



THE Cat Fancier

July 2021

Official Newsletter of the Jaguar Owners Club of Oregon



JULY EVENT NO. 1



JOCO & BRITISH CAR DAY CARS 'N' COFFEE SHERWOOD EDITION

Meet at 7AM and line up along SW Century Drive in Sherwood (just off Sherwood-Tualatin Hwy.) The parking is at **Langer's Entertainment Center**. 21650 SW Langer Farms Pkwy. in Sherwood. No need to RSVP, but parking is limited, so get there EARLY.

A group will be heading over to Fat Milo's Family Kitchen for breakfast around 9:30, after everyone has parked. Join us for a Good time!

Rex Loquitor



Some Thoughts on Being a JOCO Member

It's almost July as I write to you looking out my window on 116° temperatures here in the Beaver state. This is what the

Panhandle of Texas is supposed to feel like, not Oregon. I hope you are finding ways to stay in the cool during this unusual heat wave.

I'm sure glad we didn't have this kind of weather for our trip to Long Beach, WA. with our sister club from Seattle. If you missed it, you missed a great drive and good fellowship. Long Beach was a wonderful distraction. We were supposed to circle Mt. St. Helens; but at the time of planning: there was still 5 feet of snow on the selected route. We ended up with the beach as a great alternative. I hope you can join us next time. We would like to do more with our northern clubs in the future.

This heat will blow over soon, as it does here in Oregon, then we can get back to summer fun in our cats. We have a variety of fun events planned for all, but we still have some schedules changing due to Covid. As you look at the event postcard you recently received, you might notice that one of our July events was replaced with Cars & Coffee mentioned on page one. We will keep you apprised through emails and on our website of any other changes that might occur, but I think we are nearing the end of Covid conflicts.

The most important thing to note is that the **All British Field Meet** is back this year on Labor Day Weekend! This is the real jewel on our event calendar and the more you are involved, the greater the enjoyment you will experience. If this event is new to you, I recommend you look at the website: **2021 All British Field Meet Portland Oregon** (abfm-pdx.com.) This is also the site where you can sign up for the event, it's now open. For those of you joining us for the JCNA Concours, held at the same event, we'll be sending out sign up sheets soon or call Mike Scott, our concours Chair at (541) 913-9170. You will need to register for both events, to participate in the JCNA Concours and Slalom.

Rex Loquitor continued on page 3

Board of Directors

TERMS EXPIRE JANUARY 2022

| | |
|----------------|--------------|
| Carl Foleen, | Portland |
| Rex Schneider, | Forest Grove |
| Mike Scott, | West Linn |

TERMS EXPIRE JANUARY 2023

| | |
|------------------|----------|
| Tomas Bromander, | Portland |
| Sue Kornahrens, | Portland |
| Fred Nuttall, | Portland |

TERMS EXPIRE JANUARY 2024

| | |
|-----------------|-----------|
| Don Compton, | Gaston |
| Mathew Nowak, | Sandy |
| Clint Percival, | Milwaukie |

Officers and Chairs

| | |
|----------------------------------|-----------------------------|
| President: | Rex Schneider, Forest Grove |
| Vice President: | Seth Shenker, Eugene |
| Secretary: | Open |
| Treasurer: | Mark Hull, North Albany |
| Historian: | Stuart Trenholme, Portland |
| JOCO Roster: | Barbara Grayson, Portland |
| JCNA Regional Liason: | Barbara Grayson, Portland |
| Membership: | Sue Kornahrens, Portland |
| Partnerships & JOCO Marketplace: | Open |
| ABFM Liason: | Mike Scott, West Linn |
| ABFM Liason: | Rex Schneider, Forest Grove |
| JCNA Concours Chair: | Mike Scott, West Linn |
| JCNA Concours Chief Judge: | Rex Schneider, Forest Grove |
| Newsletter Editor: | Glen Enright, Hillsboro |
| Webmaster: | Seth Shenker, Eugene |

www.joco.org

NOTICE:

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.



