

Gene Speaks!

Macular Degeneration and I



Dear Members,

In late August of this year, I was diagnosed with Macular Degeneration. As I understand it this is caused by capillaries in the back of the eye (macula) swelling, creating an uneven surface to collect light and images. This creates a myriad of bizarre visual effects.

On the day I was diagnosed, I also got my first treatment. My thought was to get it over with so I could start getting better. I had no idea how much it would affect me. The treatment was an injection to the back of my eye. Believe it or not the shot itself was not so bad, but when the local anesthesia wore off, the pain was unimaginable. My eye felt like it was on fire. I could barely open my eyes for a few days. For my September newsletter I handed in a vague, bare bones narrative which Glen Enright graciously fleshed out into a presentable newsletter column. Thank you, Glen!

I have had 2 similar treatments since my diagnosis. I have adjusted to the treatments a bit. The aftermath is still difficult for me to deal with, but at least I am not down for most of a week. I have heard of people who drive home after taking their shot to the eye. I don't know how they do it, unless they live only 5 minutes from the doctor's office. I'm a wreck for 24 hours.

Gene Speaks continued on page 3

Board of Directors

TERMS EXPIRE JANUARY 2024

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

TERMS EXPIRE JANUARY 2025

Bill Relyea,	West Linn
Rex Schneider,	Forest Grove
Stuart Trenholme,	Portland

TERMS EXPIRE JANUARY 2026

Tim Ashcroft,	Portland
Mandy Ashcroft,	Portland
Wynne Wakkila,	Tigard

Officers and Chairs

President:	Gene Owens, Hillsboro
Vice President:	Carl Foleen, Portland
Secretary:	Seth Shenker, Eugene
Treasurer:	Mark Hull, North Albany
Historian:	Mathew Nowak, Sandy
JOCO Roster:	Barbara Grayson, Portland
JCNA Regional Liason:	Carole Borgens, Brian Case
Membership:	Sue Kornahrens, Portland
Partnerships & JOCO Marketplace:	Rex Schneider, Forest Grove
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

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



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Gene Speaks continued from page 2

I am also not sure how my course of treatment will work out long term. My symptoms right now are as bad as when I was first diagnosed this past August. I'm not sure if the treatments are meant to improve my sight or just to keep my sight from getting worse. Only time will tell, I suppose. I don't think I have enough information to glean a trend yet.

About the best thing I can say about this situation is that at least I'm not writing about something worse than the possibility of going blind. I am not a doctor so maybe my analysis is wrong, but I believe that if I had blood vessels leaking in my head like they sometimes might in my eye, we might be talking about a stroke or aneurysm. Not good.

I have truly enjoyed being your President this past year. It has been very challenging for me, but also very rewarding. I have watched our membership increase over the year, and have been to many well-attended events. I have helped manage some challenges throughout the year. Sometimes it has felt a bit like a rugby match, but it has been a rugby match in which I trust my team-mates completely on the pitch. Your JOCO Board is the South Africa Springboks of car club Boards. I believe Carl Foleen will make a heckuva good President (or "fly-half" if I'm sticking with the rugby theme).

I am not going far. I'll still be Concours Chair, and I will be Club Historian. I am scheduled to run a couple of events in 2024. Plus I'm excited to see where the Board leads us next. Maybe The World Cup?

Jaguars are an adventure. Enjoy your ride!

Gene

ANNUAL GENERAL MEETING!

Be There! **January 7, 2024**

It's almost time for the JOCO Annual General Meeting!

We want to see you there. Don't miss the opportunity to have a voice in the club's direction. Vote for our new Board and officers. Find out what the next year will have in store for us as a club!

