

October 2022

THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



JAGUARS & PIZZA!

October 8th!

The Time is Right!
The Weather is Perfect!

Bill and Claudia Relyea have opened their gracious home to host a JOCO PIZZA PARTY!

Pizza details: Bill and Claudia will supply the dough, the toppings AND the instructions! The wood fired pizza oven cooks a pizza in about three minutes and holds three large pizzas at a time!

Those attending will build their pizza from traditional toppings such as tomato sauce, sausage, olives, onions, mushrooms, salami, pepperoni, bell peppers, etc.

If special toppings are requested either bring them or let us know ahead so that we can have them available.

Beer, wine, soft drinks and water will be available. You are welcome to bring your own.

WHAT? Party - Bill's and Claudia's Pizza Party

WHEN? October 8th, 2022

Time? 5.00 pm

Location? 3016 Sabo Lane, West Linn, OR 97068

Please RSVP to: wrelyea@comcast.net

Rex Loquitor



What happens when your Classics get out of reach?

You are in the Jaguars Owners Club of Oregon. Because of this I know you are a car person. You might be a wrench turner, a polish and detailer, a

racer or just like the beauty of the Jaguars that we drive. We love cars. We know that they are more than transportation. We have a real relationship with our cars. We know they are more than just glass steel and rubber. They are more than just rolling art they are something of wonder and the pinnacle of the machine world that we interact with.

Part of this joy that we have is realized when we take our cars out to see the world. Sharing our cars with the folks we drive by. The thumbs up and waves we receive as we share our cars and brighten the day of other motorists. For me part of this hobby is to make sure that these cars are not forgotten and that folks remember these beauties from yesteryear. I know my old Model T is slow and I can only take it on city streets, but everywhere we go I share a big smile with all who see us and wave.

I don't mind taking the T out anywhere because if something should happen, I can always get parts. Besides they made 15 million of them, so it wouldn't be that hard to replace. However, this is no longer true for our British cars.

Sure, you used to be able to get an E-type fixer upper for a few thousand dollars. Put in some elbow grease and you could have something to really be proud of. Now that same fixer upper will go for \$50K and if you want to get one that is fixed up you will be looking north of \$100K. Sometimes way north. Want something unusual? Right now, there is a 1962 D-type available for only a million. If that is a bit much for you, there is a 1937 Jaguar SS100 for sale. The price listed simply says, "Inquire."

Rex Loquitor continued on page 3

Board of Directors

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

TERMS EXPIRE JANUARY 2025

Carl Foleen,	Portland
Bill Relyea,	West Linn
Stuart Trenholme,	Portland

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Secretary:	Open
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Historian:	Stuart Trenholme, Portland
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JCNA Regional Liason:	Carole Borgens, Kurt Jacobsen,
Membership:	Sue Kornahrens, Portland
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ABFM Liason:	Gene Owens, Hillsboro
ABFM Liason:	Rex Schneider, Forest Grove
JCNA Concours Chair:	Gene Owens, Hillsboro
JCNA Concours Chief Judge:	Rex Schneider, Forest Grove
Newsletter Editor:	Glen Enright, Hillsboro
Webmaster:	Tomas Bromander, Portland

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 continued from page 2

O.K. Those are out of our league for now, but you should be able to get an early XK within reason. Well, you used to but now a good driver goes for about 80K and a concourse quality is about \$150K. Sure, the saloons are bit better, but a solid MK2 is still going to set you back at least \$50K.

This is making them all a bit too precious for the majority of hobbyists. I would love to put an XK120 and an E-Type next to my MK1 and XJS, but I believe these will stay out of my price range. Jaguar was always the good value for money car of the upper end of British cars. They still hold the record for the least expensive V-12 sports car. We are getting to the point where the only folks who will have these classic Jags are those who inherit, museums or the very wealthy.

This is all great news for those of us who have these cars, but it makes it a bit hard for new people to get in. There are still cars that can be picked up reasonably. You can still find a deal on an XJS or an XK8, but they are starting to go up now as well. It's possible that car culture has been it's own worst enemy. As restored cars prices go up and up, we create a bit of an elitist hobby.

