



January 2021

# THE Cat Fancier

Official Newsletter of the Jaguar Owners Club of Oregon



Affiliate Member

REVING UP FOR A HAPPIER



# Rex Loquitor



I'm dreaming of a Covid free new year!

December has ended and we are getting ready for our first and hopefully only Covid appropriate Annual General Meeting.

This year we will be meeting for the AGM in virtual style on **Sunday the 10th**. We will all sit in front of our computers to discuss the coming year. I apologize up front as we have not found a way to electronically send you the buffet. The good part is you can join us in your slippers. If this is new to you, I will make it as easy as I can. I will be sending you an e-vite that will walk you through signing onto the meeting. To get your e-vite to the online event please email me at:

[rex.schneider@ampf.com](mailto:rex.schneider@ampf.com)

Hopefully, with vaccines starting to get out, it won't be long until we will be able to put this past year of sheltering behind us. I know all of us are ready to get out and do things together again. I want you to know you are missed and your Board is trying to plan a great year for us all. Soon you will receive a postcard with the activities for the first quarter of the year. I am excited about what we are putting together.

We are planning big things for the year. The ABFM will hopefully be in full gear. We are planning to have it as you remember with the JCNA judging and all. The Forest Grove Concours D Elegance is asking that Jaguar be the distinguished Marque again as we could not have it last year. We are looking ahead to other events to collectively have fun with our cars. I guess what I am saying is 2021 is here and come what may, let's make a good year out of it.

What do you want this year to look like with the club? What have we done in the past that you miss? What new event would bring you and your Cat out to play? I am a race and restoration guy. I would love to get together and autocross or tear apart some SU carbs together. Some folks are going to want wine tours and long drives.

## Board of Directors

### TERMS EXPIRE JANUARY 2022

Stuart Trenholme,	Portland
Rhonda Hull,	North Albany
Carl Foleen,	Portland

### TERMS EXPIRE JANUARY 2023

Position Available - contact Rex scheider	
Rex Schneider,	Forest Grove
Mike Scott,	West Linn

### TERMS EXPIRE JANUARY 2024

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

## Officers and Chairs

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## 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

Would you like to hit a museum or two?

Would you mind letting me know what you would like to see this year. Your recommendations would be really appreciated. Help your Board pack this year with events that will bring us together to have fun with our cars. Drop me an email at the address I gave you above. Call me or one of the other board members. Oh, and don't be afraid to encourage some folks outside of the club to come join us.

Let's make 2021 a memorable year for fun.

*Rex*



## Fire Devastates Member's Home. . . and Cars!

Just before the Christmas holidays, Rick Martin, long time JOCO member, suffered a tragic fire at his home in Raliegh Hills. Fortunately Rick is okay, but his house and garage are not. Many of you know that Rick is an avid car collector. Besides his two very nice Jaguars, he has an assortment of Alfas and Ferraris. The two pictured are total write-offs and several others are questionable. Luckily, his two Jags

are relatively unscathed. The Mark 2 was not in the garage at the time of the blaze and his Ser II E-type has smoke and water damage and is currently under-going restoration essessment. If and when his cars are back to being road-worthy, Rick will need storage space. He thinks it will be at least a year before he can move back into his home. We all wish him the best over the coming year. If you wish



to help, you can contact Rick: [mojomartin7@aol.com](mailto:mojomartin7@aol.com)

Photos: Dan Simons





# We Did Take Another Trip, This Time - Detroit

Jan Whittlesey

We took a different tack this time (We'll save the beach for our January outing.) as the decision was to drive to Detroit to see the fire damage.

Oh my! A side note first: I was listening to an interview with Sir Richard Attenborough. He was talking about going snorkeling at a place he had last visited 20 years prior. His comments were on the line of: You can read about something. You can see photographs. However, seeing with your own eyes drives home the change. (He was talking about the destruction of a reef.)

