



THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member

Summer Is Here - St. Helens Hides Behind Clouds



JOCO's Most Excellent Adventure to Hale Lake



From the Driver’s Seat

Ruminations from Our President

Dear Jaguar Enthusiasts,

I hope you are all enjoying the beautiful summer driving weather we’ve been having across the Pacific Northwest. There is nothing quite like the sight of a Jaguar prowling through the winding roads of the Oregon coast or the Cascades. June was a very busy month kicking off with our fabulous annual Jags on the Farm event. Thank you Mark and Rhonda for opening up your beautiful “farm” for us, after a great drive. Even the weather gods were kind to us! A few of us ventured into Washington for the British Invasion at Alderbrook park in Washington. This was like a mini ABFM, All British Field Meet. The BIG ABFM is in September over the Labor Day weekend and registration is now open. You should also seriously consider both attending and registering your car into the Concours. The Concours is a JCNA, Jaguar Club of North America sanctioned event and this is the only JCNA event in Oregon. Some of you know that you can attend three JCNA events and have the chance to win National awards, not just regional. We have three club members that achieved national awards this last year and I was lucky enough to be one of them, along with Wynne Wakkila (for Slalom) and Chis Boyer – congratulations. I hope some of you took the opportunity to learn what it takes to enter your car into a concours by attending the Seattle club’s zoom meeting on this subject. If you missed it, not to worry, you can see a recording of the video call on Seattle Clubs website: <https://www.seattlejagclub.org/> links

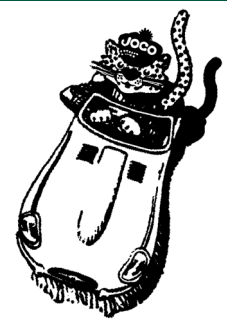
Many of you took advantage of our new clothing

Board of Directors

Terms Expire January 2027	
Ashley McKay	Portland
Curt McKay	Portland
Kris Boyer	Salem
Terms Expire January 2028	
Clint Percival	Portland
Rex Schneider	Forest Grove
Matt Nowak	Sandy
Terms Expire January 2029	
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Mandy Ashcroft	Portland
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ABFM Liaison:	Mark Hull, Albany
JCNA Concours Chair:	OPEN
JCNA Concours Chief Judge:	Charles Gepford
Newsletter Editor:	Carl Foleen, Portland
Webmaster:	Janet Sowell, Ramona, CA
Artist:	Glen Enright



Find us at: www.joco.org

Cover Photo: Mandy Ashcroft

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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benefit and ordered some quality shirts, hats and jackets with our JOCO logo. Many received their clothing just in time for my drive to the Washington Forest, so take a special look at the pictures of this event's clothing models! We will be opening the window to order more clothing later in the year with more offerings and some great Christmas stocking stuffing ideas!

Our recent drive into the Washington Forest was a resounding success, and it was a pleasure seeing so many pristine Jaguars from E-Types, XJS', XK's, XJ's and modern F-Types out in force. We had a great turnout and please view the pictures in this issue. There are more drives coming up so mark your calendars and come join your fellow Jaguar enthusiasts - where else - on a drive!

As we move into July, we have a number of terrific events coming up from next week's Board meeting (all are welcome), our regular Third Thursday Social, this time at the Thirsty Lion, a "pop-up" meet and greet car show on the 11th and a great drive from Jim and Sue on the 25th. So many events to choose from as this is the driving season. We also have two big Car shows, they are unfortunately on the same weekend so you will need to choose from the annual Forest Grove Concours de elegance or the Jaguars on the Island event in Victoria BC. I am headed to Victoria for my second visit to the phenomenal Jags on the Island event! All of these events allow us a fantastic opportunity to share stories, swap technical tips, and simply appreciate the engineering and art that brings us all together.

I am also finalizing the details for my late-summer drive in September after the famous ABFM —keep an eye on your inbox for the registration link and always watch the JOCO event calendar on our website. Whether you are a longtime member or a new owner, your passion is what keeps the spirit of the Jaguar Club of Oregon alive.

Keep the rubber side down and the chrome shining. £.

