



February 2021

# THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member

## Groundhog Day



Will he see his shadow, or not?

## Rex Loquitor



### Looking ahead.

2021 is now in full swing with 2020 disappearing in our rear-view mirrors. This should give us a huge feeling of relief.

Unfortunately, we seem to

be heading into 2021 without much change. Covid is still ruling the day and vaccines seem to be taking a while to get out to the average man. Still, I have faith that this is for a short time. Soon we will be able to get back to life as we would like to live it, hopefully sometime this year. With that in mind, let me share with you what we hope the coming year will look like.

For those of you who missed the Annual General Meeting, let me fill you in on a couple things you missed. First we have three new Directors on the Board. Clint Percival, Matthew Nowak and Don Compton will be serving on the Board till 2024. Carl Folleen agreed to pick up Jim Rathbun's remaining year, so we are covered there as well. Seth and I were voted in officially to our respective roles. We are still looking for a secretary to handle board minutes. If you have an interest in helping with this you would be appreciated more than you know.

We also have announced the winner of the Fox-Bagley award. This is the award we give to one of our members who has had a real impact with service to our club. It is named after two of our early club members who were instrumental in organizing what JOCO is today. This year the award goes to Glen Enright. Glen has served as our president three times, has been editor when we produced a hard copy of the newsletter, and now is the key person in producing our Electro-Cat as well as other publications for the club. He and his work are greatly appreciated.

Let's look forward to 2021 as a year we can get out and enjoy our cats and fellow club members. Those big

## Board of Directors

### TERMS EXPIRE JANUARY 2022

Carl Folleen,	Portland
Rex Schneider,	Forest Grove
Mike Scott,	West Linn

### TERMS EXPIRE JANUARY 2023

Sue Kornahrens,	Portland
Tomas Bromander,	Portland
Fred Nuttall,	Portland

### TERMS EXPIRE JANUARY 2024

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

## Officers and Chairs

President:	Rex Schneider, Forest Grove
Vice President:	Seth Shenker, Eugene
Secretary:	Open
Treasurer:	Mark Hull, North Albany
Historian:	Stuart Trenholme, Portland
JOCO Roster:	Barbara Grayson, Portland
JCNA Regional Liason:	Barbara Grayson, Portland
Membership:	Sue Kornahrens, Portland
Partnerships & JOCO Marketplace:	Open
ABFM Liason:	Mike Scott, West Linn
ABFM Liason:	Rex Schneider, Forest Grove
JCNA Concours Chair:	Mike Scott, West Linn
JCNA Concours Chief Judge:	Rex Schneider, Forest Grove
Newsletter Editor:	Glen Enright, Hillsboro
Webmaster:	Seth Shenker, Eugene

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](http://www.joco.org).



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### Rex Loquitor from page 2

events that got canceled last year should be available this year. We are going to be the honored Marque at the Forest Grove Concours D' Elegance. We are also gearing up for the All British Field meet again on Labor Day Weekend. On page 9 you will find a "Save The Dates" list for the year. This is not all we will do, but it does give you a starting point to begin filling up that calendar hanging on your wall.

That's what we have so far. I think we ought to be able to find some good times at these events. Mark your calendars, buff your cars and let's look for a good year. I am predicting that fun will be had by all!

Rex



## PAY YOUR DUES FOR 2021

Although the local portion of your dues has been waived for 2021, we still need to send JCNA's portion, which is \$30. Send to: Barbara Grayson right away  
1641 SW Multnomah Blvd.  
Portland 97219

## Mystery Photo



Would anyone happen to know the owner of this majestic SIII XJ6 stretch limo? I spotted this somewhat road-begrimed beauty on Tuesday January 19 in Yachats. I would like to invite the owner to our 2021 Concours. Please call Seth at 541-801-9553 with hot tips!

In the same vein, if you are out and about and spot (no pun intended) an interesting Jaguar of which you are not familiar, get as much info as you can about the car and contact me or any club or Board member. We'll see if we can't trace the owner and invite them to one of our upcoming drive outs or shows.



# JOCO February Event!

## Give Your Jaguar a Face Lift



plated? Apply a color change in a matte finish? No problem! A "wrap" can do it all and more. And the bonus is it's not permanent.

Bring a chair if you wish, and join 19 of your fellow JOCO members as we visit Roadrunner Protective Film and Graphics promptly at **10am Saturday, February 20th**. We will meet at 12689-B NE Whitaker Way, Portland 97230. Some light refreshments will be provided.

### Bring a chair & join the JOCO Tech Session Saturday, Feb. 20, 2021

Your car needs various types of protection: insurance, interior care products, polishes, waxes, and various other surface protectants. However, up until fairly recently, it was difficult - nay nearly impossible - to prevent "road rash" on the front of your car.