When: Jan 7, 2024 at 10:00am

Where: West Linn Community Center
1180 Rosemont Rd,
West Linn, OR 97068

Those continuing in their positions:

Officers:

Treasurer- Mark Hull

Secretary - Seth Shenker

Membership- Sue Kornahrens

Historian - Gene Owens

JCNA Regional Liaison- Barbara Grayson

ABFM Liasons - Mark Hull and Clint Percival

JCNA Concours Chair - Gene Owens

JCNA Concours Chief Judge - Rex Schneider

Newsletter Editor- Glen Enright

Webmaster- Tomas Bromander

Board:

Term expires in 2025

Bill Relyea

Rex Schneider

Stuart Trenhome

Term expires in 2026

Tim Ashcroft

Mandy Ashcroft

Wynne Wakkila

Cost: \$30.00 a head

What: A great Brunch where we, as a club, say adieu to 2023 and plan for a great 2024!

We will be voting for new Board Members and planning out the events that will make 2024 a spectacular year!

Sign up on-line: www.joco.org

or

Mail your check to: JOCO 1641 SW Multnomah Blvd., Portland OR. 97219 or Call Barbara to use your card.

503-246-8477

New Positions to be voted on:

Officers:

President - Carl Folleen

Vice President - Tim Ashcroft

Board Members

Term expires in 2027:

Ashley MacKay

Curt McKay

Mike Scott



J(aguar) O(wners) Y(ule) in 2023

words by "Slick" Clutchplate,
images by Manual Phocus



What a way to send out the old year! Great food, a wonderful night, a grand vista, and great friends to share it all!

The Portland City Grill was host to this year's event, and they know how to host an event! We enjoyed truly superb service, the freshest food (any dietary concerns carefully attended to or corrected, if need be.) We had plenty of room to roam around and talk, toast one another, and meet our benefactor's special representatives from JLR Portland (who actually supplemented the meal, thankyouverymuch).

Manual Phocus was observed in several locations throughout the room during the festivities, usually seen "flashing" several folks over the course of the evening.

The view of the city was delightful from 30 floors up, and only the most acrophobic steered clear of the windows. (Guess who forgot to use his polarizing filter when taking photos of the city at night?)

Gene had some brief remarks for those present, appropriately thanking his bride Sarah for all her support and "behind the scenes work" supporting his year in office.

JLR Portland provided a lovely holiday gift: A custom 2024 photo calendar (big enough to keep all your social events organized.) Each month illustrated with what can only be described as "scrumptious" photos of our favourite marque. Aficionados will probably want to matte their favorite images once the year is over. This calendar is truly a "keeper." (Side note: If you missed this year's event, more calendars will be available at the upcoming AGM, but supplies could be limited.) 'Nuff said, word to the wise, and all that jazz. Gene then thanked his board members for their work this year, and highlighted some of the events both past and present. He even had a clever acknowledgment of the ten members present that have been in the club the longest; among those attending: Glen Enright's four digit JCNA number was right at the top of the list - WOW! that's a few years.

Good-byes and holiday wishes were expressed as everyone made their way to the elevators to head back out into the evening and drive home.



2024 Jaguar Cars:

Bidding Farewell to the F-Type and Keeping the XF Fresh

Here's everything new for Jaguar's shrinking car lineup.

FROM THE WEB

Billy Rehbock & Angus MacKenzie
 Writer/Manufacturer/Photographer
 Jun 28, 2023

Don't be dismayed by Jaguar's limited selection of new cars. The automaker has big plans in motion to sell a battery electric variant of every vehicle in its lineup by 2030 and to only offer EVs by 2036. In the meantime, Jaguar's

portfolio includes the E-Pace, F-Pace, and I-Pace SUVs in addition to the XF and F-Type cars. The automaker celebrates 75 years of sports cars this year, which means it's rolling out the special edition red carpet for

the F-Type, its only two-door model.

Meanwhile, Jaguar's only sedan also receives slight improvements for the new model year. Read on to find out what changes are in store for 2024 Jaguar cars, plus what's on the horizon.

Among the three trims there are two flavors of a 5.0-liter supercharged V-8 available: one with 450 horsepower or one with 575 horses. The F-Type 75 and R-Dynamic are both equipped with the 450-hp V-8, while the R 75 comes with the 575-hp mill. The 75 and R 75 both feature all-wheel drive while the R-Dynamic keeps things fun by sending all of its power exclusively to the rear wheels. Both engines are paired to an eight-speed automatic transmission. The 450-hp V-8 will scoot the Jag from 0 to 60 mph in 4.4 seconds while the

more potent 575-hp V-8 drops that time to only 3.5 seconds.

