



September 2022

THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member

Jaguar Owners Club of Oregon
PRESENTS

JCNA CONCOURS D'ELEGANCE

In Conjunction with the All British Field Meet



September 9, 10 & 11, 2022 • Portland International Raceway • www.joco.org

Ex Loquitor



CENTRAL/EASTERN OREGON IN SEPTEMBER IS PERFECT FOR EXTENDED ROAD TRIPS. HERE'S ONE I THOUGHT YOU'D LIKE.

DAY 1: BEND, OREGON TO PAINTED HILLS

Start off your Eastern Oregon

road trip in Bend. This will allow you to get all the road trip essentials you will need for your journey. (Don't forget to put together your roadside emergency tool kit too!) The city has everything from grocery stores to REI (for any last-minute gear purchases!), and even epic campervan rentals and local hikes!

Spend some time exploring Bend before you head off on your trip. A great day trip from Bend would be the trail to Tumalo Falls. This 2.4-mile out and back trail is an easy, low elevation trail to one of Oregon's best waterfalls. Snap a few pics of this 98-foot beauty to kick off your Eastern Oregon road trip!

Driving north from Bend to the Painted Hills stop by Smith Rock State Park. This iconic area of Eastern Oregon is one of the most popular places for climbers, hikers, bikers, and dog walkers. Photo ops abound!

Finish your drive to Mitchell. The Hotel in Mitchell is quaint and comfy. The two cafes in town take turns being open! Good news! There's a brew pub in town. Enjoy.

DAY 2: PAINTED HILLS TO JOSEPH, OREGON

One of the best times to visit the Painted Hills in Oregon is during sunrise and sunset! There is little shade in the area, so these are the times of day that are the most pleasant for hiking, sightseeing, and photo-taking. If you are coming in the shoulder season (fall and spring) don't forget to pack a jacket. Once the sun sets, the Painted Hills can get chilly - bundle up!

There are many photo opportunities to be had in the Painted Hills. One of the most popular attractions is the Painted Cove Trail, about a 20-minute drive into the

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Board of Directors

TERMS EXPIRE JANUARY 2023

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TERMS EXPIRE JANUARY 2024

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TERMS EXPIRE JANUARY 2025

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ABFM Liason:	Rex Schneider, Forest Grove
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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

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Find us on the Internet: www.joco.org.



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park, with clear signs and a convenient parking lot.

It's a very short trail, curving in between the red hills just enough for you to pretend you are another planet - the color is as magnificent in real life as they are in pictures!

On the way to Joseph, you'll be able to drive part of the Hells Canyon Scenic Byway. This road is a designated All-American Road located in Northeast Oregon.

Check into the boutique Jennings Hotel, a co-op art project slash hotel filled with relics from the early exploring days of Oregon State. They are carefully placed in their communal kitchen/gathering area for easy browsing.

DAY 3: JOSEPH, OREGON TO BAKER CITY

On Day 3 of your Eastern Oregon road trip, wake up early to catch a sunrise over Wallowa Lake. After sunrise, come back into town and have breakfast at Old Town Cafe, or grab a coffee to-go at Arrowhead Chocolates next door. Joseph is a thriving arts community. Check out the many galleries and take a tour of a sculpture foundry.

To learn more about the history and geography of the area, drive a new section of the Hells Canyon Scenic Byway. On the way, you'll stop by iconic views like Salt Creek Summit and Hells Canyon Overlook. Here, you can see panoramic vistas of the deep canyon below. Stay overnight in Baker City. Plenty of comfy accommodations!

DAY 4: BAKER CITY TO ALVORD DESERT

Continuing on your way southeast, stop by the tiny town of Jordan Valley to fill up with gas, snacks and any last-minute items. There is a mini-mart next to the (only) gas station which has some good road trip basics. Right

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ATTENTION ALL JOCO MEMBERS!

Regarding the Jaguar Concours at the ABFM:

There is still time to register for the Jaguar Clubs of North America Sanctioned Concours d'Elegance held in conjunction with the All British Field Meet at Portland International Raceway at Delta Park for 2022!

You love your car and you are proud to show it. Why not show it to over 500 other British enthusiasts and thousands of spectators at the Largest All British Car Show on the West Coast and maybe take home an award?

The fee for Concours judging is only \$30 We are only accepting pre-payment this year. Checks sent with Concours Entry Form to Gene Owens (Concours Chair, see contact info below) or Mark Hull (Treasurer markrhondahull@protonmail.com, for address.)

