



December 2020

THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member



Rex Loquitor



In case you have yet to hear the news, it is with a real sense of loss that I need to inform you that our member Jim Rathbun has passed. Jim was an integral part of our club. He along with his lovely wife Sheri hosted our Christmas

parties with flair. He acted as our president for three years. He was the principle player in increasing our partnerships with some great business you see on the JOCO website. He had a real impact here. And don't forget the work he did with the Lake Oswego Heritage house and other clubs. Jim did not stay still but was always making something happen.



We could talk on and on about the many ways Jim impacted the world and how much all of us will miss him. However, this is my article and if you will humor me, I'd like to share what Jim meant to me a bit more personally.

For me, Jim was the Jag club. I was introduced to JOCO through the Cat Fancier when I picked up my new to me JAG XKR at Monty Shelton's. I was already working on restoring my basketcase 3.4 but now that I had a Jag that

Rex Loquitor continued on page 3

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TERMS EXPIRE JANUARY 2021

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TERMS EXPIRE JANUARY 2022

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www.joco.org

NOTICE:

JOCO Board Meetings are held the second Thursday of every month unless otherwise noted (please consult the JOCO website for the most current updates). JOCO events are in Bold face type on the Club Calendar, other Jaguar club and local events of interest are in regular type.

YOU are welcome and encouraged to submit ideas/comments to the JOCO board. The editor is actively seeking articles / photos. Send submissions by e-mail

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



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Rex Loquitor from page 2

I could get around in I figured I should join some other folks who wanted to have fun with their Jags. I signed Susie and I up and we attended the first event.

You know how it is joining a new group, a bit awkward, how do you break into these new relationships? I had almost no time for this new group anxiety to set in. As soon as we arrived Jim approached us with his big friendly smile and a handshake like we had known each other for years. Jim spent time with us getting to know us and introduced us to others so that we felt like we were really a part of the group right from the off. I don't think anyone was a stranger to Jim, at least not for long. Each event that followed there was my new friend Jim and he introduced me to others and made sure that I felt part of the group. He made JOCO a welcoming place.

After a few months of Jim guiding us into the social relationships in the club he started mentoring me to deeper club involvement. He pulled me aside and started encouraging me to get involved in the JOCO Board. I wasn't really looking to get into any kind of club leadership, but Jim thought it would be great. So, I followed him into supporting the club by serving on the board. Jim was my guide into the Club and greater service and relationship in the club. Jim's welcome wagon and guidance will be sorely missed.

We need more Jims. Join me if you will in honoring Jim. He is no longer with us but we can each share a bit of him with each other. Look for ways we can be like Jim to each other. Lets be the people who greet the new folks and make them feel that this is the friendliest club they could be part of. Lets look for ways to encourage each other to greater service to build this great group we share. I cant think of a better way to honor a friend we will all miss greatly.

Rex



One Last Ride (?) Before Winter Settles In

Jan Whittlesey

A drive in November!! Weather can't keep British car owners from venturing out!! One of our OBCC's (Other British Car Club) made the announcement. We checked our (rather empty) calendars which we could now fill with an outing!! We kept an eye on the weather, as that would determine which car got the nod.

Threatening skies loomed that morning, so Wally (86 Jaguar sedan) became the DD. We met up with 5 other intrepid pairs for a fun drive. We started off in PDX down from St. Vincent's Hospital. End of the route was Scappoose and I need to tell you that there are some fine twisty bits between those two points!



First stop was the Garden View Winery. Someone needs to plan a drive out here in the spring/summer! It is lovely!! And the view is probably lovely, but the clouds you know. More twisty bits and lovely scenery of changing leaves greeted us as we wended our way.

As readers of our outings know, our main goal is to find ice cream. Sad to say Scappoose is hardly the culinary capitol of anything. Do NOT tell anyone, but we succumbed to . . . dare I say it? Dairy Queen. Sigh and alas! But, the peanut buster bar did take us back to high school days.

How to Cast a New Badge in 8 Steps

Nov 5, 2020
From the July 2008 issue
Classic Motor Sports Magazine

Kip Lankenau's Kip Motor Company has created a strong following thanks to its commitment to keeping rare and orphan British cars on the road. Frequent trips to the U.K. have stocked Kip's warehouse full of NOS parts, but sometimes no amount of searching can track down certain items in acceptable condition. In these cases, Kip's team of craftsmen recreate the parts using a mixture of modern and classic technology. We watched as they cast a Sunbeam badge for a Tiger or Alpine.