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Rex Loquitor from page 2

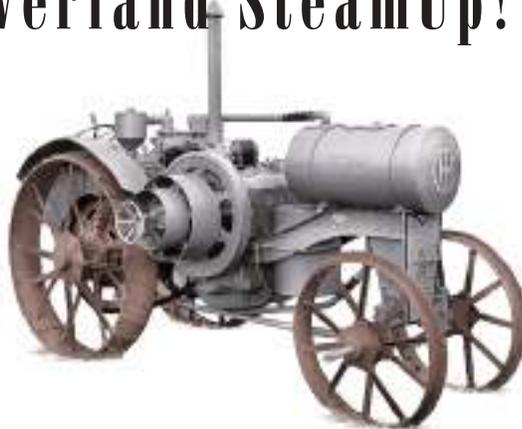
There are a myriad of ways you can help out at ABFM. We provide the meal on Friday night for all entrants and we can always use a few extra hands to serve. On Saturday, we need your Jaguar on the field all primed and ready to show. We also need people to help judge all those pretty cars. Want to get to know a bunch of car enthusiasts? We could use you in the club booth meeting our future members. By the way, this is the coolest place if the day starts getting a bit hot. Sunday is a JCNA sanctioned slalom and one on the big track as well! If you've never taken your Jag up to speed at Portland International Raceway, I can highly recommend it. Besides, it sounds pretty impressive at cocktail parties to tell people you have raced at PIR :-). This is also a great time to find parts at the swap meet. I got a classic car that way at our last event. Then, after the day of fun, we need a few folks to help us tear down the tables and set PIR back to rights.

What I am saying is: I hope you are taking full advantage of your club. I hope you are coming to events. We have a pretty great bunch of people that want to get to know you. One of the best ways is to actually help with events. I guarantee the more you are involved, the more you will get out of this club.

Want to get more involved? Let's talk! 503 206-1391.

Rex

JULY EVENT NO. 2 Powerland SteamUp!

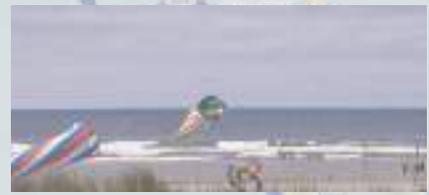


Saturday, July 24th, at 8:00 AM

Meet at the I-5 SOUTHBOUND French Prairie Rest Area (**exit 281 I-5 southbound - proceed to the very back parking area**). We will leave at 8:15 AM and caravan south on I-5 to exit 263 (Brooks exit) and then west to **Antique Powerland**.

Joint Adventure Revisited

Fun with our Northern Neighbors Means: Great Roads, Great People in Great Cars!



I now pronounce the re-starting of the official car tour extravaganzas!!! The cause of this pronouncement is the overnighter we did with the Seattle Jaguar Club.

JOCO was invited last year as well. Due to our heightened concern for Covid Glen and I declined, but not this year!

We met with cars from north and south in Kelso on Saturday 6/18. The tour was originally going around Mt. St. Helens, but was rerouted due to SNOW!! Luckily the tour leaders gave themselves and us plenty of time to regroup. (Come to find out, the road was open a week after the announcement. Looks like that will be the tour for next year.)

The route had us wending our way along a magnificent byway

filled with flora: hillsides of foxglove, lupin, and blueberries; and fauna: GBHs (Great Blue Herons) in various poses, an EAGLE, lots of TVs (turkey vultures), Red-Tailed Hawks, and an osprey nest.

Our destination was Long Beach and it lived up to its name as the Kite Flying Capitol of Washington. We brought a picnic and enjoyed it on the boardwalk with Jim and Kary Clark overlooking the ocean and lots of kites. We had several hours to wander around which naturally led us to our predestined choice of ice cream. Everyone else had the same idea so we declined to spend time in the line of 25 folks.

The route back was studded with twisty bits!! And shade and

More Joint Adventure words and pix on page 6

Rob Enderle Spills All: Timing To Convert Your ICE Car To Electric

The world is converting to electrical power for cars and getting rid of Internal Combustion Engines. While efforts to identify alternatives like hydrogen and synthetic gas continue, most of us covering the segment believe they are both too little and too late, suggesting that ICE cars may be banned from most roads in the future. It isn't a question of if anymore; it is a question of when.

