be recommended for easier cold starts and better lubrication in frigid conditions

- **Fuel Tank:** Keep your fuel tank at least half full to prevent condensation from forming in the tank, which can lead to fuel line freezing.

- **Brakes:** Have your brakes inspected. Healthy brake pads and rotors are crucial for stopping effectively on slippery surfaces.

Specific Considerations for EV Jaguars

- **Charging Habits:** While Jaguar EVs are designed for cold weather, range can be impacted. Pre-conditioning your battery while still plugged in can significantly improve efficiency and range upon departure. Utilize scheduled charging to take advantage of off-peak electricity and warm your battery.

- **Regenerative Braking:** Be aware that regenerative braking might be reduced in very cold temperatures until the battery warms up. This means you might rely more on friction brakes.

- **Charging Cables:** Ensure your charging cables are in good condition and free from cracks, which can worsen in cold weather.

- **Heat Pump (if equipped):** Familiarize yourself with how your EV's heat pump (if present) works. It's far more efficient than resistive heating for cabin warmth, preserving range.

Preparing Your Jaguar for Winter Storage

For those fortunate enough to have a second vehicle or simply wish to protect their Jaguar from the harsh winter elements, proper storage is key:

- **Thorough Cleaning:** Wash, wax and clean the interior meticulously. Remove any food items.

- **Fuel & Fuel Stabilizer (ICE):** Fill the fuel tank completely to prevent condensation and add a high-quality fuel stabilizer. Run the engine for a few minutes to circulate the stabilizer.

- **Battery Maintenance:** For both ICE and EV 12V batteries, connect a trickle charger or battery maintainer. For EVs, ensure the main traction battery is charged to between 50-80% before storage, as recommended by Jaguar, to preserve battery health. Avoid leaving it at 100% or very low for extended periods.

- **Tires:** Inflate tires to the maximum recommended pressure on the sidewall to prevent flat spotting. Better yet,

if possible, lift the car onto jack stands to take the weight off the tires completely.

- **Fluids (ICE):** Ensure all fluids (oil, coolant, brake fluid) are fresh and at appropriate levels.

- **Pest Control:** Place mothballs or dryer sheets in the interior and engine bay to deter rodents. Block exhaust pipes with steel wool.

- **Cover:** Use a breathable car cover to protect against dust and minor impacts. Avoid plastic covers that can trap moisture.

- **Moisture Control:** Place desiccant packs inside the cabin to absorb moisture. Ensure your storage area is dry and well-ventilated.

- **Insurance:** Inform your insurance company of the storage to potentially adjust coverage and premiums.

Wrapping Up

Preparing your Jaguar for winter is an act of care that pays dividends in safety, reliability and longevity. Whether you're navigating snowy roads or tucking your cherished vehicle away until spring, taking these proactive steps ensures that when the warmer weather returns, your Jaguar will be ready to roar – or hum silently – into action, maintaining its legendary performance and elegance. Drive safely, and enjoy the winter knowing your Jaguar is well-prepared. £

Hear De!



Hear De!

The next scheduled meeting of your JOCO Board will be held at 6:30 PM on Thursday, November 13th, 2025 at Sue Kornahrens house, 8835 SW Bomar Ct. Tigard. The Board's agenda will include: 1) Review of previous meeting's minutes; 2) Treasurer's Update; 3) ABFM Review; 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

Article by Glen Enright; photos by Rick Martin & Carl Foleen

Matt's Fall Into October Drive

Matt Nowak's drive out was everything you (or anyone) could have expected for a crisp autumn day in the Pacific Northwest.



We all gathered in the parking lot of Cabella's/Bass Fish Shops in Tualatin for the pre-drive noggin and natter to catch up with fellow JOCOites we'd not seen since the last excursion. Everyone of importance was there, except YOU: Leaders Matt Nowak and son, Scott, Sue Kornahrens, Jim Hubbard, Rick Martin, Rex and Susie Schneider, Chris Oke, Carl (sans Clara) Foleen, non-member (possible new member?) Jared Fisher, and Mr and Mrs Yrs Trly.



After the necessary drivers' meeting, we all saddled up and in Indian file left the lot for the first leg of our journey. To get to the interesting roads, we first had to slog over I-5, and I-205 to get off at Oregon City and mosey along Clackamas River Drive towards Carver.

