



September 2026

THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



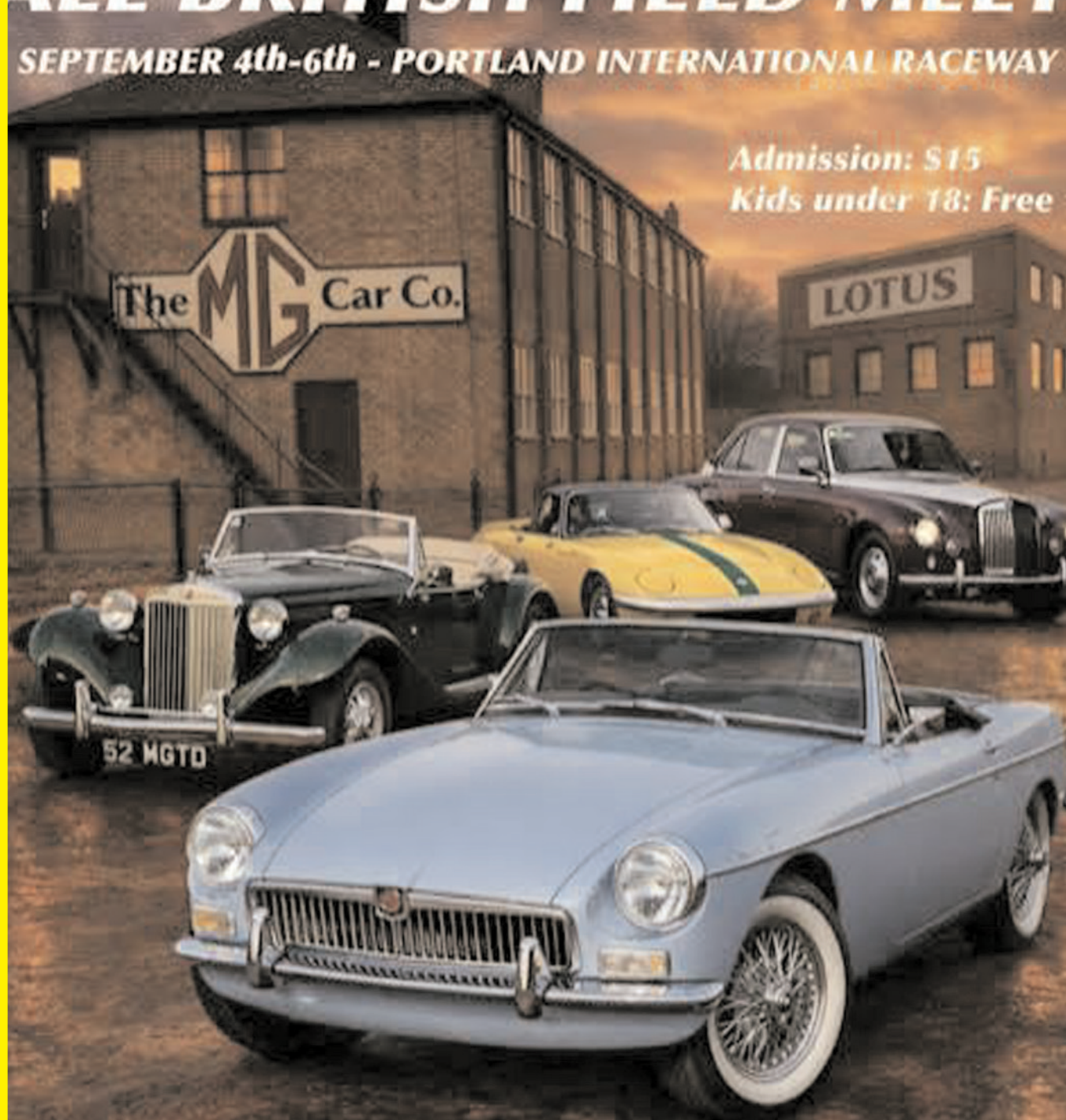
Affiliate Member

ALL BRITISH FIELD MEET

SEPTEMBER 4th-6th - PORTLAND INTERNATIONAL RACEWAY

Admission: \$15

Kids under 18: Free



Tim SEZ



SUBJECT: President's Message - September 2026 | North West Chapter

Dear Members,
As September arrives in Oregon, we hit that

sweet spot of the driving season. The intense summer heat is beginning to dial back, the morning air has a crisp bite to it, and the roads through the Cascades and along the coast are calling. If there is ever a time to pull the cover off, check the fluids, and stretch your Jaguar's legs, it is right now. Looking back over the summer, it has been fantastic seeing so many of our members out at our local gatherings, drives, and regional events. The passion in this club remains as strong as ever, whether you're keeping a classic XK or E-Type running in peak condition or enjoying the daily refinement of a modern F-TYPE or XF.