Along with this change is the emergence of autonomous vehicles expected, driven by increased insurance costs, to drive older cars off the road. We'll cover autonomous vehicles in a future segment. Still, insurance models suggest that when Autonomous Cars get to critical mass, they will cost up to 10x to ensure human-driven cars, while Autonomous cars' insurance costs will drop sharply in contrast. And we are like-

We should see a noticeable drop in gas stations in the 2025 timeframe making it likely that sometime between 2030 and 2035, getting gas for ICE cars could become problematic, and I'm anticipating issues (given what we just saw with the Colonial Pipeline shut down) where improper storage causes house fires and deaths. This liability, in turn, should cause home insurance companies to raise rates for those of us storing our cars at our homes due to the related danger.

I expect the flip, where gas cars (much like what happened with horses in the early part of last century) are only affordable for a small portion of the population that has places to run them and that we'll see the emergence of more tracks with storage facilities so that people can, more affordably, both store their cars and use them without the increased liability risk.

aggressive very closely to increase the accuracy of the related models.

Wrapping Up:

Gas cars are pretty safe for now, and electric conversion costs significantly exceed their benefits at the moment. And if you compete, doing an electrical conversion will likely assure you don't place at least for the next 5-10 years. However, during that time, the costs to maintain and insure an older car, particularly an ICE car, may become unaffordable, suggesting you may want to move to an electric alternative before that time. I drive an electric myself, but electric cars of this generation aren't a ton better long term because that technology is changing a lot right now with new battery formulations allowing for higher capacity and faster charging times. I doubt this will stabilize

We should see a noticeable drop in gas stations in the 2025 timeframe making it likely that sometime between 2030 and 2035, getting gas for ICE cars could become problematic.

ly to see freeways, highways, and particularly interstates eventually ban human-driven cars for safety.

Electric Car Conversions:

There are conversion kits on the market now to convert some cars somewhat easily to electrics, but they are not cheap and full conversions typically run between \$100K and \$500K and don't make much financial sense. Prices should come down, but probably not enough before 2025 to make the conversion worthwhile to anyone not wanting to make an electric car statement or who wants to pay extra for being first.

By 2040 having an ICE car, unlike a horse, will benefit from advancements in 3D printing that will mitigate this significantly so that hobbyists should be better able to keep their cars running than what happened with early electric and steam cars when the world rotated to ICE cars initially.

Selling ICE cars will get increasingly difficult, outside of those collectible, after around 2027 if current models hold. Be aware that these models are still fluid and that date could drift out or in, depending on how governments incentivize eliminating gas cars. Some of the more aggressive countries are likely to experience this sooner. The industry will be watching countries like Norway that are very

enough before 2027 to make long-term ownership of any electric car much less risk-free than an ICE car.

Plug-in hybrids provide the best balance of both technologies, but I expect that to change, favoring pure electrics in the second half of this decade. Next month I'll talk about my experiences driving the initial electric Jaguar the I-Pace, but, for now, enjoy your ICE vehicle but begin to recognize that by the end of the decade, you may have to either move to electrify it, sell it, or move to a location that still supports the older technology (I figure Texas, in particular, will be slow to change while California will move far more quickly for instance).

Good luck and safe driving!



Joint Adventure continued from page 4

few other cars. Ideal touring essentials.

We ended our outing in Kalama at the McMenamins on the Columbia. We had a delightful repast with father and son team and Seattle-ites John and Bill Holmes and then retired to our room with a lovely view of the river. (Since this was a new McMenamins which they built, the room was air conditioned and en suite.)

Sigh. A lovely way to start the touring season. Thanks to Kurt and Cheryl Jacobson, and Brian and Sharon Case for: #1 putting on such a wonderful tour and, #2 have the generosity to invite JOCO. We'll be there next year!!

— Jan Whittlesey



Top: Jean Bennett and Jan Whittlesey (J), The Group. Second Row: Kurt Jacobson (S) and our own Rex Schnieder, Jim and Kary Clark (J), Brian Case (S). Third Row: Egrrr at McMenamins, Cars on the way to Long Beach. Right: Cheryl Jacobson and John Holmes (S) with Rick and Jacki in back (J), Sharon Case (S.)



Carl Foleen

The Raving Reporter

Grandmother was right: "A poor beginning makes a good ending." And so begins the tale of sixteen cats and two horses.