From there, we found twisty roads and more enjoyable scenery on our way to Sandy and our first stop: "Joe's Donuts!" Matt's timing was just right for this pit stop, for no sooner had we arrived and got to the front of the line, than at least half of Portland showed up for their daily fix of donuts. Joe's has a reputation and you don't want to doddle if you expect to get them fresh. I got a pumpkin spiced donut fresh out of the fryer!



Moving along, Matt and Scott led a spirited pace on some more twisty roads heading in the general direction of Mt. Hood. The fall weather held off for the most part, so we were able to enjoy bucolic vistas on those twisty bits.



Our ultimate destination was little Zigzag Falls outside of Zigzag (natch,) but first we stopped at Skyway Bar and Grill for some delicious BBQ and beverages. Of course, more convivial

conversation ensued, as is our wont whenever we get a chance. Because of this wont, time went by and, at least for Yrs Trly, it seemed like a revitalizing nap was in store. Sadly, I didn't make it to the falls, but Matt kindly sent me a photo of said falls, so I can at least hang it in my picture gallery and dream: What if!? £



Retrospective: The 2025 Colorado Oil Leak Tour

Via Mark Hull, Words by David Langley, photos by Mark and Rhonda Hull

In 2011 a group of Jaguar E-type enthusiasts from the Jag-Lovers online forum hatched the idea of a road trip to celebrate the 60th anniversary of the E-Type. It was to be a low budget, bare-bones affair with the organizers providing the daily route maps for the 5 day trip and all participants responsible for arranging their own accommodations along the way – the antidote to the “just write a large cheque and show up at the start” type of trip where everything else is taken care of for you. About 20 cars took part and everyone had such fun that it became an annual affair. Every year since then (with one lost to Covid) there has been an “Oil Leak,” and responsibility for setting the route has passed from person to person each year. We are a little more organized these days with the organizer (Joe Lucas) making hotel recommendations and setting up reservations for a group dinner most nights, but the model remains low key. Most years the Oil Leaks have traveled routes with stopovers in a different location each night. This year we experimented with a “hub and spoke” arrangement with just two bases in Durango, Colorado and Montrose, Colorado spending three nights at each. Not having to repack the car every morning is certainly a pleasure, and it does provide participants with more freedom to explore on their own on some days, knowing that the group will be back together at the end of the day.

The 2025 Oil Leak took place

in late September in Southwest Colorado. It was timed to coincide with the fall colours, though this can be a bit hit and miss. At this time of year bad weather, including snow, can be a real possibility at high altitudes in Colorado, so as

start of the tour we all met up for dinner at a brew pub where daily itineraries were handed out as old acquaintances were renewed and new ones made.

Unfortunately, at the pre-trip dinner



the start of the tour approached, we were monitoring the weather forecast with increased interest. As it turned out we were very lucky with both the fall colours and the weather.

Twenty-three participants in twelve Jaguars signed up for this year's Oil Leak. We had two XK-120s, five E-types, two XK8s, and three F-Types. Participants traveled from the states of Washington, Oregon, California, Oklahoma, and Arizona to attend, with many traveling more than 1,000 miles to get to the start in Durango. On the eve of the

we learned that one couple in their F-Type would have to drop out of the tour due to Covid, having driven all the way from Washington to be there.

Day 1: Monday, Sept 22nd - Mesa Verde National Park

Since many of the participants had done a lot of driving to get to the start, we planned a low mileage day on the first day. Durango is just 35 miles from the entrance to the Mesa Verde National Park which we were to visit that day. There was an early hiccup

Oil Leak cont'd on pg. 9

Oil Leak cont'd from pg. 8

when Michael noticed that his newly restored XK-120 DHC was not charging, which forced a return to Durango and a visit to an auto parts store for a replacement alternator, but he was soon back on the road. Meanwhile, on arrival at Mesa Verde the group split up to explore the park.

The cliff dwellings of Mesa Verde are some of the most notable and best preserved in North America.

Sometime during the late 1190s, after primarily living on the mesa tops for 600 years, many Ancestral Pueblo people began moving into pueblos they built into natural cliff

away. While some of the group viewed the cliff dwellings from roadside overlooks and explored other sites on the mesa ("table" or "flat-topped hill"), others took advantage of the guided tours into the cliff dwellings themselves led by park wardens.