What's Ahead for the Fall

As we shift gears into autumn, we have a few key things on the horizon:

- **ABFM: Labor Day weekend,** the largest gathering of British Vehicles on the West coast and the SOVREN racers for 2-days of great racing in beautifully restored classic cars. An event not to be missed and a JCNA sanctioned concourse for your Jags.

- **Drives:** We have a couple of drive scheduled. Tim's end of summer drive on September 12th ending at a beautiful winery and a special geological journey with Matt Nowak in October.

- **Club Meetings:** We have our usual and very popular third Thursday dinner on September 17th at Murry Hill Taphouse that has excellent reviews. We also have our usual Board Meeting on the second Thursday September 13th and all are welcome.

A Quick Lookback

This issue will highlight some amazing JOCO summer events that we have completed with

Tim Seiz, continued on page 3

Board of Directors

TERMS EXPIRE JANUARY 2027

Ashley McKay	Portland
Curt McKay	Portland
Kris Boyer	Salem

TERMS EXPIRE JANUARY 2028

Clint Percival	Milwaukie
Rex Schneider	Forest Grove
Matt Novak	Sandy

TERMS EXPIRE JANUARY 2029

Rick Martin	Portland
Mandy Ashcroft	Portland
Ivor Samson	Lake Oswego

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Vice President:	Carl Foleen, Portland
Secretary:	Seth Shenker, Eugene
Treasurer:	Mark Hull, North Albany
Historian:	Gene Owens, Hillsboro
JOCO Roster:	Barbara Grayson, Portland
JCNA Regional Liason:	Carole Borgens, Vancouver, BC Brian Case, Seattle, WA
Membership:	Sue Kornahrens, Portland
Partnerships & JOCO Marketplace:	Open
ABFM Liason:	Rex Schneider, Forest Grove Mark Hull, Albany
JCNA Concoors Chair:	Linda Gephart, Vancouver
JCNA Concoors Chief Judge:	Charles Gephart, Vancouver
Newsletter Editor:	Glen Enright, Hillsboro
Webmaster:	Janet Sowell, Ramona, CA

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 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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Tim Sez, cont'd from page 2

our recent excursion up North to Victoria BC with Jags on the Island. We also on the same weekend had our local Forest Grove Concourse d'Elegance. We have had some excellent drives led by Scott Dual, Sue Korhnarens and Jim Hubbard. We also just had 2 fabulous events with Chris Fink's James Bond evening at Ponzi Vineyards and the Lake Oswego Collector Car and Boat show. So many fun summer activities and our club thrives entirely on the energy of its members. Remember, if you have photos from recent drives, a restoration story you'd like to share, or an idea for a future event, please consider submitting it for an upcoming newsletter issue. Your contribution keeps our publication vibrant and personal.

Thank you all for making the Jaguar Club of Oregon such a welcoming community. Enjoy the lingering summer sun, take the long way home, and I look forward to seeing you at our next event.

Drive safely,

Tim Ashcroft



The September third Thursday is all set so mark your calendar!

Thurs. Sept. 17th.

6:30

Murry Hill Tap House

14550 SW Murry Scholls Drive
Beaverton Or. 97007

Please be sure to sign up so we can give the restaurant a good head count.

See you there!

ATTENTION ALL JOCO MEMBERS!

As the 2026 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

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.

2027 is looking to be an even better

and more activity-filled year. Wouldn't you like to get involved?



