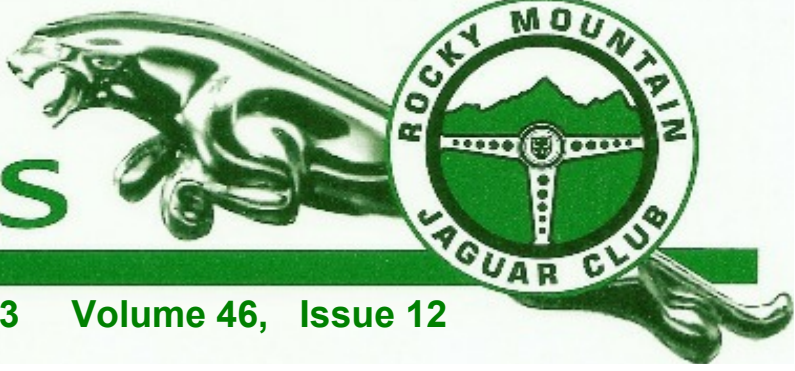


Cat Tales



December 2013 Volume 46, Issue 12



A 60's era brake bleed kit as supplied by Jaguar hangs on a 60's era Christmas Tree of Tom & Sara Neyer of Gillette, WY

At the Holiday Party of 2012

Howard, Cyndi, Deanie and Steve: four members who help so much to make the club the success that it is.

The Rocky Mountain Jaguar Club - RMJC

P.O. Box 2923 Denver, CO 80201-2923

www.rockymountainjaguarclub.org

Cat Tales is published monthly and distributed to all members, JCNA affiliates and others. Reproduction of articles is welcomed if proper credit is given. Submit materials to the editor by e-mail, mail or telephone.

Text in WORD and photos in *.jpg please.

Editor: Gordon Kenney, 16921 E. Fremont Ave., Foxfield, CO 80016, deadline for the next issue of Cat Tales is the 24th. e-mails to newsletter@rockymountainjaguarclub.org or gordonkenney@comcast.net

Monthly meetings are held on the 2nd Tuesday of each month at Piccolo's restaurant at 3563 S. Monaco Parkway which is 0.2 mile east of I-25 at Hampden and 1 block south on Monaco. They start at 6:30 PM with drinks and dinner and the business meeting starts at 7:30 PM. Meetings are held every month except March, July and December when special meetings are arranged. A Holiday party with introduction of new officers is held in December.

Board meetings, open to all, are at a members house at 6:30 PM on the 1st Tuesday of every other month starting in February.

Dues are \$65.00 per year which includes *Cat Tales*, membership in JCNA, the national **Jaguar Journal**, eligibility to enter JCNA sanctioned *Concours d' Elegance* and other national and regional events. For new memberships there is a one-time \$30 additional charge covering name tags, club patch, decal and membership cards. Use the membership form in the newsletter, printed from the web site or register on-line.

Non-member subscriptions are \$30/ year; Canadian & foreign are \$36/year. Membership is open to owners of Jaguar automobiles and to others interested in furthering the enjoyment of them.

The club's purpose is to promote interest in the preservation, operation and ownership of Jaguar automobiles and to encourage safe, careful and skillful ownership. We are a source of technical information and establish rules and regulations governing activities of the Club and promote good sportsmanship at all times.

Officers of the RMJC 2013

President: Howard Mumm 303-805-1644
president@rockymountainjaguarclub.org
Vice President: Bob Grossman 303-278-2068
vice_pres@rockymountainjaguarclub.org
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past_president@rockymountainjaguarclub.org
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chief_judge@rockymountainjaguarclub.org

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Art Dyne 303-979-0204
Dwight Eisnach 303-794-6443
Frank Oakley 720-851-5708
Frank Sullivan 970-226-1194
Steve Kennedy 303-489-3955

Concours Chairs: Cyndi Mumm 303-805-1644
Co-Chairs: Frank Sullivan & Debbie/Mike Ramirez
Dust Off: The Eisnachs 303-794-6443
Membership: Deanie Kennedy 303-489-3944

Local Contact and Regalia: Steve Kennedy
303-489-3955 skennedy@central.com

e-mail to board at:
board@rockymountainjaguarclub.org

Advertising in Cat Tales: contact Treasurer
Membership Form: page 16

Jaguar Club Southern Colorado (JCSC)

Jack Humphrey, President 719-596-1606 jaglover2@cs.com

General Meeting on 3rd Tuesday of the month at the Jaguar/Land Rover dealership in Colorado Springs. JCSC events are included in our event schedule.