Why am I bringing this up? I guess I just long for the days when it didn't take so much to get into the hobby. I want to build our club and our Marque. I want Jaguar to not just end up as museum pieces. I hope you and your car are getting out. I see some of you out and about. I caught a view of the Simons' Shaguar out at Oktoberfest. It was great to see them in the crowd. We were represented well by so many of you at both the Forest Grove concours and ABFM. Get into your local parade. Drive with us on JOCO events. Get out to the coffee and cars events. Slide your car in next to the 57 Chevys and Pontiac GTOs. Then let's invite those who are interested to join us in this crazy British car Hobby.

You could also help us build the club with a very personal involvement. It's the time of year when we start putting together next years board. This year we need to find a few key people and the role of president comes up again. Are you interested in serving your club? Let us know and if you are approached, I hope you will give it real thought. Your Club needs you!

Rex

Sue Kornahrens capture these candid shots of Rex (page 2) and Susie Schnieder reveling at the Mt. Angel Oktoberfest last week. It behooves Yrs Trly to run this for the benefit of the membership as a reminder... life's too short to drive boring cars or stay home too often. Get out, enjoy your car and live life. Right, Susie?



ATTENTION ALL JOCO MEMBERS!

As the 2022 year comes to the end, it occurs to the editorial staff that some of the JOCO board members' terms are about to expire. While some may wish to continue for another three years, others may feel the need to step down and let someone new experience leadership in the club.

Serving on the Board is both a service and an enjoyable and rewarding experience. Seeing how the club is run, getting to add one's two cents and to work along side fellow club members for the benefit of all the membership is all part of being a club participant.

The Board meets once a month and it has been both in person at a member's home, or virtually by Zoom or some such similar on-web experience. All of the business of the

club is conducted at these meetings: activities, by-law revisions, financial decisions, and so forth.



The time commitment is not arduous, even if you still are a working person, and the self rewards are plentiful.

In the next several weeks members of the Board may be reaching out to you to become more firmly

vested in your club. Give it deep consideration and I, for one, hope you choose to step up.

If you don't hear from someone, but feel you would like to work more closely with fellow club members to make this Jaguar club (one of the oldest in JCNA history,) the best club it can be, then call, text or email any of the Board members or officers and let them know.

2023 is looking to be an even better and more activity-filled year. Wouldn't you like to get involved?

Rob Enderle Tells All:

Read it Here

Riding in an Autonomous Car

This month I flew to Israel to visit Intel's Israel Development Center (IDC). We spent a day at Mobileye, a firm acquired by Intel and slated to be spun out again on an IPO.

The trip to Mobileye was to get a sense of how the autonomous car effort is proceeding. It's slated to roll to market in 2025/6, but some cars (mostly in China) are expected to make it to market as early as 2024. As part of the related presentations, our group of analysts were taken on extended rides in updated Level 2+ and Level 4/5 systems.

A Level 2+ system is similar to what ships on high-end cars like my Jaguar I-Pace which requires the driver to remain vigilant. Level 4/5 systems are able to drive without a driver. Level 5 systems may not even have driver controls and encompass a class of vehicles we call robotaxis which are basically elevators on wheels. Jaguar has traditionally worked closely with Intel for advanced systems, though it has recently moved to using NVIDIA

technology as well and its eventual solution may be a blend of both technologies.

Experience 2+

Level 2+ systems will be relatively inexpensive. Depending on regulations, the next generation of technology will allow you to keep your hands off the steering wheel indefinitely. The operator of the

system, which typically relies mostly on the central camera but can use the surround cameras to assure distance, the car performed well on city streets. The highway was where it excelled.

On the highway, I used the phantom brake pedal often because the car would seem to brake very late, but never came close

to hitting any other car. It also seemed to anticipate the drivers around us behaving badly.

While this system worked on city roads, I can't see using it unless I was in some kind of traffic.