Cheers,

Jim Ashcroft President, Oregon Jaguar Club

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UPCOMING EVENTS FOR THE SUMMER

July, 2026



A snapshot from last year's Edwards Center Prom night Show and Shine. Please join us and support Sue Kornahrens and her friends at the Edwards Center.

Check out the events in July & August 2026. Both months are shaping up to be chock-full of things for JOCO members to participate in. Here are some thumbnails of

Saturday, June 11th Please join us for the second Show & Shine at the Edwards Center (4735 SW Edwards Pl., Aloha). Please consider supporting Sue Kornahrens and be a part of this very fulfilling and worthwhile event. There is a link on the Calendar page to sign up for the event.

Thursday, July 16th is the JOCO Third Thursday Social. Come join other members of the JOCO family for a convivial dining experience at the Thirsty Lion located at 10205 SW Washington Square Rd, Tigard, OR.

Saturday, July 25th brings us Sue and Jim's summer drive-out. Starting at the End of the Oregon Trail Museum in Oregon City and featuring a lunch stop at the Sand Bar BBQ restaurant in Sandy, Oregon (on the way to Mt. Hood).

Things to See and Do in August !

August 8th gives one the opportunity to participate in "Crusin' Sherwood" but space is limited, so sign up soon.

Next is the JOCO's Third Thursday Social on Thursday, August 20th - there will be more information soon regarding location and other relevant need-to-know stuff.

We are capping off August with participation in the Lake Oswego Heritage Collector Car (and wooden boat show) at George Rogers Park. Most of us will be on "Dawn Patrol" arriving at the Whole Foods parking lot (11 S. State Street) at 6:45 AM to caravan the short distance to the entry queue to be placed on the field. With any luck we will be given some

preferential parking since JLR Portland is a sponsor of the event.

Then We Get to September



Please join us for the All British Field Meet on Labor Day weekend. This photo is the good folks that volunteered to serve food at "Noggin and Natter" during the Friday night packet pickup/registration.

One of the two most important events of JOCO's year is the All British Field Meet. **FIRST ORDER OF BUSINESS** for all JOCO members: Sign up for the ABFM at www.abfm-pdx.com. Then sign up for the JOCO Concours on our website. Please remember that this is a two-step process. Registration for the ABFM does not include registration to JOCO's JCNA sanctioned concours. £

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

Rob Enderle Tells All:

AI generated Images courtesy of author

Read it Here

Why Your Next Cat Might Purr with Electrons

Modern Electrical Upgrades Exorcise the Prince of Darkness from Classic Jaguars

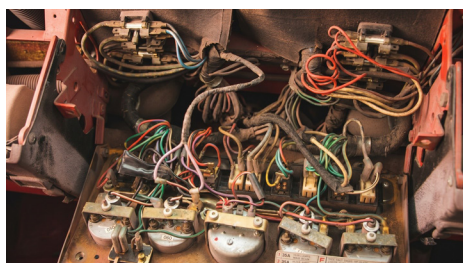


Classic Jaguar E-Types offer breathtaking beauty but notorious electrical gremlins. Discover how sensible, modern upgrades—from blade fuses to gear-reduction starters and LED lights—safely exorcise Lucas demons while preserving classic originality.

As an analyst who spends his days immersed in the development of agentic AI, evaluating modern 800-volt electric vehicle architectures, and building liquid-cooled AMD Threadripper workstations, my daily professional life revolves around cutting-edge reliability. Yet, when the weekend rolls around here in Bend, Oregon, I step into a profoundly different engineering paradigm: the classic Jaguar E-Type. Moving from microscopic transistors and fail-safe redundancy to brass connectors, Bakelite switches, and the infamous Lucas electrical system is a jarring, albeit romantic, transition.

For those of us who drive classic Jaguars, we know the drill intimately. We adore the breathtaking lines of these cars, but the sheer terror of sudden, unexpected darkness on a twisty Cascade mountain road is a shared rite of passage. They didn't crown Joseph Lucas the "Prince of Darkness" as a compliment, and learning to manage his temperamental legacy is a core component of classic British motoring.

