



# THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member





# As the Rank Turns

This has become extremely important: We need to stand together with our great and good friends in Canada. I want to encourage as many JOCO members as possible to attend as many events in Washington and British Columbia as possible. Now is the time for us to display the bonds of friendship, unity and strength. There may be some kerfuffles at levels far above our purview, but we should stand together. "In unity there is strength" and it is my personal belief that our "Canadian Cousins" would do the same for us if "the shoe was on the other foot." So, please, if you have the means and the time, be part of a new "hands across the border" because the time is now.



Driving season is upon us! 2025 promises to offer more to anyone who wants to get "out and about" to see this big wide world of ours. Touring around Oregon - nay, the entire Pacific Northwest is a joy that too few car enthusiasts get to experience. It has been written more than once that some of the most spectacular scenery and the most driveable roads imaginable is available to those who live in the Pacific Northwest and wish to take a few hours and convert some petrol into fun cruising wherever your wanderlust may take you.

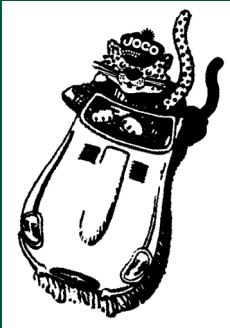
Of course, it goes without saying that participating in club events provides an opportunity

## Board of Directors

Terms Expire January 2026	
Rick Martin	Portland
Mandy Ashcroft	Portland
Wynne Wakkila	Tigard
Terms Expire January 2027	
Ashley McKay	Portland
Curt McKay	Portland
Mike Scott	West Linn
Terms Expire January 2028	
Clint Percival	West Linn
Rex Schneider	Forest Grove
Matt Nowak	Sandy

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Newsletter Editor:	Glen Enright, Hillsboro / Alt: Carl Foleen, Portland
Webmaster:	Tomas Bromander, Portland



Find us at: [www.joco.org](http://www.joco.org)

JOCO Board Meetings are held the second Thursday of every month unless otherwise noted (please consult the JOCO website for the most current updates). JOCO events are in Bold face type on the Club Calendar, other Jaguar club and local events of interest are in regular type.

YOU are welcome and encouraged to submit ideas/comments to the JOCO board. The editor is actively seeking articles / photos. Send submissions by e-mail

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Find us on the Internet: [www.joco.org](http://www.joco.org).



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to spend time with good friends, make new acquaintances, and take in some interesting venues all at the same time! Now who can say 'no' to a "threefer" like that?? With that as a segue, there is an event on the JOCO calendar that is near and dear to some members of the JOCO board. That is a simple "show and shine" to be held Saturday evening, June 14th at the Edwards Center in Aloha. It will be a relatively short event, but is going to have a big impact on those who will attend. Once again, if possible, please put this on your calendar, and sign up when the link is live on the club's website.

And while we are on the subject of club events, please check the JOCO website frequently for updates on our events and peruse the websites of our sister clubs in the Northwest Region of JCNA. There's a lot going on every month, and every club appreciates participation from members of other clubs. In fact, they welcome and will sometimes specifically seek support from other clubs, whether it's a drive-out or a club concours. As the old wisdom states: "To have a friend, be a friend" and to pay something forward always returns huge dividends. We have some great events on the calendar for May and June. Please join us. Participation is far better than just reading about it in the Cat Fancier!

(Now putting my Cat Fancier editor's cap on.) The last point is my profound apologies for the tardiness of this edition. There were some personal health challenges at the end of April, and the first part of May. Things are improving - not as fast as one would necessarily prefer, but any progress is good progress. Just for fun, I would recommend watching Bill Engvall's "Just Sell Him for Spare Parts" on Prime Video. It has an eerily personal parallel. £

*All the best! Carl*

# MAY EVENT IS A DOUBLE HEADER: TOUR VINTAGE UNDERGROUND AND THE HAUGLAND COLLECTION

Once again JOCO VP Tim Ashcroft (undoubtedly aided by his ever-charming and vivacious bride Mandy) has put together a not-to-be-missed event.

Saturday, May 31st, we will travel to the home of the University of Oregon Ducks (that would be Eugene) and arrive by 10 A. M. at Vintage Underground Restorations (630 Garfield St.) for a facility tour. (Cover photo from a visit in 2022.)

Next on the agenda will be a lunch stop so participants can rest, refresh, converse, and wet their whistle along with consuming some victuals.