I thought about that comment as we witnessed the devastation and capriciousness of the fire. One lot had a lone chimney and

the next had an untouched house. And the smell!!! Burnt wood, obviously, but also plastics and other 'stuff' that smelled dangerous. We turned around in Detroit. Several cars followed us as we realized we weren't alone in our curiosity. Other observations: Gates is pretty much gone except for Rosie's. There were a fair number of cars that were just charred hulks. A usual part of our outings in finding ice cream. After this sobering outing, we decided to give it a miss.

If you want to help, the Red Cross, The Oregon Food Bank, The Oregon Community Foundation and others are accepting donations.



# An SS Jaguar 100 Owned by the Same Family for 40 Years

By Colin Wood

Dec 16, 2020 | Classic Motorsports | Presented by RM Sotheby's.

Before there was Jaguar, there was Swallow Sidecar. Founded in the early 1920s, the company started out building—you guessed it—motorcycle sidecars. Before long, the company was also dabbling in coach building, and eventually changed its name to SS Cars in the earlier half of the 1930s.

In 1935, the company debuted its Jaguar range, starting with the Jaguar 90. However, production would halt in 1940, and when the company reconvened in 1945, it decided to rename itself Jaguar.

*This 1938 SS Jaguar 100 3\_, billed as the most powerful version available from SS, is reported to be one of only 118 examples built.*

*Finished in gunmetal over a red interior, this 100 3\_ was one owned by the Keno family—known for their antique business and participation as judges at Pebble Beach Concours d'Elegance—for 40 years. During that time, the car participated in the 1998 Louis Vuitton China Run, a 1000-mile tour of China.*

*Powering this SS is a 125-horsepower, 3.5-liter inline-six that, when new, was said to be able to launch the car from a standstill to 60 mph in roughly 11 seconds, and could keep accelerating to a top speed of 100 mph (hence the car's "100" designation). All of that could be had for 445 Pound Sterling (about \$600) when it was first sold. In today's money, that's roughly 30,200 Pound Sterling (about \$40,700).*

Find this 1938 SS Jaguar 100 3\_ going across the block at RM Sotheby's upcoming Arizona Auction.



# Jaguar F-TYPE Heritage 60 Edition Celebrates Diamond Anniversary of E-type

December 9, 2020 Staff Classic Cars



Jaguar is marking the sixtieth anniversary of the E-type sports car in 2021 with the introduction of a limited-edition F-TYPE Heritage 60 Edition. Only 60 will be available for sale worldwide.

Mark Turner, Commercial Director, Jaguar SV Bespoke: "A specially curated commemorative specification includes solid Sherwood Green paintwork, an original E-type color not offered on a new Jaguar since the 1960s, and a model-exclusive, extended duo-tone Caraway and Ebony Windsor leather interior trim. It also features a unique aluminum console finisher, and

Caraway-edged carpet mats provide finishing touches."

The F-TYPE Heritage 60 Edition is available in both coupe and convertible body styles with exclusive Diamond-Turned Gloss Black 20-inch forged alloy wheels, Gloss Black and Chrome exterior accents, and black brake calipers. Each Heritage 60 Edition will be built at the Castle Bromwich plant in the United Kingdom.

The F-TYPE Heritage 60 Edition is a fantastic example of what the SV Bespoke team is capable.

F-TYPE R, which forms the basis of the F-TYPE Heritage 60 Edition, embodies Jaguar design DNA in its purest form. The two-seat, all-wheel-drive sports car offers a perfect balance of performance and driver reward with an even more muscular, assertive design and a cabin defined by rich, luxurious materials and beautiful details. The sprint from 0-60mph takes just 3.5 seconds, while maximum speed is an electronically limited 186mph.

Pricing for the F-TYPE Heritage 60 Edition: TBA  
Note: Press release courtesy of Jaguar USA.



