



# THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member

## The Nearly Famous “Jags On the Farm” Issue



Jaunty JOCO Members at Jaguars On The Farm



# As the Rank Turns

First and foremost, a big "Thank You" to everyone that helped make the 2025 "Jags On The Farm" the convivial success that it was. Special acknowledgments (and thanks) are forthwith and hereby extended to: The ever vivacious and gracious Rhonda Hull and her life partner - the extraordinary Mark - who also happens to be JOCO's treasurer extraordinaire; Mandy and Tim Ashcroft for laying out the jaunt through some beautiful Willamette Valley scenery that took us from the Sherwood starting point to our final destination of Hull Farms; and, of course, Rick Martin for leading the well-attended drive-out.

Next up on the JOCO calendar is the August 9th joint adventure with the Seattle Jaguar Club. The plan is to visit the carriage museum in Raymond, Washington. Many of us have driven the I-5 corridor between Portland and Seattle and noticed the sign marking the way to Raymond and Pe El (exit 59 near Centralia, Washington)), but never had the time (or, possibly, inclination) to hop on to Washington SR 6 and drive northwest to the shores of the Willapa River and (surprise!) to the town of Raymond. The drive is quite scenic and very relaxing. Participants in previous joint drives (specifically the ill-fated drives to circumnavigate Mt. St. Helens) will have traveled the same road and will know just what is being discussed here. Of course, other activities (e.g. lunch) are on the docket as well. A bonus for JOCO participants who want to dedicate the fuel expense and time will have the opportunity to continue west to US 101 and travel south through Long Beach, Washington and continue south toward the Astoria Megler bridge. The choice is then to take SR 401 east to the junction with SR 4 and take the leisurely - and very scenic

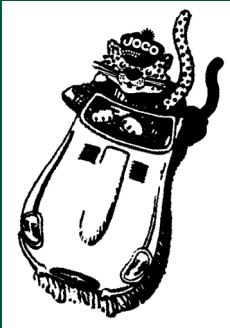


## Board of Directors

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

## Officers and Chairs

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



Find us at: [www.joco.org](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

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

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



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

- drive to Longview and then either cross the Columbia to Rainier, Oregon or continue through Longview to I-5 to travel home. That route is almost seven hours (if driven continuously) and somewhere around 330 miles (+/-), but if your saddle sores aren't acting up, it is the perfect way to convert petrol into a day of fun and fabulously scenic views. As always, when traveling in Washington, it's a very good idea to obey the posted limit (or stay within about five m.p.h. of it). Some of us may have forgotten that the Washington legislature has lifted the prohibition against police pursuits. That means that for those of you who believe that the open road is a perfect opportunity for some spirited driving, please remember that you can't outrun a Motorola. Please be a responsible motorist, an ambassador for our club, and remember that good behavior has its own rewards (or so my dear Mum used to tell me as she prepared Grandpa's razor strop to reinforce this gem of wisdom).

Our next great adventure in August will be the August 23rd when Sue Kornahrens and Jim Hubbard take us on their "Oregon Trail" drive-out. That should be a blast taking our Jaguars on some of the tracks that played a part in the creation of Oregon's history.

Something else you may be interested in is going to the JCNA website and getting a lifetime JCNA membership for the ridiculously low price of \$500. Then all you need to do is pay your annual JOCO dues. Quite a bargain, that.

Last, it is incumbent upon your "Fearful Leader" (my opposite number who made many appearances in the "Rocky and Bullwinkle Show") to strongly suggest that now is the time for you to register for the ABFM (All British Field Meet) and (simultaneously) JOCO's JCNA-sanctioned concours. We still need judges and apprentice judges. If you are interested in becoming a judge (and learning more about your favourite marque), you can take the refresher course and the open book exam at the JCNA website. The test answer sheet is here: [https://www.jcna.com/sites/default/files/2025\\_23\\_Judges\\_Test\\_And\\_Answer\\_Sheet\\_Printable.pdf](https://www.jcna.com/sites/default/files/2025_23_Judges_Test_And_Answer_Sheet_Printable.pdf)

The online judges training will be found here: <https://www.jcna.com/sites/default/files/2025%20Judges%20Training%20Course%202024-12-21-0100pm.pdf>

Please take the test as soon as possible, we need to have our judges registered with JCNA 30 days prior to our Concours. Please complete your training as soon after you read this as possible. £

*All the best! Carl*

# AUGUST EVENTS: JOINT DRIVE WITH THE SEATTLE CLUB 8/9, OREGON TRAIL DRIVE 8/23

by Carl Foleen, photos by author from JOTF, August, 2023 .