When it comes to styling there aren't any drastic changes from what you've seen on the



F-Type for the last few years. That's not to say there aren't any changes. With these trims being special editions, the 75 and R 75 trims feature subtle exclusive badging on the fenders because of course they do. The F-Type 75 sports an exclusive set of gloss black five-spoke wheels while the R 75 wears 10-spoke wheels. Both sets of wheels are 20 inches and sprayed with gloss black.

Inside you'll find yards of leather wrapping the dashboard and lightweight "slimline" seats. Buyers can opt for the "extended" leather package which the door panels treated in the material as well. A 12.3 inch configurable "Interactive Driver Display" taking the place of a traditional analog gauge cluster which displays a large digital tachometer in the center in its default mode.

Chances are if you're interested in acquiring the 2024 Jaguar F-Type, you've already put in an order. However, if this is the first you're seeing of it then you'll want to know that deliveries are set to start in Spring 2023 and

the MSRP starts at \$77,900 plus \$1,275 for destination and delivery. Though, considering the collectable nature of this model and that it marks a historic transition for the brand, it's safe to assume that it will likely see significant dealer mark ups to meet demand.

Jaguar Land Rover Has Big Plans for the Near-Term Future

The company is reducing its number of platforms as it aims to go hugely electric by 2030. Jaguar Land Rover is embarking on a massive \$19 billion overhaul of its business that will see the company offer EV versions of every single model it sells by 2030 and push toward a target of selling nothing but zero-tailpipe-emissions vehicles by 2036.

As part of this sweeping strategic reset, JLR is cutting its number of vehicle platforms from seven to three, and it's reorganizing the Land Rover marque into three new brand families: Range Rover, Discovery, and Defender, each with its own unique models and retail environments. The Land Rover brand will become a lower-profile "trustmark" denoting SUVs with

superior off-road capability. The Jaguar division will be EV only, and it will push upmarket with a focus on fast, luxurious, extravagantly proportioned coupes and sports cars.

Jaguar Is Distancing Itself From Land Rover in the Name of Luxury

Land Rover will fall to the wayside in favor of individualized Range Rover, Defender, Discovery, and Jaguar brands.

Say goodbye to the old Land Rover. The storied off-road name, which dates back to 1948, is being phased out by Jaguar Land Rover as a vehicle brand. Instead, JLR's future SUV lineup will be grouped under three brand families - Range Rover, Defender, and Discovery - with the Land Rover name being retained as an overall 'trustmark' for off-road technology and capability.

And say hello to a new Jaguar. JLR's long-struggling car division is being reinvented as a high-end EV luxury brand, with its own, unique BEV platform and what insiders say is an exuberant take on the modernist design philosophy seen with vehicles such as the new Range Rover and Defender. The first of these new Jaguars, a high-performance four-door GT, will go on sale in 2025, with a price tag north of \$100,000 and a target range of 430 miles. It will be the most powerful Jaguar ever built.

The moves are part of a \$19 billion investment over the next five years in new vehicles, new technologies, and new manufacturing operations announced by Adrian Mardell, the new JLR CEO. Mardell, formerly the company's chief financial officer, moved into the top job after former CEO Thierry Bolloré suddenly resigned last November after less than 18 months at the company.

As it transitions to producing EV versions of all its models by 2030, and producing nothing but EVs by 2036, JLR is reducing the number of vehicle architectures from its current seven to just three.

The first of these is MLA Flex, which underpins the Range Rover and Range Rover Sport models launched last year. MLA Flex, which is intended for the larger SUVs - the MLA stands for modular longitudinal architecture - was designed from the outset to accommodate ICE, PHEV and BEV powertrains. The first pure electric version of the flagship Range Rover

will appear in 2024.