Step 1:

The metal is heated in a small crucible on a hot plate. While the exact mixture of the white metal is a trade secret, the resulting casting is much less prone to corrosion than old zinc-rich parts.

Step 2:

A stiff foam mold is cast using a positive created from an original badge.

Step 3:

Steve Traudt uses a ladle and small funnel attached to a rod to transfer the liquid metal to the mold.

Step 4:

The metal is poured through small holes in the foam mold. These pour holes are evenly spaced to minimize porosity and material inconsistencies.

Step 5:

Each subsequent pour hole is filled with metal. Excess material is allowed to cool and then recycled into the next batch.

Step 6:

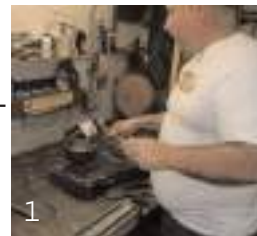
Once the molten metal has cooled and solidified, the mold can be pulled apart to expose the freshly minted pieces.

Step 7:

The individual letters are then pulled out of the foam mold. The sprues are trimmed and the part is sanded, polished and then chrome plated.

Step 8:

The final result is simply stunning and often better than the original badge.



Buyer's Guide: Jaguar XKE

By Carl Heideman
Nov 9, 2020

[Editor's Note: This article originally ran in the March 2009 issue of *Classic Motorsports*.]

Buff books and specialty guides are crawling with ink praising the Jaguar XKE. Read over one of these articles and you'll be hard pressed not to feel it. You know, it-that familiar sense of glamour and leather-upholstered elitism surrounding the car. Though these plush descriptions are widespread, they still manage to make us salivate every time. So, let's play along.

Commence snobbery.

When it debuted in 1961, the Jaguar XKE-known as the E-type in England-was like nothing else available. Long, sleek and fast, the car took the world by storm. Technically advanced with a DOHC six-cylinder engine, fully independent suspension, and four-wheel-disc brakes, it was also very refined thanks to its leather interior and numerous creature comforts, including a telescoping steering wheel.

Sure, the U.S. had the Corvette, Germany gave us the Porsche, and the Italians had their supercars, but the Jaguar offered the best attributes of all of these. It was a relatively high-volume production car with great handling, quick acceleration, and a 150 mph top speed. Jaguar had raised the bar for the high-end sports car market, and they had built enough for the masses.

End snobbery.

That wasn't so bad, right? At this point, XKE guides will often devote a few words to exactly which XKEs you should buy and which you should avoid. We'd like to knock this snooty approach down a peg. Here's our take:

Any XKE is cool. Sure, some of the variations might be better than others, but there are few cars cooler than even the worst of the XKEs. While many people fantasize about owning an XKE, most feel they don't have the means to buy one. There is some truth to this, but XKEs can be affordable.

Despite the fact that XKEs are cool and can be affordable, they are not perfect. Even the newest ones are 34 years old, and some of them have undergone substandard repairs for years. Done right, these cars can be fun, reliable daily drivers.

Done wrong, and they turn into frustrating money pits.

Birth of Cool

The XKE's long hood, low silhouette and sleek tail conspire to create an original shape that looks fast just standing still. Park any XKE in a parking lot, and a crowd will often form around it; this has been the case since the car came out. To the people in that parking lot, E-types are all pretty much the same. For us, there are some differences.

Of course there are two basic models, the coupe and the convertible. However, there are actually two types of coupes, the standard two-seat model and the four-seat 2+2. Next, there are two basic engine configurations: Early cars had either a 3.8-liter or 4.2-liter DOHC inline-six. Later cars had 5.4-liter V12 engines with a single overhead cam for each cylinder bank.



The XKE debuted for the 1961 model year, but hints of what was to come preceded it: Jaguar campaigned this E2A prototype in 1960 (top). The original XKE (middle) had a shape that was unmatched; the later Series II car (bottom) carried that torch forward. Photography Credit: John Swain

The V12 cars were more like luxury grand touring cars than the earlier sports cars. They all featured power steering and improved power brakes, but less road feel. Many of these later cars also came fitted with creature comforts like air conditioning and an automatic transmission.

Even with the big V12, power and performance were down from the six-cylinder version. These V12 cars were also plagued with increased complexity over the earlier models. Thanks to a recession, a fuel crisis and added money and labor problems at the factory, the cars also received poorer quality control.

Read those buff books and guides we mentioned earlier, and you'll usually come away with an impression like this: The most desirable XKEs are the earlier six-cylinder cars or the later 12-cylinder cars. Convertibles are always better than coupes, and 2+2 models are almost undesirable. Are you starting to sense some snobbery here? Hold that thought; we'll use it later when we work on our budget.