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Presidents Page by Howard Mumm

Typing this on the iPhone somewhere between Paduca Kentucky and Carbondale Illinois, or I should say Cyndi is. As usual in Illinois it is raining. We are on the tail end of a three week road trip to see Cyndi's parents in Florida and friends and family in between.

We were able to have a lovely dinner in Marco Island with Al and Elinor Vrooman. They spoiled us on the Isle of Capri with the best white roughy fish dinner we have ever tasted!

First and foremost I would like to thank Dwight Eisnach for standing in for me For the November 12 Elections meeting. Many thanks to all club members for your support of my third year as President. Welcome Deanie Kennedy as Treasurer, Steve Kennedy as Secretary, as well as Bill Beeson and Frank Hummel to the board. All officers, members at large and appointed board look forward to having a great 2014.



On Saturday evening, December 7, we will have our annual Holiday party, recognition and coveted Secret Santa gift exchange! The Mumm's will host a pre-party hospitality suite from 3 pm to 5 pm. We look forward to seeing a lot of you at the party.

Party details on page 5

If you have not made your reservation for dinner yet, please be sure and call us so we can include you for dinner! You won't want to miss the last event of 2013 !!

Happy Holidays to everyone.





December 3rd, Tuesday, Board Meeting at Kennedy's

***December 7th, Saturday, Holiday Party at Doubletree Hilton
details on next page***

January 14^h, 2014, Tuesday, Monthly Meeting at Piccolo's

February 4th, 2014, Board Meeting

February, 11th, 2014, Tuesday, General Meeting at Piccolo's

Start Planning Now to Attend



September 2-6, 2014 Schedule of Events

Tuesday	September 2 Registration at the Cheyenne Mountain Resort
Wednesday	September 3 Tour and Rally to Cripple Creek
Thursday	September 4 Slalom in Cheyenne Mountain State Park Theme Night "WWII Returns" Gala, Dinner, Music, Tour
Friday	September 5 Western States 2014 Concours d' Elegance
Saturday	September 6 Pikes Peak Concours d' Elegance - #2
Sunday	September 7 Departure

Contact Information:

Jack Humphrey (JCSC)	719.930.4801	jagluver2@cs.com
Cyndi Mumm (RMJC)	303.805.1644	cyndi.mumm@comcast.net
	303.883.4568	

RMJC Holiday Party

Secret Santa Gift Exchange
Bring one gift per person; \$20 maximum

Saturday, December 7, 2013
Doubletree by Hilton Hotel – Denver Tech Center
West of I-25 on Orchard Road - 7801 E Orchard Road - Greenwood Village. CO 80111

5:30 Cocktail Hour - Indigo Ballroom
6:30 Dinner - Indigo Ballroom

Starters: Pick one

Salad: Chopped Nicoise

Romaine, purple potatoes, green beans, red onion, kalamata olives, chopped egg
Dressings served on table

Soup: Butternut Squash Bisque w/Arugula Pesto & Pignolis

Entrees: Pick one

Peppered Flat Iron Steak

Roasted Rose Potatoes, Crispy Pancetta Brussels, Demi Glaze

Grilled Scottish Salmon

Rose Potato Coins, Roasted Asparagus w/Pancetta, Basil Cream

Pimento (Paprika) Sea Bass

Quinoa Tabbouleh, Broccolini, Lemon Cream Glaze

Kurabuto Pork Tenderloin

Prosciutto Wrap, Sweet Potato Hash, Bourbon Onions, Grilled Zucchini

Desserts: Pick one

Liquid Center Chocolate Souffle Cake

Ricotta Cheesecakes, Blueberry Ginger Compote w/Candied Blueberries and Brittle

Online registration: www.rockymountainjaguarclub.org

Or mail check to Cyndi Mumm, 6421 Lakepoint Place, Parker, CO 80134
\$50 per person; indicate salad or soup, entrée and dessert selection

Hotel Reservations: Mention Rocky Mountain Jaguar Club for the amazing rate of \$69 per night; treat yourselves!! 303.779.6161.