**A**ugust delivers a one - two punch for Jaguar enthusiasts in Oregon. First we will meet the Seattle Jaguar Club at the Chevron station (and mini-mart) south of Centralia, Washington at Exit 59.

Meet-up time is 0930 hours. The drive will take participants to a docent-lead tour of the (horse drawn) Northwest Carriage Museum in Raymond, Washington (which is north of Long Beach). Participants can also choose to attend a group lunch at 12:45 hours taking place at the Pitchwood House in Raymond. Reasonably reliable sources inform us that they have added oysters to their menu for those of you who are shellfish aficionados. Please sign up here: <https://www.seattlejagclub.org/events/nw-carriage-museum-drive-with-joco>. After lunch, participants will make their way back toward the main route to take you home. Some brave JOCO participants with a plethora of time (and very comfortable car seats) may choose to continue west to US 101 and turn south to take the long scenic drive through Long Beach, then take SR 401 to SR 4 and follow the Columbia River to Longview and then head home via Rainier and US 30 or go through Longview to I-5.

These joint drive-outs are always filled with a healthy dose of camaraderie amongst the members of both clubs

So sign up, fill up, saddle up, and drive up. See you there!



Next, Sue Kornahrens and Jim Hubbard will lead us on an interesting drive along portions of the historic Oregon Trail.

The event will start at Timber Park, 30878 NW Evergreen Way, Estacada, Oregon off Hwy. 224 east. Participants will meet at 1000 hours, departure is slated for 1030 hours. There will be an enroute rest stop at Ripplebrook, with an additional comfort stop at the Mongould boat ramp. Lunch will be at a Mexican restaurant in Gates, although there will be different cuisine available at other local establishments. One further stop is proposed at St. Josefs winery to help put the finishing touches on the day. The winery stop is optional, but highly recommended (just ask Tim Ashcroft). £





Rob Enderle Tells All:

Image(s) courtesy of author

# Read it Here

## Modifying and Restoring Jaguars: A Tale of Two Eras

For many Jaguar enthusiasts, the allure of a classic big cat isn't just about its timeless lines or the distinctive growl of its engine; it's about the tangible connection to a bygone era of mechanical elegance and, dare we say, charming simplicity. There's a widely held belief, often debated over greasy hands and cold wrenches in a garage filled with the scent of oil and old leather, that Jaguars built before 1980 are inherently easier to modify and restore than their modern counterparts. That belief tends to hold true thanks to a technological revolution that transformed the automobile from a purely mechanical marvel into a complex, rolling computer network – and Jaguars, being at the forefront of luxury and innovation, embraced these changes with gusto.

### The Simplicity of the Past (Pre-1980 Jaguars)

Before 1980, Jaguars, while sophisticated for their time, were, for the most part, straightforward machines. Think E-Types, early XJs, or even the venerable Mark IIs. Their XK engines ran on SU or Stromberg carburetors, ignition systems were mechanical points, and condensers and braking was purely hydraulic. If a misfire developed, you could often diagnose it with a keen ear, a timing light and a multimeter. Parts, while sometimes quirky, were generally comprehensible, and the concept of “plug and play” often involved nothing more complex than bolting on a new component. Want more power from that glorious straight-six? Swap out the carbs, change the cam or bore out the cylinders. Need better brakes for spirited driving? Upgrade the master cylinder and add disc brakes (if not already present). The beauty was in the accessibility; a dedicated amateur with a workshop manual



(perhaps a well-worn Haynes or Bentley) and a decent set of Imperial tools could tackle most repairs and modifications. It was a simpler time, when a Jaguar's biggest electronic component might have been its radio or a rudimentary voltage regulator, and the biggest headache was usually Lucas, the Prince of Darkness.

### The Rise of the Machines (Post-1980 Jaguars)

The 1980s heralded the dawn of automotive electronics, and with it, a new era of complexity that even Jaguar couldn't resist. The introduction of Engine Control Units (ECUs) and Engine Control Modules (ECMs) marked a seismic shift. These “brains” of the car began to manage everything from fuel injection and ignition timing to emissions control. Suddenly, modifying an XJ40's AJ6 engine wasn't just about swapping parts; it involved reprogramming the ECU, a task that required specialized software and knowledge. Try putting a bigger camshaft in a modern Jaguar engine without telling its computer, and you'll likely end up with a very confused, very unhappy big cat flashing an “ENGINE FAULT” message that means absolutely nothing helpful.