Many, if not all of you, have heard the term "clear bra" to describe a thin layer of plastic that is applied to your car to help prevent "road rash" from degrading the appearance of your car. There was an old style "bra" made of vinyl, usually black, that covered the front of your car to prevent those dreaded rock chips that made your car look like it had the measles. While it did prevent a lot of rock chips, there were a few problems. First, the "bra" did not lay flat on the surface, so it tended to vibrate in the wind causing scuff marks or even wearing through the paint right down to the primer or to bare metal. Second, is that the bra did such a good job of shading the paint that it would cause a "two tone" paint effect.

One day a clever person decided to do something about that situation, and "another modern plastic miracle" (to borrow a phrase) was born - enter the "clear bra." The "clear bra" is more accurately referred to as "paint protective film." Its close relative is the "wrap" that can be applied to any size vehicle. This product can perform a variety of functions from applying advertising graphics to a complete color change without ever disturbing the original paint. Advertise your business? Make your car look gold



**Register soon, as this event is restricted to only twenty (20) participants to provide safe distancing during the presentation. Masks will be required for everyone's safety. Contact Carl Foleen by e-mail:**

**p47\_fan@yahoo.com, or call & leave a message (or send a text) to Carl at 503-778-0969 for your reservation.**

*THIS JUST IN!! There will be a new 2019 Ford GT that will be receiving both paint protective film AND red/white/blue racing colors film. We will see the whole range of possibilities for protective film during the demonstration. How Cool Is THAT!?!*

### SUMMARY:

**JOCO Tech Session, Saturday, Feb. 10th, 2021 10 AM SHARP! Meet at Roadrunner Protective Film & Graphics, 12689-B. NE Whitaker Way, Portland, Oregon, 97230. Plenty of on street parking, limited parking lot space.**

**Your host: David Ball, Event organizer: Carl Foleen.**



## ARGENTINA DISPATCH

# ‘Fixing the Damage We've Done’: Rewilding Jaguars in Argentina

By Ernesto Londoño

IBERÁ NATIONAL PARK, Argentina - They had a big job to do, drafted as the first few jaguars to be reintroduced to Argentina's wetlands after more than seven decades of absence.

But they were a troubled bunch.

Tobuna came from an Argentine zoo and was fat and lethargic, in the twilight of her reproductive life. Her daughter, Tania, had been hidden from view in the same zoo because a tiger had mauled one of her legs as a cub.

Nahuel required custom dental work to ease the exasperating toothache that made him constantly grumpy, and never in the mood to mate.

Then there was Jatobazinho, who had stumbled into a rural school in neighboring Brazil in 2017, severely dehydrated and famished, having lost the ability to fend for himself in a region where farmland gobbles up more jungle canopy each year.

“They all had pretty traumatic stories,” said Sebastián Di Martino, a biologist who oversees conservation projects at the Rewilding Argentina Foundation, an initiative to restore the health of the country's ecosystems by reintroducing species wiped out by human activity.

Workers at a conservation project in Argentina hope to release the first jaguars fully into the wild later this year or early in 2021.

Before they are fully released back into the wild, at Iberá National Park, the jaguars are being kept in large, enclosed pens. But in the tough business of rewilding, where obtaining breedable animals is often costly and logistically vexing, beggars can't be choosers.

So Mr. Di Martino was thrilled to get any and all jaguars for the most challenging phase of a yearslong effort to create vast wildlife sanctuaries across Chile and Argentina.

For these imperfect jaguars, most of whom came from zoos, the splendor of their new home, Iberá National Park, must have seemed like paradise, filled with quarry.

On a recent visit, packs of howler monkeys looked like acrobats as they swung from tree to tree, yelping loudly. Swamp deer and capybaras grazed placidly as storks cruised overhead.

The jaguars aren't the park's only meat eaters. When kayakers glide down narrow streams, they must navigate around stoic caimans,

absorbing the waning afternoon rays.

The idea of rewilding jaguars grew out of a project of Kristine and Douglas Tompkins, who ran the outdoor equipment and clothing companies **Patagonia** and **North Face** before turning full time to environmental causes.



In the 1990s, they began snapping up millions of dollars worth of land in the Southern Cone of South America. The goal of the American couple was to acquire the first building blocks of what would eventually become national parks. But it struck them early on that simply halting the degradation of forests felt insufficient.

“Landscape without wildlife is just scenery,” Ms. Tompkins heard someone say soon after she and her husband bought an old cattle ranch in Argentina's Corrientes

province in 1998, which later became part of the Iberá park, tucked in the country's northeast corner. “For us it was an epiphany and an opportunity.”