The second architecture, dubbed EMA, was originally planned as a similar multi-powertrain platform, but for mid-sized models such as the Range Rover Evoque and Land Rover Discovery Sport, which are currently powered by transverse-mounted internal combustion engine. It is now a pure EV platform - EMA stands for electrified modular architecture - and the first of the EMA models will appear in 2025. It is agnostic to battery chemistries, says JLR's executive director of vehicle programs, Nick Collins, which means its efficiency and range can be updated and improved over its lifecycle.

Both MLA Flex and EMA will be Land Rover only platforms. The forthcoming electric Jaguars will all be built on a brand new, bespoke platform dubbed JEA, for Jaguar electrified architecture. The unique architecture is needed, Collins says, to allow the low ride height, low seat height, and dramatic proportions that will be the signature elements of Jaguar's new design language.

Shifting the Land Rover brand name to a supporting role isn't as controversial a move as it might seem, says JLR chief creative officer McGovern. "The reality is Range Rover is already a brand," he insists. "So is Defender. We love the Land Rover name, but it doesn't have as much equity as Range Rover, and Defender is rising fast," McGovern claims, adding that current buyers of those vehicles use those brand names rather than Land Rover when describing what they drive. "People tell us they drive a Range Rover, not a Land Rover."

A spokesperson added, somewhat confusingly: "Land Rover will remain. It is strong, well known and we will use that collective strength to give our brands authenticity and purpose. The Land Rover name remain on our vehicles, reinforcing our all terrain credentials and technology capabilities."

JLR's goal, says McGovern, is to become the creator of the world's most desirable luxury brands, and this is what is driving what he calls a 'house of brands' strategy that will allow JLR to elevate the unique characteristics of each of its four uniquely British nameplates. Each, he says, will have its own unique interpretation of modern luxury - Range Rover's is refined

modernism, Defender's brutalist modernism, Discovery's eclectic modernism, and Jaguar's exuberant modernism.

The Range Rover and Defender interpretations of modern luxury are clearly expressed by the current models. The Discovery interpretation is, McGovern admits "a work in progress". But Jaguar, which alone will have more than \$1.25 billion spent on it over the next five years, is the biggest gamble.

While JLR has profitably surfed the boom in high-end SUVs - Range Rover, Range Rover Sport, and Defender currently account for 76 percent of JLR's total sales and have been instrumental in shifting the company's average transaction price from \$55,000 per vehicle in 2019 to \$88,000 - it has struggled to figure out what to do with Jaguar, a brand long defined by sports cars and luxury sedans. The move to chase volume with products such as the XE sedan and the E-Pace compact SUV is now seen as a mistake.

The reinvention of Jaguar, dubbed "Project Renaissance" will involve a radical visual re-imagining of the brand, says McGovern. "It's not that the designs [of the outgoing cars] were bad. They were part of the strategy to increase Jaguar's mainstream appeal." But he acknowledges there's risk involved.

"How do you reconcile modernism with vehicles that have a past? We've done it with the Defender," McGovern says, showing a picture of the current Defender 90 with the 1948 Series I. Then he shows a photo of an E-Type coupe, still regarded as one of the most beautiful production cars ever built: "This is the challenge," he smiles.

Will there be a sports car in the new Jaguar line up? McGovern won't say. Will the new EV Jaguars look like EVs? "BEV platforms open up the ability to move the windshield forward," he says. "But does that give you an exuberant proportion?" McGovern says his brief to the Jaguar design team was simple: "When these cars appear for the first time, they have to have that jaw-dropping moment."

We'll update with how the vehicles names may be changed, and other corporate shuffling as we learn more.

Rob Enderle Tells All:

Read it Here Picking the Right Winter Tires

I have been through a massive number of safe driving, competitive driving, winter driving and police driving courses. (I was once a deputy sheriff). One of the things that truly bugs me is how people don't get that all-season tires suck. There are head-to-head videos on YouTube you can watch to see just how much they suck but, in general, all-season tires underperform tires that are designed for the weather you find yourself in. They are better in the winter than summer tires and better in the summer than winter tires. But you should recognize their shortcomings.