Beyond the engine, other systems rapidly became electronic. Anti-lock Braking Systems (ABS), while a

monumental safety improvement, added sensors, hydraulic control units, and dedicated ECUs to the braking system. A brake line repair on an X300 may require bleeding procedures that involve the use of diagnostic tools. Then came Traction Control (TC) and Electronic Stability Control (ESC), layering more sensors and computational power onto the chassis. These systems are interconnected, meaning a fault in one can affect others, leading to a cascade of warning lights (often accompanied by an ominous chime) and potentially putting the car into “limp mode.” It's like trying to fix a leaky faucet when the entire plumbing system is managed by a supercomputer that throws a fit if you touch anything, especially if it's a Jaguar supercomputer.

### The Entertainment and Safety Labyrinth

The interior of modern Jaguars also became a digital playground. Integrated entertainment systems, once just a radio and cassette player (perhaps with a CD changer in the boot), evolved into sophisticated infotainment hubs with touchscreens, navigation, Bluetooth and connectivity to various vehicle systems. Upgrading a stereo in a pre-1980 E-Type might involve cutting a new hole in the dash; in a post-1980 X-Type or S-Type, it could mean disrupting the car's CAN bus network, leading to error codes, non-functional features or even a blank screen that mocks your efforts. More recently, Advanced Driver-Assistance Systems (ADAS) have added another layer of complexity. Features like adaptive cruise control, lane-keeping assist, automatic emergency braking and blind-spot monitoring rely on an array of cameras, radar, lidar and ultrasonic sensors. Updating these systems isn't just problematic; it often

Modify & Restore cont'd pg. 6

Modify &amp; Restore cont'd from pg. 5

requires proprietary diagnostic tools and calibration procedures that are typically only available to authorized dealerships. Trying to modify a bumper or even replace a windshield on a modern F-Pace can throw these systems out of alignment (if you have a windshield replacement in a modern car you need to have the safety systems recalibrated or you are likely to have a bad accident, a lesson I learned the hard way when I totaled my I-Pace), rendering critical safety features useless without professional recalibration. It's enough to make a seasoned Jaguar mechanic yearn for the days when a car's most advanced safety feature was a seatbelt and a very solid chassis.

### ICE vs. EV: A New Frontier of Complexity for the Leaper

The shift from Internal Combustion Engine (ICE) Jaguars to Electric Vehicles (EVs), exemplified by the I-PACE, introduces an entirely new dimension to modification and restoration. While ICE Jaguars have mechanical components that can be physically altered, EVs are fundamentally software-defined. Their powertrains are simpler mechanically, but the battery management systems, motor controllers and regenerative braking systems are all deeply integrated and controlled by complex software. Modifying an EV often means hacking into the vehicle's

firmware, a task fraught with peril and potentially voiding warranties, not to mention the high voltage dangers involved. Restoring an older EV (when they become "classic") will likely involve specialized battery pack refurbishment or replacement, a far cry from rebuilding a carburetor on an XKE engine.

### Counterpoints: The Ingenuity of the Niche Market (and Jaguar Specialties!)

Despite these formidable challenges, human ingenuity always finds a way, especially when it comes to keeping beloved Jaguars on the road. Small, specialized companies have emerged to bridge the gap between old-school customization and new-age technology. Companies like Jaguar Specialties, for instance, have carved out a niche by developing conversion kits that allow enthusiasts to swap modern, reliable engines (like GM LS V8s) into classic Jaguars, complete with custom wiring harnesses and mounts that integrate with the original vehicle's systems. These kits are a testament to the dedication of enthusiasts and engineers who spend countless hours reverse-engineering complex systems to make such modifications feasible, offering a lifeline to those who want the classic Jaguar aesthetic with modern drivability and reliability, without the constant fear of a "check engine" light.

### Wrapping Up

The journey from the mechanically simple, elegant Jaguars of yesteryear to today's rolling supercomputers has undeniably made modification and restoration a more intricate dance. While the pre-1980 era offered a playground for the DIY mechanic and the traditionalist, post-1980 Jaguars, with their ECUs, ABS, ADAS and integrated systems, demand a higher level of technical expertise, specialized tools and often, a willingness to navigate proprietary software. The rise of EVs only amplifies this trend. Yet, the spirit of automotive customization and preservation persists among Jaguar aficionados, fueled by innovative companies that prove that even the most technologically advanced vehicles aren't entirely immune to the passionate touch of a determined enthusiast.