The Legacy of Lucas Electrics



Let's take an honest, humorous look at Lucas electrical systems. The jokes among British car enthusiasts are legendary and practically write themselves: "Why do the British drink warm beer? Because they use Lucas refrigerators." Or the

classic observation that the Lucas headlight switch has three distinct positions: Dim, Flicker, and Off.

But the reality of historic Lucas electrical problems, particularly the propensity for short circuits, wasn't entirely Joseph Lucas's fault—the man died in 1902. The real issue was the mid-century manufacturing philosophy of British Leyland and its captive suppliers. Aggressive cost-cutting led to exposed electrical contacts mounted directly on grounded metal panels, untinned brass connectors that practically invited green corrosion in damp climates, and rotary switches made from fragile Bakelite that degraded rapidly with use. When these connections inevitably loosened or corroded, electrical resistance spiked, heat built up in the wires, and you had a short circuit—or worse, a catastrophic release of the fabled "Lucas Replacement Smoke" from beneath the dashboard.

I've lived this reality intimately across my personal fleet. Back when I was driving my 1967 roadster, and later when I first picked up my current 1970 restomod speedster, my standard operating procedure was ridiculous but necessary. I had to literally carry a pocket full of glass torpedo fuses anytime I left my driveway. The anxiety of a classic Sunday drive was mitigated only by knowing exactly which 35-amp fuse would inevitably blow when I dared to use the turn signal and the heater fan at the same time. It wasn't until I completely replaced all of the wiring and electronics in my latest Restomod car that the fuse-carrying habit finally died.

The 1964 Race Car and the Magneto Solution



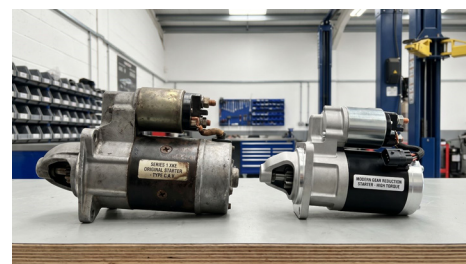
Of course, when you take a classic Jaguar to the track, reliability takes on a completely different meaning. In motorsport, a sudden electrical failure doesn't just mean a tow truck; it means losing a race or hitting a wall. My 1964 race car utilized a Magneto ignition system, a fascinating piece of vintage technology that completely bypassed the standard battery-reliant coil setup.

The advantages of a magneto in a classic racing application are profound. A magneto is an independent unit that generates its own high-voltage electricity using a rotating magnet and primary and secondary winding coils. Because it

generates its own current, it requires no external battery to run the engine, saving significant weight and removing a major point of failure. More importantly, unlike a standard battery-and-coil ignition that can lose spark intensity at high RPMs due to coil saturation limits, a magneto's spark actually gets hotter and more intense the faster the engine spins. At 6,000 RPM down a long straightaway, a magneto delivers a brutally efficient, high-intensity spark.

However, the disadvantages are equally stark and explain why they aren't on modern street cars. Because the generated voltage is strictly dependent on rotational speed, the spark quality is notoriously poor at low cranking speeds. Starting my 1964 race car was always an athletic, frustrating event, often requiring a specialized mechanical impulse coupling just to wind up enough rotational force to briefly spin the magneto fast enough to fire the plugs. Furthermore, a magneto system is significantly more expensive than standard setups and is prone to high-voltage wiring leaks if not meticulously maintained. It's brilliant at wide-open throttle, but an absolute nightmare when you're just trying to get the car onto a trailer in the paddock.

Modern Upgrades: Gearing Up Your Starter



For our street-driven E-Types, we don't need magnetos, but we absolutely need prompt, reliable starting. The original direct-drive Lucas starter motors are massive, heavy, and pull a staggering amount of amperage from the battery. When heat-soaked from the exhaust manifolds, they often struggle to turn over the heavy 3.8-liter or 4.2-liter XK engines, leading to the dreaded slow crank that leaves you stranded at the petrol station.

The single most practical modern upgrade you can make to your powertrain is switching to a gear-reduction starter. These modern units are significantly smaller and lighter, which not only removes dead weight from the nose of the car but also frees up valuable space in the famously cramped E-Type engine bay.