Membership

Deanie Kennedy



If you have questions about membership contact me at 303-489-3944 or at dkennedy@ecentral.com

New Members

Patrick & Cynthia Lynch
Arvada, CO 80005
1969 E-Type Series 2 Coupe

Valerie & Kerry Kirby
Broomfield, CO
1960 XK150 FHC

EVENT CALENDAR

November

12 Tuesday: General Meeting at Piccolo's

December

3 Tuesday: Board Meeting at Kennedy's

7 Saturday: Holiday Party at Doubletree Hilton

January 2014

14 First General Meeting of the Year at Piccolo's

February 2014

4 Board Meeting

11 General Meeting at Piccolo's

RMJC WEBSITE

www.rockymountainjaguarclub.org

webmaster: Rob van Westenberg

Please visit and use our web page for important & current information.

The "CP" organization has changed its name to:

Ability Connection Colorado



The Jaguar C-X17 concept
"crossover"

Read more about it in the Nov
-Dec. Issue of Jaguar Journal
and on the "Whats New at
Jaguar" column on page 9.

General Meeting Minutes, November 12th at Piccolos

The meeting was called to Order at 7:15 by Dwight Eisnach standing in for Howard Mumm. Both the Mums and Grossmans were out of state for multi-week vacation trips visiting family and friends; the Grossman's travels included the F1 race in Austin, Texas.

Dwight recognized Birthdays for November and December.

Ballots for the Election were handed out and Don Leach and Frank Sullivan were delegated to collect and count the votes.

While the ballots were being counted we all enjoyed the yummy "birthday" cupcakes. Thanks Linda.



Dwight not only ran the meeting but also modeled the club Jackets that are available from Steve K.



Dwight reviewed the upcoming events. The RMJC Holiday Party is coming up fast and planning for the 2014 Western States is proceeding well. Our clubs Concours will be held on June 21st next year.

A volunteer Host for RMJC Summer Party is needed.

The ballot counts for Secretary and Treasurer were found in favor of Steve Kennedy and Deanie Kennedy and all of the other officers are unchanged (see page 9 for the new officer roster). A motion was made and passed that the 2014 RMJC Slate and duly elected members of the Board Of Directors be accepted. The Secretary will send out election results to newly elected officers who were not present at the meeting as soon as possible.

Gordon showed a video of Jennifer & Frank Albert's wedding in Evergreen last year. It was a beautiful ceremony and the Kenney's E-Type was featured prominently in the video.

Steve held the Raffle and the meeting was adjourned at 8:10. As usual members lingered afterward for more conversation.

By Ray Horrall, Secretary

photos by Ray





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Election Results from the Secretary, Ray Horrall

The duly elected 2014 RMJC Board Of Directors, affirmed by majority of those present at the RMJC General Meeting held on 2013 November 12, are:

President: Howard Mumm
Vice President: Bob Grossman
Secretary: Steve Kennedy
Treasurer: Deanie Kennedy
MAL: Bill Beeson
MAL: Dwight Eisnach
MAL: Frank Hummel
MAL: Frank Oakley
MAL: Frank Sullivan

Appointed Members of the 2014 RMJC BOD are:

Newsletter Editor: Gordon Kenney
Webmaster: Rob van Westenber
Past Pres.: Gene Cookenboo
Chief Judge: Gary George
Membership: Deanie Kennedy
Concours Co-chairs: Mumms & Kennedys

Per the RMJC Bylaws Article VI Section 1.F: Newly Elected Candidates will assume office at the January meeting of the following year.