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

Rob Enderle Tells All:

Read it Here

Alternative Driving Experiences



My Driving Simulator Rigged For Screens Not VR

Custom Home Driving Simulator Achieves Vintage Jaguar Realism While Pacific Northwest Winters Keep Real Cars Garaged

We are approaching fall, and our driving time, particularly on tracks, grows ever shorter. To deal with this every year I have built a fully articulated driving simulator at home. It was relatively easy to build and building a custom home driving simulator allows me to work on my lines when driving in the rain, snow, or ice would otherwise be deadly. The harsh Pacific Northwest weather forces vintage Jaguars into storage until late spring. I built this rig manually because my wife firmly vetoed a \$50K pre-built commercial unit. (I once traded my airline miles so my wife could take her mother to France in exchange for me buying the motorcycle I wanted, a Yamaha GTS 1000 that was still in the crate).



GTS1000 (Note The Front Swing Arm)

The market for home racing hardware expanded aggressively over the past few years.

Industry data suggests companies producing turnkey motion rigs are projected to see continuous revenue growth through the next decade. Buyers easily spend the equivalent of a new luxury sedan on a welded metal tube with a curved screen attached. I researched several commercial setups offering professional-grade telemetry. I wanted a specific hydraulic pedal system. The final invoice for the turnkey unit I selected came out to exactly \$55K. My wife looked at that figure and immediately shut the project down. It took me 40 years to learn when a financial negotiation is permanently closed.

E-Type Hibernating During The Winter



Pre-built simulators cost far more than actual sports cars

Constructing a custom rig from individual components became the only logical path forward. I set a hard budget of \$15K for the entire project. This constraint required sourcing parts from different specialized vendors. I performed the physical assembly myself inside my home office (because, once built, this thing is as heavy as a refrigerator). Purchasing individual chassis rails takes significantly more effort than ordering a complete system. You must map the control modules manually. You have to route all the heavy USB cables along the aluminum extrusion profiles by hand. The extreme cost savings easily justify the week-

end labor. The final product perfectly matched my exact physical dimensions. Sweat equity pays massive dividends when dealing with specialized electronics.

Every simulator needs a solid physical anchor point.

I had a set of electric reclining Recaro seats sitting uselessly in the corner of my shop. I originally purchased these specific seats from a specialized supplier in Russia for my Restomod Jaguar build. The seats feature thick black leather and heavy side bolsters, and Thundercat headrests. They include high-quality speakers integrated directly into the headrests. The bulky dimensions unfortunately did not clear the narrow transmission tunnel of the vintage British chassis. I mounted the driver-side Recaro directly to the aluminum simulator frame instead (the other one I use for my office chair). The integrated headrest speakers now pipe raw engine exhaust notes straight into my ears.

Incorporating the automotive seat turned the simulator into a genuine office showpiece. Visitors notice the heavy black leather immediately. The aggressive shoulder supports dominate the room visually. The wiring harness for the electric recline function runs off a small power supply tucked neatly under the device. I relied on several community guides to calculate the proper visual geometry. I found comprehensive build notes at <https://www.braketraillrotate.com/blog/my-ultimate-sim-racing-rig> which served as a primary source for understanding exact monitor placement. The screen sits precisely twenty-four inches from my face. This specific distance maximizes the virtual field of view.

Old AMD Threadripper processors handle modern physics calculations. Simulating tire deformation requires serious

SHARING *the future*

Northwest Regional Directors: Carole Borgens & Brian Case

Oct 6, 2026 the new all electric Jaguar 01 will be unveiled in New York City. Location and time to be announced.

There is no JCNA Dues increase for 2027. JCNA appears to be financially solvent for 2026 and 2027. If a dues increase is thought to be necessary for 2028, the proposal will be discussed at the 2027 AGM.

The 2027 AGM will be held in Denver, Colorado 18 - 20 March, 2027 at the Doubletree Hotel near Denver International Airport.

Transportation to and from the airport to the hotel will be provided by the hotel. Rooms are expected to cost approximately \$150. More information to follow.

All clubs are encouraged to participate in the monthly JCNA Membership Meeting held the first Thursday of every month at 4pm Pacific time. Zoom Invitations are sent to club presidents and membership chairman. JCNA membership is down approximately 400 members from 2025. Efforts should focus on memberships that have lapsed as it's easier to renew former members than to recruit new members.

JCNA pewter plates are deemed too expensive for continued use and alternatives are sought. Year-end awards will continue to be pewter but event awards will change. There isn't a large inventory available now and it won't be replaced when stock is gone.

The importance of Concours, Slalom, and Rally was discussed and reviewing current practices is

seen as a need. A committee to do so for Concours will include Region Directors, so pass along your thoughts and wishes for discussion.