Big Fun

What's it like to drive an XKE? If you've driven other British cars, you have a bit of the idea. While an MG or Triumph pilot might feel at home in the hot seat of an XKE, the driving feel has a character of its own.

The engine starts like a heartier version of its smaller cousins, but it's smoother, torquier and much more powerful. The chain-driven dual overhead cams give the XKE a much different sound than its solid-lifter pushrod contemporaries.

The ride and handling are also smoother; occupants don't bounce around quite as much due to a longer wheelbase combined with torsion bars in front and coil-overs in the rear. However, the car isn't quite as nimble as the MGs and TRs. The

A Small English Driving Tale

Submitted by Steve Brent

Time is like a river. You cannot touch the same water twice, because the flow that has passed will never pass again. Enjoy every moment of life. As a bagpiper, I play many gigs. Recently I was asked by a funeral director to play at a graveside service for a homeless man. He had no family or friends, so the service was to be at a pauper's cemetery in the Nova Scotia back country. As I was not familiar with the backwoods, I got lost and, being a typical man, I didn't stop for directions. I finally arrived an hour late and saw the funeral guy had evidently gone and the hearse was nowhere in sight. There were only the diggers and crew left and they were eating lunch. I felt badly and apologized to the men for being late. I went to the side of the grave and looked down, the vault lid was already in place. I didn't know what else to do, so I started to play. The workers put down their lunches and began to gather around. I played out my heart and soul for this man with no family and friends. I played like I've never played before for this homeless man. And as I played "Amazing Grace", the workers began to weep. They wept, I wept, we all wept together. When I finished, I packed up my bagpipes and started for my car. Though my head was hung low, my heart was full. As I opened the door to my car, I heard one of the workers say, "I never seen anything like that before, and I've been putting in septic tanks for twenty years."



XKE continued from page 5

XKE was made to go fast, and that's where it excels. It's a car that feels like it's going 25 when it's actually knocking on 70. As a result, disobeying the speed limit is all too easy.

The six-cylinder harbors a separate spirit from the V12 cars. Every pre-'68 example features a race-car-inspired interior that even recalls the cockpit of an aircraft. Slide in through the slightly too-short doors and you're faced with a dash full of gauges and toggle switches. To bring the car to life, turn the ignition switch to the On position, set the choke, then push a separate starter button to crank the engine.



Upgraded seats were part of the Series II interior changes. The cool lens covers were dropped to meet federal regulations. Photography Credits: John Swain



Once in motion you'll find plenty of power, but the torque is what you'll really feel. It doesn't matter which gear you're in; the XKE just pulls smoothly to whatever speed is desired.

The rack-and-pinion steering is very responsive, but the low seating position and long hood can make those first few maneuvers a little tense. The thought of having power-assisted, four-wheel disc brakes might keep the mind at ease, but these pieces aren't quite like those on a new Honda. They're great by 1960s standards, merely good by today's.

The E-type offers a fine ride in town, but get it out on the highway and it's a real treat. Smooth at highway speeds, it simply stands up and goes when you floor the gas pedal. Just keep in mind that this smoothness leads to misinterpreted speeds at higher velocities, too. The car will quickly hit 90 mph, but you'll think you're going 70.

The post-'67 machines give up a bit of the raw excitement found in the earlier versions, but not much. The removal of one carb cost the car some power, but it received some refinement in exchange. The seats gained headrests and recliners, and thanks to the federal government, the dash became padded, the toggle switches were replaced with rocker switches, and the starter button disappeared; its function was integrated into the key switch/steering lock. The result is a car that drives and looks pretty much the same as its earlier version, but with a little more plushness and fewer styling charms.

Three carburetors feed the 265 SAE gross horsepower six-cylinder cars, while the Series III V12 makes 250 SAE net horsepower. Photography Credit: John Swain



The later V12-powered car is a different cat in several ways. The longer doors and interior provide easier entry and a bit more room, but the cockpit loses more of its aircraft feel. The engine, though bigger, is not as powerful as its predecessor and doesn't feel like it wants to wind up as much. However, it is smooth—12 cylinders can hardly be anything else.

The power steering, while not missed on the earlier cars, is a nice addition to the V12. The improved brakes bring the car to a stop very nicely, although they have a bit of a disconnected, mid-1970s "American car" feel to them.

XKE continued from page 6**Somethin' Else**

The XKE has been put on a pedestal since its release, and with good reason. It was one of the most iconic cars of the '60s, and it manages to turn heads and impress drivers to this day.