More importantly, they use internal gearing to

Purr with electrons cont'd pg. 6

Purr with electrons cont'd from pg. 5

multiply the torque from a smaller, high-efficiency electric motor. This means they spin the heavy Jaguar engine over significantly faster while drawing a fraction of the power from the antique electrical system. It's an upgrade that completely transforms the starting experience, giving your classic Jaguar the prompt, reliable firing of a modern daily driver without drastically altering the outward appearance of the engine block.

Blade-Fuse Boxes: Protecting the Circuits



As I mentioned earlier, the stock electrical system on an E-Type relies on a terrifyingly small number of glass torpedo fuses. Because there are so few fuses, a single 35-amp fuse is often responsible for protecting an entire web of critical circuits. If a single wire on your marker light shorts out, it takes out half the car's functionality. Furthermore, the high-amperage rating means the antique, deteriorating wiring loom will often melt entirely before the fuse actually blows.

Installing a modern blade-fuse box is a foundational upgrade for vehicle safety. These replacement systems utilize the modern, reliable automotive blade fuses we see in today's vehicles. The best aftermarket fuse boards are designed to mount perfectly in the original location under the bonnet but expand the electrical protection to isolate individual circuits.

By adding dedicated relays to handle high-draw components like the ignition switch, radiator cooling fans, and headlights, you remove the heavy electrical load from the fragile, 50-year-old dashboard switches. This modernization eliminates the need to carry that pocket of fuses and provides the immense peace of mind that a minor short circuit won't result in a catastrophic electrical fire that burns your classic to the ground.

LED Bulb Conversions: Brightness Without the Blight

Safety in classic cars is paramount, and let's face the harsh truth: the original incandescent bulbs on an E-Type are about as bright as a distressed firefly. In modern traffic, driving a low-slung sports car with standard 1960s taillights is practically asking to be rear-ended by a distracted driver in a

massive modern SUV.



Thankfully, LED bulb conversions have evolved to the point where they don't ruin the classic aesthetic. Early generation LED kits looked cheap, intensely blue, and overtly modern. Today's high-quality replacements are meticulously designed to mimic the warm glow of a traditional incandescent bulb while delivering exponentially more light output. You can upgrade to H4 LED headlight inserts that drastically improve your nighttime visibility on dark roads, alongside dense LED arrays for the taillights and turn signals that instantly grab the attention of following traffic.

Beyond the exterior safety benefits, replacing the dim interior gauge lights with warm-white LEDs is a revelation. It finally makes the classic Smiths instruments genuinely readable during a night drive without destroying the vintage ambiance of the cockpit. The major technical requirement when performing this upgrade is swapping out the original thermal flasher unit for an electronic flasher relay. LEDs draw so little current that they won't trigger the old-style bi-metallic strips in the factory relay. This low current draw is actually a massive hidden benefit, as it significantly reduces the overall strain on your car's vintage dynamo or alternator.

Rewiring and Updating vs. Keeping It Stock



When we look at comprehensive automotive upgrades, there is always the philosophical club debate regarding the advantages of rewiring the car and updating its electronics versus the disadvantages of taking the car away from stock.

The advantages of a complete rewire are

undeniable. As the restoration specialists highlight in their analysis of 5 must-have E-Type upgrades, modernizing a classic Jaguar isn't just about the electrics. True usability is achieved when reliable wiring serves as the foundation for broader performance enhancements. When you install a fresh wiring loom built with modern aerospace-grade wire, weather-pack connectors, and proper grounds, you unlock the ability to safely add things like Electronic Fuel Injection (EFI), performance engine cooling fans, and upgraded audio systems. My 1970 restomod speedster features entirely modern wiring. The result is a car that I can drive anywhere, anytime, with the mechanical confidence I normally reserve for modern electric vehicles. The electrical gremlins are eradicated, the power delivery is rock solid, and the vehicle operates with a crispness that half-century-old copper simply cannot provide.