Credit card charge please contact Barbara Grayson (503-246-8477.) Concours Entry Form will need to be mailed or emailed to: **Gene Owens • 1015 NE Delsey Rd. • Hillsboro, OR 97124 gene61jag@gmail.com**

If you are having difficulty downloading a form please email Gene Owens. He will email you a form.

We ARE having a JCNA-sanctioned Slalom at the ABFM this year. The fee is \$10. Entrants will need a Slalom Entry Form as well. These can be downloaded from: https://www.jcna.com/sites/default/files/files/Slalom%20Entry%20Form%20Rev%203-30-2017%20JCL_Edit_20180408.docx or See page 6 for a printable hard copy.

If you have SLALOM questions contact:

Tyler Hayward
tylerhayward@gmail.com
503-522-1181



Jaguar

Concours d'Elegance at the All British Field Meet



Portland International Raceway September 9, 10, & 11, 2022 • 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 per car - Send Checks to: Gene Owens • 1015 NE Delsey Rd • Hillsboro, OR 97124 gene61jag@gmail.com

If you are putting the registration on your credit card, call Barbara Grayson at 503-245-8477, during business hours Monday through Thursday.

You MUST also register for the All British Field Meet: www.abfm-pdx.com

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/I20	D1/PRE:	XK 120 (1948-54)
C3/I40	D1/PRE:	XK 140 (1955-57)
C4/I50	D1/PRE:	XK 150 (1957-61)
C5/EI	D2/PRE:	E-Types, Series I (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 I (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 I 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/J5	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

JCNA SLALOM 2022

Hello all JOCO Members,

I am the current Slalom chair and wanted to drop a note about the Slalom. I will be attaching the current Entry form onto this email as JCNA hasn't updated the link (we will have copies of this at the event as well). This new form is a requirement from the JCNA insurance provider Lockton.

Before COVID we were running 2 slaloms 1 Saturday and 1 Sunday. Based on separate communications it sounds as if there is interest to do this once again. This is a fun event if you have never done it before. You can take everything at your own pace and there will be some seasoned veterans out there to help out.

If you have any questions please let me know, also if you plan on attending dropping me a note would be greatly appreciated so I can get a gauge for how many participants we have this year. Analog entry form on page 7.

Thanks,
Tyler Hayward
tylerhayward@gmail.com
503-522-1181

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out of town, don't forget to check out the Pillars of Rome!

You can pay to camp at Alvord Hot Springs, a private natural springs near the Alvord Desert. Overnight guests get unlimited and 24-hour access to the two pools. You can also opt to pay the \$8 fee to get day-use access too if you're not camping.

DAY 5: ALVORD DESERT TO HART MOUNTAIN

Waking up in the desert brings its own special type of peace. This is why we recommend getting up early (even if it's just for a moment!) to watch the sunrise over the Eastern Oregon horizon.

Drive through the town of Fields, OR (a great all-in-one stop with the best milkshakes!) and take Highway 205 north to Burns. This brings you to Crane Hot Springs.

Note: Google maps will try and take you up north of Fields, OR, and cut across what looks like an accessible road - it's not! Plan to drive up to Burns and cut back down to Hart Mountain. Hart Mountain National Elk Refuge is a quiet

part of Eastern Oregon, known for its many high-desert plants and animals.

DAY 6: HART MOUNTAIN TO EAST CASCADE MOUNTAIN ATTRACTIONS

As you drive towards your next Eastern Oregon destinations, make sure to stop at the base of Hart Mountain. Here, you will find the Warner Wetlands and Hart Lake. Both are part of a 40-mile long chain of lakes separated by bow-shaped dunes. Truly, a unique feature to this part of Eastern Oregon!

This area is popular for birdwatching, hunting, boating and camping. Call ahead to the BLM (Bureau of Land Management) Office to check on the water levels to see if your favorite water activities are open for recreation.

Working your way back to Bend, there are still so many potential stops to see on your Eastern Oregon road trip! We'll list a few below, to help inspire you for this next leg of your trip:

Crack in the Ground: The Crack In The Ground is an ancient volcanic fissure, stretching over 2 miles and in some

parts, 70 feet deep!

Lava River Cave: The Lava Cave is yet another cool place in Eastern Oregon that was created by volcanic activity. This 1-mile long lava tube can be explored all the way through. You can expect to find a combination of stairs, boardwalks, and some uneven surfaces. Bring warm clothes (the average cave temperature is 42 degrees!) and bring at least 2 light sources. They accept the NW Forest Pass and National Park Pass.