All-Season Tires vs. Focused Tires

Summer tires tend to be formulated to work when it is warm. When I first moved to Oregon, I drove my rear-wheel-drive Jaguar F-Type on a frosty winter day and almost wrecked it because the tires refused to warm up. Even though there was no ice on the road, it felt like I was driving on ice. Summer tires become unsafe below 45 degrees F.

Conversely, winter tires have a vastly different rubber formulation and they become unsafe above 45 degrees F, as they simply will not perform as well as summer tires above that temperature.

Since all-season tires perform from 0° to 120° F, you would think that they would make a better choice. They significantly underperform their more focused siblings across that entire range. Where they do

perform well is in longevity. The tires are comparatively hard, and they tend to last longer than performance tires, but they will significantly increase your stopping distance and significantly reduce the amount of cornering force your car will take before losing adhesion.

Another option is all-weather tires. While they don't work as well in the heat as

house, an Audi sedan with all-wheel-drive got stuck in deep snow, and it took a truck with snow tires and four-wheel-drive to pull it out. This same area in my Jaguar I-Pace or Volvo XC60 with snow tires was not even a minor challenge as those cars just plowed through the snow like they were tractors. It is no fun getting stuck in the snow, particularly if you did not dress appropriately for the weather

as is often the case when you are just making a short trip to the store.

How About Studs?

I am generally not a fan of studs unless you are dealing with a lot of ice. This is because they not only do a lot of damage to the roads, but if you

have a nice garage like I do with epoxy painted floors, they will tear up those floors. This is why there are rules that say you can get ticketed if you are driving with studs after a certain time of the year. However, on ice there is really nothing better than studs to keep you from sliding, though on hard pavement they grip less, so they really are bad in the summer.

Wrapping Up:

Tires that are formulated for the weather you are experiencing will outperform all-season and all-weather tires. I live in Bend, and this is why, like most of my neighbors, I have our tires swapped twice a year.



performance or summer tires, they work a ton better in snow, ice, and slush than all-season tires. They look more like snow tires with deeper groves to better dig into snow and slush. While they aren't as effective as snow tires, for a climate like ours, unless you live in the snow, they can be a better choice than all-season tires for year-round. Though they likely won't last as long, you will be less likely to get stuck and need to find someone to pull or dig you out. (All-weather tires typically have a snowflake and an "M+S" for mud and snow on the sidewall.

Just this last year, right in front of my

TIRES continued from page 7

I want the maximum protection for myself and my family. These focused tires stop and corner better in the weather and are designed to keep me out of accidents. It does mean you have to watch the cars around you, because even if you can stop, the car behind you with the wrong tire formulation may not.

So, when you can, still drive extra carefully in traffic in the winter and try to anticipate that the driver behind you may not be as well behaved.

I didn't mention tire chains. This is because I've used them. There is nothing less fun than having chains come off and tear into your wheel well, or putting them on in the snow, then taking them off when the roads are clear, or driving with the damn things. It is interesting to note that Hyundai and Kia have recently showcased tires with built in auto-deployable snow chains, which could be a huge game changer.

Getting the right tire for your situation can go a long way to assuring your sea-

sons are safe, your insurance rates remain low, and the accidents you watch are on YouTube and not from your front or rear car window.

By the way, consider taking a winter driving safety course. They are a ton of fun and can prepare you for when you hit ice or snow. The life you save may be yours or your family's.

Have a safe and wonderful New Year!

New Year's resolution generator

choose one from each column

stop	shouting	during	grandpa's stories
start	sobbing	loudly at	rodeos
avoid	using the term 'derivative'	when tweeting about	Tom Hanks movies
keep	quoting ABBA	before	pilates
quit	saying 'it is what it is'	when complaining about	karaoke
practice	freestyle rapping	after	civil war re-enactments
try	mispronouncing chipotle	when deconstructing	anything



"Drive, George, drive! This one's got a coat hanger!"

IT'S NOT TOO LATE!