Attested by: 2013 RMJC Club Secretary Ray Horrall

What's New at Jaguar

Jaguar's Future, According to its design chief and vehicle line director- Ian Callum. After the reveal of the Jaguar C- X17 crossover concept, Ian Callum said the company will launch a new all-aluminum architecture going into a production sport sedan to be launched in 2015 that will compete with BMW's 3 Series. "It will be the most efficient, advanced, and refined segment", the company said in a press release. "I finished designing it", said Callum.



This is the first all new Jaguar architecture for decades, except the XK (from which the F-Type is derived). Callum again said, "All Jaguars will be aluminum. That will give scale economies." The crossover hasn't been confirmed, but why engineer a variable platform that can except a crossover, and then not build it? You can read more about this in December's "Motortrend" interview with Ian Callum.

Hope all of you had a wonderful Thanksgiving. Look forward to seeing you all at the RMJC Christmas Party.

Have a Blessed Christmas, Sir Art Stricker



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Website: ruskandruskcourtreporters.com

From: **John Macartne**

flywheelcoventry1@yahoo.co.uk

(Editors note: Sir John Black played an important role in English cars in both pre-war and post-war and was a friend and compentary of Sir William Lyons. I though this story would be of interest to our members. ...Gordon)

WW2 is now a long time ago, and WW1 is even further back in time but a man who served in WW1 and later ran Standard and then Standard Triumph from 1928-1954 was John Black. Black himself served throughout the whole of WW1, first in the Royal Navy Volunteer Reserve at Gallipoli (look it up on Google) and later transferred to the British Army. At one point in 1916 he was the youngest Captain in the British Army and somehow survived the horrors of the trenches. He was taken prisoner twice by the Germans, escaped twice and was gassed three times. It was those experiences that contributed to making him the man he later became - and especially his attitude towards employees who signed up to the forces at the outbreak of WW2.



His secretary from those times was a close family friend of ours and she died during my US/Canada trip in 2009 at the age of 103. She told me more than once that Black instructed the Personnel Dept to inform him of the name of every man and woman who left the company to sign up for war service. To each of the many hundreds who did do that, Black sent each one of them a personally signed letter (each one was typed per person and not duplicated or printed) and in those letters, he guaranteed the employee that when the war was over they could depend on him to ensure a job was waiting for them at least at the same grade of status and pay - and wherever possible, a higher grade and pay.

He kept that promise to the tragically few people who did come back and those five I mentioned in the commission plate thread were just a very small number of the total and believe me, they were sick and broken by their experiences but somehow they kept smiling.

Because Black knew what war was like in WW1, he also ensured that in the 'thirties, the company was comprehensively manned by men from the Corps of Commissionaires. The CoC is essentially a security firm but men in it are still found in prestige companies as Receptionists. They all have an Army background and you can't join the CoC unless you've served as a Regimental Sergeant Major or a Regimental Master Sergeant. Former officers cannot join. When I went to work at Standard Triumph in 1966, we still had six Commissionaires in Coventry and one in London and a careful/discreet study of the medal ribbons on their immaculate uniforms told you a great deal about them. Apart from their various campaign and regimental medals, one had won two Victoria Crosses (the highest military decoration awarded for outstanding bravery in action and close combat) while another had one Victoria Cross. What made it even more remarkable is that all of them had a Military Medal and a Distinguished Service Order. No-one gets decorations of that calibre for just looking good on parade. You have to be a very special soldier indeed and to have put your life on the line much more than once to even be considered for the award, let alone receive it. When I remember those lovely old men, I recall gentlemen who stood ramrod straight, spoke quietly, who had a presence about them and wore shoes whose polish often put a mirror in second place.

They were employed at Standard long after normal retirement because John Black had had it written into their employment contracts that they only retired when **they** wanted to - and not before. Simply, if they wanted to go to work and create the right impression on visitors and all the other employees, they could do it until they were carried out feet first. I remember all those lovely old men with much pleasure, the greatest respect that they were surely due and it was indeed an honour and a privilege to have been able to associate with them. I've attachd a pic or two off Google images so you can see what they look like today.

Collector Car Council of Colorado, Inc.
 www.collectorcouncil.com 303-752-6755
 Minutes of Meeting, 6 November 2013



The meeting was held at the Forney Transportation Museum, 4303 Brighton Blvd. in Denver Colorado. The meeting was opened at 7:30 pm; 28 member clubs were represented.