However, it



demo car only had to touch the steering wheel if the car lost sight of the GPS satellite or when we drove into a parking lot that wasn't mapped. The car had settings that allowed you to adjust the level of aggressiveness of the system and, on our car, it was set to aggressive. Given how insanely people drive in Israel (In my opinion, they'd scare New York drivers.) had the car not been set on "aggressive" we'd have likely moved very little. Given the limitations of a Level 2

did see a pedestrian I missed. The car seemed far more capable of seeing things in blind spots and across streets than the typical human driver. This would enable a mode Toyota has called Guardian Angel. This system is active even when you are driving and overrides if you are about to do something that would cause an accident like enter an intersection on a red light or when someone on a cross street isn't stopping.

Rob Enderle continued from page 5

Overall, I'd buy this system, leave it in passive mode in the city, and then use it as enhanced Cruise Control when on the highway.

Level 4/5 system

This system has greater computing power and uses a mix of cameras and Lidar sensors. It will likely be a \$5K+ option and come with some kind of recurring fee to connect it to the needed web services that allow it to better avoid traffic and report issues to other cars through the service.

As noted, this class of system is designed to both release drivers from any need to monitor the car and for those commercial vehicles that won't have drivers. Riding in this car needs work as it was kind of like being in a Steeple Chase. The car was set less aggressively than the Level 2+ car, but it adjusted constantly to provide the maximum distance from other vehicles and obstacles. Unfortunately that made the ride very jerky and uneven. This would be fine for a delivery vehicle but not acceptable for a car carrying people.

For instance if a pedestrian was moving toward the street, the car would stop, assuming the pedestrian was about to

step into the street (not uncommon given how many people are looking at their phones and not where they are going). In addition, it reacted constantly to the cars around us, moving around in the lane to minimize the risk of being hit which made the ride anything but relaxing and more like a real world version of Disney's Mr. Toad's Wild Ride.

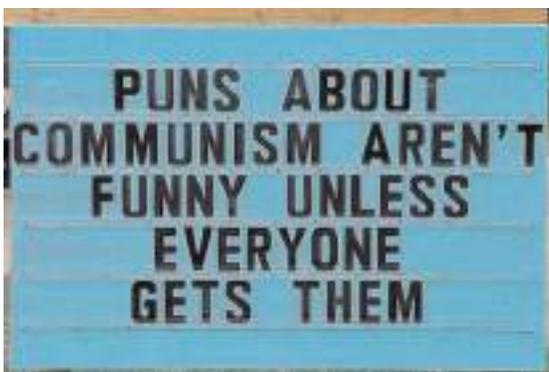
One thing I expect will be addressed was how the car used its turn signal. It would use the signal any time it moved around in the lane but wouldn't use it on traffic circles. Worse, the car would slow in a circle in a way that might make an approaching driver think it was turning, but then it would suddenly accelerate which could catch the incoming driver by surprise who thought the car was going to turn. We didn't take this car onto the highway, but again, I expect it would be far smoother because you generally don't have cross traffic, pets or pedestrians on highways. So the ride would be far smoother and less like an amusement park ride.

Wrapping up: The problem with autonomous cars is human drivers

To say drivers in Israel are scary would be an understatement. I saw people driving

on the wrong side of the road to avoid traffic, stopping and parking their cars in the middle of the street. One large truck, when a light turned red, used our car like a racing pylon as it raced around our car to run the red light. And in this insane environment the autonomous car remained safe and did a better job of anticipating and avoiding potential accidents than I typically do.

However, the insane drivers around us had the car acting like it was in a war and attempting to avoid getting shot. The clear problem was the overly aggressive driving habits of those around us, suggesting this technology will be far more attractive when most cars are autonomously driven. When most cars are autonomous, movements can be coordinated between cars and the causes of much of the jumpiness would be eliminated. One additional observation is that the drivers around us were getting really upset, and I mean road rage upset, because our car was driving conservatively in a country where driving rules were optional. That really seemed to upset drivers and the overuse of the turn signals didn't help things. Mixing human and robotic drivers will likely remain a problem until the majority of humans, particularly those inclined to road rage, are no longer driving.