Following that, we will proceed to the Haugland collection (be sure to like and subscribe to Haugland's "Everyday to Exotics" (E2E) channel on YouTube).

For those that have previously been to the Haugland Collection, you already know just how accommodating, friendly, and knowledgeable Alex and Amy are. Their passion for everything in their collection is quite infectious. There is literally a reason and purpose for everything on the floor (or in restoration). On top of that, everything in the collection is on the road at one time or other. (How would you like to try and work out the spreadsheet that makes sure everything has its turn for a driveout?) Some sharp-eyed folks will see this as an



Easter egg hunt to see if they can spot what has been added and what has moved on within the collection.

For some visitors the British cars are always a highlight. Honestly though, it would be quite easy to imagine any one (or two) of their collection taking pride of place in your garage. £

(Photo this page: Carl Foleen, car in photo is part of the Haugland collection, Logos are © their respective owners)



Rob Enderle Tells All:

AI image courtesy of author

# Read it Here

## Waking the Beast: Your Guide to Summerizing Your Classic Car

As the days lengthen and the promise of warm asphalt shimmers on the horizon here in Bend, Oregon, the time has come for a ritual cherished by classic car enthusiasts: preparing our beloved machines for the driving season ahead. After months of slumber, often tucked away in garages as the Pacific Northwest winter did its thing, our vintage vehicles need a thorough awakening to ensure a summer filled with safe and joyful cruising. This isn't just about dusting off the chrome; it's a comprehensive process of checks, maintenance and preventative measures to safeguard your investment and guarantee a worry-free driving experience.

**The Initial Visual Sweep** The first step in this springtime revival is a meticulous visual inspection. Before even thinking about turning the key, take a slow walk around your classic.

**Paint Protection and Treatment** Pay close attention to the paintwork. Winter storage, especially in damp environments, can sometimes lead to dulling or even the beginnings of corrosion. Now is the ideal time to treat your car to a thorough wash, clay bar treatment to remove embedded contaminants, and a high-quality wax or sealant application. A good paint sealant will provide a protective barrier against the summer elements, including UV



rays that can fade your cherished finish. Consider a ceramic coating for even longer-lasting protection and a deep, lustrous shine.

**Underneath Inspection:** Rust and Rodents Next, cast your gaze downward to focus on the undercarriage and wheel wells. Look for any signs of rust, particularly in areas prone to moisture accumulation. Address any surface rust immediately with a wire brush and rust inhibitor. For more significant corrosion, professional attention is highly recommended to prevent it from spreading. While you're down low, take a moment to inspect for any evidence of unwelcome guests. Rodents seeking shelter during the colder months can wreak havoc on wiring harnesses, hoses and upholstery. Look for chewed wires, droppings or nesting materials. A thorough vacuuming and inspection of the engine bay and interior are crucial in this regard.

**Tire Assessment: Age and Condition.** Moving to the wheels, your tires are a critical safety component that often

gets overlooked after a period of inactivity. Check the tire pressure against the manufacturer's recommendation (usually found on a sticker inside the driver's side doorjamb or in your owner's manual). More importantly for classic cars, assess the tires for age-related damage. Even if they appear to have good tread depth, tires older than six

to ten years can suffer from internal degradation, leading to potential blowouts. Look for sidewall cracking, bulges or any signs of dry rot. If your tires are nearing or exceeding this age, prioritize replacing them for your safety, regardless of their visual condition.

**Fluid Levels and Leaks** With the car still stationary, proceed to check all fluid levels. This includes engine oil, coolant, brake fluid, power steering fluid and transmission fluid. Ensure they are at the correct levels and inspect for any leaks. Pay attention to the color and consistency of these fluids. Milky engine oil could indicate a head gasket issue, while dark or gritty transmission fluid might suggest the need for a change. Brake fluid should be clear and at the proper level; low or dark fluid can compromise braking performance.

**Under the Hood: Belts, Hoses and Connections.** Now, it's time to venture under the hood. Carefully inspect all belts and hoses for cracks, fraying or swelling. Belts that are

Summerizing cont'd pg. 6

Summerizing cont'd from pg. 7

brittle or show signs of wear should be replaced to prevent breakdowns. Hoses, especially those carrying coolant, can weaken over time and lead to leaks. Gently squeeze them to check for softness or bulges. Examine all electrical connections for corrosion and ensure they are securely fastened.