Across the Southern Cone, which includes Brazil, ecosystems are perishing at a staggering rate. Loggers, miners and farmers raze vast areas of the Amazon and other biomes each year, turning more and more emerald green canopy into grasslands.

“We can't just be in the trenches resisting,” Mr. Di Martino said. “Now more than ever we have to go beyond conservation and restore, which means going to battle.”

The battlegrounds the Tompkinses picked have at times been rather hostile. As they began acquiring land, they were often greeted with suspicion.

In Corrientes province, some warned that the American couple would bottle up the area's spring water and leave behind a parched wasteland.

“There were rumors they were going to take all the water,” said Diana Frete, a deputy mayor of Colonia Carlos Pellegrini, a tiny town that serves as a gateway for the wetlands. “There were a lot of doubts and distrust.” Now some 80 percent of her constituents work in tourism. “Today, we're better off tying our fate to protecting nature.”

Jaguars were a dominant predator in North and South America for millennia, and played a vital role in keeping ecosystems in harmony.

But the conversion of land to agriculture over the past two cen-

**Jaguars continued from page 5**

turies drove jaguars to extinction in several of their former domains. With just 200 wild jaguars estimated to be remaining elsewhere in Argentina, the majestic cats are critically endangered.



That vulnerability contrasts starkly with the way potential prey feels in the presence of an individual jaguar. When at ease, the animals move in assured, bouncy steps that feel a bit like a dance. But a swoosh of the claws and a guttural roar inspire terror.

Ms. Tompkins said that by reintroducing the imposing cats alongside giant river otters, giant anteaters and red and green macaws, she wants to demonstrate this form of conservation is not only possible but scalable.

Yet it takes plenty of human meddling to begin to return places like Iberá to a state closer to what they were like before humans spoiled them.

Mr. Di Martino leads a group of dozens of biologists, veterinarians and volunteers who have spent untold hours in recent years coaxing the jaguars to mate - from a safe and respectful distance.

Before they are fully released back into the wild, the jaguars are being kept in large, enclosed pens where their hunting skills, and sexual arousal, are tracked by a web of security cameras.

"When there is interest, the female starts rolling on the ground and scratching the earth," said Magalí Longo, a biologist who monitors the animals. "That's when you know she's game."

The first major reproductive breakthrough came in 2018 when Tania, the jaguar missing a leg, gave birth to two cubs. Along with Jatobazinho, the Brazilian cub who nearly starved, they're among the five jaguars whose ability to hunt on their own is being assessed by biologists.

This assessment requires releasing the animals into ever larger pens, where, instead of getting prey delivered, they're left to their own devices to hunt - including wild boar and capybaras - to sharpen their survival skills.

If they do well, Iberá could be home to a population of some 100 jaguars in the next few decades. The prospect makes Ms. Longo beam.

"We're fixing the damage we've done, and it feels great to start seeing results," she said. "We're working to make our jobs extinct, but that's a good thing."

# Driving JLR Classic's Factory-Restored Jaguar Reborn E-Type

Why a 'reborn' Jag from 60 years ago might be a better way to spend \$400,000 today  
by DANTRENT Jan 12th 2021



COVENTRY, England - Moviegoers of a certain age will likely draw an association between the flag-emblazoned E-type "Shaguar" driven by Austin Powers and the car's image as an icon of Swinging-Sixties cool. For sure, the Brits cling to this era, recalling a time when everyone from The Beatles to the nation's car manufacturers were successfully exporting English swagger to the world.

As the 60th anniversary of the E-type's first appearance in 1961 approaches, attention is again focused on this golden age for British automotive engineering and Jaguar's increasingly industrialized approach to leveraging its heritage. That takes the form of an impressive modern facility on the outskirts of the brand's hometown, where classic Land Rover, Range Rover and Jaguar vehicles are "Reborn" in nut-and-bolt factory restorations. This isn't a few old hands turning spanners in a dusty corner of the main factory - instead customers can go direct to Jaguar Land Rover Classic Works, order the Reborn vehicle of their dreams and sit patiently for the spectacular return on their considerable investment.

In the case of the Reborn E-type driven here, that starts at around \$400,000, though that figure can rise considerably if you're fussy about the vintage of the original car and want one based on a more sought-after early model. For the real fanboys Jaguar is even offering Drivsix matched pairs of restored E-type 60 Editions to celebrate the coupe and roadster that were famously driven direct from the factory to the Geneva unveiling just in time for Jaguar founder Sir William Lyons to reveal it to the world. That even Enzo Ferrari was

JLR continued on page 7



**JLR continued from page 6**

moved to acknowledge its beauty adds to the romance of that moment, and explains why Jaguar is so keen to celebrate it.