At the time of writing the JOCO Concours is just days away, so we wish you a happy and successful weekend of Jaguars and friends.

Brian Case and Carole Borgens,
NW Region Directors

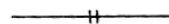


Our Friend and fellow JOCOer, Bob Bennett in Bend, took pity on my plea for help in filling out this issue of the Electro-Cat.

I don't know where he unearthed it, but it may come as a warning for some of you who might tend to spend an inordinant amout of time in the garage!

STEVE SCHRADER

VP INTERNATIONAL MARKETING, ARCO



1973 JAGUAR E-TYPE V12 CONVERTIBLE

I can remember, in the late 1950s, leaving the dentist's office and seeing a Jaguar XK150 parked on the street. It was the first time I'd ever seen a Jaguar, and the impression of it never left my mind.

In the seventies, I came across an XK120 Roadster that was owned by Edgar Hires, of the Hires root beer family, who called himself "the black sheep of the family." Edgar described buying this XK120 in 1952, in New York City. Right-hand drive, one of the all-aluminum cars, which was really special because Jaguar made only a couple hundred of them. He said, "Steve, I got out of that showroom and drove down Madison Avenue, and the eyes of the world were looking at me." So I bought that car, restored it, came to California, and drove the car until the late eighties, when I got this one.

Jaguar has a very interesting history. Founded in 1922, after World War II they started building roadsters with this brand-new engine, a twin overhead cam six-cylinder. They kept that basic engine design, with some adjustments, for two decades, until 1971, when they came out with the V12, in the E-Type. I knew that at some point, I wanted to get the "new" car with the "new" engine, because I had the previous-generation XK120 with the "old" six-cylinder engine.

So I had just sold the XK120. The money had been in the bank maybe a week. My daughter Stephanie was babysitting for a couple who needed to sell the E-Type to help finance a new business they were starting. I took one look at it and immediately made an offer, which they accepted.

There's a certain look and feel to foreign cars—it's not just the car itself; it's the little chrome pieces, the way the engine is constructed. Every time I look at this car, at the side mirror or the chrome exhaust or the fender, it's like an art object that you drive instead of putting on the wall. It's as interesting today as it was when I bought it in 1987.

I can feel the car running and know exactly what it needs. The engine is so big it has a tendency to overheat in this small, thin-skinned automobile, so when I start the car, I turn on the fuel pump and let it run, and when I hear a different sound in the engine, I know to start it. You have to use little tricks like that.

I do spend a lot of time with the car. I remember one time talking to my wife, Cinda, saying, "When I pass, I'd really like to be buried in the car." She didn't even flinch: "Honey, the car will be sold before your body is cold." She was serious, too.

Alternative Driving continued from page 5**The Spare Seat As An Office Chair**

computing power. I possessed an older AMD Threadripper workstation sitting completely unused under a desk. This large processor features enough physical cores to calculate complex suspension telemetry without dropping frames. Modern racing titles process tire grip calculations hundreds of times per second. Dropping visual frames in a simulator causes immediate motion sickness (particularly when using a VR headset). The older Threadripper handles the intense physics workload easily. I paired the workstation with a high-end graphics card to push native resolution to a massive ultrawide monitor.

I've come to the conclusion that retired professional workstations deserve a demanding second life in gaming. Force feedback hardware replicates heavy analog steering

Driving a vintage Jaguar requires notable physical strength, unless you have power steering (which my e-type had at one time and now has again after the restomod). Older classic cars lack modern power steering systems. They rely on heavy, unassisted steering racks. I needed a steering motor capable of snapping back with violent force. This hardware replicates that specific analog dynamic perfectly. Direct drive wheel bases use heavy industrial servo motors. They transmit track details directly into your

hands. The software communicates exactly when the front tires lose grip. You feel the steering wheel go noticeably light the moment understeer begins.

Heavy rain makes local race tracks dangerously slick

The Pacific Northwest experiences relentless rain from November through April. Standing water on a cold racetrack severely limits mechanical traction. When I tracked my F-Type (one of the only V8 two-wheel drive cars) it constantly wanted to swap ends in the turns in the rain taking the fun out of driving it hard. Pushing a high-horsepower vintage car to the limit in these wet conditions invites disaster. Classic Jaguars feature long wheelbases. They carry a massive amount of weight over the front axle. They require smooth inputs to corner effectively. Driving these heavy cars on wet asphalt can often feel like driving on ice. The simulator allows me to practice threshold braking regardless of the storm systems battering the coast outside my window. I load up a perfectly dry version of a local circuit. I keep my muscle memory active all winter (granted finding one of the Portland Racetracks in the virtual world has been daunting, but you can find Thunder Hill and Laguna Seca both of which I've driven in the real world).