### **Safety First: Lights and Wipers**

Safety is paramount, especially when enjoying your classic on scenic drives around Central Oregon. Test all lights, including headlights (high and low beams), taillights, brake lights, turn signals and hazard lights. Ensure they are functioning correctly and that the lenses are clean and

clear. Check your windshield wipers for wear and tear and top up the windshield washer fluid. If your classic has air conditioning, now is a good time to test its functionality and have it serviced if it's blowing warm air.

### **The Test Drive: Listen and Feel**

Finally, before taking your classic out for an extended drive, take it for a short spin around the block. Listen for any unusual noises, such as squealing brakes, clunking suspension, or engine knocking. Pay attention to how the car handles, brakes and accelerates. If anything feels amiss, don't hesitate to have it inspected by a trusted mechanic

specializing in classic vehicles.

### **Wrapping Up: Hitting the Road with Confidence**

Summerizing your classic car is more than just a chore; it's an act of love and dedication. By taking the time to perform these essential checks and maintenance tasks, you're not only ensuring the longevity and beauty of your vehicle but also guaranteeing a safe and thoroughly enjoyable driving season as you explore the stunning landscapes around Bend and beyond. So, roll up your sleeves, get your hands a little greasy and wake the beast. The open road awaits! £

**Betcha hadn't heard this before:** This story was told by Ron Givens, former Quality Director at Apple from 1981 to 1986. According to Givens, when Jobs' secretary arrived late one day, rather than reprimand her or even fire her, as might be expected given her strict nature, Jobs simply asked her what had happened. He listened to her explanation and seemed to understand the situation. She then admitted that she had had difficulty starting her car. But what happened next did not fail to surprise.

After this incident, Steve Jobs arrived one day with the keys to a car, a Jaguar, and handed them to his secretary. "Take them, so you'll never be late again", he told her. £ (Wonder if it was an XJ6? - ed.)

# Hear De!



# Hear De!

The next scheduled meeting of your JOCO Board will be held at 6:30 PM on Thursday, June 12th, 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

# Stepping Back In Time: Oregon Rail Heritage Museum

Saturday, April 12th brought a threat of rain that never actually materialized. Good news for those that brought their Jaguars to the JOCO tour of the Oregon Rail Heritage Museum in SE Portland.

A dozen JOCO members gathered at Noon for lunch at the Tilikum Crossing brewpub for some very good wood-fired pizza (reminiscent of the fun times we had a couple of pizza feed at Bill and Claudia Relya's house) and an adult beverage (if one chose to indulge) prior to our tour start time of 1330 hours. We ate in an honest-to-goodness caboose (often called a "crummy" in old railroader lingo). The quarters were a bit tight, and the music that was playing on the speaker was a bit too loud (that situation was rather quickly resolved), but once we settled in, everyone had a great time. The space was so "intimate" that it was even possible to speak to everyone in the group at once, if the need arose.

Once we had bussed our tables, a few of us went back to our cars to drop off jackets and sweaters (the weather had warmed up to a comfortable temperature), then literally walked across the street to the ORHF (Oregon Rail Heritage Foundation) museum to begin our tour.

Approaching the main entry, there is an antique locomotive's bell with a prominent sign: "RING ME" - so, of course, nearly everyone does (especially children). After entering the museum your

first impression is dominated by the presence of several locomotives. Star status goes to the Bicentennial Freedom Train locomotive popularly known as "4449." "Al" was our docent, and, like most railroad enthusiasts, he is a fountain of knowledge. By some coincidence, it turns out he has a Jaguar according to a conversation that was overheard at one point during our visit.

There were five locomotives on display, spanning the heyday of steam locomotives in the 20th century. The oldest locomotives (and one that is,



here in Portland. It was first in service for the Oregon Railway and Navigation company which was later folded into the Union Pacific railroad. It served for over a half century. (For those that are not familiar with Portland's history, the city completely revamped the Guilds Lake area in northwest Portland to provide the fairgrounds for the Exposition. (The Pittock Mansion had a commanding view of that area.) The L & C Exposition was a forerunner of the World's Fair so, technically, Portland held a world's fair 57 years prior to the 1962 "Century 21" world's fair held in Seattle.) The 197 locomotive was built by Baldwin and certainly has a lot of the characteristics one would associate with a more "modern" steam locomotive design from the early 20th centuries. The 197 engine is currently undergoing that process. It



from all appearances, going to take a great deal of elbow grease to restore to running condition) has a placard proclaiming it dates from 1905. No engine number was displayed on the front of the locomotive, but it definitely carried a nearly 19th century styling language. The other, engine 197, was ordered, built, and delivered just in time to be something of a headliner for the Lewis and Clark Centennial Exposition held



looks like the second restoration, when it occurs, will definitely be a multi-year effort; it will need a full nut-and-bolt teardown and rebuild.