It is very possible that pre-1980 cars will be on the road after older post-1980 cars have aged out because they can be more easily updated. Then again, self-driving will turn even these cars into the horse-drawn carriages of the future where they are no longer allowed on most roads. (AI models indicate that once Self-Driving becomes common, human-driven cars will become accident magnets and forced off the roads due to insurance costs and regulatory restrictions). £

# Hear De!



# Hear De!

The next scheduled meeting of your JOCO Board will be held at 6:30 PM on Thursday, August 14th, 2025, at Rick Martin's house, 8500 SW Birchwood Rd, Portland. 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 PREVIEW

Article by Glen Enright, Photos by Carl Foleen

# Glen Enright Writes: Joint Drive With the S J C

More event info and register, please sign up at <https://www.seattlejagclub.org/events/nw-carriage-museum-drive-with-joco>

Contact KurtGJacobson@gmail.com, 253.229.6905. Here's the lowdown:

Event starts Saturday, August 9th, 9:30 a.m. gather at the Chevron mini mart, I-5 Exit 59 near Toledo WA where I-5 crosses the Cowlitz River.

The Northwest Carriage Museum in Raymond, WA surprised all of us when we visited it with members of the Seattle Jaguar Club in 2020. Since then, it has added attractions. Jerry

Bowman will be our guide again. He is like a one-person Ken Burns documentary about horse-drawn conveyances and the history of the times and places they served, some of it relates to our Jaguars.

Lunch will be at the Pitchwood Alehouse, which has added oysters to the menu (this is Willapa Bay, after all) and an expansive outdoor seating area.

### SCHEDULE

\* 9:30 arrive at the Chevron mini mart south of Chehalis at Exit 59,

\* 9:45 a.m., drivers and navigators

meeting.

\* 10:00 a.m., depart to the museum via Vader, Wildwood, and Pe Ell.

\* 12:45 p.m., drive to Pitchwood Alehouse.

\* 2:15 p.m., depart to I-5, either northbound to Chehalis or southbound by backtracking to Exit 59, a more direct route toward Portland.

More info and register, please at <https://www.seattlejagclub.org/events/nw-carriage-museum-drive-with-joco>

Contact KurtGJacobson@gmail.com, 253.229.6905 £

## Snaps from Jags On The Farm..

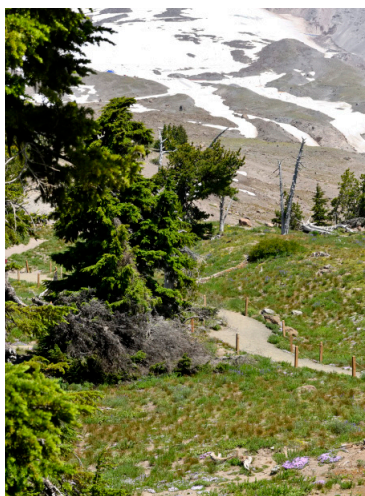




# JOCO Invades Mt. Hood - Almost

Words by The Raving Reporter; photos by Clara Foleen & Phil Flash

Saturday, July 12th, JOCO members - and at least one Jaguar family that are not yet club members - gathered on the shores of the Sandy River at Lewis & Clark State Park to join Rick Martin on a drive through some very nice scenery to Mt. Hood for lunch. It was a warm day so most folks that could put the hood down on their cars, while those without a drop-top contented themselves with open windows or the luxuries of a functioning air conditioning system.



There were just enough cars to accomplish this drive without splitting into two groups. There were a few cars without navigators, so those tended to be close to the front of the pack. All the better not to get separated from the group during those times we get a bit stretched out.

We pulled out of the parking lot, turned left, and the adventure was on! The



instructions were clear, so if anyone did get separated, it would be easy to catch the group at some point. No rest stops meant that it was a fairly quick drive to Mt. Hood, but we did catch up with each other by pulling into the defunct Zig Zag Inn's parking lot and counting noses before the final dash up to Timberline Lodge.

