



# THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon

June, 2026



Affiliate Member



JOC and Mustang Wrangler Members Take a Train Ride



# From the Driver's Seat.

## Ruminations from Our President

Fellow Jaguar Enthusiasts,

As we move deeper into the driving season here in Oregon, I continue to be impressed by the passion, knowledge, and camaraderie that make our club so special. Whether you joined us recently or have been part of the Jaguar family for decades, your enthusiasm keeps this club vibrant and growing.

I want to thank everyone who has participated in one of our recent events. We have had so many and great events recently with Scott's amazing drive that ended at the Aurora Vineyards and our ever-popular Thursday social evenings last week at the Golden Valley Brewery. We have a whole lot more to come next month and I am leading two drives next month, one with Rick Martin to the "Jaguars on the Farm Event" and then my drive through the Washington Forests. The turnout and positive energy have been outstanding. It takes dedicated volunteers and members working together to make these events successful, and your continued support is deeply appreciated. Whatever you joined the club for, you will find it in the camaraderie, the cars and the events. Our events are not just about the automobiles themselves, but about the friendships and shared experiences they create. As you can see in this issue, the pictures from the Aurora drive included such a wide variety of cars with an E-Type, a MkII, XK8's and XKR's, an E-Pace and a roaring F-Type, every car tells a story—and every owner brings something valuable to our community.

We are continuing to try to broaden the events

# Board of Directors

### Terms Expire January 2027

Ashley McKay	Portland
Curt McKay	Portland
Kris Boyer	Salem

### Terms Expire January 2028

Clint Percival	Portland
Rex Schneider	Forest Grove
Matt Nowak	Sandy

### Terms Expire January 2029

Rick Martin	Portland
Mandy Ashcroft	Portland
Ivor Samson	Lake Oswego

# Officers and Chairs

President:	Tim Ashcroft , Portland
Vice President:	Carl Foleen, 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:	OPEN
ABFM Liaison:	Rex Schneider, Forest Grove
ABFM Liaison:	Mark Hull, Albany
JCNA Concours Chair:	John Buchanan (2026)
JCNA Concours Chief Judge:	Charles Gepford
Newsletter Editor:	Carl Foleen, Portland
Webmaster:	Janet Sowell, Ramona, CA
Artist:	Glen Enright



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

Cover Photo: Carl Foleen

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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around the State with two events further South next month with one car show in Eugene and the Jags on the Farm in North Albany. We are also trying to rotate the Third Thursday Social evenings around the city so more of you can join us. If you have any idea for a restaurant near you, let us know!

I also hope you have all taken advantage of the JOCO club shop and managed to order some new shirts, jackets, hats etc. in time for the summer season. We will open the store again, closer to winter for some great stocking stuffer opportunities!

Please keep looking at the website, especially the calendar as we have more opportunities to join the club members with several exciting drives and social gatherings planned. I encourage all members to participate whenever possible. Even if your Jaguar is currently resting in the garage or waiting for its next project phase, we welcome you to join us. The strength of our club has always been the people behind the wheel as much as the cars themselves.

I'd also like to encourage members to invite fellow Jaguar owners to attend a meeting or event. New faces and fresh ideas help ensure that the Jaguar spirit continues for future generations of enthusiasts. The next Third Thursday Social will be at Si Senor Restaurant in Lake Oswego. These social events are a great way to connect and reconnect with club members and catch up with all the recent events first hand.

Thank you again for the opportunity to serve as president of this remarkable organization. I look forward to seeing you on the road and at our upcoming events.

Until then, keep the engines humming and the leapers shining.

*Jim Ashcroft* President, Jaguar Owners Club of Oregon £

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# UPCOMING EVENTS FOR JUNE, JULY & BEYOND

## June, 2026 Events

**Saturday, June 6th 11 AM** Drive-out to JOTF (Jags On The Farm). Meet at 11 AM at the Tualatin River National Wildlife Refuge parking lot just off US Hwy. 99 between Tigard and Sherwood. Arrival at the Hull's residence (139 Kouns Dr. NW, Albany)

**Saturday, June 13th, 8 AM** British Invasion (supporting the All British Field Meet) Alderbrook Park, 24414 NE Westerholm Rd., Brush Prairie, WA. \$10/car, cash only, pay at the gate. See poster, page 9

**Thursday, June 18** Meet other JOCO members for food and conversation at Si Señor, 14991 Bangy Rd, Lake Oswego

**Saturday, June 20th**, Tim's Drive-Out in Washington featuring forest roads, a beautiful view point, driving to Yale lake for a rest stop, and another rest stop at McClellan Overlook. The lunch stop will be Isadore's Kitchen and Bar at the Carson Hot Springs Golf Spa Resort. This drive will be about 100 miles, and roughly 2 1/2 hours.

**Sunday, June 21st**, Lap of the Woods (a Vintage Underground event).

## July, 2026 Events

**Saturday, June 11th** Please join us for the second Show & Shine at the Edwards Center (4735 SW Edwards Pl., Aloha). Contact Sue Kornahrens to be part of this very fulfilling and worthwhile event.