# 10 Essentials You Need in Your Workspace!

By Carl Heideman  
December 7, 2020

[Editor's note: This article originally ran in the May 2014 issue]

*Sure, your workspace will always be a project in itself, but these 10 essentials are a solid foundation for a well-stocked shop.*

## 1. A Good Vise



Two hands are almost always better than one, and an easy way to use both of your mitts when you're in the shop is to clamp things in a vise. The better the vise, the more you can do with it. A quality, name-brand vise like a Wilton could set you back \$300 to \$500, but it's worth it. If that's outside your budget, look for a sturdy vise that doesn't have a lot of slop in its moving parts. Our favorite place to buy a vise is a garage sale: We've picked up vises similar to the one shown here for less than \$20 each. They're not Wiltons, but they're quality pieces.

## 2. Booster Pack



In the old days, people used to jump-start a car by connecting it to another car with cables. That era ended with the invention of the booster pack. For \$50 to \$100, these little wonders can offer 10 to 20 serious jump-starts per recharge. Many

offer other features, like lighter/accessory plugs, a work light, an air compressor, and even USB or 110V ports. If you don't think you need one, try it just once and you'll change your mind.

## 3. Wheels Under Everything



Most of us don't have the luxury of a large, dedicated shop space. Even if we did, we'd still want everything on wheels so we could customize the shop layout for the project at hand. We put casters under all our tables, heavy equipment, and basically everything else in the shop so we can arrange things in the most efficient configuration. A bonus is that wheels make cleaning a snap: Just roll the equipment out of the way, clean the area, and roll it back.

## 4. Pegboard



Just as wheels add flexibility to a shop floor, pegboard adds it to the wall.

Pegboard and hooks are inexpensive and allow you to store tools, small parts and other items to support your project. They also make it easier to stay organized. When the project is done, you can simply rearrange the wall for the next project.

## 5. Clamps, Clamps and More Clamps



Remember what we said about two hands being better than one? And how handy a good vise is? Well, a clamp is basically a portable vise. One clamp is good, but more is better. A good assortment of C-clamps, locking pliers, ratcheting clamps, and any other form of clamping device will help you squeeze things into position, hold parts where they need to be, and generally keep your hands free. Like vises, good clamps can be very expensive, but also like vises, there are many ways to buy them used for reasonable money. Buy every one you can afford, and hang them on your pegboard.

## 6. Scrap Wood

Clamps and vises are handy for holding parts while you're working on your project, but sometimes they're not quite enough. Scrap wood is actually a powerful, inexpensive tool that can enhance your clamps and vises. Sometimes you'll use a wood block to keep your car from rolling away.



**10 essentials continued from page 6**

You may also use some wood to hold the engine at just the right angle when engineering a swap, as a fixture for a fabricated bracket, or as a hammerform for a custom sheet-metal part. Keep some 2x4s, furring strips, and scraps of plywood in the corner of the shop, and you'll always find a use for them.

**7. Shelves, Cabinets, Drawers and Bins**



By now, you may have picked up a sub-theme of this story: Organization and flexibility can make or break a shop. While wheels and pegboard are key in this area, you still need to put stuff somewhere. We like cabinets for stuff we want to keep clean, shelves for stuff we need to be able to see, drawers for tools and supplies, and plastic bins to subdivide all of the above. All of these items can be bought new for reasonable money, and many of them can be found used for little money or even free. Don't forget flexible storage when you plan your shop.

**8. Fasteners**

While we're on the topic of organization and bins, we like to keep our shop's bins filled with common fasteners. There's nothing worse than being partway through a project and having



to run to the hardware store to get a nut or bolt.

We like to keep fasteners in bins so that when it's time to refill, we can just carry the bins into the store and refill the compartments that are low on stock. It's a bit surprising what we'll spend to fill a bin—maybe \$100 for the initial haul—but it's worth it. We stay away from the cheap assortments in catalogs and on the Internet; we've found that they often contain low-quality hardware and sometimes a lot of fastener sizes we don't need. We customize our own setup and spend a little more in the short term, but we figure we're saving in the long term.