Dedicated simulation software maps precise real-world physics

Console arcade games prioritize visual flair over realistic handling models. PC simulation software calculates actual mechanical grip based on tire pressure. The algorithms factor in ambient surface temperature continuously. The platform scans real racetracks using advanced laser technology. They capture every minor bump in the pavement.

Hitting the apex curbing on the simulator rattles the entire metal rig. The steering wheel vibrates with the exact frequency of the painted rumble strips. I spend hours adjusting the virtual suspension dampeners. I match the gear ratios to my physical garage setup. The data output from the software mirrors the actual telemetry systems used by professional racing teams.

Virtual driving reduces physical maintenance costs

Running a real car on a physical race track burns cash constantly. Track entry fees at local circuits cost hundreds of dollars for a single weekend. High-performance tires wear down to the steel cords after a few hot laps. Racing brake fluid needs flushing frequently. Track day insurance policies add a massive financial penalty to every outing. The simulator eliminates these recurring bills entirely. I can run a hundred laps at Spa or Monza on a Tuesday night. The only running cost is a few cents of household electricity (maybe a bit more than that because a Threadripper rig pulls a ton of power). The initial fifteen-thousand-dollar hardware investment pays for itself rapidly. I avoided just one minor wall impact at a real track. And, given I'm between track cars, this is the only track time I get now.

Wrapping Up Replicating analog mechanical resistance through purely digital servo motors fundamentally changes how we interact with historical vehicles in modern domestic spaces. Building a custom home driving simulator allows enthusiasts to retain their hard-earned track skills when brutal winter weather forces classic cars into hibernation. By repurposing high-end car parts and utilizing retired workstation computers, you can achieve professional-grade telemetry and force feedback without paying the massive premium demanded by turnkey commercial systems.

Disclosure: Images rendered by Artlist.io

Rob Enderle is a technology analyst at Enderle Group.

You can learn more about Rob on Wikipedia and follow his articles on Torque News, TechNewsWorld, TGDaily, and TechSpective.



A more Powerful Force Feedback Steering Wheel



The Simulated Driving Experience

Gots 'n' Wants 1960 Green Jaguar Mark 2 Sedan.



1960 British Racing Green Jaguar Mark 11 sedan. The exterior has no damage that I can see or know about. The Biscuit interior shows well as the car was essentially restored in 2022. It has been driven only a few times since. All of the restoration work can be reviewed and confirmed by the *Sports Car Shop* in Eugene.

The car has a 3.8 liter engine and 5 speed transmission.

I am asking \$69,000.

Jaguars on the Island

Pics and words by Tim Ashcroft

What is Jaguars on the Island? JOTI July 2026 was my second visit to this prestigious event with last year being my first! I am not like some of our JOCO members that have seemed to never miss one JOTI, and besides COVID, some have been attending this annual jaunt for over 20 years, namely JOCO member Wynne Wakila. So, there must be something special to this event!

Held in Mid-July each year, it encom-



Aston Martins in line, ready for the crossing. The Tsawwassen crossing is longer than just going over from Port Angeles but in July it's a beautiful smooth crossing between all the many islands and its just a great relaxing ride through the many islands and reminds me of the Norwegian Fjords. From the Ferry terminal to the Hotel is about 40 mins and after check-in, a wash station is provided for us out of towners to clean up our rides!

The event starts with the Friday evening social/cocktail reception and food.



up at the Ferry terminal. A feast for the eyes and I thought we had started the car show a day early!