New Members!

Cremer, Richard & Sheryl

'90 XJ 6 and '94 XJS

Retired

Skiing, hiking, travel

1213 SE Douglas Av., Roseburg, OR 97470

541-580-6793

rcremer@rosenet.net

JCNA CONCOURS 2022

And the Winners are..

Champion Division

C4/I50

1st Place: Stephan Silen, 1957 XK 150 FHC, 98.95

C14/K8

1st Place: Dave Schwartz, 1997 XK8, 99.35

C16/SX

1st Place: Brian and Sharon Case. 2003 S-Type, 99.71

C18/PN

1st Place: Scott Docie, 1976 XJ6, 97.24

Driven Division

D1/PRE

1st Place: Rick Martin, 1958 XK-150 DHC, 9.982

2nd Place: Kurt Jacobson, 1954 XK230 OTS, 9.948

3rd Place: Charlie & Carolyn Manchester, 1956 XK140 FHC, 9.939

D2/PRE

1st Place: Tim Ashcroft, 1967 E-Type S1, 9.983

D3/PRE

1st Place: Rick Martin, 1969 E-Type S2, 9.986

D5/SLS

1st Place Tom Spnsler, 1962 MK2, 9.948

D6/XJ

1st Place: David Adelman, 1986 XJ6, 9.897

D7/XJ

1st Place: Alex Snook, 1996 XJ-R, 9.985

D10/XK8

1st Place: Jim Willett, 2002 XKR, 9.945

D11/XK

1st Place: Paul Petach, 9.947

Congratulations!

JCNA SLALOM 2022

And the Times are...

Saturday:

Clive Townley - Class N - 2016 XF - 45.892 Seconds

Wynne Wakkila - Class N - 2013 XF - 48.417 Seconds

Bob Book - Class R - 2015 F-Type - 54.311 Seconds

Rob Merrick - Class Z - 2017 volkswagen Gti - 41.805 Seconds

Tyler Hayward - Class Z - 2006 Mini Cooper - 45.132 Seconds

Sunday:

Rex Schneider - Class L - 2011 XKR - 44.757 Seconds

Clive Townley - Class N - 2016 XF - 44.111 Seconds

Wynne Wakkila - Class N - 2013 XF - 46.282 Seconds

Bob Book - Class R - 2015 F-Type - 51.091 Seconds

Rob Merrick - Class Z - 2017 volkswagen Gti - 39.979 Seconds

Tyler Hayward - Class Z - 2006 Mini Cooper - 44.090 Seconds

Northwest Regional Rep: Carole Borgens

We are fortunate to enjoy a warm and colorful autumn season here in the Northwest, significantly extending our Jaguar driving season.

The Seattle club calendar shows a Fall Colors Tour to Chuckanut Drive and Whidbey Island on October 15. Their invitation extends to all clubs, and in past has attracted a large number of cars and members from Vancouver, B.C. Meeting in the middle (geographically) near the border then driving down the Chuckanut to lunch, and possibly a museum visits following, has proven to be a stellar day of members renewing connections and making new friends. Giving the Jaguars a late season stretch is always a good thing.

Jaguar Car Club of Victoria hosted another successful Jaguars On The Island event in July, bouncing back post-Covid with 118 Jaguars on the Concours field, including cars from JOCO, judges from JOCO, and the gratefully received services of your Chief Judge, Rex Schneider. This is what makes each club stronger; this unity and sharing among regional groups.

Going into the darker winter months, members expressed an opinion that moving general meetings to a weekend and lunch venue would be worth trying to see if increase in attendance results. Saturday lunch in an historic pub is the time and place of this current test - results to be determined.

The Vancouver Jaguar Club, CXKJR, hosted their Heritage Concours on a sunny day in August, in a



field half filled with Jaguars and half filled with MGs, always an interesting mix.