Something to consider is that Mt. Hood is the only place in the U.S. that offers year 'round skiing and snowboarding. Couple that with predicted high temperatures bumping into the 90's down in the Willamette Valley, and that meant that there were quite a number of people that have traveled to the mountain either to escape the heat or to hot-dog and "shred" up on Palmer Glacier. And that, by extension, meant that the parking lots were full to overflowing. Finding a parking space was simply a matter of sheer luck and persistence.

Assessing the bleak possibility of finding a parking space, most of the group simply followed the

parking lot loop around to the exit, and headed back down hill to Government Camp to find a refreshing libation and some form of victuals (or "vittles" to those of us that remember "The Beverly Hillbillies").

A few of us had the good fortune (or stubborn persistence) to find a parking space and were able to have lunch at the Lodge. Most of the seating was either in the Ram's Head bar and restaurant, or the other restaurants within the Lodge. Seating in the Cascade Dining Room seemed to be a bit sparse without reservations, though.

Everyone was on their own to choose their own route home, and some of us chose "the long way," driving to Hood River for an ice cream cone at Mike's. From there on the only reasonable choice back to Portland was via I-84, since there was at least one fire that had closed SR 14 in Washington. In all a fun day and a fun drive. Thank you, Rick. £





# Rebrievr: Jags On The Farm

Words by Austin Tacious, photos by Clara Foleen and Manual Phocust

As most Saturdays do, July 19th started off with the usual bustle of making sure everything was loaded into the car's boot – the camera gear was secure, and the camera was accessible while nestled on the upholstered package shelf behind the driver's seat.



The drive-out route was originally planned by the ever-popular Tim Ashcroft (ably assisted by his lovely and vivacious co-pilot Mandy). The "Dynamic Duo" was originally slated to lead the drive-out on the date first set for Jags On The Farm (hereinafter known as JOTF) on June 21st. Unfortunately that date was changed due to rain to July 19th, which conflicted with other commitments on the Ashcroft's social calendar. So, today's drive was led by the (occasionally) indefatigable Rick Martin.



Our route began at our assembly point in the parking lot of the Tualatin Wildlife Refuge between Tualatin and Sherwood on US 99W. There was

a somewhat larger than expected turnout, so another car was recruited (perhaps "voluntold") to lead the second group, and – as Jackie Gleason would famously say – "Awaaayyy We Go!" Some folks followed the route directions and zeroed their odometers at the starting point, while others knew that there was a good chance that the group would stick together for the most part, and followed the pack and had the assurance of the route instructions for back-up.

There were those occasions when the two groups got separated in traffic, but, astonishingly, we seemed to find each other without having to resort to an extra-legal pace to get the group back together.



The scenery was beautiful, our crossing and re-crossing of some busy highways went surprisingly well, allowing the rule of "keeping-the-guy-behind-you-in-your-rear-view-mirror" to play a significant part in having a successful drive.

Once we got to the very last few yards of our drive two E-types missed the sign denoting "Casa Hull" and (literally) sped off into the neighborhood beyond "Hull's Acres." All was not lost, however. One car quickly realized the error and made it back in short order. The other car hadn't made an appearance in an appropriate amount of time,

so someone went in search of said wayward vehicle and driver. The search was unsuccessful, however both the "lost" car and the "rescue" vehicle both made it back in plenty of time to grab a cold drink and anticipate the bounty coming off of Mark's grill...the one for barbecues, not the front of Rhonda's Mini Cooper.

Food was consumed; conversations were convivial and constant. If you didn't have a good time, you weren't trying. One of the highlights for the gear-heads present was an invitation to view Mark's garage. Some of us drooled at the available space. All of us drooled over the cars – but had the courtesy to not get anything on the shop floor or any exposed paint/chrome/etc.

The last ritual of the day was the obligatory group photo which will be used on the "welcome" cards sent to new members after they join the club.

Big thanks and a tip of the presidential derby go to Tim and Mandy Ashcroft for pioneering the route, and to Rick Martin for leading the drive-out on the day of the event.