Feeling adventurous? Send it all the way over to Crater Lake National Park! In less than a 4-hour drive from Hart Mountain, you can check off this epic park from your Pacific Northwest bucket list. Take a Wizard Island boat tour, take a car tour of the Rim Drive, and watch the sunset from the Watchman Overlook.

DAY 7: EAST CASCADES TO BEND, OREGON

On the last day of your Eastern Oregon road trip, it's time to make your way back to Bend with plenty of stops along the way.



Jaguar Clubs of North America Slalom Entry Form

(Revised 3-30-2017 to include new Jaguar models)

(Keep for club records)

Date: _____

Club: _____

Name of Driver: _____

Car Number

Veteran

Novice

CLASS

JCNA
Member #

Y
 N

Are you a JCNA Member? If YES, provide number. If NO, you MUST complete a JCNA Event Membership form and pay \$5 fee.

Address: _____

City: _____

ZIP/Postal Code: _____

Email: _____

Phone: _____ Fax: _____

Driver's License Number: _____

Vehicle Year: _____ Make: _____ Model: _____

Color: _____ License Plate #: _____

Chassis/VIN # _____

N
 Y

Have any modifications been made to the car that effect performance? (If Yes, please complete attached Questionnaire)

This event is conducted under the General Competition Rules of the JCNA North American Slalom Program. Failure to declare modifications may result in disqualification and referral to JCNA for further action.

Release Statement

I agree to enter my car in this JCNA sanctioned slalom, and abide strictly by JCNA rules. I agree to hold harmless, the JCNA,

Location: _____

Club: _____

the Slalom committee, all those running the event and all other participants for any and all liabilities, injuries or damages, or losses of any kind or nature arising from my entry in this event.

Signed: _____

Date: _____

Competitive Run Times

1. _____
2. _____
3. _____
4. _____
5. _____

2 second penalty per cone

Slalom Classes

Revised 3-30-17 to include new Jaguar models

Slalom Classes

- A. Classics – includes all Jaguars thru MK V.
- B. All XKs (120, 140, 150, but NOT including C & D types).
- C. Early Sedans, large & small, MK-1 thru, but NOT including, Series 1 XJ6.
- D. E-Types, 6 Cylinders.
- E. E-Types, 12 Cylinders.
- F. XJ Sedans, 6 & 12 Cylinders NOT including XJ40.
- G. (omitted).
- H. Modified Class – Lightweight Jaguar sports cars (All 120, 140, 150, C, D, XKSS, and E-Types); Jaguar powered Specials & Replicas (Concours eligible).
- I. Modified Class - Heavyweight Jaguars (Sedans, SUV's & GT's).
- J. XJS (including XJS-R and XJSC).
- K. Two-wheel drive non-supercharged GT cars (XK, XK8 & S-Type).
- L. Two-wheel drive supercharged GT cars (XKR, XJR & S-Type R).
- M. Four door sedans (XJ40, XJ, XF & XE).
- N. AWD cars (X-Type & F-Pace).
- O. (omitted).
- P. (omitted).
- Q. (omitted).
- R. F-TYPE (all models).

SPIL Street Prepared – Lightweight: All 120, 140, 150 and E-Types.

SPH Street Prepared – Heavyweight: All 6, 8, and 12 Cylinder Sedans & GTs.

Z All Non-Jaguar powered cars.

Rob Enderle Tells All:

Read it Here

Foiling Car Thieves

This month we are dealing with yet another crazy TikTok challenge, but kids aren't eating more laundry detergent, gluing their hair, or putting in fake fangs, they are stealing cars. For now, they appear to be focused on Hyundai and Kia cars, but no matter what you own, I thought it would be helpful to again point out how you can better protect your ride from running off with someone younger and far less considerate.

Let's chat this week about protecting your ride from rampaging teenagers who spend too much time on social media.