The scale of the larger cliff dwellings was truly impressive. They were built without the aid of metal tools using the rock that had fallen from the "roof" of the alcoves together with mortar and plaster. The sandstone rocks were fashioned using harder rocks and animal bones. The wooden ladders you see in the photographs were for the benefit of the modern tourists

we needed were the participants. We were all to rendezvous at the Visitors Center at the park entrance in mid-afternoon for the kick-off. By the appointed time only 2 of the 10 expected cars had appeared.

Twenty minutes later we gave up waiting. Clearly most of the group were still enjoying the park and had lost track of time. Not for the last time we were reminded that running a Jaguar tour is like herding cats....!

Our venue for drinks and dinner this evening was the upper level of the Diamond Belle Saloon overlooking the bar where entertainment was provided in the form of a piano player – more on this later. We were to have a "reveal" of everyone's poker hands, with a selection of prizes for the best hands. Since only one car had completed the course, assigning the prize trophy was easy – Bob and Cathy being the lucky winners. As we still had lots of prizes, everyone was then dealt a hand anyway, and the winners chose their prizes. Dinner followed and much conversation and laughter ensued, though the background noise in the saloon be low made communication a challenge. What the pianist lacked in talent he made up for in volume...

Day 2: Tues, Sept 23rd - San Juan Skyway Scenic Byway

The second day of the tour was to feature a great scenic drive – the San Juan Skyway is a loop of 230+ miles around and over the San Juan Mountain range, including the "Million Dollar Highway" which climbs to an altitude of over 11,000 feet.

Rain had fallen overnight, but the skies were clear as we left Durango. The convoy of 11 Jaguars initially re-traced part of yesterday's route west on US-160 but before long we were on new roads – CO-184 and 145. Initially the landscape was barren grasslands but soon we

Oil Leak cont'd on pg. 14



alcoves. The structures ranged in size from one-room granaries to villages of more than 150 rooms. While still farming the mesa tops, they lived in cliff dwellings, repairing, remodeling, and constructing new rooms for nearly a century. In the mid-1200s, the population began migrating to the south, into present-day New Mexico and Arizona. By the end of the 1200s, most everyone had migrated

– the original occupants scaled the cliffs from the dwellings to the mesa above using hand and foot holds that can still be seen in the rock face, all while carrying heavy loads to their farmland on the mesa.

To make the return drive to Durango more entertaining we had planned a Poker Run on the back country roads. The route had been laid out, the cards placed at each of the sites and the instructions printed. All

The Olde JOCO Event Calendar

Where are you likely to meet other JOCO members? Here is a list of the events that are currently on the JOCO calendar, **and be sure to check the JOCO website often.** 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:



§ **November 15th (Saturday)**, Next Level Pinball & Arcade Games Sign up here: <https://joco.org/november-15th-2025-rexs-pinball-wizard-showdown/>

§ **November 16th (Sunday)**, Potluck Party at Wynne Wakkila's House, 15522 SW 141st Ave., Portland, OR 97224 [Directions: Head south on I-5 the Tigard/Hwy 99W exit. Proceed on US 99W south to the intersection with SW Bull Mountain Rd. and turn right. Left on SW 141st at the top of the hill. Proceed to the stoop sign and turn right. Proceed around the corner. House is in the second block downhill across from the green area. House is white over blue. Call 503-680-2942 if directional assistance is required.]

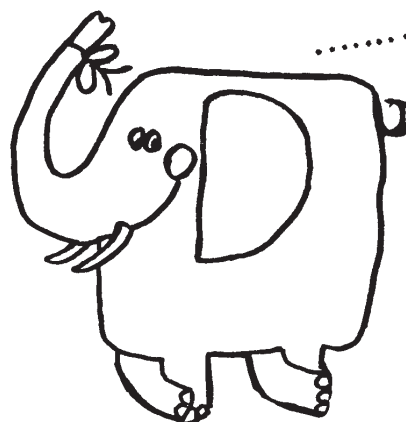
§ **December, 2025 Time to pay your 2026 club dues!!**

§ **December 8th, 2025 Christmas Dinner** (Jake's Grill, 611 SW 10th Ave.,) Sign up here (spaces are already filling up): <https://joco.org/december-7-2025-christmas-party/>

§ **January 18th, 2026 JOCO's Annual General Meeting** - Sign up here (spaces are already filling up): <https://joco.org/january-18th-2026-annual-general-meeting/>



*Time to
renew
your JOCO
Membership*



US
ELEPHANTS
NEVER
FORGET

JOCO MARKET PLACE

FOR SALE:

For Sale - Triple Weber 45 DCOE Carburetors, manifold and linkage for XKE. Price \$2,100. Contact Jerry Kenney (JOCO member) at 503-970-5700 or pizzapride.jk@gmail.com.