My bride and I climbed into our XK8 fresh from a service visit to finally banish a stubborn coolant leak that was threatening to get worse. Apparently an "octopus pipe" that is in a nearly inaccessible location in the engine bay was far beyond its useful service life, and that was the culprit.

Put the key in the ignition and CLICK. Hmmm....Try again - CLICK. Odds Bodkins! One more try: CLICK. Okay - pray for a miracle, dear. Broke out the portable battery booster and hooked it up...CLICK. Now we were not going to leave early, and we may barely be able to leave on time, and it is a one-hour drive to the meeting place in Kelso.

Grab every necessity for the trip out of the Jag's boot and quickly place it in the trunk of the backup "Brand X" - fasten seatbelts - check Google Maps to make sure we would be guided to our destination - and hit the "Start" button. Praise the Great Shazbot! It worked! Appropriate noises rumbled from the car's exhaust and we were off! Huzzah!!

The trip was a bit quicker than anticipated, and we arrived at the Wilco parking lot in Kelso with a few minutes to spare. Perfect. Just time to grab a few snapshots and wipe off the past week's road grime left from the rain that had also watered every lawn between the coast and eastern Oregon.

Driving instructions in hand, we once again heard the reassuring rumble of the exhaust as we joined the caravan on the way to Long Beach, Washington and (for many of us) brunch.

Along the way the group became splintered by the vagaries of small town stop signs, a stop light in the middle of nowhere, and merging traffic. So it was time to form the group back into a cohesive caravan for our arrival in Long Beach. Unfortunately, as our small group was entering the town of Naselle one of our intrepid group encountered a radar beam and had to pull over for a short chat with a Sheriff's Patrol SUV. Bummer! Luckily, it was only a warning, whew!

After finding ample parking in a large lot between 3rd & 4th on Oregon Street in Long Beach, we locked the cars, broke into small groups to set about exploring, and find a bite to eat. Walking around

town was much the preferred method of locomotion, as the traffic was every bit as thick (relatively speaking) as the packed streets would allow. However, there were many pleasant places to hang your hat and enjoy some local victuals.

Our return journey started just after 2 PM and covered some delightful back roads on our return to McMenamin's Kalama Lodge for dinner and liquid refreshments. Some of the group saw the wisdom of refueling in Long Beach while others thought that a fuel stop in Kalama would be better than calling AAA from the hotel's parking lot.

All in all, it was fantastic to meet and talk to several of the Seattle Jaguar Club, and also to see other JOCO members that drove up from Portland to join in the dinner portion of the trip. It is to be hoped we can do this again in the foreseeable future. What a fun weekend. Many thanks to Kurt and Cheryl Jacobson and Brian and Sharon Case of the Seattle Jaguar club for putting together a stellar event.

Oh - the two horses referred to earlier were, obviously, the "Brand X" cars. A Ferrari 360, and a Roush Mustang. (Neither of which had any starter issues throughout the weekend.)



DB5 at Reduced Rate

From the Bloomberg Close newsletter, here's a chance to buy a new Aston Martin DB5 for less than your house. Of course, there's a catch —

If you'd always wanted a classic European sports car and have some extra garage space-but only a little extra garage space-there's a boutique automaker in Oxfordshire, England, ready to put you behind the wheel of a replica Bugatti or an Aston Martin. What's more, these reproductions can be had at low, low prices, starting at around \$37,000. They're made by the Little Car Co., and that Aston Martin is about two-thirds the size of the actual DB5 model it's based on. Great for grown-up kids. Only 232 days until Christmas.

Thanks to the Central Oregon Coast British Car Club's Weekend Update Blog, Dick Mason, Scribe



JAGUARS ON THE GREEN

SATURDAY, AUGUST 7TH, 2021

SWINOMISH CASINO & LODGE
12885 CASINO DR, ANACORTES, WA 98221

CONCOURS D'ELEGANCE & CAR SHOW
SANCTIONED BY JAGUAR CLUBS OF NORTH AMERICA
8:00 AM - 3:00 PM

AWARDS CEREMONY & BANQUET
SATURDAY, AUGUST 7TH, 2021
6:00 PM - 11:00 PM



WWW.SEATTLEJAGCLUB.ORG/JOTC

REGISTER TODAY



Words from Mother

JLR: The Future

JAGUAR LAND ROVER BEGINS RECOVERY FROM £861M LOSS IN 2020.