In the spirit of giving, Ye Olde Editor would like to plug his favorite charity: **The Northern Jaguar Project**. You've read it here before, but this group is doing a great job helping to re-introduce the jaguar into it's historical habitat in south-western Arizona. The by-laws provide for matching funds for worthy causes (worthy causes being Jaguar-related doings like this.) Mrs Yrs Trly and moi will be donating **\$250** again this year. With matching funds, well, you can figure that out! We encourage you to also give. If not to NJP, then to your favorite charity. And if it happens to be Jaguar-related make a proposal to the board for matching funds. By-laws allow up to **\$2500** in total matching funds per year. That can help alot in these times. Here's wishing you all the best of the New Year and see you at our next outing!





2024 JCNA Annual General Meeting March 14-17 Charlotte, North Carolina



Please join us for the JCNA AGM which will be held at the Embassy Suites - Charlotte Uptown. The hotel is near the center of the city and is walking distance to museums, restaurants, parks, and sports venues.



Embassy Suites Hotel - Charlotte Uptown

In the early afternoon the shuttle will return you to Charlotte for a visit to the NASCAR Hall of Fame across the street from the hotel, where you can experience the rich history of stock car racing in the U.S. or choose to explore Uptown Charlotte. We will gather back at the Hall of Fame for a cocktail hour at 5:30 PM, followed by dinner at 6:30 in the Hall of Honor.



Hall of Honor - NASCAR Hall of Fame

Activities begin on Friday the 15th at 9:30 AM with shuttle transportation from the hotel to RK Motorsports just 35 minutes north of the city. In addition to enjoying an incredible assortment of classic and performance automobiles, we will be treated to Rob Kaufman's private museum which encompasses an array of notable cars, including the GT 40 that won Le Mans in 1966. The tour includes a catered lunch on premises.



Rob Kaufman's Private Museum

On Saturday the 16th, the general meeting will begin at 8 AM. After a lunch break, business meetings will continue until mid-afternoon, followed by breakout sessions.

There will be a cash-bar cocktail hour starting at 6:00 PM, leading up to the banquet dinner, guest speaker and the JCNA annual awards to be held at the hotel.

For more information and to register, visit: agm2024.com

AGM registration deadline is Thursday, February 15th, 2024

Hotel reservations must be made by February 21st, 2024, to get the discounted rate of \$179. Discounted rate is available for 3 days before and after the event if you wish to lengthen your stay.

Embassy Suites - Charlotte Uptown
401 East Martin Luther King Jr., Charlotte, NC, 28202
Reservation Number: 800-774-1500

Event name: Jaguar Club of North America Annual General Meeting, Event Code: JCN
See Registration Flysheet enclosed with this issue of the Jaguar Journal for additional information.

Attention, Please
By-Laws Revision

It is time for us as a Board and as a Club to address an issue that has become more important to the Club as times have inevitably changed. Having stated the obvious, JOCO needs to make changes that position the Club to stay current and relevant to our membership base.

This is in reference to an over-all decline in participation by the membership and specifically in reference to members willing to serve on the Board. On admittedly rare occasions, the Club has had Associate Members (person or persons who do not currently own a Jaguar) willing to hold office within the club (e.g. serve on the Board). However, Article III, Section I (C) states: **“An Associate member shall be governed by the same**

rules and regulations and entitled to the same benefits as regular members, save and except that associate members shall not be entitled to vote or hold office.”

I would like to propose that this be amended to state that: **“The Board, at its discretion, and by a unanimous vote of all Board members and officers may suspend this rule in the specific instance where an Associate member is willing to become a club officer and to serve the full term of office or vacant position for which no regular member can be found to fill said vacancy.”**

I will discuss and amend this into a finalized proposal to be presented to the members

that will attend the Annual General Meeting held in January, 2024.

Further, I am having this proposal published in the "Electro Cat" and on our website as the speediest possible dissemination to the membership so that any and all comments can be heard and considered before this proposal (however amended or changed) can be voted on (and hopefully passed) by those attending our upcoming AGM.

Please feel free to respond to me in person, or we can discuss this prior to or during the next Board meeting.