But can the Reborn E-type do justice to such myth and legend? And is factory original really preferable to the restomods built by independents like Eagle? Wheel time in a gorgeous Reborn 1965 4.2 Fixed-Head Coupe on an authentically grey and over-cast English day is my chance to find out.

The E-type may have earned Enzo's respect for its looks but, ever the wily engineer, he will likely have been paying closer scrutiny to what was under those slinky panels. Jaguar had demonstrated it could beat the world's best in sports car racing with multiple Le Mans wins in the 1950s. As the new decade dawned, it looked to have ambitions to do the same in showrooms with a product that made Maranello's finest seem like old tech.

Look at it this way: At the time, Ferrari was selling coachbuilt coupes based on space-frames and running leaf-sprung live axles at the rear. Sure, the engines were exquisite, but for a fraction of the price the E-type offered a steel monocoque, an independent suspension and disc brakes all around, rack-and-pinion steering and equivalent power from a six-cylinder engine. No wonder it got his attention.

Those foundations still make the E-type relevant today. I'm driving it on the same English backroads on which it was devel-

oped 60 years ago, likely in similar conditions. The shiny facility where the cars are restored may be of the modern age but, within a few hundred yards, the roads are exactly as they were back then. Narrow and bumpy, they twist and turn between hedgerows, testing steering, suspension and brakes in a way that informs Jaguar products to this day.

Those of a 21st-century physique may find the door aperture of the E-type coupe a bit of a squeeze but, once inside, it fits like



a glove, with plenty of headroom and space in the footwell to ensure you're not hitting all three pedals at once. The wood-rimmed steering wheel sits close to your chest, the four-speed shift lever is a hand-span away and the view down the long hood sets hairs to attention before the engine even fires.

When it does, the sound is as gorgeous as the looks. The twin-cam XK engine is the beating heart of generations of Jaguars and as much an icon of the brand as the famous "leaper." Breathing through three giant carbs and dual exhausts exiting under the rear bumper, it responds instantly to the throttle with a sophisticated growl.

Sure, Jaguar made an electric E-type as a demo. But if that's what you want, go buy an I-Pace.

This one is a later 4.2-liter, which has comparable horsepower to the 3.8 but gets 283 pound-feet of torque to the smaller engine's 260, for a more relaxed power delivery. Everything from the synchromesh gearbox to the reassuring brake feel, positive steering and balanced suspension set-up inspire confidence in the first few hundred yards. It's clear this car has been

reborn for people willing to drive, not just admire. For sure, allowances have to be made for the lack of safety aids or crash protection should the worst happen. But few cars of this vintage feel so well equipped to drive at a modern pace, or so easy to get into the groove with. Your \$400,000 could buy you any one of the current crop of 200-mph supercars. But on real roads, at real speeds, you get to

enjoy more of a return on that investment in a classic like this.

If you like the sound of that, then Jaguar Classic is waiting to hear from you. The current Reborn program is based on the original Series I cars, rather than the Series II and Series III that U.S. buyers enjoyed as the XK-E. But given these are arguably the prettiest and purest of the line, that's no problem. And if your checkbook can open wide enough, the guys in the workshop will entertain whatever restoration project your heart desires. Even an Austin Powers-inspired Shaguar livery? "No reason why not," laughs the man from Jaguar Classic.

*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!*

# On The Auction Block A Knobbly-Bodied, Lister-Jaguar Works Car

By Colin Wood  
Jan 21, 2021



Photos courtesy of RM Sotheby's



The first time a Jaguar engine was mated with a Lister body was not until 1957, when Lister customer Norman Hillwood asked to have a Jaguar XK engine put into his car.

Later, in 1958, Lister unveiled a new car that quickly became known as the “Knobbly” for its curved proportions. Versions of this car would go on to succeed at many events, perhaps the most notable being the first place finish at the 1958 SCCA national championships.

This 1958 Lister-Jaguar “Knobbly” is genuine example of one of those cars, and is accompanied by an “extensive historic racing and rally history” that includes drivers such as Walt Hansgen, Ivor Bueb, and Bruce Halford.

Said to be “the last of three Knobbly-bodied Works cars built for 1958,” this Lister is powered by a Jaguar D-type 3.8-liter

inline-six that is said to have been built to “competition specifications.”

Included in the sale are a number of documents that features invoices, newspaper clippings and period photography of the car on track, as well as a spares package that includes a number of original parts such as a fuel tank, muffler, roll bar and tonneau cover.