Rail Museum cont'd on pg .8



Rail Museum cont'd from pg. 7

Also included in the collection is a "Shea" locomotive. This type of engine has a drive shaft and drive gear arrangement to transmit power to the "driver" wheels. It was used primarily in logging operations where relatively small engines were required to move a great deal of weight, often in somewhat steep terrain. Not particularly fast, but this style of locomotive was something of a "modern-day interpretation" of a draft horse. The way that the steam power was delivered to the wheels was quite fascinating, and a testament to how ingenious the design and execution was to apply available technology to solve a specific requirement "back in the day."

The stars of the show are, of course, the "4449" and "700" locomotives. Almost, but not quite twins. "4449" was built by Lima Locomotive Works in 1941 and configured as a passenger locomotive by Southern Pacific Railroad. "700" was built in 1938 by the Baldwin Locomotive

Works, also configured as a passenger train locomotive, serving the Spokane, Portland, and Seattle railway in its later years. It is the last of its type, and the only example to serve its entire working life with its original purchaser. It is rated at 5,000 horsepower and can achieve 80+ miles per hour (!) at full throttle. When asked, Al replied that it takes 24 hours to bring either the 700 or 4449 locomotives up to full operating steam pressure (300 psi) when "cold." Talk about "firing up" - that brings a whole new meaning to those words. As a special treat, we were allowed "behind the ropes" to climb a ladder and get a view of the cab of 4449. There's a lot to master in there.

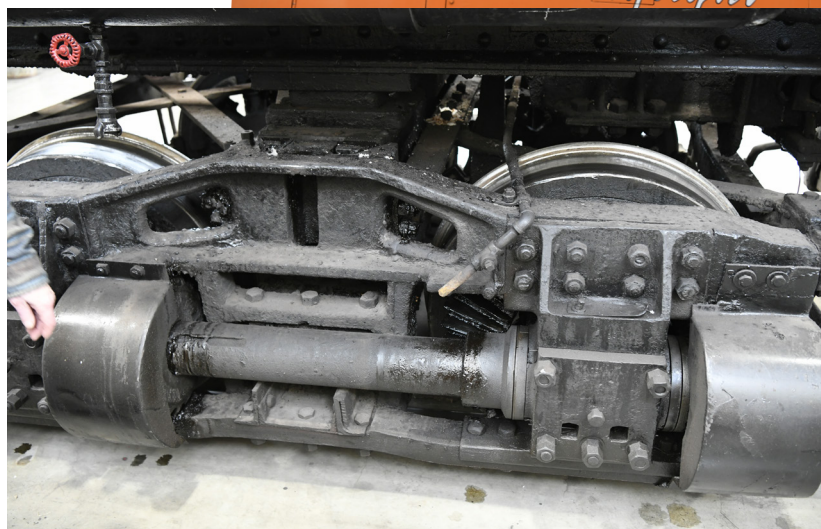
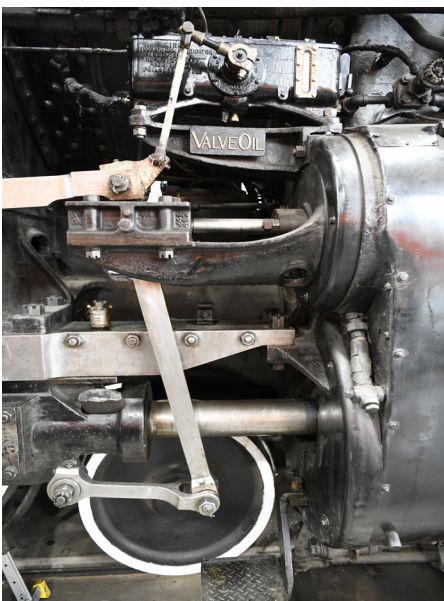
Last, but not least, it is possible to look out of the main doors of the museum and see one of the few remaining locomotive turntables that were once so prevalent in railroad yards across the country. The purpose was to place a locomotive on a particular set of tracks that radiated from the turntable and direct the locomotive

to the correct line for its next assigned trip. These days they are an increasingly rare sight. This turntable was moved from the Brooklyn train yards in SE Portland when it was no longer required for their operations.