Forney Museum information: The museum director, Christof Kheim, described the current featured exhibits, being the Ford F-Series Trucks and World War Two memorabilia. The next featured presentation will be air-cooled Volkswagens beginning in February. The Forney is seeking variations of the VWs of that era. Christof also described the monthly Dust n' Shine events in which a club can volunteer a couple hours to dust off vehicles in the exhibit area. Clubs are urged to sign up by calling 303-297-1113.

Clarification of HB 13-1071 (Collector Series eligibility and emission testing requirements): Harold Naber explained the latest policy issued by the Department of Revenue to county clerks. This policy document, identified as TR 13-19, recognizes **three** categories of collector vehicles and their emission testing requirements.

Category A is 1975 and earlier vehicles: no emission test is required.

Category B is for post-1975 vehicles registered before Sept.2009 that were "grandfathered in" when the 25-year eligibility was discontinued. These vehicles are not required to pass emission tests upon renewal.

Category C is for post 1975 vehicles at least 32 years of age and newly eligible for collector series registration. These will require emission tests every five years.

Vehicles outside the emission test area (AIR) are excluded from emission tests. Owners are reminded NOT to let their registration lapse.

This advertisement features a portrait of David C. Vigil on the left. To the right, it lists his contact information: Office (303) 722-3300, Direct/Voice Mail (720) 208-7375, Mobile (303) 523-4147, E-mail David@DavidVigil.com, and Website DavidVigil.com. It also includes the Keller Williams logo and address: DENVER CENTRAL, 210 University Blvd., Suite 600, Denver, CO 80206.

The advertisement for the Mighty Roar Racing Team features a detailed illustration of a vintage Jaguar engine. The text reads: "Mighty Roar Racing Team", "Vintage Jaguar Motorcars & Parts", and contact information for Robert T. Grossman at 15040 W. 52nd Ave., Golden, CO 80403. Shop phone: (303) 278-2068, Fax: (303) 278 2893.

The advertisement for Piccolo restaurant features the name "Piccolo" in a large, stylized green font. Below it, it says "Italian and Mexican", the phone number "303.757.5166", and the website "www.piccoloonline.com". At the bottom, it identifies Kevin Chirichigno as the General Manager and provides the address: 3563 South Monaco Parkway, Denver, CO 80237.

This advertisement is for car appraisals and features a yellow background with a black and white illustration of a classic car. The text includes "CAR APPRAISALS" in large white letters, "Appraisals 'By George'", and contact information for Gary George: 303.358.6860 and 303.477.0189. It also includes the slogan "I'll Do It Right" and "Accredited Member" with a logo.

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F-TYPE S **\$81,000** MSRP*

ENGINE: 3.0 LITER SUPERCHARGED V6		
TRANSMISSION: 8-SPEED QUICKSHIFT		
POWER 380 HP	TORQUE 339 LB FT	MAX SPEED** 171 MPH
0-60 MPH** 4.8 SEC	COMPRESSION 10.5:1	FUEL ECONOMY† 27 MPG

F-TYPE V8 S **\$92,000** MSRP*

ENGINE: 5.0 LITER SUPERCHARGED V8		
TRANSMISSION: 8-SPEED QUICKSHIFT		
POWER 495 HP	TORQUE 460 LB FT	MAX SPEED** 186 MPH
0-60 MPH** 4.2 SEC	COMPRESSION 9.5:1	FUEL ECONOMY† 23 MPG

For complete specifications, visit JAGUARUSA.COM/2014FTYPE

The price and performance of the “F-Type” puts it into direct competition with many high-performance production cars. So how does it compare? The December issue of “Road and Track” devoted several pages to a comprehensive comparison of what they considered the “Years 13 hottest cars”. The nine experienced drivers put them through a tough day on the track and then real-world road testing..