Monthly Zoom meetings of NW Region Presidents, VPs, and Region Directors have been occurring for a few months now, covering areas of concern for all clubs. Membership attraction and retention is one, and conversation continues to review best practices. A continuing topic is Chief Judge Succession and how to plan appropriately. This extends to all judges, as they are the glue holding together the building blocks of Concours. All ideas are welcomed, so share yours with your club president for inclusion in the next meeting discussion.

JCNA's Board approved a new category of club membership which will be announced to club President's by the time this newsletter is published. It is a 15 month membership for first time members joining in the 4th quarter, covering through to end of the following year, for the same JCNA cost as the 12 month version.

San Francisco will host the 2023 JCNA Annual General Meeting in March and Santa Barbara will host the International Jaguar Festival in October - thanks California. The 2024 IJF needs a home, so if your club has aspirations of hosting an even larger event than you do, let it be known.

Happy Motoring Everyone, and stay safe.

Carole
Carole Borgens

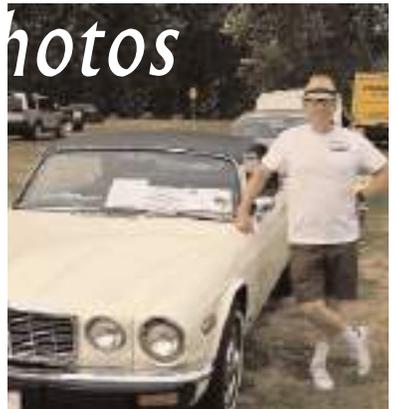
JCNA Northwest Region Director

This year the All British Field Meet and JCNA Concours d'Elegance/Slalom was held on the weekend after Labor Day, since the Indy cars were in town and the city gave them that weekend. Be it as it may, however, the field meet came off flawlessly after mixed concerns about some newly implemented procedures involving QR codes and a rally that started on Friday away from PIR, but ended at the track in time for packet pick-ups and the traditional 'Noggin 'n' Natter'.

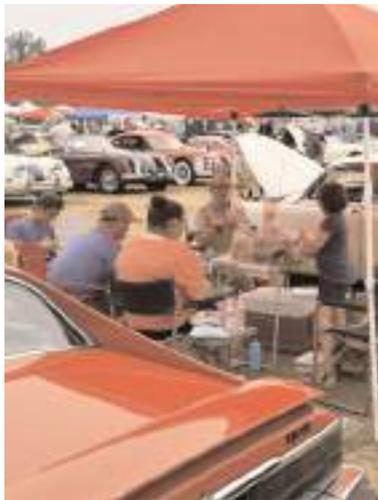
And, as per usual, the Jaguar club was responsible for the foodstuffs at the N&N. Club members volunteered to



All British Field Meet in Photos



serve up the tasty pulled pork' sammiches' deliciously prepared by our very own Susie Schnieder, without the assistance of President Rex! ('You don't want me ANY-WHERE near them!')



The weather was predicted to be hot, but the wind blew in smokey haze from forest fires in other parts of the state to make for an eerie but blanketing shield which kept temps down.

The concours judging was down from previous years but the participants were happy to take home the loot and Rex and Gene predict an upturn for next season.



The honored marque was Triumph. A nice showing of cars and bikes made it to the town square and onto the field. This was the forty-fifth year.





Oregon Festival of Cars Committee

It's a wrap on the 2022 Oregon Festival of Cars, and it was a Festival to be remembered. Everything went right, including the weather. The wind cleared out the considerable smoke in the air as we were driving from Ron Tonkin Gran Turismo to Bend on Friday morning. The showers threatened on Saturday didn't come until late afternoon, when we were all back home or in our hotel rooms.

Friday registration went smoothly at Crux Fermentation Project, our new beer sponsor, which also lubricated the traditional Beer Wash.

The Festival cars filled the grounds at the Deschutes Historical Museum with one of the most colorful and varied assortments of interesting cars we've ever had. John Martini and Barry Corno got them parked quickly and perfectly. Looking over the field, I thought the caliber of cars was among the highest we've seen. A good amount of square footage was taken up by three amazingly restored pickup trucks - all Chevies even - that attracted a lot of attention. That was a new element in the Festival's ever-changing mix, and we can't

wait to see what turns up next year.