An interesting side note about local steam locomotives takes place during the flood of 1996. The flood waters were so high that the railroads were reticent to use diesel-electric locomotives to move rail traffic across the bottom deck of the Steel Bridge. Steam locomotives to the rescue! It's nice to have a backup plan.

All in all, we had a marvelous few hours together taking in some good food and absorbing a bit of local railroad history. An event definitely worth repeating in the coming years.

Many thanks to Rick Martin for a fun and very educational event. Everyone that attended really enjoyed our time together. £



Lower right:  
The shaft drive  
for a Shea  
locomotive,  
used in logging  
operations

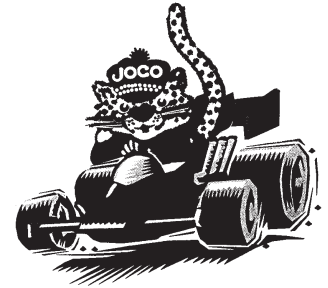






# The Olde JOCO Event Calendar

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:



§ **British Car Week** (around Oregon) May 31 to June 8th. [www.britishcarweek.org](http://www.britishcarweek.org)

§ **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 7th, Kings Cross Block Party** <https://www.kingscrossautomotive.com/>

§ **June 14th, 2025** Show & Shine 6:00 PM to 7:00 PM (arrive by 5:30 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." Pizza & beverages follow.

§ **British Invasion, June 15th** <https://alderbrookparkevents.com/british-invasion>

§ **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](http://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 jagluvr70@gmail.com - *Photos available at [joco.org/marketplace](http://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](http://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](http://joco.org/marketplace)*

## And In Other Jaguar Related News:

### Jaguar Begins Search For New Ad Agency After Marketing Disaster

Excerpted from "Zero Hedge" written by Tyler Durden Saturday, May 10, 2025 - 11:45 AM

Five months after Jaguar Land Rover (JLR) introduced a [new] social media campaign, the British automaker is reportedly severing ties with its ad agency, according to British media.

But why now—half a year later? The backlash over its controversial rebranding occurred last fall, yet the company's executive publicly defended the ad at the time.

The Telegraph first reported that JLR was severing ties with its ad agency, Accenture Song, after the marketing disaster on November 19, [2024].

In 2021, Accenture Song joined forces with Spark44, JLR's client-agency joint venture, to create a new marketing approach for JLR's shift to an electric-first, modern luxury business.

But JLR's marketing blunder was a miscalculation. The brand is (now) paying the price as a multi-year sales decline deepens. Days after the ad was launched and backlash erupted, Jaguar boss Rawdon Glover said the ad's "intended message" had been misunderstood.

"If we play in the same way that everybody else does, we'll just get drowned out. So we shouldn't turn up like an auto brand," Glover stated on LinkedIn. Why did JLR wait six months to start searching for a new ad agency? Was it due to slumping sales, or perhaps pressure related to tariffs? We may never get the full story. £

# JOCO REGALIA

*Available for the discerning member*



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

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

Hats: \$35.00 / ea. \*

Embroidered Patches:  
\$5.00 / ea. \*



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

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

Stemless Wine Glasses: \$7.50 / ea. \*

License Plate Frame (pair): \$5.00 \*

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

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

\* Shipping & Handling: \$10.00 / order





# Welcome JOCO Partners

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.