Cars ranged in price from a Ford Fiesta ST at 25k\$’s to a 323k\$ Ferrari F12BERLINETTA. The Jaguar F-type Supercharged V-8 was in the middle at 104k\$’s. Other cars were Audi R8 V10Plus, BMW 435i, BMW M6 Competition, Corvette Z51, Jaguar XFR-S, MB AMG S-Wagon, MB SLS AMG Black Series, Mini John Cooper Works GP, Nissan GR-R and a Porsche Cayman S.

The testing started with a full day to test the cars (acceleration, braking, cornering, rough road work, etc.) at the Motown Mile to “separate the brilliant from the merely good”. The top five would then be taken to road work evaluation for real-world behavior and fast-road composure.

From these five the group would crown the first **Road & Track Performance Car of the Year.**

After initial testing, the top five “brilliant” car group was the F-Type, the Corvette, the Cayman, the Fiesta and the Ferrari F12. By general consensus they added one more, the sexy Gull-Wing MB SLS. Then off to Ohio for road work to determine the best all-around performance car. Turned out the Ferrari “died” and could not be resuscitated so the final group was, as initially planned, the top five.

After all was said and done, the caption on the final picture said:

AND THEN THERE WAS ONE. A \$68,000 CORVETTE THE BEST FAST CAR ON EARTH? YES. SEVEN GENERATIONS IN, GM HAS TAKEN AMERICA’S SPORTS CAR FROM SHOW PONY TO A LEGITIMATE PIECE OF GENIUS.

Read the whole article if this sort of thing interests you. I was pleased that the new Jaguar generated many flattering comments and made the top five. And I was also pleased that an American made car was named their first **Performance Car of the Year** Gordon K.

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The “alternative” energy auto scene

The variety of “**alternative energy**” cars being produced can be confusing. It starts with the definition of an “alternative energy” car as one that uses “energy” provided by some alternative to gasoline. Currently it refers to cars that drive primarily on electricity which has been obtained from sources such as coal, natural gas, hydroelectricity, nuclear, wind-power and PV cells (photovoltaic cells).

In the near future it will also refer to cars powered by Natural Gas or some other fuels. An example will be the Bi-fuel Impala Chevrolet is introducing next summer which switches seamlessly between gasoline and natural gas, a car with one engine and two “gas” tanks.

Note that **hybrid** cars, such as the very successful Prius, are not alternative energy cars. All of their motive energy (fuel) comes from gasoline. They use relatively small batteries and generators which supplements as an electric drive assist to produce a very efficient gasoline powered automobile.

Alternative energy cars can be divided into two main groups.

One group is the “pure” EV (electric vehicle) which runs only on energy from its battery pack and once it is discharged the vehicle must be recharged by “plugging in” to an electric supply. The two best selling EV’s are the Nissan LEAF and the Tesla model S, each of which sell more than 1,000 units per month. These two vehicles illustrate the large variation in vehicle cost and in the distance they can be driven before needing to be recharged. The LEAF cost about \$27,000 and has a range of about 80 miles. The Tesla costs from \$60,000 to \$90,000 and has a range from 160 to 280 miles. The difference in cost and range reflects their battery capacities with the LEAF having a 10 KWH (Kilo-Watt-Hour) battery while the most expensive Tesla has a 80 KWH battery. Several other EV’s are available such as the Mitsubishi i-MiEV, Ford C-Max Energi, Smart ed, Chevy Spark and Fiat 500e but these currently sell less than 1,000 cars per month. A major concern about “pure” EV’s is “**range anxiety**” which is the concern one has about having enough battery charge to get home (or at least to a charging station).

The other group is the “extended range EV” or EREV wherein the battery is large enough to drive a significant number of miles and the vehicle also has an on-board gasoline engine to provide for additional extended range. The Chevy VOLT, the Toyota Plug-In-Prius, Ford C-Max Energi, and Ford Fusion Energi make up this group (considering only cars that sell at least 1,000 month). All of these can be driven even after the battery has been depleted but they differ considerably in the distance obtained on battery only. This range of electric only operation varies from 11 miles for the Prius, 21 miles for the Ford products and 35-45 miles for the Chevy VOLT. After the battery is depleted the gasoline powered generator provides power to continue driving the vehicle; these cars will have a useable range of 300 to 500 miles by using both battery and gasoline. Since operation on plug-in electricity costs 3 to 5 cents per mile but driving on gasoline power is usually 3 or 4 times more expensive, the cost of operation (and the need for gasoline purchases) can vary considerably. A small-battery car (Prius) costs less to manufacture than one with a larger battery (VOLT) but operates more of the time in gasoline mode.