**Thursday, July 16th, 6:30 PM** Third Thursday Social TBD-

**July 17 & 18** *Jaguars on the Island, Victoria, B.C.*

**Saturday, July 18th** - Sue & Jim's Drive-out -details to follow

**Sunday, July 19th**, Forest Grove Concours

**Saturday, July 25th**, Sue and Jim's Drive-Out - details to follow

## LATER THIS YEAR

**Saturday, August 8th** Crusin' Sherwood limited spaces, sign up online

**Thursday, August 20th**, Third Thursday Social. Rick Martin will be gazing into his crystal ball for more details to be published soon.

**Sunday, August 30th**, 2026 Lake Oswego Heritage Council Collector Car & Classic Boat Show. Meet at zero dark thirty to drive to the queue and get on the field early.

**Friday - Sunday September 4 - 6**. All British Field Meet. Judges and volunteers needed!

**October** - Geography drive - lead by Matt Nowak. Details to follow

**November** - Drive to the Neon Museum. Details TBD

**December** - Christmas Party. Details TBD

As usual, please visit JOCO's website and sign up for these events as soon as possible. There's plenty of fun left in the year, and a lot more events to come. See you there!! £



Mandy Ashcroft takes a selfie with all of the participants of the June 16 winery drive-out.



Rick Martin captured this scene of Nehalem Bay during the May 2nd Jags & Stangs drive to Rockaway and the Spring Splendor steam train ride to Wheeler.

Rob Enderle Tells All:

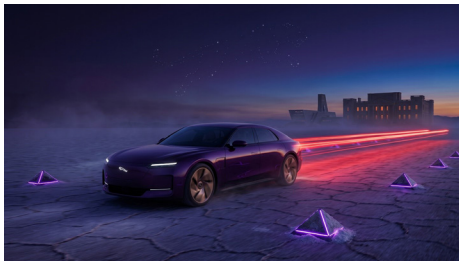
AI generated Images courtesy of author

# Read it Here

## The Great Leaping Reboot: Can Jaguar's High-Stakes Pivot to Ultra-Luxury EVs Save the Brand, or Is the New Sedan Strategy Simply Running Out of Juice?

### The Identity Crisis at 88 MPH

Jaguar is currently in the midst of what corporate consultants call a “transformative pivot” and what enthusiasts usually call “a nervous breakdown.” After decades of trying to out-BMW BMW with the XE and XF—and largely failing to capture the volume needed to sustain a legacy brand—Jaguar Land Rover (JLR) decided to hit the “Delete” key on its entire existing lineup. They didn’t just prune the tree; they salted the earth.

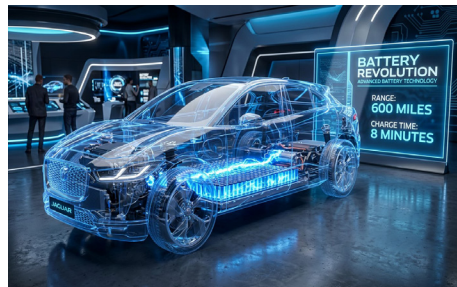


The initial reveal of this “Reimagined” Jaguar, punctuated by the Type-00 design study, was met with a reaction that could best be described as “confused screaming.” The vibrant, high-fashion branding felt less like a car company and more like a Teletubby-themed fever dream. It lacked a certain... Jaaaag-ness. Now, rumors are swirling about a new electric sedan meant to follow the Type-00, and the stakes couldn’t be higher. If they get this wrong, the “Leaper” might just leap right off a cliff.

### The Sedan vs. The Sports Car

A Battle for the Soul The foundational rumor, supported by recent renderings from Autoevolution, suggests Jaguar is doubling down on a four-door grand tourer. While the

renderings look like a cross between a futuristic lead sled and a very expensive vibrator, they raise a vital question: Should Jaguar’s first “new” family car be a sedan or something sportier?



History tells us that Jaguar is at its best when it defines a category through beauty—think the E-Type or the original XJ6. By launching with a massive sedan, they are entering a segment currently dominated by the Lucid Air and the Porsche Taycan. Both are exceptional machines, but neither is exactly a volume seller. A “halo” sports car would have likely been a better bridge. People forgive a sports car for being impractical and weird; they are less forgiving when a \$100,000 sedan lacks a rear window and looks like it belongs in a Minecraft update.

### Wins, Losses, and the “Reimagine” Scorecard

Jaguar’s transition hasn’t been all doom and gloom so far, but the “wins” are mostly on the balance sheet rather than in the hearts of the fans

- The Win: JLR’s “House of Brands” strategy has allowed Range Rover and Defender to become absolute profit monsters. This financial cushion is the only reason Jaguar is allowed to take

this “all-or-nothing” gamble.

- The Loss: The “dark period.” By killing off the F-Pace, E-Pace, XF, and F-Type before the new EVs were ready, Jaguar has essentially vanished from the market for a year. In the tech world, we call this “Osborning” yourself—announcing something better is coming and effectively killing your current sales. It’s a bold move, but in the car world, it’s usually considered a great way to go out of business.

### The EV Landscape: Is Jaguar Dancing Alone?



When Jaguar announced its all-EV strategy by 2025, it seemed visionary. Today, it looks a bit like they showed up to a black-tie gala just as everyone else was changing into sweatpants. Brands like Bentley and Mercedes-Benz have cooled their EV-only ambitions, pivoting back to hybrids as demand for high-end EVs softens.