Next up we have a joint adventure to the Carriage Museum in Raymond, Washington with the Seattle Jaguar Club on August 9th, and the "Oregon Trail Drive" lead by Sue Kornahrens and Jim Hubbard on August 23rd. Please plant to join both events. See you there! £



# The Olde JOCO Event Calendar

Where are you likely to meet other JOCO members and their cars this summer? Here is a list of the events that are currently on the JOCO calendar, **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:



§ **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 in this issue - these are always fun, well organized drive-outs. (More info on pg. 14) £

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

§ **August 23rd, Jim & Sue's Oregon Trail Drive to Detroit Lake.** More details on page 4 of this issue. *Be sure to sign up on the club's website.* £

§ **JOCO/ABFM (Portland International Raceway) September 5th - 7th, 2025** *Sign up on the ABFM Website and on the club's website as well.* £

§ **September 13th, Tim's End of Summer Drive** More details TBD £

§ **September 20-21, Southwest Idaho All British Field Meet.** The Village at Meridian, Meridian, Idaho. <https://idahobritishcars.org/swiabfm> £

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

§ **November 15th, Next Level Pinball & Arcade Games** £

§ **December, 2025 Christmas Dinner** (Jake's Grill, 611 SW 10th Ave., ) £





# 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.

## Please Welcome Our Newest Member

(Please update your club roster as well)

### \* Patrick Gaynor

23756 NE Halsey St, Apt. 231. Portland, OR 97060  
(971) 997-1513

patgaynor@gmail.com; 1996 XJ6 £

Welcome Patrick!!

Welcome Back (renewing member)

### \* Brendan Sexton

10638 SE 34th Ave, Milwaukie, OR, 97222  
(971) 645-8181

sbrendanseston@gmail.com £

## If You Are A Car Person

Words by Glen Enright A car club called, coincidentally, Avants (no

If you're a car person, you have probably heard of the "Bring-A-Trailer" website. They were probably the first on the web car buy/sell/auction site to grab national attention. They have grown into the mega site for on-line buying and selling with thousands and thousands of sales yearly, if not to say daily! Well, to raise their awareness even further, from time to time they have open houses hosted by their biggest sellers and on June 8th, a group called the Avant Garde Collection held one such event at their facility in North Portland on Thompson Street.

Yrs Trly saw the announcement and bright and early (for him) Sunday morning he was there with approximately 2 million (slight exaggeration, maybe) of his fellow car nuts.

affiliation) was there to assist with parking and placing the myriad vehicles that the announcement said to bring to the affair. Although the venue was quite crowded, both with cars and people, I was not able to see any problems related to the congestion. Avant found me a nice safe spot not far from the activities, so I was able to get out and enjoy the goings on in confidence that my ride would still be where I left it and it would remain unharmed.

Several of the B-A-T sponsors were in attendance also and they had lots of SWAG to hand out to the passers-by: Posters, key fobs, racing valve stem covers, T-shirts, and so forth. Besides the fancy and not so fancy cars parked hither and yon, were booths to

sign up for a variety of things from insurance, to club membership, to getting your car registered for the next B-A-T auctions. There were lots to see and somethings to do, not least of which was chatting with friends you knew who were there and friends you just met who wanted to talk about car stuff. The gathering was not long, from 9 until about 1. I didn't stay for the whole thing, Mrs Yrs Trly and I had a date at the Schnitz for some Gilbert and Sullivan and I needed to head home shower and change vehicles. This was a fun event and if they do it in Portland again, I can heartily recommend getting up early, bringing a fun car to show off, and attending. Look for the notice on the Bring-A-Trailer website. £

# 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.



**KINGS CROSS**  
AUTOMOTIVE  
QUALITY • KNOWLEDGE • FAMILY

**YOUR TRUSTED  
JAGUAR SERVICE  
DEALER ALTERNATIVE**

PROUDLY SERVING  
PORTLAND AND SW WASHINGTON

360 | 695 | 3353

KINGSCROSSAUTO.COM



## Please support our partners whenever possible

### From the editor's desk:

Well, it's no secret that I am late again - but I have an excuse only a parent will appreciate.

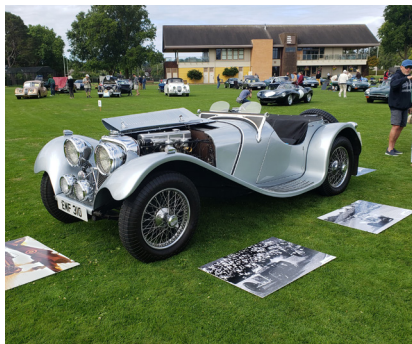
Our oldest daughter suffered the misfortune of having her car towed off the street a few days ago, and she asked Dad for help. Well, that's what Dad's are for, so into the abyss we plunged. We navigated the machinations of the impound yard's rules. We navigated the always puzzling guides for dotting "I's" and crossing "T's" that the DMV insists on. We suffered the occasional confusion of dealing with a financial institution. We suffered through the sometimes painful wait times, and at the end of day one there was little progress to show for our efforts. Day two went "better." What a thrash!