As always, the Dan Balmer Trio provided the perfect musical accompaniment for the Festival. But this year, it was a marathon effort from Mr. Balmer. He played with Pink Martini the night before, got into Bend around 2 am, and rushed from the Festival to get back to Portland in time for their Saturday night performance. That's Festival spirit!

We were fortunate to have Keith Martin, Publisher of Sports Car Market, on hand to interview some of the entrants and to offer insightful commentary on the cars. Keith presented the SCM "Spirit of Motoring" Award to Bill Groesz and his 1966 Saab 96 three-cylinder two-stroke. Bill's Saab showed a lot of motoring character, but mainly reminded Keith of the nearly identical "Lucky" that he and I co-owned and tried to drive home from Montana, making it all the way to Spokane before a blown engine forced us to fly home.

We had a huge spectator turnout, and they voted enthusiastically for the Jay

Audia People's Choice Award. People's Choice went to the bumble-bee colored 2018 Porsche GT2 RS owned by Glenn Zirkle, edging out Al Zemke's Ferrari 400i by only a single vote.

The Festival Banquet was held at a new location, the Oxford Hotel. I told you earlier that we were having trouble with caterers - I still can't believe they don't work weekends! - and the Oxford came through for us with some great food in a great room. We hadn't even gotten to dessert when we decided to go back there next year.

Tim and Kim Morris once again organized the Sunday Dash, with a three-hour drive over the mountain and back. The Dee Wright Observatory is really different when it's in a fog bank, but the roads were all clear and spirited. We ended up at Pronghorn Resort for a super lunch. Would you believe, lobster salad sandwiches!

Thanks to the above-mentioned organizers, and also to the rest of the team, Ed Grayson, Brian Cone and Jim North.

We, again, made it through another Electro Cat uninjured and no animals were actually harmed in the production of this missive, I don't think! I do want to thank my stalwarts who keep me supplied with interesting articles and great photos. Thanks to Rob Enderle, who gave us a first hand Jag's-eye view of riding in an autonomous vehicle. I had another whole slew of photos in this issue thanks to: Carl Foleen, Sue Kornahrens, and Gene Owens. I was remiss last month in not thanking Mrs Yrs Trly for her work in tossing out dangling participles and the like, so thanks to her, too. A BIG hand to Bill and Claudia (see page one.) The JCNA concours and slalom results were thanks to ye olde Prez and Tyler Hayward respectively. 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 - while the weather is still wonderful and the leaves are beginning to change - get into your Jag and explore new and old places. Our cars are meant to be driven. **Motor On!**

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

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

Contact Sue Kornahrens 503-708-9936.

SAVE THE DATES!

If you have an activity you think would be of interest to the other members, but don't see it here, contact any of the Officers or Board members to let them know what it is and when you would like it to happen. They will be happy to assist you in making it a done deal!

Oct 8th Jaguar Pizzas. No, NOT Jaguar-flavored pizzas. Look for details on page one and on the Website!

Nov 12th Private Collection Tour, TBA.

Dec 10th JOCO Christmas Party.

For Sale:

Set of 4 Dayton wire wheels, with lug nuts. 15 X 7 in. bolt pattern 5 X 4.75 in, or, 5 X 120.6 mm. With growler center caps. Taking up too much space, so, would like



\$150 for the set. Am cleaning them up and installing stainless valves. Also seeking small container, about 500 ml, of Lucas replacement smoke. Have small defect in one circuit, causing one tail lamp assembly to be dimmer than the other. See photos. Contact Matt Nowak: crops45@yahoo.com or call/text 503 936 5684