The XKE isn't perfect, but it can be fun, affordable and reliable. You just have to decide: Do you still want one?

**Things to Know**

Photograph Courtesy Jaguar

Drivetrain

If the carbs are in good working order and set by a competent tuner, they'll work very well; the trouble comes when the carbs wear out. Meanwhile, mixture quality is often negatively affected by vacuum leaks along with worn needles and jets.

Poor running is often caused or exacerbated by improper use of the choke. Some owners use the choke too little or too much, neither of which enhances the car's drivability. Too little choke makes the car hard to start; you'll then encounter stalling, spitting and backfiring as it warms up. If the choke is used too much or too long, the car will blow black smoke, stall and foul the spark plugs.

Except in very hot climates, the original cooling systems will perform just fine if everything is in good order. For owners in extra-hot regions, updated aluminum radiators will be a welcome addition.

Pulling the engine and gearbox isn't the one- or two-hour job it is in many other cars. Think more like eight hours, and reinstallation takes longer still.

When inspecting a prospective purchase, spray some carburetor cleaner around the throttle shafts to look for vacuum leaks. (On a clean engine bay, be very careful with these cleaners as they can eat away at paint.) Check for oil leaks; you'll likely find some, but make sure they're not excessive, especially at the rear main seal. The clutch should require moderate effort and not slip, and the gearbox shouldn't grind or make excessive noise.

For dual Zenith-Stromberg cars, retrofitting triple SUs is a quick way to regain some horsepower. Of course, there's nothing like the sight of multiple Webers, so that's an option, too.

Five-speed gearbox conversions are available, although the rear axles are geared high enough that stock four-speeds can handle highway revs without much of a problem. Replacing the pre-1966 gearbox with a five-speed adds a synchronized first gear along with the extra speed, so the swap makes a little more sense with these cars.

Body and Interior

Considering that the E-type has a more complex wiring harness than the average MG or Triumph, there is more opportunity for corrosion, bad grounds and poorly executed modifications.

As with any classic, rust is the biggest deal-breaker. Since XKEs were always high-end cars, many of them enjoyed dry climates and proper storage. Look for these examples. Rusted cars that have been repaired by marque experts with the right panels and methods are also worth seeking. Keep in mind that there's no such thing as "a little rust." If you see a single hole of any size, think about walking away.

A lot of these cars were restored in the '80s and '90s, which is a double-edged sword. While some of these restorations were done very well by experts, others were done with less than professional results. In other words, that nice paint job might be hiding some pretty bad metalwork underneath.

Chassis

XKE brakes tend to get a bum rap. When it comes to brake problems, age and lack of proper maintenance are almost always the culprits. We've found that these systems perform well when they're properly maintained with quality parts. Almost all service for the rear brakes requires removal of the rear axle, so deferred maintenance is more common at this end of the car.

The rear axles commonly need replacement bushings and mounts. Torque steer is an indication that this work is needed.

Most E-types have wire wheels, and don't expect them to be in perfect shape. Look for wobbles along with loose, broken or missing spokes. Shimmys and shakes, especially in the 60 to 65 mph range, are clues that something is awry. Splines can wear, too; clunks heard during acceleration or braking can signify that new wheels- and possibly new hubs-are needed.

Coker and some other manufacturers make quality tires in the series I correct 185R15 size. However, upgrading to a performance tire will require moving to a bigger size. We've usually found 185-70R15s to be a good size for XKEs, but they'll rub on the inner rear bumpstops if used with stock wheels. Dayton makes a nice chrome wire wheel with the proper offset for modern tires; Superlite offers a knock-off alloy that also works.

*Stay Home, Stay Safe. If you must go out, wear a mask, keep six feet apart don't touch your face, and wash your hands when you return.
Be safe and use common sense!*

Mr. Prez-Elect is a Gear Head! Who Knew?

Stolen from the Island Growler, Victoria Jaguar Car Club



(This article appeared in Car and Driver in 2016, when Joe Biden was Vice President.)

If you're a gearhead, you might not want to run for president or vice president. Why? The main reason is that our heads of state aren't allowed to drive while they're in office or for six months after they leave. So if you're a president or VP who loves driving, it could be nearly nine years after first being elected until you're allowed to drive again. That sucks.

That's the exact predicament that Vice President Biden has been in since he took office. He has a cherry 1967 Corvette that he's only been allowed to drive three times since he took office. Three times. That has to be a little bit of hell.

So when Biden gets the chance to hop behind the wheel of his car, he doesn't waste the opportunity. This time it was for an

episode of Jay Leno's Garage, and with Leno riding shotgun, Biden immediately gets in the car and smokes the tires.