Jaguar is staying the course, which is either an act of incredible bravery or a refusal to look at a map. The luxury EV market is currently oversaturated with “soulless” acceleration. Every EV can do 0-60 in three seconds now; Jaguar needs to sell “The Vibe,”

Leaping Reboot cont'd from pg. 5

and right now, the vibe is “confused minimalist.”

**Tech Talk: What’s Under the Bonnet (If There Is One)?**

Jaguar is planning to use its own bespoke JEA (Jaguar Electric Architecture). This promises 800V charging and massive horsepower, but is it enough?

If I were whispering in the ear of JLR CEO Adrian Mardell, I’d suggest looking East. BYD’s Blade Battery technology is currently the gold standard for safety and density. Furthermore, if Jaguar wants to solve range anxiety for the “ultra-luxury” crowd, they should be looking at Range Extenders (REVs). Imagine a Jaguar that drives like an EV but has a tiny, vibration-free turbine to keep the juice flowing on trips to the Hamptons.

Instead, they seem focused on “theatricality.” One technology they are likely to miss out on—which is a shame—is Light Field Windshield Displays. While most cars are moving toward basic Head-Up Displays (HUDs), Light Field tech allows for true 3D augmented reality without the need for glasses. It could turn the windshield into a navigation masterpiece, highlighting apexes on a track or pointing out high-end

boutiques in Mayfair. For a brand that wants to be “modern luxury,” missing out on this feels like a missed opportunity to truly wow the driver.

Then there’s the prospect of Wheel Hub Motors. By putting the motors in the wheels, you free up massive



amounts of interior space. Imagine a Jaguar sedan with the exterior footprint of a 3-series but the interior room of a limousine. That’s the kind of “magic” Jaguar used to be known for. Instead, we’re getting “Copy-Paste” skateboard platforms that every other manufacturer is using.

**The “Jaaaag” Factor: What Enthusiasts Need to Know**

For those of us who love Jaguars, the concern isn’t about kilowatt-hours or drag coefficients. It’s about whether the car makes you feel like you’ve just successfully pulled off a high-stakes art heist.

The new sedan needs to be more than a computer on wheels. It needs wood, leather (even if it’s “vegan” lab-grown leather), and a sense of occasion. The current trend of replacing every button with a touchscreen is a disaster for luxury. True luxury is tactile. If the new Jaguar sedan feels like an iPad with a steering wheel, it will fail.

Wrapping Up Jaguar is taking a gamble that would make a Las Vegas high-roller sweat. They are attempting to move upmarket to compete with Bentley while simultaneously switching to a powertrain that their core demographic is still skeptical of.

The rumored sedan has the potential to be a stunning return to form, but only if it embraces the “Jaaaag” spirit—grace, space, and pace—without the “Reimagine” marketing department’s penchant for the bizarre. They need better battery tech (BYD), better driver interfaces (Light Field), and perhaps a realization that a little bit of “old school” charm goes a long way in a digital world.

Jaguar doesn’t need to be the next Tesla. It needs to be the first Jaguar of the 21st century. Let’s hope that when this new sedan finally says “Jaaaag,” we, the current Jaguar installed base, don’t all say, “Oh Hell No”. £

**Hear  
De!**



**Hear  
De!**

The next scheduled meeting of your JOCO Board will be held at 6:30 PM on Thursday, June 11th, 2026 at Sue Kornahrens house, 8835 SW Bomar Ct. Tigard. The Board’s agenda will include: 1) Review of previous meeting’s minutes; 2) Treasurer’s Update; 3) ABFM Review; 4) Membership Update; 5) Historian’s Update; 6) Website 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. £

# Mustangs, Jaguars and Trains-Oh My

Words by Rick Martin; Photos by Rick Martin, Mandy Ashcroft, and Carl Foleen

It was a dark and stormy night...OK, it wasn't stormy but it was certainly dark and getting up THAT early for an event constitutes night in my book! I stumbled around the house without bumping into too many things, got my mocha and directions and headed for the starting area. As I pulled into the back parking area of the McDonald's in North Plains organizer Carl Foleen and his wife Clara were there in their Jag along with two or three Mustangs. My folks had just come up from Arizona a couple days earlier and said I should take their '07 XK as it had been sitting for months and needed to get the cobwebs run out. Well, anything to help out... . As the group of us grew we talked about cars and compared notes. The Mustang folks were very friendly and a pleasure to hang out with. By the time for departure came I think we had 5 Mustangs, 5 Jags and a Porsche.



We took a fairly direct route to Camp 18 for breakfast as we needed to be in and out in relatively short order due to the train schedule at the coast. Our group were the first folks in the doors and the Camp 18 staff had tables all set and ready for us. The food was great



the conversations lively all up and down the tables. Soon we were well fed and on our way again. Carl did a good job of keeping our group together while still maintaining a good pace. On one of the passing lanes on Hwy 26 an SUV had to show us all how fast he was. He blew by all of us and shot on down the road. When we crested the next hill we could see him on the side of the road enjoying the company of an OSP officer. (Snicker, Snicker) Shortly after that we left Hwy. 26 for much less traveled and for more interesting roads that come out onto Hwy. 101 near Garibaldi.