Jaguar Land Rover has posted pre-tax profits of £534 million in the first three months of 2021 before exceptional charges, with boss Thierry Bolloré saying the result shows the "significant progress" made under the firm's bold transformation strategy.

But the British car maker, owned by the Indian Tata Group, will record an annual loss of £861m for the financial year ending 31 March, due to charges incurred as part of its cost-cutting transformation plan.

Jaguar Land Rover sold 123,483 vehicles in the first three months of 2021, representing a 12.4% year-on-year rise. It was boosted by a strong performance in China, where sales were up 127% over the same period last year, when the country was worst hit by COVID-19 restrictions.

While Jaguar Land Rover's total sales of 439,588 vehicles was down 13.6% on the 2019/2020 financial year, the firm was boosted by year-on-year growth in China and the strong performance of the new Defender, 45,255 examples of which were sold during the financial year.

The strong results for the last quarter boosted Jaguar Land Rover's annual pre-tax profits for the financial year to 31 March before exceptional charges to £662 million. But the firm incurred £1.5 billion of exceptional charges, including £952m in non-cash investment write-downs and £534m of restructuring charges. That means the company will record an annual loss of £861m, compared with a loss of £422m for 2019/2020.

Jaguar Land Rover cited £332m in profit and cash improvements relating to its Project Charge+ restructure plan in the final quarter, which it says brings the total saving to £6 billion since the programme was launched in 2018. Bolloré said: "I have been encouraged by the company's resilience and strong recovery during a uniquely challenging year."

He added: "Our strategy is ambitious

and it will make us more agile, efficient and sustainable. Although it is still early days, we have made significant progress in implementing it. This has reaffirmed my confidence that we have the right strategy, the right people and the right product plans to deliver against our targets. Jaguar Land Rover is well placed to emerge from the pandemic as a stronger and more resilient company that is able to navigate and capitalise on the opportunities ahead."

— From Autocar

IS JAGUAR'S LATEST REINVENTION THE LAST ROLL OF THE DICE FOR A STORIED BRAND?

Jaguar is about to undergo its fourth reinvention in five decades as owner Tata Group takes a second crack at shaking up a brand whose glorious past has rarely translated into a profitable present or sustainable future.

Jaguar Land Rover CEO Thierry Bolloré announced on Monday, Feb. 15, that the British brand would go all-electric by 2025 and hinted at an even more upmarket future.

Bolloré said that the brand's current lineup of sedans and utilities wouldn't be replaced when they reach the end of their life cycle, and promised that new Jaguars would use a new EV platform separate from Land Rover.

"We will reposition completely the Jaguar brand," Bolloré told journalists during an online conference. "The SUV will be Land Rover. Jaguar will be different from the SUVs. Very distinct."

How JLR will achieve a reinvention with another brand-new platform on a limited budget is unclear, but cutting Jaguar free from Land Rover does at least recall Jaguar's last successful revival in the 1980s under CEO John Egan. Then it really was independent, following Egan's separation of the brand from state-owned British Leyland, and it thrived long enough to persuade Ford Motor Co. to pay \$2.5 billion for the brand in 1990. Jaguar global sales last year barely topped 100,000, down 37% from the year before, compared with 323,480 for Land Rover, which

weathered the pandemic better and posted a decline of 18%.

In the last quarter of 2020, Jaguar sales were just 22% of JLR's total, illustrating once again what an anchor the brand has been on the company's revival after a brutal couple of years financially.

Bolloré also announced that the company had axed the forthcoming XJ electric flagship sedan. The design was the last penned by Ian Callum before he left and featured a hatchback like the Tesla Model S, according to people who'd seen it.

But despite using the brand's Modular Longitudinal Architecture multi-drivetrain platform, it didn't gel with Jaguar's new "Modern Luxury" brand identity.

"The XJ replacement was not fitting with that new positioning," Bolloré said. Instead of competing with BMW, Audi or Mercedes-Benz, Jaguar will now be positioned more as a rival to Maserati, Bentley or even Aston Martin, according to people familiar with the plan.