YOUR ATTENTION PLEASE! Be sure you are also checking the club's website for the latest events and event sign-up options.

[A few extra photos from the October Drive]



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
503-626-2123
503-643-5808 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.

From the editor's desk:

First and foremost, It is TIME - yes, gentle reader, it is time to renew your JOCO membership. You may also consider a lifetime JCNA membership, it is only \$500. This is a genuine bargain. Considering the current dues structure, a lifetime membership would pay for itself in the 10th year. (I know I plan on living long enough to enjoy that benefit!) In other news, grateful thanks are extended to Rob Enderle, Glen Enright, Mark and Rhonda Hull, and Rick Martin for their help in providing content for this issue of the Cat Fancier. (Note to all JOCO members: If you have been to an event and would like to share your experiences, please submit an article to the editor.) NOTE: If you received an email from me that looks like a "special party" invitation DELETE IT IMMEDIATELY- it is SPAM. My apologies, the original came from a trusted friend who was hacked, but I didn't know that at the time. £

Oil Leak cont'd from pg. 9

were in the Dolores River valley surrounded by lush pastures and mature trees. As our altitude rose from 7,000 to 9,000 feet the aspens on the surrounding mountains changed from green to yellow with hints of orange and gold.

With mountain peaks rising to over 14,000 ft on both sides the scenery was amazing. The road was smooth and the traffic light, making for an exhilarating drive in any vehicle, never mind a classic Jaguar!

On his reconnaissance trip four months earlier Glen had met up with Ray and Anita Cody who own a storage facility for exotic cars near the ski resort of Telluride and arranged for a private viewing of the collection with a catered lunch. Around noon, after a wonderful morning's drive, our convoy arrived at their property.

After an enjoyable lunch surrounded by exotic cars we headed for the road again. Some of us took a quick detour into the former Victorian mining town of Telluride, which is surrounded by mountains, before continuing the San Juan Scenic Byway route....

Our route now took us east on CO-62, and then south on US-550 through the small Victorian communities of Ridgway and Ouray. Throughout the drive we were treated to spectacular scenery as we carved through narrow tree-lined canyons or drove the open road with snow-capped mountains on either side. We experienced the occasional short shower of rain, but nothing significant.

Ouray marks the northern end of the Million Dollar Highway. Also known as U.S. Route 550, it is a 25-mile stretch of highway that runs from Ouray to Silverton. The highway was originally constructed in the late 19th century as a wagon trail to transport miners and supplies

to the area's rich gold and silver mines. Today, the Million Dollar Highway is a popular scenic byway that winds its way through the San Juan

Mountains, offering breathtaking views of jagged peaks, steep canyons, and cascading waterfalls. The route starts with a series of tight switchbacks as it climbs out of Ouray. A gentler section is then followed by more switchbacks as it climbs towards the summit at over 11,000 feet elevation. We pulled off the road several times just to take in the views. At the higher elevations the Aspens were amazing. The mixture of green, yellow, orange and gold almost hurt the eyes in the bright sunshine. Photographs never quite seem to capture the spectacle but that didn't stop us from trying...

Day 3: Wednesday, Sept 24th - Durango to Montrose

Wednesday was moving day. We were leaving our base at Durango and moving to Montrose about 100 miles north. Once again, we had to ponder how we managed to pack all our luggage into the tiny confines of our cars. The first leg of our drive was to re-traverse the Million Dollar Highway, but in the reverse direction. The views were remarkably different, though the two delays for road works were much the same...

The aspens were, once again, the highlight of the drive together with the spectacular 14,000-foot peaks rising into the clear blue sky. We slowed briefly to view a moose grazing by the side of a lake before heading down the switchbacks into Ouray.

A short drive beyond Ouray brought us to our lunchtime venue in Ridgway at Kate's Place. I remembered how enjoyable our lunch had been there 14 years before on the first Oil Leak and hoped that nothing had changed. We were not disappointed as the staff were both welcoming and accommodating, and the food wonderful. We all enjoyed our late breakfast or early lunch.