During the regular season the train runs from Garibaldi to Rockaway and back. This was a special spring event and the train was going from Rockaway on up north to Wheeler on the Nehalem Bay. We also got to enjoy the steam powered locomotive instead of the electric engine ( which is more economical to run). Over the past several years that our group has been coming down for a ride the train has been steadily improving. More cars, much more comfortable seating and more variety of seating options as in totally open cars, covered but open sides and completely weather tight. The pace

is fairly slow, from 3 to 11 miles per hour. So lots of time to really see the scenery. There are lots of people - locals and tourists - smiling and waving, enjoying seeing the train come by. Almost everyone gets off in Wheeler to stretch their legs and wander around for awhile. Wheeler is so small...(How small is it? ) that the "Entering Wheeler" and "Leaving Wheeler" signs are mounted on the same post. You can easily walk through the whole place in the time that the train is stopped there. A couple of "antique " shops, an ice cream shop, tourist junk shop and a couple of good smoked fish shops about covers it.



Once we were back in Rockaway the group split into several smaller ones. Some north for more adventures, some south to the Pelican Brew Pub (in Pacific City - ed.) for a late lunch and some headed back east toward home. It was a really fine day. Coast weather was better than what we had left in Portland. We had a bit of fog then mostly sunny if a bit cool. Many thanks to Carl and his friend Craig Bass, VP of the Mustang Wranglers club for hosting a really good event. There is already talk of doing another event with both clubs sometime next year. £

# Les Voitures au Printemps

Article by Chris Finks (Event Organizer); Photos by Mandy Ashcroft and Carl Foleen

I have been asked by several people, why an event named Les Voitures au Printemps



(Cars in Spring)? Well, because France is rooted in early automotive history. It is often said that while Germany may have invented the automobile, France is the birthplace and nursery of the motor industry and racing. Even today, key events celebrating the automobile are called Concours d'Elegance, so a spring event to kick-off the "car season", was a nod to that reference. Also, I can't help but mention that while Germany and France are entrenched in automotive lore, England has the irrefutable rights to disc brakes, several LeMans wins and the most beautiful car ever made a.k.a. the E-Type.

Les Voitures au Printemps was a huge success on April 25 with 43 JOCO members traveling in 22 gorgeous Jaguars to join hundreds of new and old friends from the car community. There were four key clubs participating with regional Jaguar, Alfa Romeo, Ferrari and Porsche clubs attending. Altogether, there were approximately 120 cars driven, including nine incredibly rare cars as features inside the

Pavilion including my friend Ed Godshalk's 1926 Bugatti Type 37A that was 100 years old that very day! The Water Oasis made a beautiful venue and its team an outstanding partner! My car club family from the Jaguar Club were the best



supporters anyone could ever deserve!

Additionally, Les Voitures au Printemps received amazing support also from Ron Tonkin Gran Turismo Ferrari, Sports Car Market, Portland Cars & Coffee, and The Drive Collective. Incredible sponsorships and wines from Groupe Bollinger, Ponzi and Rex Hill, paired with great gourmet foods and music by the incomparable Brent Follis Trio (Pink Martini alums) and emcee extraordinaire Jeff Zurschmeide. The beautiful hat wearing hostesses welcoming everyone were my longtime friends Susan Bladholm and Lori King. Additional volunteer event help came from my son

Connor Finks, Tim and Mandy Ashcroft and others. The team was rounded out by stellar videography from Tyler Thompson Media and social media and FinksCo content services partner Mike Fausto.



Lastly, yes there WILL be a 2027 Les Voitures au Printemps, so stay tuned!

Featured Cars in the Pavilion-  
 1967 Jaguar E Type Tim Ashcroft  
 1957 Alfa Romeo Giulietta SZ  
 Serial #001 Bob Piacentini  
 2017 Morgan 3 Wheeler Dave Hansen  
 1979 Porsche 911SC Targa Brent Palmer  
 2003 Ferrari Modena Competition Stradale Steve Martin  
 1964 Alfa Romeo Giulia Spider Normale Race Car Patrick Iaboni  
 2026 Porsche GT3 Touring Bill Kehrl  
 1926 Bugatti Type 37A Ed Godshalk  
 1946 Cisitalia D40 Race Car Ed Godshalk  
 And Christopher Silva's rare 1939 Rolls Royce Wraith—one of seven Wraith Inskip Town Car bodies—on the Club President's Choice pathway. £

# Rear View: May's Third Thursday Social in Photos

Article by The Prescient Pontificator, Photos by Carl Foleen & Mandy Ashcroft

Our May "Third Thursday Social" event took place May 21st, 6:30 PM at the (at a minimum) locally famous Golden Valley Brewing in Beaverton. 16 folks signed up, and it appeared to this myopic correspondent that there were a few more noses to count than had originally RSVP'd. President Tim Ashcroft brought two guests to the event: his sister Karen, and his best mate Michael. Welcome back to Oregon, you two! Once again we have our Events Chairman Rick Martin to thank for organizing this event and helping our members realize the full potential of a "social club with a car problem."



**June Event:** Meet fellow Third Thursday JOCO members at Si Senior, 14991 Bangy Rd., Lake Oswego at 6:30 PM on Thursday, June 18th, 2026.