"It feels like the last roll of the dice for Jaguar," said Ian Henry, managing director of data and forecasting company AutoAnalysis.

The previous revival under former BMW executive Ralf Speth pitched Jaguar directly against its German premium rivals. A new rear-wheel-drive aluminum platform was developed at a cost of £2 billion (then \$3.1 billion), underpinning cars such as the XE sedan, a rival to the BMW 3 Series.

Executives confidently predicted they'd lure premium customers where former owner Ford failed. Ford famously tried to rejuvenate the brand with the front-wheel-drive X-Type, a car that bombed so badly that analyst firm Bernstein Research estimated Ford lost £4,003 (currently about \$5,600) on each one sold. It finally sold Jaguar Land Rover to Tata in 2008.

But the XE and bigger XF also failed to capture customer imagination, and they're now Jaguar's slowest-selling models aside from the niche F-Type sports car. "Everyone probably underestimates the size of the task and the money involved to make a success of Jaguar," said Henry.

Mother continued on page 10

JOCO MARKET PLACE



FOR SALE: 1970 Ser. 2 E-type convertible. Light blue with dark interior. Meticulously restored to a very high standard. Local, regional and national JCNA winner. Maintained with copious records. Asking \$80,000. From Bill Beatty collection.

Call Kay Beatty: 503-837-9189 or kbeatty123@yahoo.com

1967 E Type FHC

Started restoration but not completed. Now it's your turn. Many OE and NOS parts included. Numbers matching, 55,000 miles, nearly rust free body and bonnet. Blasted and primed subframe. Five nice wires, complete new interior, tool kit. Color is Golden Sand. Car is located in Edmonds, WA. Asking \$55,000. Call or email Mike Hunsley: 206-795-7938, mikehedmonds@gmail.com

XJS Lamps – Rare and Like New

These lamps are from a Jaguar XJS most likely vintage 1976 to 1991. They are in excellent condition and have complete original wire harness with original plug. I am asking \$75 each for the side markers, \$55 each for the bumper turn signals. We live in West Portland so easy to acquire these – contact me at: steve_varga@yahoo.com

Beautiful 1995 Jaguar XJ6

We have enjoyed my XJ for several years. This is 100% a Portland car sold new and serviced at Monte Shelton Jaguar and then properly maintained by JLR Portland when acquired by me as second owner. For a 25 year old Jaguar, it shows very well. Colors are Ice Blue with a blue grey leather interior embellished with beautiful wood veneer. We drive it frequently and it runs well, no problems. Tires and brakes are very good. Comes with two keys and Fobs and a new battery installed by JLR as part of a recent service. Mileage is 115,000.

This stand-out classic Jaguar is well-priced at \$4,495. For more details, contact me – Brad – at: bradleys@jlr-portland.com or call 503.265.5124



For Sale 2001 XKR Silverstone Edition convertible.

200 exported from England when Jaguar was reintroduced into formula racing on the Silverstone track in 2001. 139 purported in US now. Like new inside and out. 84,000 miles, wheels are 20s, platinum silver exterior, black interior, maple wood details. Supercharged - with every Silverstone option on the car. New factory brakes. Includes silver car cover. Asking \$16,500. Call JOCO members Mike Scott or Sandi Lesh. 503-636-9303.

Wanted:

Member of JOCO is looking for an E-type Roadster in great driving condition and prefers to purchase it through our Club. Please call 503.481.2233 or email trends2012@live.com



Wheels (and tires) for

Ser. III XJ6 Free for the taking, but in sets of two (3 sets or six, total.) Wheels good, tires bad. Contact Glen Enright brit-car69@hevanet.com or 503-341-2906

Mother continued from page 9

Newly promoted Jaguar Land Rover head of design Gerry McGovern, the man responsible for the look of Land Rover's successful range, promised to make Jaguar "wonderful again" in an interview with Automotive News Europe last year.

JLR will be hoping McGovern's design ability, combined with a push upmarket clear of Land Rover, is the formula that makes this reinvention the one that sticks.