Find this Lister company historian-endorsed 1958 Lister-Jaguar “Knobbly” available through RM Sotheby's upcoming Arizona auction, with an expected selling price between \$900,000 and \$1,200,000.



# Save The Dates!

- Feb 20th** Tech session at Roadrunner Film and Graphics (see page 4).
- March 3rd** Driving tour to Skamania Lodge.
- April 17th** Diving tour of some of the covered bridges in the Willamette Valley.
- May 15th** Tour of the Vintage Underground and possibly The Sports Car Shop in Eugene.
- June 19th** Mt. St. Helens Run with our sister club the Seattle Jaguar Club. Optional overnight at McMenamins Kalama Lodge.
- July 18th** Forest Grove Concours d' Elegance. Jags are the Featured Marque.
- July 31st** The Great Oregon Steamup. A festival of old working steam engines tractors and the like, in Keizer.
- Aug 14th** Thompson Mills Heritage Site State Park. Tour a mill originally built in 1858.
- Sept 3rd - 5th** Labor Day Weekend the All British Field Meet is back at PIR!
- Oct 16th** Sandy River Driving tour.
- Nov 13th** Tech Tour of Artistic Auto Body.
- Dec 4th** Christmas Party at the Chart House.

## Another Road Trip

By Jan Whittlesey

Glen and I have postponed our monthly outings in search of ice cream: weather mostly. I haven't been idle though. Here are MY latest endeavors.



In October a friend suggested that I sign up for a virtual 'race' in commemoration of Ruth Bader Ginsburg by walking 87 miles (her age upon death.) 'Sure,' says I. I had begun walking around our neighborhood once the local pool had closed and figured I could get some swag/credit. The RBG finished after about 5 weeks. The next thing I knew, another friend found a website to virtually walk The Oregon Trail - all 2000 miles! A flurry of texts (as in 50) ensued and we 'discussed' the how, why and what are we thinking?

The upshot was that six of us signed up as a team so we could combine our mileage. We call ourselves The Duck Quackers as we all met in Eugene during college. We are spread out: Hilo, Lyle (WA), Sandy, Hillsboro (me), and 2 in Eugene. We signed up on 11/11 and need to complete the Trail by 5/15. As some of you may know, I am just a wee bit "concrete sequential," so I had to do the arithmetic to make sure we could finish on time. I determined that we would finish on time if we could walk 334 miles a month! Come to find out we are a good month ahead of schedule.



The logistics are each of us records our daily mileage on the website and we can watch our Team progress along the Oregon Trail map. (We are currently 'in' Wyoming, preparing to dip down into Utah and then up to Idaho.) At different mileage posts we can 'unlock' a 'badge.' As a result my

incentive has not diminished. (Well, maybe yesterday and today with the snow on the ground.) A wonderful addition is the camaraderie this has fostered: One team member is emailing diary excerpts from an ancestor who crossed in the 1800s. Another has photoshopped us at the various checkpoints. I have looked up information about each checkpoint and sent that out.



Since we can almost see the end of our journey, we are investigating signing up for the virtual walk along Route 66 - which should be a piece of cake at 2280 miles(!)

# JOCO MARKET PLACE



Beatty collection. Call Kay Beatty: 503-837-9189 or [kbeatty123@yahoo.com](mailto:kbeatty123@yahoo.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](mailto: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](mailto: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](mailto: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](mailto: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.

Runs beautifully and will turn heads no matter where you go. Asking \$19,400, but will entertain any reasonable offer. Contact non-member Geoff Beale 252-341-0570, or

[<aprilbeale@aol.com>](mailto:<aprilbeale@aol.com>)



## 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](mailto: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 February 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.



**2014 Jaguar XK Convertible** 39,980 miles. Clean CARFAX, Carnelian Red w/ black leather interior. 5.0 liter V8, paddle shift automatic, 20 inch alloy wheels, Power Steering, Windows, Door Locks, Brakes, Heated and cooled seats, Brake Assist, Front and Side Airbags, Keyless Entry, Security System, AM/FM CD, Premium Sound Satellite Radio, Parking Assist, Navigation,, Backup Camera, Ready for road, track, or Concours. **\$32,500** Phone 503-635-2468 or email [RLRollins@comcast.net](mailto:RLRollins@comcast.net)



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## Welcome JOCO Partners

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

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

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Jaguar Owners Club of Oregon

# 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
<b>Annual Membership renewal for 2021 ONLY - \$30 for JCNA dues)</b>	<b>\$30</b>	\$ _____
<b>NEW Annual Membership for 2021 ONLY - (Includes \$10 initiation fee and \$30 for JCNA dues)</b>	<b>\$40</b>	\$ _____

## 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