# From the New York Times: The XK Engine

©New York Times 18 April, 2026 Reporter: Paul Stenquist

“For 42 years, the XK was Jaguar’s secret weapon. It proved its worth on the racetrack and powered generations of cars. The company’s leap into electrics could take a similar path.”

With German bombs falling around them during World War II, Jaguar engineers on fire-watch duty atop the roof of the automaker’s factory in Coventry, England, planted the seeds for development of an engine that would dominate on the racetrack and power the company’s passenger cars for decades.

Known internally and later universally as the XK engine, the power plant that the chief engineer, William M. Heynes, and his team created was meant to be not a racing engine but rather a future-proofed passenger car engine. For 42 years, the XK was Jaguar’s secret weapon.



Two years ago, in a move at least as bold as the plan hatched on that factory roof, Jaguar decided to “reimagine” the brand and produce only electric cars. The early results have been uneven.

Yet, in Jaguar fashion, a successful racing program supports the move, and the brand has made major strides in Formula E electric-vehicle racing. Last month, electric Jaguars finished first and second at the Madrid ePrix. “The race was a truly special moment for everyone at Jaguar TCS Racing,” said Ian James of the Jaguar Racing Team.

It has been a rocky road between the end of the XK engine and Jaguar’s new electric era. In 1999, Ford Motor bought enough Jaguar shares to make the British automaker part of its Premier Automotive Group. Ford expanded the range of products bearing the Jaguar name, but the business never showed a profit. A subsequent sale to Tata Motors of India resulted in a short-lived sales increase.

Whether the electric commitment and the electric racing program revive the brand as the XK project did so many years ago remains to be seen, but it will be hard to

recapture Jaguar’s successes of 75 years ago.

In 1953, Mr. Heynes, the company’s chief engineer, outlined the nitty-gritty of the power plant design in “The Jaguar Engine,” a paper published by Britain’s Institution of Mechanical Engineers.

Given the technology of the day, Mr. Heynes prioritized both hemispherical combustion chambers and a simple, durable dual-overhead-cam valve train. In his paper, he cited the success of the prewar BMW 328 engine, an overhead valve design incorporating elements of that technology.

He wrote that he didn’t understand why the hemispherical design wasn’t more widely used, noting that one American manufacturer had embraced the technology: Chrysler, whose hemi V8s, pumping out prodigious horsepower, would come to dominate American motorsports.

Jaguar’s XK cylinder heads were cast in aluminum, which Mr. Heynes pointed out would aid in cooling as well as saving 70 pounds over traditional cast iron.

The XK engine was introduced to the world at the 1948 London Motor Show under the hood of the Jaguar XK120 sports car. That first engine in relatively mild street trim produced about 160 horsepower. The “120” designation was indicative of the car’s top speed, which made it the world’s fastest production automobile. A stouter performance version of the sports car, the XK120c, soon followed.

With some adjustments and design tweaks, Jaguar kept pushing more horsepower out of its workhorse engine. In 1951, Jaguar notched its first Le Mans victory in a more streamlined version of the XK120 called the C-Type. In 1953, with vastly improved cornering thanks to newly developed Dunlop disc brakes, C-Types finished first, third and fourth at Le Mans. Jaguar D-Types continued the record of success, winning the world’s most prestigious race in each year from 1955 to 1957.

On the consumer side, XK140 and XK150 sports cars would follow, each sold with higher-horsepower versions of the XK engine and embraced by racers in the United States and elsewhere. Overall, XK-powered Jaguars won the 24 Hours of Le Mans five times in the 1950s.

Mr. Heynes was initially hesitant to

embrace auto racing as a product refinement tool but eventually came to see it as a distinct advantage. “The fact we have always kept our racing engines as close as possible to our production engines has been of considerable advantage in carrying out development work,” he wrote.



While motorsports competition had proved rewarding in terms of both Jaguar product development and brand image, it was never the goal. The XK engine was meant to be the long-term answer to the “what goes under the hood” question, and in that it succeeded to a degree that overshadowed its racing success.

So, when Jaguar ended its official motorsports participation, the engine that conquered Le Mans was its mainstay, propelling many of its models into the 1990s.

One of Jaguar’s most memorable aesthetic and commercial successes came with the introduction of the E-Type sports car in 1961 at the Geneva International Motor Show. Independent racers coveted the groundbreaking new E-Type, as did motorists who merely wanted to be seen driving what was quite possibly the world’s most beautiful car, an opinion said to have been voiced by Enzo Ferrari. A 12-cylinder version of the E-type would be added to the mix 10 years later, but the XK-powered Series 1 cars are most highly valued today.

The XK engine would soldier on in the much heralded XJ sedan until 1987 and in Daimler limousines until 1992. It was the cornerstone on which the brand was built.

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XK Engine cont'd on pg .11

## The XK Engine (cont'd from pg. 7)

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The XK engine was introduced to the world at the 1948 London Motor Show under the hood of the Jaguar XK120 sports car. That first engine in relatively mild street trim produced about 160 horsepower. The "120" designation was indicative of the car's top speed, which made it the world's fastest production automobile. A stouter performance version of the sports car, the XK120c, soon followed.