All the best,
 Carl A. Foleyn

Getting Your Jaguar Journal by Email

- I. Go to JCNA Website.
 - A. Click on the 'LOGIN' tab in the left column of the website home page. This will take you to the 'LOG IN' page.
 - B. Type in your full JCNA Number in the 'Username' block. Example: SW12-34567.
 - C. Click on the green 'Reset Password' button.
 - D. Reenter your username / JCNA # or the email address you have associated with JCNA membership.
 - E. Follow the additional instructions that will be emailed to you.
2. Click on the 'MEMBERS ONLY SECTION' tab in the left column of the JCNA Home Page. Four pull down tabs will be displayed and click on the 'JJ SUBSCRIPTION' tab. This will take you to the 'JJ SUBSCRIPTION' page.
3. In the 'Subscription Type' block, use the pull down arrow to select 'Electronic Jag Journal'.
 - A. Using the JCNA.com panel, indicate that you wish to switch from paper to electronic distribution and provide the email that is registered with Zinio.
 - B. Please note that JCNA does not need your Zinio password and that you will also continue to receive a printed copy for the time being.
 - C. Save your changes by clicking on the green 'Save' button.
4. When each Jaguar Journal edition is published on Zinio, E-JJ subscribed members will receive an email notification to your Zinio registered email (not your JCNA email address, if different).
5. Access Zinio using your Zinio email and password from your browser, tablet, and/or phone, and you can access all subscribed editions.
6. Immediately contact the JCNA Webmaster if you have any questions or difficulties at webmaster@jcna.com.

New Member!



Smalley, James (2024)
 '66 E Type
 Senior VP Morgan Stanley
 Concours. Show dogs, neon
 PO Box 848, Wauna, WA 98395
 (360) 509-1753 jimsmalley@comcast.net

Hats Off To You!



Celebrate JOCO with a Club hat or patch. Hats are tan with a full color club logo embroidered on the front. Adjustable, it will fit most.

Embroidered patches are suitable for attaching to coats, skirts, shirts, coveralls, blankets or what have you.

Show your Club pride.

Hats are \$15.00

Patches are \$5.00

We have the ability to put our club logo on a variety of regalia objects: Mugs, cocktail glasses, tumblers, even jackets and other types of hats.

Contact Sue Kornahrens
503-708-9936.

P.S. Don't forget a Club Car Badge for your favorite ride!
Only \$20!

JOCO MARKET PLACE

The Marketplace starts anew with the New Year. If you had items in the Marketplace in 2023 and still have them, please re-submit text and pictures to:
britcar69@hevanet.com

Make sure you tell Ye Olde Ed. what's in the email in the tag line, or it may just go into Cyber Space!

Thanks!

Steve Mackley
 Owner/General Manager
 5465 SW Western Ave.
 Suite G
 Beaverton, Oregon
 97005
 503-626-2123
 503-643-0868 Fax



Beavertonautoupholstery.com

Welcome JOCO Partners

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

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



We are at the start of another wonder-packed New Year. What adventures await us as we swing around the next bend? You can help guide the club to interesting events and venues by attending the Annual General Meeting this month at the **West Linn Community Center • 1180 Rosemont Rd • West Linn, OR 97068** on January 7th. Bring with you your ideas for outings dinners guest speakers or whatever you wanted to do last year but didn't get to. Your Board and Officers are happy to assist you in getting what you want done. Because this club was designed with you in mind, the Board and Officers are here to respond to your wishes. You just have to make them known! Easy Peasy! In the meantime stay well, drive cautiously and we'll see you at our next event!



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

MEMBERSHIP APPLICATION

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

Date _____

Name(s) _____

Address _____

City, State, Zip _____

Home Phone _____ Business Phone _____

Cell Phone _____ Fax _____ Email _____

Jaguar(s) owned _____

Profession _____

Hobbies _____

*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 - (If paid before December 31 - \$40 for JCNA dues)	\$65	\$ _____
Annual Membership renewal - (After December 31 - \$40 for JCNA dues)	\$70	\$ _____
NEW Annual Membership - (Includes \$10 initiation fee and \$40 for JCNA dues)	\$80	\$ _____

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