**9. Flexible, Portable Lighting**



Okay, now we're pretty organized. But if we can't see what we're doing, we're not going to get very far. In the old days, the ideal shop had a whole lot of florescent lights mounted everywhere. While these are still the staple of a good shop, battery-operated, flexible lighting has come a long way and is worth some investment. We've grown very fond of portable LED lights. Most are inexpensive and offer good battery life, long bulb life, and magnetic mounts so that we can use both of our hands when we're working.

**10. No Static Storage**

When it comes to storage, it's time to clarify things a bit. We want to store things in the short term so that we can finish a project. Then, thanks to our pegboard, wheels, magnetic lights, and portable clamps, we'll rearrange things for the next project.

However, we want to eliminate what we call static storage: If we're not going to use it in the next few months, we don't want it in the shop. Our flexible shop only



has space for project storage. Once something starts sitting long-term, we either throw it away responsibly, sell it off, or move it to a place more suited to long-term storage, like a basement, loft or external storage unit. Shop space is valuable and shouldn't be wasted on static storage.

**Bonus Item: Tunes**

We've discredited old-school shop equipment like jumper cables and all-florescent lights. When it comes to the way we get our music, though, the old school still rules. Sure, we could get a pair of amplified Bluetooth devices to connect to our iPhone, but what's fun about that? The best way to add some flair to a shop, challenge yourself, and listen to music is to take an old car stereo (preferably with no faceplate), hastily wire it to a used battery (or a booster pack), and run some lamp cord to some old speakers. Duct tape, tin-foil and a cassette adapter for the aforementioned iPhone add to the charm.

*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!*

# What to Do When Your Car Stops Running

By Carl Heideman

Dec 29, 2020 | Glovebox Companion | Posted in Shop Work

To run, a car only needs fuel and spark—although that spark has to occur at roughly the right time. To repair most breakdowns, you just need some simple hand tools, a friend and a 12-volt test light.

Most breakdowns are caused by an ignition problem.

**Step 1:** Try to park in a safe, dry place.

**Step 2:** Pull a spark plug and ground its threads on the block to see if you have spark. An assistant needs to crank the starter.

**Step 3:** If there is a spark, move to the fuel system. If no spark, check whether you're getting spark from the coil to the distributor. Pull the coil wire from the distributor and hold it near a ground. Again, have your assistant crank the starter. Look for spark from the coil lead. Note: Coils are blamed for most ignition problems but seldom are the culprit.

**Step 4:** If you have spark at the coil lead, you likely have a problem with your distributor rotor or cap. Carry replacements. In recent years, rotor problems have been much more common than car problems, so start with a rotor.

If you don't have spark from the coil lead, then you'll need your test light. Attach the ground clip of the light to a good ground, then touch the point to the positive side of the coil while the ignition switch is turned on. (This is assuming a negative-ground car.)

The light should glow. If not, trace this part of the ignition circuit to determine why the coil isn't getting power. Notes: For positive-ground cars, switch the polarity on this test procedure. The coil is marked with a + and - on either side where the wires attach.

**Step 5:** Does the ignition switching mechanism work? Assuming you have

power to the coil, hold the pointer of your light to the negative side of the coil while your assistant cranks the engine. Your light should flash on and off as the engine spins over, telling you that the switching mechanism in the distributor is working. (This is true whether the car has points or an electronic ignition.)

If the light glows steady or not at all, it's time to get into the distributor. If working with a positive-ground car, don't forget to switch the polarity on this test procedure



as well.

To determine why your distributor isn't providing the switching for the coil, you'll need to get out the manual for your car (or your ignition system if it's aftermarket) to go through the testing procedure for your points or electronic switching mechanism.

If it's not an ignition problem, then it's likely a fuel delivery issue

**Step 1:** Make sure that the throttle linkage hasn't become disconnected or fouled up.

**Step 2:** If you have an electric fuel pump, determine if it's working or not. Note: Mechanical fuel pumps seldom fail while en route. If the fuel pump is working, proceed to Step 4.

**Step 3:** If the fuel pump is not working, then make sure its fuse is good and check that neither the positive nor negative wires have become disconnected, pinched

or pulled off.