However, the disadvantages of taking the car away from stock must be acknowledged. In the classic car market, and certainly on the judging lawns of club concours events, originality is the primary driver of value. A complete modern rewire, especially if it involves custom blade-fuse blocks and non-factory wire routing, will result in deducted points on a judging field. There is a strong historical preservation argument to be made for maintaining the original Lucas loom, complete with its period-correct braided cloth covering and factory routing clamps. When you replace the nervous system of an E-Type with modern tech, you inevitably lose a small piece of its mid-century character. For the dedicated purist, learning the quirks of the original system and maintaining it to factory spec is a crucial part of the stewardship experience.

Wrapping Up

Balancing classic automotive charm with modern operational reliability is the eternal challenge for the classic Jaguar enthusiast. While the purists may prefer to keep the "Prince of Darkness" sitting comfortably on his throne, I prefer my cars to start the moment I turn the key and to illuminate the road ahead with absolute clarity. Sensible electrical upgrades like torque-multiplying gear-reduction starters, modern blade-fuse boxes, and thoughtfully applied LED lighting conversions allow us to preserve the breathtaking aesthetic of the E-Type while systematically banishing the historic flaws of the Lucas electrical system. Whether you are muscling a magneto-equipped 1964 race car around the track, keeping a 1967 roadster perfectly stock, or cruising the coast in a fully rewired 1970 restomod, the ultimate goal remains exactly the same: to keep these magnificent machines out of the repair garage and on the road where they truly belong. £

The next scheduled meeting of your JOCO Board will be held at 6:30 PM on Thursday, August 13th, 2026 at Sue Kornahrens house, 8835 SW Bomar Ct. Tigard. The Board's agenda will include: 1) Review of previous meeting's minutes; 2) Treasurer's Update; 3)

ABFM Review; 4) Membership Update; 5) Historian's Update; 6) Website update; 7) Events / Calendar Update; 8) Old Business (this is not related to age discrimination); 9) New Business. Followed by any further discussion prior to the meeting's adjournment. £

EVENT REVIEW

Article by Rick Martin, photos by John Buchanan, Mandy Ashcroft, and Carl Foleen

Tim and Matt's Excellent Adventure

Saturday, the 20th of June, a bunch of the JOCO faithful (22 to 24- I never got an accurate head count) met up in a parking lot over in Vancouver, just a short distance east of the Pearson Air Park. Close enough that the small planes coming in for a landing were only a hundred or so feet over our heads. Carl said they were low enough that he could see the smile on the pilots face and a few of the passengers praying. But that's another story.



John Buchanan snapped this photo at the overlook where we ALMOST could see cloud covered Mt. St. Helens north side.

Our group of 15 or so cars split into two groups. The first led by Tim and Mandy in their E-type and the second led by Matt in his brand X. I joined the second group as I was also in a brand X. Almost every one was in a Jag. It was a really good turn out. After giving group one a few minutes head start we got our group on the road heading east and north through town and traffic.

Even though we were doing a "follow the leader" sort of thing we all had route instructions and I had mine on a clip board propped against the dash, carefully checking off each direction. Having done a number of these you learn that it is a really good idea to keep track as you never know when a long traffic light or a slow truck will separate

you from the group and leave you scrambling to figure out where you are. Well things were going fine until our fearless leader sailed right past where we were supposed to make a right turn! One or perhaps two of the cars behind did the turn but several of us followed behind the leader. After a bit I turned around and headed back to where the turn was. I made the turn and carried on from there. Well, we all reached the rest stop just fine - if not all together. There had been a road closure that our leader knew of so he was doing an alternate route. As it happened, the road was reopened so when myself and another went by way of the original directions we came out OK too. We were well out into the country side now and enjoying some great scenery. The roads we were on led us past Lake Merwin, Yale Lake and Smith Reservoir. This area is really beautiful



Christopher Silva's newest acquisition was certainly worth the attention that it received. - Mandy Ashcroft Photo

After awhile we pulled into a large view point area with rest rooms and a super view of Mount St. Helens. I've seen the mountain from here before and it really is a good view point. But while we were in the sun, the mountain was being shy and hiding in the clouds. This stop was the location of our only mechanical issue on the whole trip. One of the jags was over heating and steaming a good bit. After it cooled down a group

of several inspectors concluded that a leaky oil filter had caused the car to run low on oil and hence the over heating. Luckily we had passed a tiny store/gas station back just a couple of miles (all down hill!) and the driver was able to go back and get some oil and still catch up with us for lunch at the golf club in Carson (Washington). The golf club restaurant had a very nice separate room set up for us that we filled to the brim. We had a nice view of the windy golf course and a great visit. Everyone seemed to enjoy their food and we just hung out and visited for awhile. Great job Tim and Matt and many thanks for setting up this fine adventure. £