This year I planned a similar event, but this year I brought my lovely bride. The first question of what tools, parts, fluids to bring were quickly surpassed with how much luggage my bride was bringing for this 4-day event and then what else will fit in an XKE Roadster. Luckily, we planned to caravan with our friends Brian and Sharon again, and they volunteered to bring us some chairs - much more room in an XKE series III Coupe! We did the normal preservice and shakedown before undertaking the trip. This necessitated an emergency replacement of the main Master Brake Cylinder! Luckily fellow club member John Buchanan had one on hand so I took his and had it installed and ordered a new one for John to have as

passes a full weekend of events. From the US perspective, it takes a little planning with the registration for all the weekends activities on the club's website: <https://jaguarclubvictoria.ca/> Next comes the hotel reservations and the Victoria Jaguar club is a great help with a special coupon code for a great discount at the main hotel. Then comes the planning of the trip: which ferry route and then booking the ferry roundtrip in advance. With all these formalities out the way, then the fun can begin!

As I stated, I went for my first visit in 2025 and went solo in my XKE roadster. I planned to carry some tools, fluids and a couple of spare parts. Of course, a complete service and going over was done and a shake down club drive ahead of time to ensure all was working as planned. I headed up to my friends from the Seattle chapter, Brian and Sharon Case, and we caravanned together. We chose the longer route up the I5, across the border and then headed to the Ferry terminal at Tsawwassen. So great to see all the Jaguars (and Aston Martins who have been included for the last two years) lined



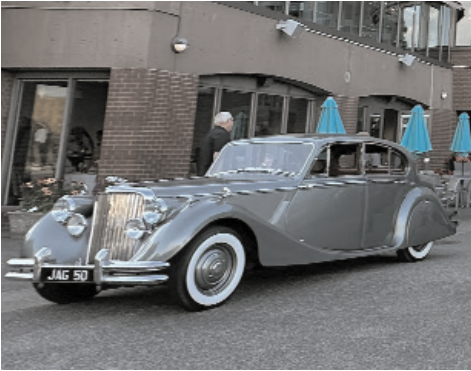
We were greeted with some exceptional Jaguars and Aston Martins parked on the waterfront side and got the attention of all that passed by! The food was exceptional with seafood, mini burgers, skewers of all types and a full bar. It was great to meet club members from many chapters and reconnect with others although this year I didn't meet a club member who had driven all the way from Florida, as I did the previous year! There was also a silent auction that the proceeds were going to a Victoria Club favorite, a local Hospice center.

Saturday was the main event and we set off early to Windsor Park, a large green expanse for a Cricket Pitch on the island. We were assigned parking from the wonderful organization of the JOTI club and parked with our various years and models. 2026 being the year "Celebrating the Vision of Sir William Lyons: Grace...Space...Pace, through the Timeline of Jaguar History" with a circle of all the various models attributed to Sir William. Unfortunately, one Mark IV was missing due to an early morning sudden oil



spare -thanks again John!

Same as the prior year, we met our friends Brian and Sharon in Seattle and then caravanned over the border and on to the Tsawwassen Ferry terminal. Yet again, we were met with various Jaguars and



deposit and couldn't attend. These are old cars! It was wonderful to mingle with all the owners, look at all the cars, and there was also a club tent of regalia/merchandise for purchase. Our goody bags had some great stuff from all of the sponsors many of whom attended and had tents on the field to visit.

We bumped into many JOCO members throughout the day, although I was quite busy as I had volunteered to help judge for the day. A very rewarding experience and the training and guidance provided by JCNA and fellow Judges gives you the confidence to get your car set up correctly and also gives you so much information for you and your car. I highly recommend this rewarding part of the club and you should certainly give it a try! I managed to judge a Jaguar SUV, two E-types, an XKS, an XK8, an X-type a modern S-type and a modern XJ8!



Lunch was provided on-site by a Greek truck, although restaurants were close at hand. After a wonderful day of judging, eating and socializing, it was time to head back to the hotel and I insisted on taking the long coastal route. The views were terrific from driving on cliff tops looking down, to being along side the sandy

beaches parallel to the ocean. It was a wonderful slow drive with stunning vistas and the super friendly Canadians stopping, waving and taking pictures of our caravan.

The dinner back at the hotel started again with a waterside car show of more amazing Jaguars and Aston Martins for the cocktail hour. The previous evenings silent auction continued throughout the dinner and closed at the end of the awards presentations. There were some fabulous art



works, Jaguar historical literature, clothing etc. A big thank you to all who donated and enabled the local Hospice center to receive a big Jaguar club donation!

Again, the food was very good as we sat around our table and got to know our new table mates. At the end of dinner, the awards for the concours were provided and the scores duly noted with an excellent and funny host being the Victoria Club's chief judge (and one of the clubs' founders) whom I had the pleasure of being with all day as I was on his judging team. A couple of us from JOCO received a best in class (drivers) for our cars and I am very happy to receive and display my new award.