Both groups of these cars qualify for various federal and state rebates for purchase and are also required to pay an extra \$50/year registration fee (in Colorado) to compensate for less fuel tax paid.

Somewhat related story: A group of students at Delft University of Technology in the Netherlands have built an EV that can accelerate from 0 to 60 mph in 2.15 seconds. It uses four electric motors, one for each wheel. This is faster than any car in production. . But it can’t go very far like that.



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Mail this form (or copy) and payment (RMJC) to
Deanie Kennedy, Membership Chair at
8137 Zang Street, Arvada, CO 80005

What's It worth

People come up to me regularly at shows, where I set up booths to prospect and advertise my services, and ask me to "just give me a ball park figure, what is my car worth?" I don't know and I wouldn't say if I did. You see as a professional appraiser I am just as liable for an "off the top of my head" guess as I am for an appraisal that I have researched and can support with documentation. I am an unbiased third party and frankly I care about what it's worth but I can't take a personal interest and stay unbiased. I just want to get it right. Don't get me wrong I love the cars and really enjoy them and the time I spend with you and your car. I just don't want to make a mistake. I am often fooled both ways. I was at a show last summer where a transporter pulled in with a beautiful trailer and tow vehicle, very expensive, and with several people. I was curious about what could be inside. As I watched from my booth I saw the door open and the transport trailer gave birth to a VEGA of all things. Why? I have no idea but someone had a love affair. What is your baby? Whatever it is I'm sure you are as proud as the



by Gary George

owner of that Vega. Is it special in some way? Or at least special to you? Perhaps it represents some special event or period in your life. It is not up to me to judge. I can help you value it so that you can insure it properly. I recently did an AMX that the owner has had since high school. It was allowed to deteriorate for many years before it was sent to a specialty shop for restoration. I appraised it on a "cost basis." Obviously the owner could have added up the receipts himself but he needed an "unbiased third party" to do that, that's where I come in. The final tally? Just over \$137,000. Why? None of my business. He is getting specialty insurance in that amount. That is a service I can perform. Bear in mind however that you can't insure for the value of your own labor, only what you spend on someone else's work and then you must have receipts. Keep your title, receipts and appraisal together in some safe (read fire and water proof) place. Heaven forbid that anything should happen but if it does you'll be prepared

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What's wrong with this newsletter ?

The biggest problem I have with this publication, and especially this issue, is that there is too much of "ME" in it (pages 11,13,15,19 for example).

As editor I have great appreciation for those members who do regularly contribute an article, a photo, a tech tip, a report on a nice event they recently attended, a recipe, a humorous story (not many of those in Cat Tales), a book report or other item.

But WE NEED YOU!!! These next few issues don't have a lot of scheduled events to report. We all have great stories to tell when we are together; take a few moments and share them with our readers.please, Gordon, editor.

Tech Tip from your editor

I found that with multiple cell phones, tablets, MP3 Players, GPS's units, multiple digital cameras and camcorders, that I had a untidy collection of cables for attaching these to USB outlets and to desk and laptop PC's. The photos show how I solved the problem.



Several 5 inch long pieces of 2 inch outside diameter poly pipe were attached to a 15" length of 1x4" pine stock with short wood screws by drilling a larger access hole through the lower portion of each tube and then by a wood screw through a smaller hole in the upper portion of the tube.

The whole assembly was then attached to the underside of a shelf in the office. It's helpful to label each tube.



It's Coming - Dec. 7th



From:
Rocky Mountain Jaguar Club
PO BOX 2923
Denver, CO 80201-2923
www.rockymountainjaguarclub.org

To:

“If you can’t find something good to say about someone, then you aren’t thinking hard enough”.

From a U-Tube of “20 things we should do more of” as posted by a very young man.



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