With some adjustments and design tweaks, Jaguar kept pushing more horsepower out of its workhorse engine. In 1951, Jaguar notched its first Le Mans victory in a more streamlined version of the XK120 called the C-Type. In 1953, with vastly improved cornering thanks to newly developed Dunlop disc brakes, C-Types finished first, third and fourth at Le Mans. Jaguar D-Types continued the record of success, winning the world's most prestigious race in each year from 1955 to 1957.

On the consumer side, XK140 and XK150 sports cars would follow, each sold with higher-horsepower versions of the XK engine and embraced by racers in the United States and elsewhere. Overall, XK-powered Jaguars won the 24 Hours of Le Mans five times in the 1950s.

Mr. Heynes was initially hesitant to embrace auto racing as a product refinement tool but eventually came to see it as a distinct advantage. "The fact we have always kept our racing engines as close as possible to our production engines has been of considerable advantage in carrying out development work," he wrote.

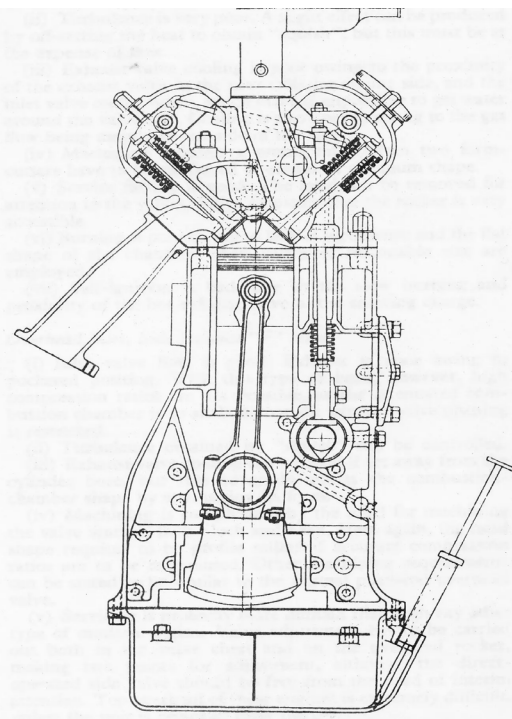
While motorsports competition had proved rewarding in terms of

both Jaguar product development and brand image, it was never the goal. The XK engine was meant to be the long-term answer to the "what goes under the hood" question, and in that it succeeded to a degree that overshadowed its racing success.

So, when Jaguar ended its official motorsports participation, the engine that conquered Le Mans was its mainstay, propelling many of its models into the 1990s.

One of Jaguar's most memorable aesthetic and commercial successes came with the introduction of the E-Type sports car in 1961 at the Geneva International Motor Show. Independent racers coveted the groundbreaking new E-Type, as did motorists who merely wanted to be seen driving what was quite possibly the world's most beautiful car, an opinion said to have been voiced by Enzo Ferrari. A 12-cylinder version of the E-type would be added to the mix 10 years later, but the XK-powered Series 1 cars are most highly valued today.

The XK engine would soldier on in the much heralded XJ sedan until 1987 and in Daimler limousines until 1992. It was the cornerstone on which the brand was built. £.



**Jaguars on the Island**  
*Concours d' Elegance*  
 Celebrating the Vision of Sir William Lyons  
 Through the Timeline of Jaguar History

*Grace... Space...Pace*  
 Some have it all!



Friday, July 17 – Sunday, July 19, 2026  
 JCNA Sanctioned Concours Saturday, July 18  
 Victoria, B.C., Canada

[www.jaguarclubvictoria.ca](http://www.jaguarclubvictoria.ca)

Pacific Northwest  
**BRITISH INVASION**  
**Show & Shine**  
 All British Cars, Trucks & Bikes Welcome!  
 Saturday, June 13, 2026

GENERAL ADMISSION \$8 PERSON  
 ALL ENTRANTS \$10 PER CHILD  
 CASH ONLY! NO PRE REGISTRATION, PAY AT THE GATE.

Alderbrook Park  
**FUN FOR THE WHOLE FAMILY!**  
 GREAT FOOD & BEER GARDEN  
 MUSIC

Placement of British Cars and Bikes on the Field 8:00 AM - 10:00 AM  
 British Vehicle Display and Show on the grass 10:00 AM - 2:00 PM

24414 NE Westerholm Rd • Brush Prairie, WA  
**SORRY NO PETS - No Outside Alcohol**

**2026 Heritage Classic Car Show**

Organized by the:  
 Canadian Classic MG Club & Canadian XK Jaguar Register

**When & Where:**  
 Saturday, August 22nd, 2026, 10.00am - 3.30pm  
 Douglas Park, Langley

Presenting Sponsor:

JAGUAR LAND ROVER LANGLEY  
 Member of OpenRoad Auto Group

Other Corporate Sponsors:

HAGERTY H  
 Silk Cat  
 NORTH AMERICAN MGA REGISTER  
 Discover Langley City

- Jaguar Clubs of North America (JCNA) sanctioned Concours .
- North American MGA Register Regional Event.
- Display Classes for MGs, Jaguars, Land Rovers, Other British & Motorcycles.
- Concours Awards (Champion & Driven Classes).
- Entrant's Choice Awards for Display Classes.
- Presenting Sponsor Award.
- Hagerty Preservation Awards.
- Long Distance Awards.
- Hagerty Youth Judging Program
- Afternoon Tea and British Biscuits for entrants.