Older cars

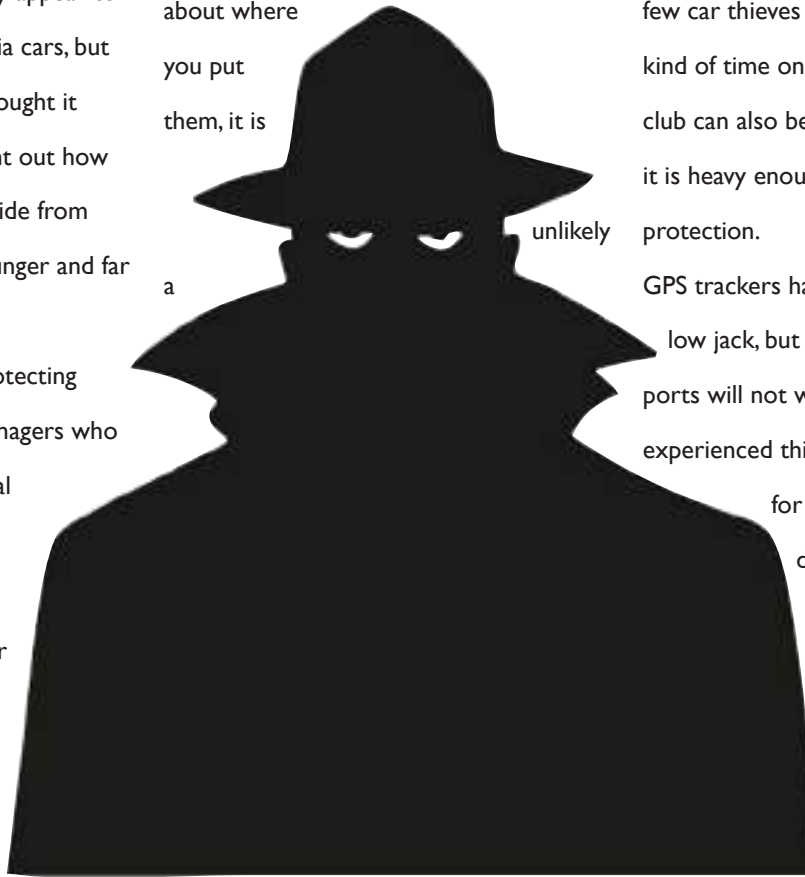
Hot wiring an older classic car is incredibly easy. Cut the wires to the ignition switch, find the power wire, the starter wire and the ignition

wire. Connect the ignition wire to power, touch the starter wire to power, and you have a running car.

You could put in an alarm system, but most aftermarket alarm systems are designed to go off at annoying times, angering your neighbors, but doing little

to protect the car. Two inexpensive solutions come to mind. One is a remote battery cut-off switch and the other is a remote fuel shut-off valve. These are not common on cars and, if you are creative about where you put them, it is

a unlikely



car thief will be able to find and disable them. A fuel lock is particularly insidious in that the car will start and even drive for a little bit but then stall, leaving the thief on the road with a stolen car that no longer runs.

Another useful tool is what was once

called "the club" and now may fall under other names. It is a bar that locks onto your steering wheel and prevents the wheel from turning. You must cut the bar off the steering wheel to drive the car and few car thieves are willing to spend that kind of time on a project like this. The club can also be moved between cars, and it is heavy enough to be used for personal protection.

GPS trackers have advanced a lot since low jack, but those that plug into OBDII ports will not work on your older car, and experienced thieves know where to look

for them and may remove and discard the device. Look for a solution you can hard-wire in, and a location like the trunk where you can better hide the device (assure the antenna is not surrounded by metal; otherwise it may not work).

But here's a cautionary tale on GPS technology. One of my oldest friends bought a new GM truck with GPS tracking in it and it got stolen shortly after he bought it.

The tracking system was OnStar which did supply the ability to disable the car

Rob Enderle continued from page 8

but, by the time he jumped through all the hoops (police report etc.) to get it done the truck had crossed into Mexico and was lost. Sadly, his sister had forgotten to get the truck added to his insurance policy which made for an expensive afternoon.

Newer cars

Of the newer cars on the road, Tesla has the best anti-theft technology. The car's cameras can be set to take videos of anyone trying to gain access to your car and sent to your smartphone. In addition, Teslas are tracked to their owners, and third-party support for the cars is almost non-existent so, even if someone stole one, if they tried to have it serviced, they would likely get caught and imprisoned. There are dash cam solutions that promise similar capabilities but, like dash mounted GPS systems a few years back, they may be attractive to thieves, making your car more likely to get broken into. The ability to scan and replicate the signals from keys has also improved, making

it far easier for someone to digitally clone your key to gain access to your car. I have noticed that Jaguar has disabled the ability to walk up with your key and unlock the car with the button on the handle, you must send the unlock code from the fob instead.