— From AdAge

SUSTAINABILITY DRIVES JAGUAR LAND ROVER STRATEGY

The newly formed Strategy & Sustainability team will collaborate, and build upon, existing cross-function capabilities in mobility services, sustainability, and digitalization, to accelerate the company's strategic intent around clean mobility and connectivity.

Reporting directly to Thierry Bolloré, Jaguar Land Rover's Chief Executive Officer, the team will be headed by Executive Director, François Dossa, who joins the company with exten-

sive experience in developing sustainable value chains, circular economy, and digital ecosystems and services.

As part of the company's drive for 'greater collaboration and knowledge sharing from within',

Hanno Kirner, who previously led the Corporate & Strategy function, has been appointed to the position of Executive Director, Tata Group Synergy Programmes, to leverage wider Group capabilities and value creation.

"These appointments are true milestones in bringing Reimagine to reality. It enables us to place sustainability at the centre of everything we do and deliver our full digitalisation as we transform into a true modern luxury business." "This means we will lead on clean energy and continue to advance our role in the circular economy; together with our partners we will



Mother continued on page 13

Mother continued from page 8

design a new quality benchmark in environmental, societal and community impact for a luxury business.”

Thierry Bolloré - Chief Executive Office, Jaguar Land Rover
The reorganization will play a key role in delivering Jaguar Land Rover's Reimagine strategy: a sustainability-rich reimagining of modern luxury by design, unique customer experiences, and positive societal impact. The strategy is designed to help Jaguar Land Rover achieve zero tailpipe emissions by 2036 and net-zero carbon emissions across the supply chain, products, and operations by 2039.

“François brings a deep capability in creating the sustainable ecosystems that will be critical to our future, and to the creation of new partnerships and innovative approaches to enable growth and capture future, sustainable value chains.”
Thierry Bolloré - Chief Executive Office, Jaguar Land Rover.

François's most recent role was Senior Vice President, Transformation and Organisation for Groupe Renault, focusing on the creation of solutions and systems to shape the future of mobility. He also chaired Alliance Ventures as Alliance Global VP, Ventures and Open Innovation - a fund that grew to include three 'unicorns'.

SAVE THE DATE!

Portland Cars & Coffee British Car Day

Saturday, July 10th

Meet at 7:00am and line up around SW Century Dr. for Cars & Coffee show, optional breakfast at Fat Milo's Family Kitchen in Sherwood at 9:30am

Address is: Langer's Entertainment Center, 21650 SW Langer Farms Pkwy, Sherwood, OR 97140

No RSVP necessary, though show parking is first come, first serve.

Powerland SteamUp

Saturday, July 24th, at 8:00 AM

Meet at the I-5 SOUTHBOUND French Prairie Rest Area (exit 281 I-5 southbound - proceed to the very back parking area).

We will leave at 8:15 AM and caravan south on I-5 to exit 263 (Brooks exit) and then west to Antique Powerland.

Thompson's Mill State Heritage Site

August 14th

Meet at 9:30 am in Wilsonville address coming later. This 113 mile will take us to the park where we can have a picnic lunch before touring the old mill assuming Covid restrictions are lifted by August.

All British Field Meet

September 3rd, 4th & 5th

This is the biggest annual event for our club. Over 800 British cars on the field at PIR. Please make sure to sign up on the website. www.abfm-pdx.com/2021. Look forward to seeing you all there.

JAGUARS ON THE GREEN

Concours Registration

August 7, 2021

Concours 8 a.m. to 3 p.m.

Awards Ceremony & Banquet 6 p.m.

Swinomish Casino & Lodge,

12885 Casino Dr, Anacortes, WA 98221

What venue! The concours field is right outside the door of the lodge and casino's guest rooms, food, entertainment and all the amenities.

Register now. Have your JCNA registration number ready and go to www.SeattleJagClub.org/jotg

Before the July 16 cutoff date, reserve one of the block of rooms reserved for the concours at the **Swinomish Casino and Lodge by calling reservations at 360-588-3600 or 888-288-8883**. Please provide them the group code: **Seattle Jaguar**.