Registration and further information now available at [www.jaguar.org](http://www.jaguar.org)  
 All registrations close end of day on August 12th

Tires LES SCHWAB

**Cruisin' Sherwood**

2026  
 Presented by  
 The Sherwood Chamber of Commerce



# The Olde JOCO Event Calendar

Where are you likely to meet other JOCO members? Here is a list of the events that are currently on the JOCO calendar, **and be sure to check the JOCO website often**. If you have an event(s) to add or want to tell others about, please notify JOCO's Event Coordinator, Rick Martin. With that in mind:

§ **Saturday, June 6th** Jags On the Farm (JOTF) at Mark & Rhonda Hull's farm. Potluck, main dishes, salads, desserts are needed. Drive-out meets at 11 AM at the Tualatin Wildlife Reserve on Hwy 99W. Sign up on the club's website.

§ **Saturday June 13**, British Invasion at Alderwood Park, 24414 NE Westerholm Rd., Brush Prairie, WA 8:00 to 2:00 PM

§ **Thursday June 18th**, Third Thursday Social. Location: Si Señor, 14991 Bangy Rd. Lake Oswego, OR 97035

§ **Saturday, June 20th- Drive out lead by Tim Ashcroft** in Washington featuring forest roads, a beautiful view point, driving to Yale lake for a rest stop, and another rest stop at McClellan Overlook. The lunch stop will be Isadore's Kitchen and Bar at the Carson Hot Springs Golf Spa Resort. This drive will be about 100 miles, and roughly 2 1/2 hours.

§ **Sunday, June 21st, Lap of the Woods (a Vintage Underground event)**. Register online.

§ **Saturday, July 11th - Sue & Jim's Edwards Center Show & Shine** 5 - 6 PM Meet at the Edwards Center (4735 SW Edwards Pl., Aloha, OR) at 4:45 PM to park cars & final wipe downs. Display & photos with Prom attendees from 5 - 6. The first one last year was so popular that residents specifically asked us to return! Dinner to follow at the Murrayhill Taphouse (14550 SW Murray Scholls Dr, Beaverton, OR 97007)

§ **Thursday, July 16th, Third Thursday Social** (details TBD) watch this space and the JOCO website

§ **Friday - Sunday, July 17th - 20th, Jaguars On The Island (JOTI)** Information at [https://jaguarclubvictoria.ca/content.aspx?page\\_id=22&club\\_id=302174&module\\_id=544470](https://jaguarclubvictoria.ca/content.aspx?page_id=22&club_id=302174&module_id=544470)

§ **Sunday, July 19th, Forest Grove Concours** info here: <https://forestgroveconcours.org/>

§ **Saturday, July 25 Sue & Jim's Drive-Out** Details to follow

§ **Saturday, August 8th Crusin' Sherwood** This Custom & Classic auto show is expected to sell out. Held in Old Town Sherwood. More info and registration is here: <https://carshowpro.com/events/register/3119>

§ **Thursday, August 20th, Third Thursday** watch this space and the JOCO website

§ **Sunday, August 30th, 2026 Lake Oswego Heritage Council Collector Car & Classic Boat Show** information and registration here: <https://www.oswegoheritage.org/CarBoatShow>

§ **Friday - Sunday, September 4 - 6 ABFM (Reserve the date)** info & registration for ABFM is here: <https://abfm-pdx.com/> IMPORTANT! PLEASE NOTE - if you want to enter the JOCO / JCNA concours, you MUST register your car separately on the JOCO website and pay an additional registration fee. Clarification: Registering your car for the ABFM allows your car on the field, it *does not* automatically register your car for the JOCO Concours.

§ **October - Geography Drive - details TBD**

§ **November Date TBD Drive to the Neon Museum - The Dalles**

§ **December - Christmas Party TBD**



# JOCO MARKET PLACE

## FOR SALE:

### Vintage Brexton Picnic Basket Set For Two

\$100.00 Set includes Wicker hamper, two thermos bottles, Staffordshire blue Royal Tudor Ware featuring the "Coaching Taverns" pattern on the plates, eating utensils, blue leather interior and straps. Contact Sue Kornahrens at 503.708.9936 or email [susieksew@gmail.com](mailto:susieksew@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 New Members!

(Please update your club roster as well)

\* **Henry Clayton Sterns**  
(no other information listed)

\* **Denise Orr**  
PO Box 20; LaCenter, WA 98629;  
(206) 442-1855  
[orrdense@hotmail.com](mailto:orrdense@hotmail.com); 1969  
E-type

\* **Garth Harrington**  
3219 Mills Ct., Medford, OR.  
97504 [garthharrington4413@gmail.com](mailto:garthharrington4413@gmail.com). 541-601-6969 1954  
XK 120 DHC

*Membership  
renewal time  
will be here  
sooner than  
you think*

### Here is An Opportunity For A Bit Of Time On the Silver Screen

CLASSIC AND MODERN VEHICLES NEEDED FOR UPCOMING  
FILMS AND COMMERCIALS!

Members of the Jaguar Owners Club of Oregon: Hey there! It's Rob Rutledge at USA Movie Cars!

We are a picture car company, providing cars on screen for TV Shows, commercials, movies, events and more. We have some upcoming productions in the summer and fall of 2026 and need modern and classic cars of all types, and all years from 1900 to modern day in Oregon (especially 1920-1995).