Best advice here is to park in well-lit areas; do not leave valuables visible in the car, and look for shady people walking around. When in doubt, leave and come back when it seems safer. Always lock your car, even for short times. One of my neighbors left his car unlocked to run into Starbucks and pick up his pre-ordered coffee and, in that brief time, someone got in and drove off with his car. You should never leave your car running as there are stories of people losing their kids and/or pets because of a car thief that just got into the running car and drove off.

Wrapping up: Stay safe

There is not a week that goes by that I don't see some social media post from central Oregon where someone's car has

been stolen or their belongings in their car vanished, often because they left the car outside unlocked with valuables visible through the windows. Losing a car is traumatic. If it is totaled, you won't get replacement value from the insurance company unless you pay a significantly higher premium. If it isn't totaled, you have to deal with the smell of whatever was done in your car, the aggravation of finding and fixing what was broken, and the doubt that you may not have found all of the problems.

But if you avoid buying cars that are popular with thieves (Jaguars aren't on the top of any lists I've seen), lock the car, be careful where you leave it, and take basic precautions (like using your garage for your car) you may never have to experience the pain of a stolen vehicle or one that has been damaged because someone wanted what they could see through the windows.

We made it through another Electro Cat. As far as I know, no one was injured and no animals were actually harmed in the making of same. I do want to thank my stalwarts who keep me supplied with interesting articles and great photos. Thanks to Rob Enderle, who moved from discussing Hi-Tech autos to protecting those same vehicles from theft. I had a whole slew of photogs this issue: Carl Foleen, Sue Kornahrens, Dave Schwartz (a new guy,) Matt Nowak, who also provided words for the Astoria trip, Tim Ashcroft and Gene Owens. I was able to troll through the interweb and found an apt driving article for perhaps a final road trip for 2022. The JCNA concours and slalom are on the horizon, as is the Oregon Festival of Cars in Bend, it's not TOO late to register. Give Barbara Grayson a jingle to get the latest - 503-246-8477. I would also like to thank our Northwest Regional Rep, Canadian Carole Borgens, for keeping us in the know on all things related to JCNA. In the mean time - get into your Jag and explore new and old places. Our cars are NOT pieces of STATIC sculpture, they're meant to be driven. Motor On!

A stylized graphic featuring the word "Oregon" in a cursive font at the top left. Below it is a colorful illustration of a sun with rays, mountains, and a red sports car. The car is positioned as if driving on a road that reflects the sun and mountains.

**Full Weekend Event:
September 16-18, 2022**

**Festival Saturday Show:
Deschutes Historical Museum, Bend
September 17, 2022 | 10am-3pm**

FESTIVAL of CARS

THE NORTHWEST'S PREMIER CAR ENTHUSIAST WEEKEND

You can register for the whole weekend, or just the parts you want to select. Complete details and registration can be found on the Festival website:
www.oregonfestivalofcars.com

SEPTEMBER 16-18, 2022

Deschutes Historical Museum

129 NW Idaho Ave • Bend, OR 97701



We really look forward to having you join us. It's a great time.

What a terrific drive, beautiful weather, lots of interesting cars, excellent companionship and VERY interesting roads. A very nice turn-out with a wide variety of Jaguars represented. There were 2 E-types, at least 4 XJS', two XJ series (mine being to oldest, I '93) several later model XKRs and, oldest Jag there, Gene Owens' Mk II.

Seth led us on a "spirited" drive from Vernonia to Astoria with an excellent, twisty, up hill and down hill, scenic two lane highway. Much to see on the way with part of the drive through trees that made the roadway feel like a tunnel and several "surprise" curves. Then I got



a bit direction-ally challenged in Astoria, but made it to the brew pub in time, though.

A tasty lunch with a bit of excitement when our waiter fumbled his tray when handing me my glass and Timothy Ashcroft's jacket got a helping of Rogue IPA. Afterwards, some of us explored the building the pub is in. The old Bumble Bee cannery now houses, besides the Rogue pub, a number of small shops, several retired gill-netter boats and other businesses. After lunch, I followed up on a comment Carl had once made about the only ferry boat crossing the Columbia river. Rather than take the route over the Astoria-Megler bridge, I went East on hwy 30 to the town of Westport and took the 10 minute ferry ride to Cathlamet Wa, then to Longview/Kelso and I-5 home. Thanks to Seth and all who attended.



- Matt Nowak



The Lake Oswego Heritage Car and Wooden Boat show for 2022 was a spectacular affair. Jaguar was the featured marque and JOCO got exclusive placement on the field, next to the presentation tent and most importantly close to the food!