Driver's meeting prior to hitting the road. - Mandy Ashcroft photo



When the sign says "Narrow Bridge Single Lane Traffic" they're not just whistlin' "Dixie"! - Mandy Ashcroft photo

Retrospective: Photos From Tim & Matt's Drive



Jaguars on the Island

Concours d' Elegance

*Celebrating the Vision of Sir William Lyons
Through the Timeline of Jaguar History*

Grace... Space...Pace

Some have it all!



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


www.jaguarclubvictoria.ca



2026 Heritage Classic Car Show



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

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

Presenting Sponsor:




JAGUAR LAND ROVER LANGLEY
Member of OpenRoad Auto Group

Other Corporate Sponsors:









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

Registration and further information now available at
www.jaguarmg.com
 All registrations close end of day on August 12th



Lake Oswego Heritage Council Classic Car and Wooden Boat Show August 30, 2026 9 Am - 3 PM



Sign up online: <https://www.oswegoheritage.org/event-6588161/Registration>

The Olde JOCO Event Calendar

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

July, 2026 Events

‡ *Saturday, July 11th* 5:00 - 6:00 PM Show & Shine for the Edwards Center Prom. Meet at 4:45 PM at the Edwards Center 4375 SW Edwards Pl., Aloha, OR to put a final touch-up on your car. Participants will then head to the Murray Hill Tap House for dinner and a refreshing adult beverage (or two). Sign up on the JOCO website: <https://joco.org/meet-greet-dinner-july-11th/>

‡ *Thursday, July 16th*, 6:30 PM Third Thursday Social Thirsty Lion- 10205 SW Washington Square Rd., Tigard, OR 97223. "Be There or Be Square!" Sign up on the JOCO website: <https://joco.org/third-thursday-july-16th-dinner-at-the-thirsty-lion/>

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

Sunday, July 19th, Forest Grove Concours on the campus of Pacific University, Forest Grove Oregon. Benefiting organizations supported by the Forest Grove Rotary Club.

‡ *Saturday, July 25th*, Sue and Jim's Drive-Out - Participants will assemble in the parking lot of the End of the Oregon Trail Museum (17th & Washington St., Oregon City, Oregon - just off I-205 Exit 10). Lunch will be at the Sand Bar BBQ at 39750 Hwy 26, Sandy, OR.



AUGUST AND BEYOND

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

Thursday, August 20th, Third Thursday Social. Rick Martin will arrange a unique experience for all to enjoy.

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

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

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

‡ *November* - Drive to the Neon Museum, The Dalles, OR.. Details TBD

‡ *December* - Christmas Party. Details TBD

(‡) Denotes an official JOCO Event

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

Please Welcome the Newest Members of JOCO's Family!

(Please update your club roster as well)

*** Andrew Firth**
4702 SW Dosch Park Ln., Portland, OR.
97239
(503) 679-7413
andrew.firth@teradyne.com

*** George Vardas**
8865 SE 92nd Ave. Happy Valley, OR. 97086
(503) 789-5191
georgevardas@gmail.com

*** Michael Maturen**
334 NW 62nd Ave. Hillsboro, OR 97124
(303) 618-9633
mmaturen@hotmail.com

YOUR ATTENTION PLEASE! Be sure you are also checking the club's website for the latest events and event sign-up options.

[Mandy Ashcroft's Photos from June 18th Social]



Yummy food was on tap at Si Señor



Everyone was able to find a seat



Rick Martin (front left) leads a discussion on the four corners of the Round Table



Settling in for a delicious meal of Mexican-styled fare at the Si Señor in Lake Oswego



They're relatively docile if properly nourished...