**Steve Mackley**  
Owner/General Manager  
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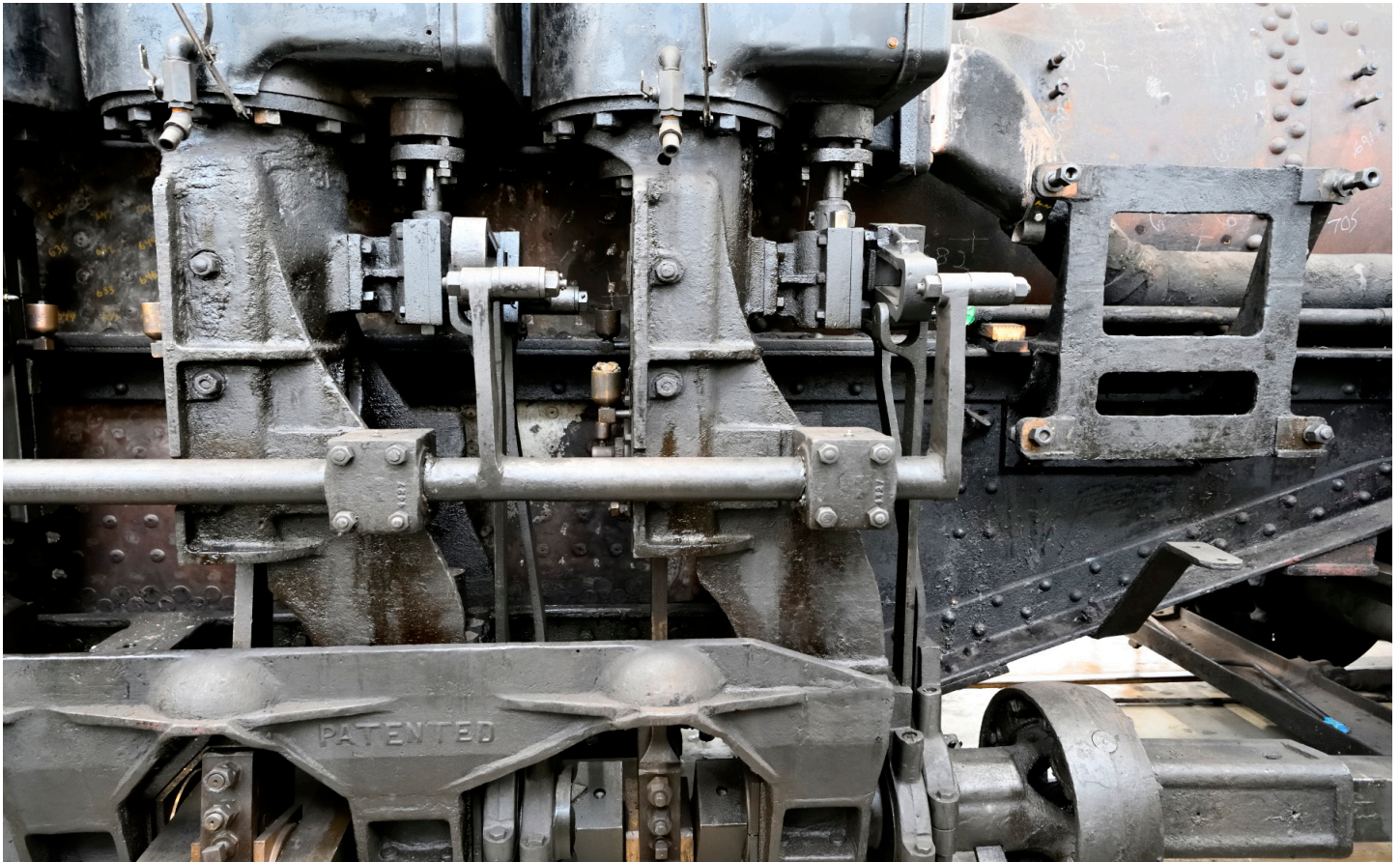
Please support our partners whenever possible

From the editor’s desk:

All I have to say here is thank you, everyone, for your support and patience while this issue was created and “put to bed.” – Your “stoned” editor pro tempore. £



Photo Scrapbook from Events In This Issue







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.

Hobbies:

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

# JAGUARS On The Island



## *Concours d'Elegance* Celebrating the Iconic E-type

Join us in Victoria, B.C. for JOTI's 20th Anniversary  
Friday, July 18 – Sunday, July 20, 2025

A CELEBRATION OF ALL JAGUAR  
CARS AND THEIR OWNERS

With special guests: the Aston Martin Owners Club,  
celebrating their 90th anniversary!

Host Hotel: Victoria Delta Ocean Pointe  
Show Field: Windsor Park, Oak Bay

Friday  
Welcome Reception

Saturday  
Sanctioned JCNA Concours  
Awards Banquet

Sunday  
Driving Tour and Farewell Luncheon

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2025 Concours Chair: Carole Borgens, [caroleborgens@shaw.ca](mailto:caroleborgens@shaw.ca)

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