The Club met early in the Whole Foods parking lot and then worked their way via back roads to the entry gate. We had a respectable turn out of about 20 cars which was wonderful, since we were the honored marque.

The weather played an important role, not being too hot, so everyone enjoyed themselves.



Sherry Rathbun presented the first Jim Rathbun Trophy. Unfortunately it didn't go to a Jaguar, but to a '59 Cadillac, instead. Seems a very similar car was the one Jim and Sherry took on their honeymoon!

Hats Off To You! **JOCO MARKET PLACE**



logo embroidered on the front. Adjustable, it will fit most.

The patches are also embroidered and are suitable for attaching to coats, skirts, shirts, coveralls, blankets or what have you.

Hats are \$15.00
Patches are \$5.00

**Contact Sue Kornahrens
503-708-9936.**

New this year are Club hats and patches. As you can see the hats are one color fits all, beige with a full color club

For Sale: Front seats from a broken XJ6.

Tan, recently reupholstered and in virtually new shape. 4 door cards to match, original to car in great shape. Seats: \$200 for the pair, door cards \$50 for all 4. Call Glen 503-341-2906 or britcar69@hevanet.com

SAVE THE DATES!

Your Board has been hard at work devising fun activities for 2022. Below find the tentative scheduled dates and save them on your calendar. **Although the Board has come up with these ideas, there is still room for your input.** If you have an activity, but don't see it here, contact any of the Officers or Board members to let them know what and when you would like to do it. They will be happy to assist you in making it happen!

Sep 9th-11th The All-British Field Meet. JCNA Concours at PIR. (see page 1.)

Oct 15th Jaguar Wine Tour. Look for details on the website and in the October issue.

Nov 12th Private Collection Tour, TBA

Dec 3rd JOCO Christmas Party.

Welcome New JCNA Affiliate

CANADIAN PRAIRIES JAGUAR CLUB (NW69)
Alberta and Saskatchewan

The CPJC Mission Statement is also our club motto: To provide fellowship for Jaguar marque enthusiasts by providing social opportunities for members to share their enjoyment, and gain knowledge, of Jaguar motorcars.

Founded in 2021, the Canadian Prairies Jaguar Club (CPJC) is a social organization that promotes comradery among members with a common interest in the Jaguar automotive marque. Our intent is to provide members with information and knowledge about the Jaguar marque, while offering opportunities to get together and share their interests. Ownership of a Jaguar is not a prerequisite for membership in CPJC. Anyone who has a passion for Jaguar cars and wants to learn more about this fabulous marque is welcome to join.

September 2022 THE OFFICIAL NEWSLETTER OF THE JAGUAR OWNERS CLUB OF OREGON

Northwest Regional Rep: Carole Borgens

Oh, the joys of summer Jaguar driving: club tours, social events, Concours showing and judging, Slalom! How much we participate in is a personal choice, but club calendars show there's much from which to choose.

Within JCNA, and particularly the Marketing Committee, (Yes, there is one.) talk regularly turns to member benefits; what are the many reasons to belong to JCNA over and above a local Jaguar club? We should know these reasons and there are many. Some will say the benefit to them is Concours, others Slalom, or the Rally program. The Jaguar Journal rates high on the benefits list, yet there are less obvious but equally valuable benefits: such as the JCNA website, which is a source of archival materials; Forums, the "how-to" of all things Jaguar; (so much history); as well as classified adverts for Jaguars. A sometimes overlooked resource is the collection of advertisers on the website as well as in Jaguar Journal. Whatever you may need will be found amongst these suppliers.

These tangible benefits exist, and many more, but I would like to mention the benefit of friendship and support among Jaguar owners, for one another. If you are new to Jaguar cars or even if a seasoned owner, there is angst aplenty when your baby misbehaves or even refuses to "go". Help is

- August 29, 2022



always nearby when requested, and comes through email, telephone, Zoom calls, club meetings, across North America in this fraternity of JCNA members. It's a great relief when emails and texts

begin to arrive, with photos attached of the offending area shown on another members engine, for example, complete with arrows and circles indicating where to look. The level of concern and support I've personally experienced when my V12 offends the policy of 'no bad behavior', is what I speak of here, and this comes from owners in other regional clubs, and beyond. It's a universal fraternity and we all feel the pain, and want to help, when hearing of another's challenges.

As we talk with Jaguar owners who may wonder why they would join a club, and extend that to a JCNA membership, this is an underlying strength we should reinforce. There are many JCNA member benefits, but this one is tops in my book.

Happy Motoring to all,

Carole

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