We have reserved:

10 king standards - \$159 plus tax per night

5 double queen standards - \$159 plus tax per night

3 double queen bay view - \$179 plus tax per night

Questions? Contact Concours Chair Joey Manley
joeymanley@gmail.com, 206-458-1178

In Loving Memory



Julie Van Orden Buchanan
October 28, 1956 - May 26, 2021

Remembrances to:
Olympic Game Farm
1423 Ward Rd. Sequim, WA 98382
360-683-4295



Jaguar Owners Club of Oregon

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 for 2021 ONLY - \$30 for JCNA dues) | \$30 | \$ _____ |
| NEW Annual Membership for 2021 ONLY - (Includes \$10 initiation fee and \$30 for JCNA dues) | \$40 | \$ _____ |

MEMBERSHIP ACCESSORIES (the following are available, if requested)

JOCO Member Car Badge(s) Please specify how many you would like \$20 ea. \$ _____

JOCO Member Name Badge(s) Please specify how many you would like and the name(s) \$18 ea. \$ _____

Total Amount enclosed \$ _____

Pay by Check or Credit Card

Make check payable to the **Jaguar Owners Club of Oregon**

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

Visa MasterCard

Card Number

Expires on / Security code

Name as it appears on card _____

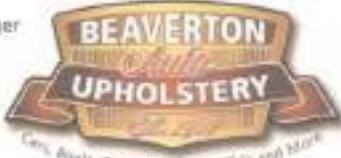
Signature _____

Mail this completed application with your check or credit card information to

Jaguar Owners Club of Oregon • 1641 S.W. Multnomah Blvd. • Portland, Oregon 97219

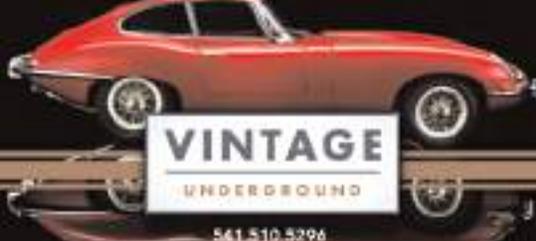
You can also fax your application with credit card information directly to JOCO at 503-246-8478

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



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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.

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Jaguar

Concours d'Elegance at P I R

Jaguar Clubs of North America sanctioned Concourse and Slalom 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) _____ Fee: \$30 per car, payable on the field.

This JCNA Registration may be:

E-mailed to: rex.schneider@aampf.com or

Phoned to: 503-206-1391 cell or

Mailed to: Rex Schneider - 800 Roxe Dr., Forest Grove, OR 97116

Labor Day Weekend!
September 4&5, 2021

Champion/Driven/Special Division Classes

Championship Driver

| | | |
|----------------|----------------|---|
| C1/PRE | D1/PRE: | Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51) |
| C2/120 | D1/PRE: | XK 120 (1948-54) |
| C3/140 | D1/PRE: | XK 140 (1955-57) |
| C4/150 | D1/PRE: | XK 150 (1957-61) |
| C5/E1 | D2/PRE: | E-Types, Series 1 (1961-67) |
| C6/E2 | D3/PRE: | E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71) |
| C7/E3 | D4/PRE: | E-Types, Series 3 (1971-75) |
| C8/SLS | D5/SLS: | 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) |
| C9/XJ | D6/XJ: | 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) |
| C10/XJ | D7/XJ: | XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995- 97) |
| C11/J8 | D12/J8: | XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) |
| C12/JS | D8/XJS: | XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. |
| C13/JS | D9/XJS: | XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. |
| C14/K8 | D10/K8: | XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) |
| C15/XK | D11/XK: | XK and XKR Coupe and Conv. (2007-On) |
| C16/SX | D13/SX: | S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008) |
| C17/PN: | — | Preservation Class (more than 35 years old) |
| C18/PN: | — | Preservation Class (20 to 35 years old) |
| C19/FJ | D14/FJ: | XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On), XE (2016 Model Year) (2016 AGM) |
| C20/F | D15/F: | F-TYPE (2013-On) |
| C21/FP | D16/FP: | F-PACE (2016-On), E-PACE, I-PACE (2018-On) (2018 AGM) |

Special

| | | |
|----------------|---|-------------------------|
| S1/PD: | — | Competition |
| S2/MOD: | — | Modified |
| S3/REP: | — | Replica, Jaguar powered |