**Step 4:** Check that fuel is getting to the carburetor or fuel injection. Fuel is pressurized to 3-5 psi on a carbureted car and upward of 35-40 psi on a fuel-injected car. **DO NOT ALLOW FUEL TO SPRAY ON A HOT ENGINE OR ANY OTHER HOT COMPONENTS.**

Carefully pull the fuel line off the carburetor or injection. Aim the line at a suitable catch can. Have an assistant crank the engine. If fuel comes out of the line, then

you have a carburetor or fuel injection issue and should proceed to Step 6.

**Step 5:** Check your fuel filter. If you can blow through the filter, then you might have a clog elsewhere in the delivery system. Follow the fuel system back to a possible second filter and finally the tank.

Sometimes the

tank's pickup can get clogged, and you can remove the blockage by either blowing back through the outlet tube or running a rod or piece of wire through the tube. Be prepared to reattach the line very quickly, and remember that fuel and its vapors are very flammable. Do not work with fuel around hot engines, hot exhaust systems or other hot components.

**Step 6:** Some carburetors, like Webers, pass the incoming fuel through a screen. These screens can get clogged but are easily cleaned.

**Step 7:** Car still not running? Now that you've ruled out all of usual culprits, you have to delve deeper. On a carbureted engine, it could be a sunk float or a clogged jet. On an injected car, you might have a disconnected crank angle sensor, clogged fuel injector or another failed or disconnected electrical component. Check all grounds, too.



# JOCO MARKET PLACE



Beatty collection. For contact info email: [britcar69@hevanet.com](mailto: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](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 January 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

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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



# Ensure Your Classic Is Drivable in the Spring With This Winter Storage Checklist

By David S. Wallens | Dec 29, 2020 | From the Jan. 2021 issue

*Before you put your classic into winter storage, here's some practical advice:*

- ▶ Wash and wax the exterior.
- ▶ Clean up the interior.
- ▶ Park in a clean, dry place.
- ▶ Put the windows up.
- ▶ If it's a convertible, raise the top.
- ▶ Change the oil.
- ▶ Replace the coolant if it's weak.
- ▶ Bleed and flush brake fluid as needed.
- ▶ Top off the other fluids.
- ▶ Inflate the tires to their maximum psi.
- ▶ Park in gear and don't set the parking brake.
- ▶ Remove or disconnect the battery.
- ▶ Put the battery on a trickle charger.
- ▶ Have a plan to keep out rodents.
- ▶ Decide if a car cover is for you.
- ▶ Make sure both the car and the storage site are insured.
- ▶ Don't start the car until spring.



*"When was the last time you started her up?"*

# Brand New Name, Same Great Folks

Jaguar Drivers & Restorers Club of North America has changed its name to Seattle Jaguar Club. The car enthusiast club is affiliated with Jaguar Clubs of North America and is one of four clubs in the Northwest Region.

Please use Seattle Jaguar Club and replace the old name in future communications, as well as commonly used variants, such as JDRC, JDRC/NWA, etc. Jaguar USA has granted Seattle Jaguar Club permission to use the new name and to continue to use our years-old symbol, which includes the steering wheel and the Leaper symbol.

For future uses of the name, please do not use the shortened name, "Jag" when referring to the club. Seattle Jaguar Club is a "doing business as, or DBA," as such there may be rare instances the club may be required to use the longer corporate name for some governmental filings, but not for general use.

For more information and to receive a logo for use in Seattle Jaguar Club-sponsored activities, contact: Kurt Jacobson, Brand Coordinator, mobile 253-229-6905, [KurtGJacobson@gmail.com](mailto:KurtGJacobson@gmail.com)

## FRED ARMSTRONG WANTED TO WARN EVERYONE TO BE CAUTIOUS WHEN ORDERING FROM E-BAY

Be sure to read all the fine print when ordering from E-Bay.

" I ordered my wife some earrings, a ring and a bracelet for Christmas, but received bucket seats, a carbon-fiber bonnet and a supercharger kit, instead!"

## 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