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



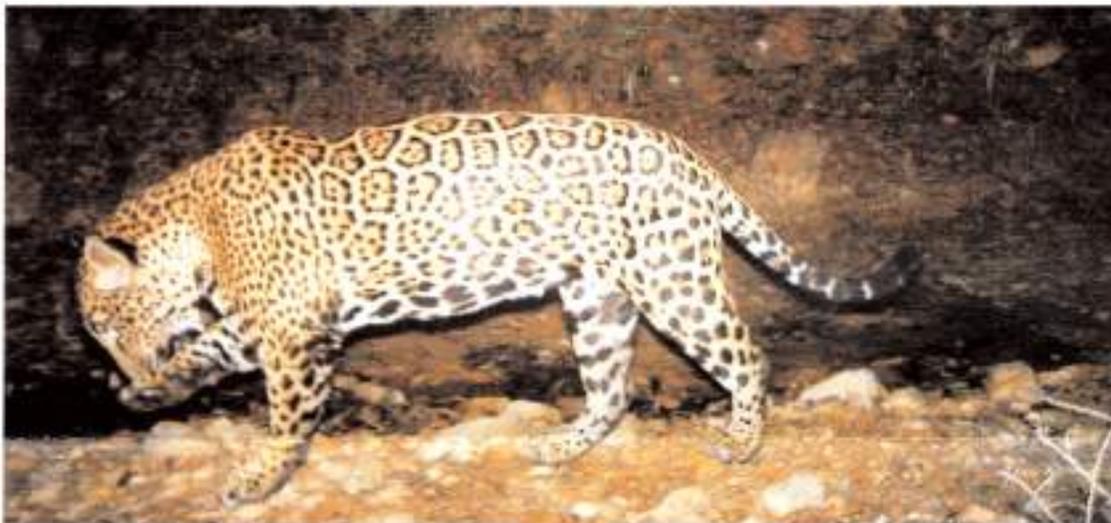
NORTHERN JAGUAR PROJECT
2114 W. Grand Rd. Box 121 • Tucson, AZ 85715

September 2022

Dear Friends of the Jaguar,

In the last weeks we have been very busy, with all the news that have arisen and the new developments in Sahuaripa and surroundings. The most important: **The re-discovery of *El Jefe*!**

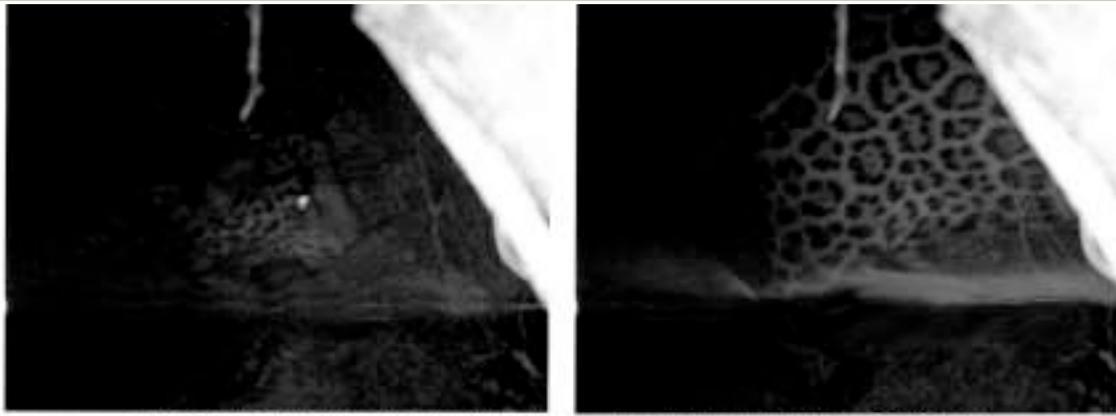
Many of you know that *El Jefe* was discovered more than 10 years ago in the Santa Rita Mountains in Arizona, sparking public intrigue and hope for his species. He was recorded in photographs and videos over 4 years in the region, then, in 2015, he suddenly disappeared from the cameras. Of course it happens frequently, that a jaguar may change his habits or home range, stop being recorded by the cameras, and then comes back later or appears on different cameras. But after years passed without any news from *El Jefe*, he was even considered dead by some researchers.