Our route for the afternoon offered two choices. Ridgway is only 35 minutes or so from Montrose using US-550, so for those with the need to work on their car, or a desire to see what Montrose had to offer (not



much, unfortunately!), the option was available. For those interested in a spirited drive through some spectacular scenery there was an alternative route of close to 200 miles – almost everyone opted for the latter route. Heading west out of Ridgway on CO-62 we were treated to great views of the San Juan Mountains to the south, some of which had been obscured by clouds the previous day.

The road then descended through a wooded canyon replete with the twisties that our Jaguars were designed for. At Placerville, we joined CO-145 heading northwest and stopped for fuel at Naturita. This was the only day where it was necessary to pause for fuel during the day – all other day's drives being within

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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.

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Annual Membership Renewal - (existing membership if paid before December 31 - \$55 for JCNA Dues)	\$95	\$ _____
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the capacity of a full tank. The following ninety miles or so of driving to Gateway on CO-141 proved to be some of the most enjoyable to date, though it appears to be a well-kept secret – we were fortunate to learn of it from locals, because of Glen's earlier reconnaissance trip. The route, known as the Unaweep Tabeguache Scenic Byway, first descends to the point where the Tabeguache Creek merges into the Dolores River which has carved a deep canyon in the brick-red sandstone, reminiscent of Utah just across the border to the west. The recently resurfaced road runs along the base of the canyon alongside the river which was running reddish-brown from recent rains. It twists and turns through the deep canyon making for a great drive.

At the tiny community of Gateway, the road turned eastwards into the Unaweep Canyon whose rock walls are in great contrast to the Dolores Canyon, being grey in color. Eventually the canyon delivered the road to a junction with US-50 heading southeast. The final fifty miles or so on the highway were through barren wasteland in great contrast to what we had seen earlier. Fortunately, the road was straight as an arrow and our time in the heat soaked plain was as short as possible. On arrival in Montrose we went to our various hotels to unwind before getting together for dinner at Ted Nelson's Steakhouse to relax and share our stories from the day.

Day 4: Thursday, Sept 25th – Black Canyon of the Gunnison

The plan for Thursday included a visit to The Black Canyon of the Gunnison National Park followed by a scenic drive. The park is famous for its spectacular cliffs, and our tour was to include a drive along the South Rim of the gorge with

multiple viewing points along the way. The drive to the park entrance was short (only 15 miles or so) but was interrupted by a dramatic event. Debbie opened a bottle of carbonated water that had last been sealed at a much lower altitude. The resulting explosion was extremely loud, propelling the contents of the bottle everywhere, and the cap disappeared through the open sunroof. This was reminiscent of the occasion where the original owner of our car, the 6th Earl of Cawdor in Scotland, reputedly exited the car through the sunroof aperture during a horrific accident early in the car's life and resulted in the wreckage languishing in the barn in his castle's grounds for 40 years... The following convoy of Jaguars were puzzled why I suddenly slowed down for a considerable period until I explained at our first stop!

On entering the park, the impact of wildfire that had swept the area a couple of months prior, was clear.

Blackened stems were all that remained of much of the scrub brush on the plateau above the canyon.

However, it was encouraging to see that some new growth was already sprouting from the base of much of the vegetation, so there is hope that it will recover in time.

About 60 million years ago, a small area of land uplifted and brought 1.8-billion-year-old metamorphic rock to high elevations. This is called the Gunnison Uplift. About 30 million years ago, large volcanoes erupted on either side of

this uplift, burying it in volcanic rock. Then, as early as two million years ago, the Gunnison River began flowing in force. The river and time eroded all the volcanic rock and cut a deep canyon in the metamorphic rock below, resulting in a deep, steep, and narrow canyon: the Black Canyon of the Gunnison.

We drove along the road that runs along the southern rim of the canyon, stopping at several of the many overlooks along the way. Short trails took us to the canyon edge where we could look down the steep cliffs to the river far below. The views were spectacular, though the lighting conditions were far from ideal for capturing them on camera.

There is also a winding road that provides access to the base of the canyon which would have been a great drive for a new perspective on the canyon but, unfortunately, it was still closed following the wildfires.

On leaving the Park we headed



east on US-50 following the path of the Gunnison River to the north, sometimes in view, sometimes not. At Sapinero we crossed the river at the Blue Mesa Dam and then headed west on CO-92 along the north rim of the Gunnison Canyon. At Pioneer Point overlook we took advantage of the facilities and

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picnic tables to enjoy our lunches.