As ever, any typos and other proof reading errors are on my shoulders. £

# Glen's Cat's Eye Review: Jaguars On The Island

Words by Glen Enright; Photos by Glen Enright and Tim Ashcroft

Jaguars on the Island was a complete success, again, as usual. Mrs. Yrs Trly and moi look forward to heading north about this time every year. The fact that we drove the E-type along the west side of Puget Sound and took the Black Ball ferry to Victoria may have something to do with it.



As usual, also, the weather always cooperates with plenty of sunshine and the views along the sound are well worth the trip itself. We stopped in Hoodsport for ice cream and poked our noses in the shops near the ferry dock. The trip to the island is only an hour and a half and while we waited in line to board, there were several other Jaguars and other interesting cars to peruse. The folks there are always pleasant and seem as eager as we to be going north.



Our schedule this year was a little different in that Victoria was celebrating "Deuce Days", an event that occurs about every three years and loads the streets in and around the inner harbor with all manner of hot, resto and rat rods! The honored hot rod is the '32 Ford, affectionately known as the "Deuce." Cars come great distances to attend the show; I saw plates from southern California and even North Carolina! Speaking of traveling great

distances, Jan and I met a couple, Ron and Beverly, who had driven their 2024 F-type coupe from Florida. They were meaning to attend both Canadian Jag shows and then head back to Washington for "Jaguars on the Green", before turning towards home. They were very friendly and asked questions about the E-type, like how long had I owned it, was it hard to maintain, did I have any mechanical issues, and so forth. They were relatively new members of the Sun Coast Jaguar Club in Florida. Besides the F-type, they also had an XJ sedan as more or less their daily driver. Because of "Deuce Days," we had to go a day earlier to get reservations on



the ferry, but that's not a hardship. My Thursday was taken up with cleaning the road grime off the E-type, while Jan explored Victoria's inner harbor and road the water taxis to Fisherman's Wharf and environs. We met ex-club member, Carolyn Arnquist at the ferry dock the day before and she and Mrs Yrs Trly shopped and lunched and generally had a grand time. Also in Victoria were Bob and Jean Bennett, club members from the Bend area. We met up with them for dinner at a nice Italian restaurant, then took the water taxi back to our hotel.

Friday turned a little cooler, but that didn't stop us from taking a whale watching excursion with "Eagle Wing Tours." I mention the name, not because they are paying me to endorse them, but because they are a superior group of enthusiastic eco-conscious folks who know a lot of stuff about whales. We have used them in the past and they always deliver. We saw Humpbacks, Stellar Sea Lions, river

otters, and Ollie, the sea otter!

Friday evening was the "Noggin and Natter" at the host hotel, where we met up with old friends from past shows and where we ran into Tim Ashcroft from the club. Time brought his beautiful '67 E-type roadster to be judged the next day. Club board member Wynne Wakkila was also in attendance. She is a regular at JOTI.

Saturday was the show. They hold it on a cricket pitch in Oak Bay, a suburb of Victoria on an open field with plenty of room to display the cars. This year, in addition to the Jaguars, the Aston-Martin club was celebrating 90 years and were the invited guest of JCCV. Many of you will remember that Ian Callum, the designer of the Jaguar XK was also designer of the A-M Vantage of the same time period. There were somewhere in the neighborhood of 80 Jaguars on the pitch, it is believed to be the single largest all Jaguar show in North America and I can believe it.



Sunday's activities started with a "prowl" going from the suburb of Esquimalt into the country side. Our organizers found some very pleasant and twisty roads to practice driving on. The destination was a migratory bird sanctuary on the water. Some enterprising individual had sculpted some whimsical birds out of driftwood. After a brief stop to admire the birds, sculptures and views, we saddled up and headed back to the host hotel for a farewell brunch. £





J a g u a r   O w n e r s   C l u b   o f   O r e g o n

## MEMBERSHIP APPLICATION

We look forward to having you as a member of the Jaguar Owners Club of Oregon. Since our founding in 1968, JOCO has been dedicated to the care, preservation and exercise of Jaguar automobiles, and we have lots of fun together. Upon receipt of the completed application we will be contacting you with everything you'll need to head down the road with us.