The following day, we met up in a big grocery store parking lot, had a driver briefing and were caravanning off on a tour. I estimate well over 35 cars joined the tour and we were led on some back roads less traveled through some stunning scenery (and some big mansions). Many friendly waves and folks stopping to let us pass, displaying that wonderful Canadian friendly culture. The drive climbed and the vistas continued to amaze as we climbed higher until we stopped at a hotel on a peak. There was enough parking for us all and a brunch was provided with a back-

drop of a stunning gorge down to the waters edge. After lunch there was a raffle and there were so many prizes, I think everyone won something! The hotel was at an idyllic location and was so quiet, such an unpopulated, un-spoilt location. A few of us took advantage of staying a night with the Victoria Club's discount code and again, the dinner and breakfast were first class. I went for an afternoon hike (after watching the World Cup final) and was amazed at all the views and the



silence of this peak.

After breakfast the following day we headed to the ferry, back down to the border crossing and back home. It was an uneventful drive there and back - thank goodness. The cars behaved as they should and another Victoria club event is in the books. I have made so many new friends and contacts, learned a great deal more about our cars and I want to encourage all who can, to attend next year's event. I would like to extend a big thank you to the Victoria Club and especially Carole Borgens, the JOTI Chairman, for such a wonderful event!



Electric British Behemoth!

2027 JAGUAR I – TYPE IS AN ELECTRIC BRITISH BEHEMOTH

ILLUSTRATION BY AVARVARII

The British automaker is reinventing itself starting with an electric four-door grand tourer promising 430 miles of range.

By Caleb MillerPublished: Jan 20, 2025

The I-type represents a fresh start for Jaguar, which is discontinuing its entire lineup and replacing it with an arsenal of high-end



luxury EVs. Stylistically, the I-type will draw upon the brutalist Type 00 concept but will apply the imposing looks to a four-door grand tourer body. The big-body Jag will focus on design, trying to appeal to a younger, flashier demographic that Jaguar believes makes more "emotional" purchases based on factors like looks, brand, and experience.

Why It Matters

All future Jaguars will utilize electric powertrains, and the I-type will be the first vehicle built on the brand's new electric underpinnings. The large-and-in-charge sedan will attempt to prove that Jaguar's decision to abandon its heritage, move upmarket, and commit to electric power is the right one.

Platform

The I-type will ride on an all-new platform that will underpin a trio of electric Jaguars in the coming years, with an SUV model likely to follow.

Powertrain

The Jaguar's electric powertrain should pack at least two

motors, making the I-type all-wheel drive and appropriately potent, likely peaking at around 600 horsepower. Jaguar is also targeting an EPA-rated range of up to 430 miles. Rapid charging is a top priority, with Jaguar aiming to make the I-type able to add 200 miles of range in 15 minutes on a Level 3 DC fast-charger.

Competition

The I-type won't have a lot of direct competition in the EV world-the significantly pricier Rolls-Royce Spectre and Cadillac

Celestiq will initially be its closest rivals. The delayed Maserati Quattroporte EV could also challenge the Jaguar when it arrives. Buyers might also cross-shop gas-powered luxury sedans such as the Bentley Flying Spur.

What Might Go Wrong

Jaguar's reinvention brings lots of potential pitfalls. The rebranding-which introduced a set of new logos and a colorful ad campaign-has already proven controversial, so if the production car's design isn't a hit, the I-type could quickly be cast aside. Plus, with Jaguar's future lineup set to command significantly

higher prices, the I-type's range and performance need to live up to expectations. Jaguar hopes its style-focused rebrand will capture a younger, more urban customer base, but will those shoppers pay attention?

Estimated Arrival and Price

The Jaguar I-type will enter production by the end of 2026 and should cost close to \$200,000.



The Fabulous Jim & Sue Drive!

words by Rick Martin, edited by Carl Foleen

Once again, we had great luck with our weather for this event. Good July sunshine but not too hot. We had clear blue skies all the way. Jim told me at one of our rest stops that the week before when he ran the route the wind direction was toward the west and the whole area was socked in with wild fire smoke. The winds had shifted toward the East for us so we got the nice clear day.