Following lunch some of the group returned to Montrose for other activities whilst most continued on CO- 92, heading west along the north rim of the Gunnison Canyon. This was another twisty road ideal for using our Jaguars in the manner for which they were designed.

The CO-92 route eventually reaches the town of Delta, about 20 miles north of our starting point in Montrose. On this section of road Michael suffered a serious problem with his XK-120 DHC. The custom alternator mount (the XK-120 originally had a dynamo/generator) failed and, since the belt was shared with the water pump, this prevented further progress. No problem! - Glen and Sharon ferried the failed part to the local welding shop of "Joe the Welder", and by the end of the day Michael had taken care of the problem.

Another tradition of the Oil Leaks is Pizza Night, where the group gets together for pizza and beer/wine in a convenient outdoor location. This year, Thursday was Pizza Night, and the location was the patio of the Holiday Inn in Montrose. There was much eating, drinking, conversation, and laughter and initial plans for the 2026 started to form under the lights...

Day 5: Friday, Sept 26th – Colorado National Monument

The final day of the SWCOL would take us to Colorado National Monument followed by a scenic drive to Grand Mesa. Colorado National Monument preserves one of the grand landscapes of the American West with towering monoliths within a vast plateau and canyon panorama. Before we left Montrose, we said goodbye to Terry and Darlene who were heading to Monument Valley on their route homewards. The rest of the group

saddled up and drove for 60 miles northwards on US-50 to Grand Junction. Dubbed the "loneliest road in America", this stretch US-50 offers little to recommend it as it runs straight as an arrow through barren wastelands. We were soon at our destination and entered the Colorado National Monument Park. At our first stop we were greeted by the sight of a small group of Big Horn sheep as they nimbly traversed the sheer cliff face, apparently without effort.

We then proceeded along Rim Rock Drive which runs up to the top of the mesa and then along the cliff edge around red rock canyons.

At this point on the drive, we became aware of an outbreak of NOBLID-25 (NO Brake Light Disease – 2025) amongst our party. First to be diagnosed was Don and Jan's 1967 E-Type FHC. A quick check identified a failed brake fluid pressure sender as the cause. Shortly afterwards, Bob and Cathy's 1969 E-type OTS became infected. In their case, the problem was compounded by failure of the radiator cooling fan and several other circuits, which immediately identified the source as Fuse #6. Suitable medication was rapidly applied and by lunchtime both victims were well again.

By now it was becoming rather hot on the treeless plateau, so we headed for a lunch-time respite at Starvin' Arvins just outside the park in Fruita. Tummies suitably heavy, we headed for the road again. Don and Jan left us at this point to get a head start towards home, while the rest of us took I-70 E bypassing the city of Grand Junction towards Grand Mesa.

The Grand Mesa is the largest flat-top mountain in the world, bursting with over 300 lakes and encompasses more than 500 square miles. It stands 10,000 feet above sea level with lush aspen forests

and groves of pine trees. Wildlife abounds on the Mesa including moose, deer, and elk. Our route included the Grand Mesa Scenic Byway CO-65 – 63 miles of beautiful vistas and ideal driving for a Leap of Jaguars. Starting at an altitude of 4,500 feet, the road first twisted through river canyons as it climbed into the forest of aspens on the steep sides of the Mesa. It rose more than 5,000 feet to the Mesa plateau at over 10,000 feet elevation. Along the way we stopped to enjoy the amazing views into the far distance with seas of yellow, orange and gold aspens in the foreground. They even surpassed the aspens on the Million Dollar Highway in their beauty.

As the road rose to over 10,000 feet the temperature dropped by around 20 degrees, which was most refreshing. As we continued, we reached the flat top of the Mesa, which is littered with small alpine lakes and with abundant wildlife. There are many enjoyable hikes to be had here but, unfortunately, we had no time – maybe a future visit is called for?

From the top of the Grand Mesa our road descended into Delta and from there a short drive back to Montrose. Our final celebratory dinner of the trip was at The Stone House in Montrose. The food was good, the beverages abundant, but the service disappointingly slow. Fortunately, the company was great, so we enjoyed the evening and were the last to leave the restaurant parking lot at the end of the evening.

Thus ends another Oil Leak. We were extremely fortunate with the weather and the timing of the autumn colours. All the cars behaved well, and any "misbehavior" was rapidly brought into line! Old friendships were renewed, and new ones were made. Roll on 2026! £