New Jaguar Type 01 Showcased in Monaco

By PH Staff / Saturday, 16 May 2026 All copyright (s) owned by the authors and/or their respective publication(s)

(Article forwarded by Glen Enright from the Interwebs.)



Is Jaguar building the most famous car of modern times? Or just the most infamous? One to discuss. But rest assured, no matter which side of the fence you're on, its maker will be delighted to hear from you: it has gone from placating the naysayers to presenting its EV almost as a *fait accompli* - as if the entire firm were steamrolling to its battery-powered future on a runaway train that will brook no course adjustment, no matter the contradictory evidence piling up around it. BMW, with its Alpina hat on, has just given us a vision of a brand that will sit squarely in the same six-figure, design-led bracket as Jaguar. Its unapologetic power source, based on customer research? A V8. Go figure.

But Alpina's revival is a ripple compared to the tsunami of attention and column inches that Type 01 generates. So much so, it has created an energy all of its own, a rip tide of awareness and opinion so strong that JLR is probably starting to think it can't miss. It might be right. After all, for every 10 people who declare the flagship GT about as appealing as finding a comfort peacock in the adjacent EasyJet seat, there are probably two who find its contrariness thrilling. And on the basis that Jaguar needs only to convert a tiny fraction of this

vast audience to declare the car a success, perhaps it has merely to keep the ball rolling to see it safely into the back of the net.

Hence the appearance of the Type 01 on the world's most famous street circuit, ahead of the Monaco E-Prix. Obviously you could be forgiven for not realizing that Formula E racing occurs at the Principality (this would place you in the 99 per cent of human beings currently alive today), but apparently it does, and no car has ever lost points for sweeping majestically through the streets of Monte Carlo - especially when said streets are closed to the interminable traffic. Even, it must be said, when the car in question has about as much to do with top-end EV racing as Matt Bird does with actual birds.

As you might expect, JLR would refute that, suggesting that the Type 01's responses have been honed 'using learnings from Jaguar TCS Racing's all-wheel drive control software and fast-switching silicon carbide-powered inverters' - but at any rate, we're here instead to consider the next stage in the car's drawn-out reveal, given an additional layer of cladding appears to have gone. Perhaps that doesn't wildly affect the overall impression of its proportions, given these have been set virtually from day one, though it does reinforce the idea that many of the concept's design cues will be carried through to the showroom model. Granted, questions remain about the final look of the grille and rear end - but these are surely now just details. If Jaguar were currently taking orders, you would know 90 per cent of what you need to about the car being delivered next year.

You might even have learned to like the colour. Jaguar's return to something

approaching pink in its camouflage wrap is notable for reasons beyond its suitability in low Mediterranean light, though we're also supposed to be noting the pairing of its new strikethrough motif with 'straight and circular monolithic strokes'. Or, if you prefer your messaging more plain spoken, it also has 'Type01' written on the roof in 'bold linear graphics'. This, we're reminded, is a signature of future Jaguar. Even if the officially confirmed new name is very much synonymous with the past.

JLR is happy to give the impression - one adapted from its original position on the subject - that it is juggling past and future in respectful (if unequal) measure. That its idea of Exuberant Modernism doesn't necessarily entail a definitive full stop, but can in fact reference the 'power, refinement and composure' of the original C-Type when pointing to the same attributes in its (sort of) namesake. While we can heartily attest to their presence in the prototype from behind the wheel, quite how many people are buying that line isn't yet clear - nor arguably important, as there is currently no car to actually buy. But there will be soon enough. And if Jaguar sustains this level of interest up to that point, it will already have pulled off one kind of remarkable coup. Time will tell if it results in another. £ (Photos © media.jaguar.com)



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From the editor's desk:

JOCO has a CRITICAL need of the following: A **Relationship Manager** to keep JOCO front and center with our advertisers, and to find more who are interested in our community. A **Membership Coordinator** – Sue Kornahrens will help you “learn the ropes.” All of these positions require a moderate level of organizational skills.

On another note: Your editor would appreciate volunteers to be correspondents to write articles about events and photographers to take pictures of what’s happening (and, obviously, send them to your editor). £

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Celebrate JOCO with any of the items below. Hats are tan with a full color club logo embroidered on the front. Adjustable size fits most.

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