What's also apparent is just how happy he is to be back behind the wheel. Regardless of your politics, it's always great to see a fellow gearhead reunited with his beloved car. And it's also great to know that if Biden weren't in office, he'd be driving this Vette as much as possible.

Now he just has to wait until June 2026 (or later) before he's allowed to hop behind the wheel again, unfettered. It's not that far off! <<https://twitter.com/i/status/788847215796219904>>

I suppose that as Mr Biden is President-Elect of the US, it is only appropriate that he drive an American car, a Corvette. But I am sure he would really prefer an E-Type.



"I know I wanted you to stop going to those summer classic car shows so you could spend more time at home, well, I changed my mind."

JOCO MARKET PLACE



Beatty collection. For contact info email: britcar69@hevanet.com

1967 E Type FHC

Started restoration but not completed. Now it's your turn. Many OE and NOS parts included. Numbers matching, 55,000 miles, nearly rust free body and bonnet. Blasted and primed subframe. Five nice wires, complete new interior, tool kit. Color is Golden Sand. Car is located in Edmonds, WA. Asking \$55,000. Call or email Mike Hunsley: 206-795-7938, mikehedmonds@gmail.com

XJS Lamps – Rare and Like New

These lamps are from a Jaguar XJS most likely vintage 1976 to 1991. They are in excellent condition and have complete original wire harness with original plug. I am asking \$75 each for the side markers, \$55 each for the bumper turn signals. We live in West Portland so easy to acquire these – contact me at: steve_varga@yahoo.com

Wanted:

Member of JOCO is looking for an E type Roadster in great driving condition and prefers to purchase it through our Club. Please call 503.481.2233 or email trends2012@live.com

Beautiful 1995 Jaguar XJ6

We have enjoyed my XJ for several years. This is 100% a Portland car sold new and serviced at Monte Shelton Jaguar and then properly maintained by JLR Portland when acquired by me as second owner. For a 25 year old Jaguar, it shows very well. Colors are Ice Blue with a blue grey leather interior embellished with beautiful wood veneer. We drive it frequently and it runs well, no problems. Tires and brakes are very good. Comes with two keys and Fobs

FOR SALE: 1970 Ser. 2 E-type convertible. Light blue with dark interior. Has hard top. Meticulously restored to a very high standard. Local, regional and national JCNA winner. Maintained with copious records. Asking \$80,000. From Bill

and a new battery installed by JLR as part of a recent service. Mileage is 115,000.

This stand-out classic Jaguar is well-priced at \$4,495. For more details, contact me – Brad – at: bradleys@jlr-portland.com or call 503.265.5124.



1993 JAGUAR XJS Convertible.

Beautiful Kingfisher Blue with Doeskin interior. 4.0L in-line six w/ 55,500 mi. I've redone rotors/calipers/master cylinder. New air and fuel filters. Zero rust. Comes with two tonneau covers: One in doeskin and one in dark blue I have life time service records and comes with the full Service manual.

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Wheels (and tires) for Ser. III

XJ6 Free for the taking, but in sets of two (3 sets or six, total.) Wheels good, tires bad.

Contact Glen

Enright britcar69@hevanet.com or 503-341-2906

Seeking winter storage parking for an XK150.

Fred and Bonnie Nuttall are trying to find dry (inside but need not be heated) storage/parking for our '58 XK150. Location hopefully to be in the Portland/Beaverton greater areas, but all locations to be considered. We have a cover for it and a battery tender (which need not be used if no power is available). Storage is needed from December to May/June (to be retrieved likely before the Vancouver ABFM). We do not need access to the car during those storage months. A reasonable rental fee will gladly be paid.

If you have space or know of some, please contact Fred or Bonnie: 503-616-5510 or [<nuttallf@gmail.com>](mailto:nuttallf@gmail.com)



For Sale 2001 XKR Silverstone Edition convertible.

200 exported from England when Jaguar was reintroduced into formula racing on the Silverstone track in 2001. 139 purported in US now. Like new inside and out. 84,000 miles, wheels are 20s, platinum silver exterior, black interior, maple wood details. Supercharged - with every Silverstone option on the car. New factory brakes. Includes silver car cover. Asking \$16,500. Call JOCO members Mike Scott or Sandi Lesh. 503-636-9303.



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Jaguar Owners Club of Oregon

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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.

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NEW Annual Membership for 2021 ONLY - (Includes \$10 initiation fee and \$30 for JCNA dues)	\$40	\$ _____

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