El Jefe in Arizona, 2015 (Photo credit: U.S. Fish & Wildlife Service)

Since 2018, NJP has been working together with other organizations in the Borderland Linkages Initiative, a research collaboration focused on identifying and protecting priority corridors for jaguars in the region. As part of this project, our Research Coordinator **Dr. Carmina Gutiérrez developed the monitoring protocol** for several localities throughout the state of Sonora. As part of this effort, motion-triggered cameras were deployed by several teams, including *Protección de la Fauna Mexicana* (PROFAUNA) in their assigned region to the west of Sahuaripa. After 4 months of monitoring with motion-triggered cameras, each team gathered the records obtained from jaguars and ocelots, and sent them to Carmina, because another responsibility of our team was to identify the recorded animals and establish the link to prior records, in case there were some.

Huge was Carmina's skepticism, when the first review of the photographs delivered by PROFAUNA resulted in a full match to the records obtained in Arizona with the name *El Jefe*. To confirm the identification, the photographs were again analyzed by Carmina and several members of our research team, and so we got the full surprise and undoubted result: *El Jefe* reappeared in central Sonora, seven years after and more than 120 miles to the south from his last record in Arizona.



El Jefe in Sonora, 2022; these are the images Carmina used to confirm *El Jefe*'s identity. (Photo credit: PROFAUNA)

Although the photograph was obtained by PROFAUNA, the identification of the individual was the contribution of NJP's solid research team. It is with pride that I can say that NJP is sought after for advice and guidance for several jaguar research initiatives in Sonora. **Your support** has allowed us to strengthen our research team over the years. It is important to remember that all our conservation strategies are based first on solid scientific research, and we are committed to continue strengthening this line of work.

The re-discovery of *El Jefe* is very important news: first, it confirms that jaguars in Arizona come from and move to Sonora. This is the founding idea of Northern Jaguar Project, that by conserving the jaguar in Sonora, we are establishing a healthy population that will allow the species to return naturally to other historical habitat, including the United States. Second, this confirms the importance that the borderlands have to be kept permeable, allowing animals to move between both countries. Certainly the ability for wildlife to cross in any area where the 30-foot border wall has been constructed has been severely constrained. This is valid for the jaguar, but also for the Mexican wolf, bison, pronghorn, and many other species that need this genetic exchange and habitat variability to keep their population viability and resilience in the face of climate change and regional disturbances. Third, it gives us hope about many other jaguars that might disappear from our (and other researchers') cameras, but continue their lives and contributions to the survival of the species.

In the meantime, while Carmina was busy identifying foreign jaguars, **at the Northern Jaguar Reserve** we have had a generous, but not excessive, rainy season so far. Everything is as green as it can get. Nevertheless, the ranchers in Sahuaripa complain it has not been raining enough. This is because before August we had not had a single storm severe enough to fill the creeks, clean all the debris of the winter, and start to build up some water reserves in ponds and dams; all arroyos within the reserve were not yet to their usual water level during my last visit early August. It was very strange for me to watch how the Dubaral Creek was just filling up with water, and how the water was slowly moving forward in the riverbed, after a heavy rain in the higher mountains in the night before. Although, as I said, everything is green, without enough water reservoirs to survive the dry season, it may become a difficult year for cattle and wildlife species to overcome the season. Fortunately in mid-August it started to rain heavier, so the water reservoirs may recover before the fall.

I ask you to continue supporting Northern Jaguar Project in our mission to conserve the northernmost jaguar population, based on solid science and community participation. You may support our regular activities conserving the Northern Jaguar Reserve and building a sustainable livelihood with the *Viviendo con Felinos* * ranchers; you may contribute to the establishment of the new headquarters; to future reserve expansion; or even to the stewardship and long-term management fund. But you can also support NJP through in-kind donations or volunteer work. Every contribution is helpful in achieving our goal to create a better world for the jaguar to survive. And for each contribution, I thank you on behalf of the NJP team and of the jaguars.

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