Our group of 20 or so people met at the Oregon Trail Center in Oregon City for our staging area. After the usual chatting and coffee, we got our route instructions and headed off. We took the Clackamas Hwy. east which now runs through a large area of forest that was burned a few years ago. It is starting to make a comeback with some green bushes and a few short maple and alder trees, most less than six foot tall. It still looks mostly like a cemetery with

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where. After a while we made a turn onto a more or less one lane paved road that headed toward Timothy Lake. This area was lush and green and did a lot to revive my sagging spirit. There was very little traffic and we cruised along at a moderate pace. Right up until we didn't. One of the E-types had pulled over to the side of the road. We all stopped to check on his situation. Once we found out that his brakes had overheated and were locking up we all jumped back in our cars and took off! Just checking to see if you're paying attention. Actually, it did sort of look

like that as most of us did go nearly eight miles on down the road before we could get even two bars of phone reception. We all gathered up at a forest intersection and Tim and Mark got on the phone with Triple A. The guys stuck it out for about 45 minutes or more relaying all manner of info to the phone contact, but they were having a very difficult time trying to find our location. We still had not resolved the issue when suddenly down the road came our crippled E-type!

It had sat in the shade long enough that the brakes had cooled well enough to give it a shot. Thankfully he was able to join back up with us and made it all the way back into Sandy where he decided to head for home. We learned later while we were still at our late lunch that he had made it home with no further issues. The rest of our group finished up the drive at the Sand Bar Bar-B-Que in Sandy.

I think all of us can give them a hearty Thumbs Up for some really fine food. Thanks Sue and Jim for a great way to spend a Saturday!

REID TRUMMEL SPEAKS!

Attend the ABFM

The Big One is Back: Polish Your Leaper for the Portland ABFM! Fire up your ignitions and get ready to shine, because the Portland All British Field Meet (ABFM) is returning to Portland International Raceway (PIR) this September 4-6! As the largest multi-day British car event in the Americas, the Portland ABFM isn't just another weekend meetup-it is an absolutely vital pillar of the Pacific Northwest's rich automotive culture. For over four decades, it has brought together historical charm, motoring passion, and incredible camaraderie right in our backyard.

Our Jaguars are always the crown jewels of the lawns, and this year, it is more important than ever that we turn out in full force to represent the marque.

What's on the Agenda? A Jam-Packed Weekend!

According to the official Portland ABFM Website, the organizers have curated an amazing lineup of events to

celebrate our shared British motoring heritage:

- Friday, Sept 4: Kick off the weekend with the Great British Adventure Tour as a sea of British steel takes to local scenic roads. Cap off the evening by picking up your registration packet at the welcome party, the iconic "Noggin & Natter," where you can catch up with fellow enthusiasts over free pulled pork sandwiches.
- Saturday, Sept 5 (The Big Day): This is where we shine. Park your pride and joy on the lawns for the legendary Car Show, featuring over 600 beautiful British vehicles. It is also a dual-sanctioned event, meaning our club members can simultaneously compete in the JCNA-Sanctioned Concours! If you feel like putting your cat to the test, step over to the Giant Slalom Competition sponsored by the Oregon Mini Society.
- Sunday, Sept 6: Dig for treasure at the massive Sunday Swap Meet, hunt down rare parts, or watch the thrilling historic track action of the Columbia River Classic Vintage Races

passing right by the fields. The grand finale features the unforgettable ABFM Parade Lap, giving you a spectacular chance to drive your own car out onto the legendary PIR racetrack!

Why Your Participation Matters

An event of this scale relies entirely on the strength and passion of its clubs. The All British Field Meet is co-sponsored by our very own club alongside five other local British automotive organizations. Showing up isn't just about winning a trophy; it's about preserving the thriving car culture of the region, keeping the spirit of these historic vehicles alive, and sharing our passion with the public.

Let's make sure the Jaguar display is the talk of the track this year! Whether you are bringing a pristine E-Type, a roaring modern F-Type, or simply your unmatched enthusiasm, we cannot wait to see you at the gates. Let's make this the most successful All British Field Meet yet!





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 _____

MEMBERSHIP Please select one of the following membership options

Amount

Paid

Annual Membership renewal - (\$30 for JCNA dues)**\$70**

\$ _____

NEW Annual Membership - (Includes \$10 initiation fee and \$30 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