Date: \_\_\_\_\_

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Business Phone: \_\_\_\_\_

Cell Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

Jaguar(s) owned: \_\_\_\_\_

Profession: \_\_\_\_\_

Hobbies: \_\_\_\_\_

### MEMBERSHIP Please select one of the following membership options

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

### Membership Accessories (the following are available, if requested)

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

**Total Amount Enclosed** \$ \_\_\_\_\_

### Pay by Cheque or Credit Card

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

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

(select one) VISA \_\_\_\_\_ Master Card \_\_\_\_\_

Card Number                 Expiration Date:  /

CVV:

Name on card: \_\_\_\_\_ Signature: \_\_\_\_\_

### Mail this completed application with your payment to:

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

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



# Jaguar

## Concours d'Elegance at the All British Field Meet



Portland International Raceway September 5, 6, & 7, 2025 • Hosted by the Jaguar Owners Club of Oregon

Name \_\_\_\_\_ JCNA # \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State/Prov \_\_\_\_\_ Zip \_\_\_\_\_

email address \_\_\_\_\_ Phone \_\_\_\_\_

Car Year \_\_\_\_\_ Model \_\_\_\_\_ Colour \_\_\_\_\_

To be judged in class (see below) \_\_\_\_\_

\$30 USD per car (Pre-pay only)

**You MUST also register for the All British Field Meet: [www.abfm-pdx.com](http://www.abfm-pdx.com)**

This (JCNA) Registration mailed to:

Gene Owens  
1015 NE Delsey Rd  
Hillsboro, OR  
97124  
(Make check payable to "JOCO" or "Jaguar Owners Club of Oregon")

## Champion/Driven/Special Division Classes

### Championship Driver

<b>C1/PRE</b>	<b>D1/PRE:</b>	Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)
<b>C2/I20</b>	<b>D1/PRE:</b>	XK 120 (1948-54)
<b>C3/I40</b>	<b>D1/PRE:</b>	XK 140 (1955-57)
<b>C4/I50</b>	<b>D1/PRE:</b>	XK 150 (1957-61)
<b>C5/EI</b>	<b>D2/PRE:</b>	E-Types, Series 1 (1961-67)
<b>C6/E2</b>	<b>D3/PRE:</b>	E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)
<b>C7/E3</b>	<b>D4/PRE:</b>	E-Types, Series 3 (1971-75)
<b>C8/SLS</b>	<b>D5/SLS:</b>	Early Large and Small Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70), MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
<b>C9/XJ</b>	<b>D6/XJ:</b>	XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973- 79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92)
<b>C10/XJ</b>	<b>D7/XJ:</b>	XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995- 97)
<b>C11/J8</b>	<b>D12/J8:</b>	XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009)
<b>C12/JS</b>	<b>D8/XJS:</b>	XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
<b>C13/JS</b>	<b>D9/XJS:</b>	XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
<b>C14/K8</b>	<b>D10/K8:</b>	XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
<b>C15/XK</b>	<b>D11/XK:</b>	XK and XKR Coupe and Conv. (2007-On)
<b>C16/SX</b>	<b>D13/SX:</b>	S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)
<b>C17/PN:</b>	—	Preservation Class (more than 35 years old)
<b>C18/PN:</b>	—	Preservation Class (20 to 35 years old)
<b>C19/FJ</b>	<b>D14/FJ:</b>	XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On), XE (2016 Model Year) (2016 AGM)
<b>C20/F</b>	<b>D15/F:</b>	F-TYPE (2013-On)
<b>C21/FP</b>	<b>D16/FP:</b>	F-PACE (2016-On), E-PACE, I-PACE (2018-On) (2018 AGM)

### Special

<b>S1/PD:</b>	—	Competition
<b>S2/MOD:</b>	—	Modified
<b>S3/REP:</b>	—	Replica, Jaguar powered



Sat, Aug 9<sup>th</sup>, 2025 | Gather at 9:30 at the Chevron minimart and Subway, I-5 Exit 59

An aerial map view from Google Maps showing a proposed transit route highlighted in blue. The route starts at a green circle on Cowlitz Ridge Rd near Interstate 5, indicated by a yellow callout box. A yellow arrow points south along the road, passing a bus stop icon labeled "1 mile 0.2 miles". The route ends at a red pin located at a building complex labeled "Subway Sandwich", which is also enclosed in a yellow callout box. Other labels on the map include "Cowlitz Ridge Rd", "Cowlitz Loop", and "Interstate 5".