People don't plan to fail, they fail to plan, so we are getting ahead of it,

by reaching out to great car clubs like yourself.

We would LOVE to put some of your members' cars in TV Shows, Films, Events and more! Our site USA Movie Cars is 100% free. Car owners can place their cars on the site and when TV shows and films are looking for vehicles like yours, we help make that happen!

If you or any of your members have any questions, feel free to reply and we'll answer them as best we can.

Cars are ALWAYS insured by the productions, usually parked, and always a memorable experience, ALL gigs are paid, usually \$400/day, sometimes more, never less. Paid same day, usually.

In addition, we make a donation to the

car club of their choice (you) for your help and connections.

Our recent gigs include Bruno Mars, Kane Brown videos, TV shows for Apple TV, Fox, and events for the US Navy, NASCAR, and others.

USA MOVIE CARS covers the USA, Canada, Ireland, and UK. The Site is 100% free for car owners.

Thanks for taking time to read this, and we look forward to working with JOCO club members!

Rob Rutledge  
602-882-2705

USA Movie Car

[If interested in further information, email Carl Foleen to have the original email forwarded, or you can contact Rob here: [info@usamoviecars.com](mailto:info@usamoviecars.com)]

# The 5/16/2026 Aurora Winery lunch and drive

So this month I threw myself under the bus so that all of you would have something interesting to read about. Not intentionally mind you. I did have the opportunity to drive my mom's '07 XK on this event but oohhhh noooo I chose to drive my Mark 2. The car had been running fine every time I had it out for the last several months with the exception of an occasional squeaky steering wheel. But more on that later...



Our group gathered up at the Oregon City End of the Oregon Trail center for our starting point. There were 10 or 11 cars and we had a good time visiting before we saddled up and headed out behind our fearless and swift leader, Scott Dual. We had some really nice scenic roads out through Estacada, Molalla, Scott's mill, Colton, and much more. The weather was on and off-as in rain-on and off. But mostly off. It was great. I



had not been on many of these roads in years. Then about 45 miles into our drive what had been a perfectly quiet steering wheel began to squeak. Every time you moved it-SQUEAK. At a little over 50 miles, a screw about one and a half inches long fell out from under the steering column onto my knee and then the floor of the car. I tend to notice little things like that. After doing a quick check, everything seemed fine-steering still tight-car still going where I wanted it to go. Just very squeaky. At our next stop I got out the trusty Swiss army knife-crawled under the dash and found the ONLY hole that the screw could have come out of. I put it back in Sigh of relief. Another good time to visit in the sun and take some pictures. When we all got back in the cars to leave I drove straight to the exit but as soon as I started to turn onto the road there was a lot of snap-crackle and pop-but no cereal-and no steering. It was locked tight and the Mark 2 was blocking the road. Well isn't that special! This time a group of us got out a screw driver and a pair of pliers and went after the offending screw. It had gone in quite easy but it was now bent and stripped and it took some work to get it out. AH-HA the steering worked again. Thanks to all my helpers we were on our

Words by Rick Martin; photos by Mandy Ashcroft

way AND the squeak was gone! But just to keep things interesting when I went around a corner it sounded like a large plastic box with a few marbles rolling and bouncing about. The other fun aspect was that every corner of about 90 degrees or more the car shifted it's self into low gear and had to be shifted back into drive



manually. Well, it could have been a lot worse. I was able to drive the rest of the route to the Aurora Winery for lunch. We had a good time, ate well and sampled several wines. Just want to say that even when you have some car problems you can still have a great time and I think every one did judging by the smiles, laughter and conversation at the tables. Thanks much to Scott Dual for putting together this great drive and lunch. Just one more thing. If you are out and about on the east side and you happen to see any Mark 2 parts along the side of the road could you please pick them up and give them back at our next event? (Please - ed.) £



**Steve Mackley**  
 Owner/General Manager  
 5465 SW Western Ave  
 Suite G  
 Beaverton, Oregon  
 97005  
 503-626-2123  
 503-643-5808 fax



Beavertonautoupholstery.com

## Welcome JOCO

### Partners

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

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



## From the editor's desk:

JOCO is in need of the following: A **Relationship Manager** to keep JOCO front and center with our advertisers, and to find more who are interested in our community. A **Membership Coordinator** - Sue Kornahrens will help you "learn the ropes." And, critically, **Concours Judges**. New judges will apprentice with a judging team for one judging cycle (e.g. one ABFM), then will be fully certified JCNA judges. The orientation and test are easy to understand, and the judges annual test is open book. No stress. Please join us, it's fun!

We are always in need of photos and articles from club activities, please contact the editor if you can contribute images or an article about the club has been up to. £

# 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*



**Watch this space for an exciting regalia announcement coming soon!**



# 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: \_\_\_\_\_

*Did you see a great Jag?  
Give this to the owner.  
The more the merrier!*

## 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	\$ _____
<b>Membership Accessories</b> (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.***	\$ _____
<b>Total Amount Enclosed</b>		\$ _____

### 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

**I WANT YOU**



**TO BE A JUDGE FOR JOCO  
AT THE ABFM SEPT 5TH 2026**

imgflip.com

# Photo Scrapbook from Events In This Issue

